Put the Larue advantage to work for you

The Professionals Choice
For Specialized Equipment

High capacity LARUE detachable loader-mounted, 300 HP or 350 HP, telescopic loading chute.

LARUE T60 self-propelled, hydrostatic drive, Cat 375 HP engine, ribbon or dual auger configuration, available with the Larue A.R.S (automatic rear steering) and telescopic chute.

LARUE T85 dual engines: carrier 300 to 475 HP, blower head 665 to 1200 HP, 5,000 to 10,000 ton/hour capacity, all wheel drive, available with the Larue A.R.S (automatic rear steering).

LARUE T650 single engine 550 HP, hydrostatic drive, 4,000 ton/hour capacity, available with the Larue A.R.S (automatic rear steering).

LeeBoy 8515 Paver increase productivity and reduce operating costs with LeeBoy’s 8515 Conveyor Asphalt Paver. The 8515 incorporates big paver features into a heavy-duty, maneuverable package designed for production and reliability.

Manufacturer of Heavy Duty Snowblowers
Distributor of LeeBoy products for Ontario, Quebec and the Maritimes

Distributor of Dynapac products for the provinces of Quebec and Ontario

Come see us at one of these events...

1-877-673-3013

QUEBEC CITY (Que/Sp)  MONTREAL  LAVAL  MONCTON  TORONTO
360 Leclerc St, Quebec City  4401 rue St-Michel  3611 Michel St, Laval  418 Vimont Dr, Moncton  3329 Avenue De Maisonneuve
SALES • SERVICE • RENTALS • FINANCING AVAILABLE

Emergency Parts-Service 24/7 • www.jalarue.com
So, the colors of autumn are well and truly here and, as you read this, Thanksgiving will have passed us by.

Once again, InfraStructures is not hibernating and we are trudging toward winter with yet another packed edition of the news and events that shape our industry.

It does not stop there, with the lead up to next year’s show season expecting glimpses of things to come. Also, our editorial staff will be spanning the globe from Australia to France to bring you stories that will inspire and inform you about a myriad of topics.

So, tuck into that turkey sandwich and a bit of left over pumpkin pie and enjoy the entree we have prepared for you.

Regards,
AECON LAUNCHES NEW AECON MINING BUSINESS

Aecon Group Inc. recently announced that it has completed the previously disclosed asset purchase of Fort McMurray based Cow Harbour Construction Ltd., and that it will be retaining virtually all of Cow Harbour's 300 employees in a new division to be called Aecon Mining.

Aecon Mining will operate within Aecon’s Infrastructure segment and, with its newly acquired assets and contracts, becomes one of the largest mining and land reclamation contractors in the oil sands. The new division complements Aecon Lockerbie’s position as one of the leading heavy industrial contractors in the oil sands.

Under the asset purchase agreement, Aecon acquired all of Cow Harbour’s capital assets in Alberta, including its fleet of over 500 pieces of mining equipment, as well as all of Cow Harbour’s real property, inventory, contracts, leases, licenses, intellectual property and other assets. Aecon paid $60 million on closing, and will pay a further $120 million within 90 days.

A private company founded in 1987, Cow Harbour had grown to become one of the top three mining and land reclamation companies in the oil sands, with over 800 employees, revenues of $230 million, and strong EBITDA performance, before it ran into difficulties when a number of operational issues emerged following consecutive years of rapid growth. The company filed for CCAA protection from its creditors in April of this year.

Combined with the experience and resources of Aecon subsidiaries Alarie Construction and Lockerbie & Hole Eastern, the acquisition significantly enhances Aecon’s ability to service the mining needs of clients across Canada.

Source: Aecon Group Inc.

AECON AWARDED CONTRACT FOR REDEVELOPMENT OF PETERBOROUGH AIRPORT

Aecon Group Inc. announced recently that its Construction and Materials Division has been awarded a $15.6 million design-build contract by the City of Peterborough for the redevelopment of the Peterborough Municipal Airport.

Under the contract, Aecon will extend and strengthen existing runways, taxiways and aprons, as well as upgrade the runway lighting. Expansion of groundside development lots, roadways and associated infrastructure will also be completed. This redevelopment will enable the Peterborough Airport to improve its ability for continued growth by expanding the airport’s capacity.

Construction on the project began at the end of August and is scheduled for completion in March 2011.

Aecon Construction and Materials Limited (ACML) is managing the design build contract and is performing the grading drainage and asphalt paving scope of work. A number of Aecon Infrastructure business units will perform work on the project: AME is responsible for quality control and testing of the works, Miwel will perform some of the sanitary sewer and water main construction, and AGI Traffic Technology alongside Tristar will perform all of the electrical upgrades and specialized airport lighting work.
“This project will draw on the proven airport development strengths of a number of our business units and demonstrate the diversity of Aecon’s civil construction capabilities,” said Teri McKibbon, CEO of Aecon’s Infrastructure Group. “We look forward to being able to utilize our diverse expertise on such a pinnacle project for the City of Peterborough.”

Source: Aecon Group Inc

SNC-LAVALIN AWARDED CONTRACT IN ALBERTA’S OIL SANDS

SNC-Lavalin is pleased to announce that it has been awarded an engineering and procurement (EP) contract by Grizzly Oil Sands ULC for its new Algar Lake Steam Assisted Gravity Drainage (SAGD) facility located near Fort McMurray in north-eastern Alberta.

The project consists of an initial 5000 bbl/d SAGD central processing facility with associated well pads, flow lines, tank farm and 8 MW cogeneration facility. Work has begun out of SNC-Lavalin’s Calgary office and the detailed design of the project is expected to be completed in April 2011.

This is a unique project in the fact that the execution plan is based on engineering and constructing a completely modularized processing facility capable of being trucked to site. Field construction requirements will be limited to placing and interconnecting the modules followed by commissioning of the facility.

Source: SNC-Lavalin Group Inc.

CONSTRUCTION BEGINS ON WEST DON LANDS’ FIRST PARK

Waterfront Toronto together with the Governments of Canada and Ontario and the City of Toronto recently broke ground on Don River Park, a massive new park that will be the cornerstone of the new West Don Lands community.

The 7.3 ha park will connect the long neglected area southeast of downtown to the rest of the city. Designed by renowned design firm Michael Van Valkenburgh Associates, the park will become a vibrant and inviting feature of the new neighbourhood as well as a destination for the entire city.

Stretching from King Street south to the rail corridor in the land west of the Don River and GO/CN railroad lines, Don River Park is the first park in the West Don Lands to begin construction. The park, which is expected to open in late 2011/early 2012, will transform what was an abandoned post-industrial site into a dynamic, year-round, re-naturalized public park, animated by a wide variety of programming and a beautiful multi-functional pavilion.

The construction of Don River Park represents the next stage of development in the mostly provincial-owned West Don Lands. The 32 ha West Don Lands is a challenging brownfield site in the flood plain of the Don River and development of the area is contingent on it first being remediated and flood-proofed. Construction of the area’s flood protection landform, which is designed to protect a 99 ha area that includes not only the West Don Lands but also Toronto’s financial district, is nearing completion. Don River Park is being built on top of the flood protection landform.

The park was designed to maximize the exceptional topography provided by the flood protection landform. Park features...
InfraStructures

formal and organized sports and activities. A series of open athletic field that can be used for a variety of passive and active pursuits. Its features vary, flexible spaces for a diverse range of programs, including public works.

The new ICUEE 2011 exhibit pavilion, with its focus on the latest fleet management software, products and services, broadens the scope of what is available at the show, and the pavilion format makes it easy for attendees to quickly locate what they need. Fleet management education sessions at ICUEE 2011 will benefit both new-to-the-field as well as experienced industry professionals.

**Winkle Announces New and Enhanced Line of Scrap Handling Magnets**

The complete line of Winkle scrap handling magnets, now called OptiMag has been redesigned and additions have been made using new proprietary engineering software to achieve lighter weights, increased lifting capacity and lower costs for recyclers and steel mills.

The new Winkle catalog provides basic specifications for all scrap magnets. The line-up includes both cast and fabricated casings, aluminum and copper coils and ranges in size from 76 cm to over 254 cm in diameter, as well as a full range of rectangular and octagonal magnets. The scrap magnets are designated according to their design type and are engineered to achieve optimum lift-to-weight ratios and superior duty cycles without sacrificing strength and durability. Winkle also designs and manufactures an unlimited range of specialized lifting magnets for unique customer requirements.

Winkle was an early pioneer in computer-aided modeling and design for lifting magnets. The company’s original modeling data was supported through live field trials comparing varied designs and sizes. Since then, Winkle engineering has continued to review and refine its 3D proprietary modeling software for greater precision in simulating actual field conditions in a variety of applications.

Winkle was also the leader in designing magnets to keep up with the faster duty cycles of today’s purpose-built scrap handling equipment. As a result, all Winkle magnets are designed with true 75% continuous duty cycles, based on a 24/7 operation.

At Winkle, the OptiMag lifting magnets are engineered and manufactured using strap-wound deep-field and extra-deep field coils in Winkle’s facility.

Winkle has a long history of rebuilding and rewinding all makes and models of electromagnets, including units for separation and brake coils for magnetically driven crane brakes. For scrap recyclers, Mr. Predagovic says that his Rebuild capabilities can reduce costs associated with rebuilding strap-wound magnets by cleaning and recovering conductor from the used coil.

Source: Winkle Industries

**ICUEE 2011 AND AEMP PARTNERSHIP BRINGS NEW FLEET MANAGEMENT EXHIBIT PAVILION TO SHOW**

ICUEE 2011 show attendees will find more fleet management education, products and services than ever before as the result of a new cooperative agreement between the International Construction and Utility Equipment Exposition (ICUEE) and the Association of Equipment Management Professionals (AEMP). AEMP will develop a show education track for fleet management professionals as well as conduct certification exams at ICUEE 2011. The association will also sponsor the new Fleet Management Exhibit Pavilion on the show floor.

The next ICUEE will be held October 4-6, 2011 at the Kentucky Exposition Center in Louisville, Kentucky. ICUEE is geared to the utility/construction industry, with a focus on electric, phone/cable, sewer/water, gas, general construction, landscaping and public works.

AEMP represents heavy equipment management executives who work in areas including construction, government, utilities, energy and mining.

“Fleet managers are an important customer segment for ICUEE exhibiting companies; with AEMP’s support we can more efficiently connect buyers and sellers and enhance the educational value for attendees,” stated Melissa Magestro, ICUEE show director.

“By working with ICUEE, we can offer our members and other industry workers more professional development opportunities and convenient access to the latest technology advances to help them and their businesses succeed,” stated Stan Orr, AEMP executive director.

Source: Association of Equipment Manufacturers
GE TRANSPORTATION ADDRESSES TOUGHEST RAIL CHALLENGES AT INNOTRANS 2010

GE Transportation presented its PowerHaul Series locomotive for the first time to the global rail industry at InnoTrans 2010, the world’s largest rail exhibition. Held every two years in Berlin, Germany, InnoTrans attracts approximately 90,000 attendees and 1,900 exhibitors from around the globe.

GE Transportation provides its customers with sustainable rail technology solutions such as PowerHaul, Trip Optimizer and LOCOTROL Distributed Power, which promote economic growth while minimizing any negative environmental impact.

GE exhibited its PowerHaul locomotive for the first time after announcing it at InnoTrans in 2008. Freightliner Group in the United Kingdom placed the largest locomotive order in its history with GE for 30 locomotives in 2007 then partnered with GE on a new design that is configured to take into account current and future requirements for efficiency, emissions control and safety.

The heart of the PowerHaul locomotive is the newly developed 16-cylinder PowerHaul engine – GE’s most technologically advanced locomotive engine to-date. This engine, combined with other technologies from GE, is projected to reduce both fuel consumption and emissions by approximately 9% compared to current operating fleet averages. Based on GE’s global Evolution Series locomotive platform, the 3,700 hp engine is EU Stage IIIA compliant. The PowerHaul engine represents GE Transportation’s first entry to the European market place.

Source: GE Transportation

CUMMINS ACHIEVES INDUSTRY MILESTONE

Cummins Inc. achieved a major industry milestone by commencing production and supply of the first EPA Tier 4 Interim and EU Stage IIIIB certified engines and after-treatment for early installation by off-highway equipment customers. The latest-generation QSB6.7 and QSL9 engines are built at the Cummins Rocky Mount plant in North Carolina for customers in North America and East Asia, with the Darlington plant in the United Kingdom supplying European customers.

The new emissions regulations take effect January 1, 2011, for engines over 173 hp, with particulate matter reduced by 90% and oxides of nitrogen by almost 50% compared with the current Tier 3 and Stage IIIA standard.

The QSB6.7 engine is certified to a higher power output of 300 hp, while the QSL9 engine increases output up to 400 hp. The 6.7 l and the 9 l engines have received EPA and EU emissions certification as integral systems with Cummins Particulate Filter exhaust aftertreatment, enabling a unique level of integration and packaging efficiency.

Before finalization of the engine build specification for production release, the QSB6.7 and QSL9 underwent an extensive series of field tests on commercial operations to validate performance and in-service reliability. The engines achieved up to 5% improved fuel efficiency and faster engine response, boosting machine productivity.

The 6.7 l and 9 l engines are among the most widely used in the off-highway industry within their power range. Over 30 power ratings will be available for Tier 4 Interim and Stage IIIIB applications, with a wide range of installation configurations applicable to all types of construction, agricultural and industrial equipment.

Source: Cummins Inc.

NEW CONSTRUCTION SAFETY ASSOCIATION TO SERVE OVER 38,000 COMPANIES

British Columbia’s construction employers and workers now have access to health and safety programs through the BC Construction Safety Alliance (BCCSA) which resulted from the amalgamation of the Construction Safety Network and the Construction Safety Network and the Construction Safety Network and the Construction Safety Network and the Construction Safety Network and the Construction Safety Network.

Case Launches New Loader/Backhoes

Case Construction Equipment recently launched a complete update of its loader/backhoe product line, introducing four new N Series loader/backhoe models. The new Case 580N, 580 Super N, 580 Super N Wide Track and 590 Super N loader/backhoes replace the company’s M Series 3 product line. The new machines all feature 4.5 l, turbocharged engines, ranging from 79 hp in the 580N to 108 hp in the 590SN.

“One new feature that is a real game-changer on the N Series is Case-exclusive Power Lift™,” said Rob Marrina, marketing manager, Case Construction Equipment. “Power Lift channels the hydraulic power directly to the boom with the touch of a button. As a result, our backhoe lifting capabilities outperform competitive models by as much as 39% while running at low engine RPMs.”

A new fabricated boom design increases strength while maintaining the over-center design. Backhoe bucket pins are larger and stronger to accommodate the improved lift capacities. By providing lift capabilities comparable to a five-ton excavator, with superior dig depths, the N Series loader/backhoes may eliminate the need to trailer an excavator to the jobsite.

The Case N Series introduces a new transmission family, the Powershift S-Type™, Powershift H-Type™ and Powershuttle options. All transmission choices are available on the 580SN, 580SN WT and 590SN. The 580N offers the Powershift S-Type and Powershuttle transmissions.

The N Series machines deliver improved cycle times and efficiencies through the new Variable Volume Hydraulic (VVH) System. The VVH System operates at a lower temperature than competitive hydraulic systems. The 580N continues to offer a single gear pump open hydraulic system.

Source: Case Construction Equipment
Goals and priorities which founded the previous two construction safety associations will continue into the new BCCSA with a concentration on the Certificate of Recognition (COR) Program. Under the new BCCSA delivery format, construction employers throughout the province will have greater accessibility to COR certification courses.

“The safety of workers across British Columbia is a priority for my ministry,” said Murray Coell, Minister of Labour. “The Alliance will provide a focused approach to workplace safety at all levels across the BC construction industry by centralizing resources and expertise. I am encouraged that this will enhance worker safety while making tools and resources more accessible to industry employers.”

The BCCSA will concentrate its programming and resources on the top three causes of injuries and death (falls, being struck and overexertion) to construction workers. Their approach to these problems will be evidence-based and the solutions will be developed and implemented through consultation with WorkSafeBC and the industry.

The BCCSA will partner with WorkSafeBC to deliver safety education and training to all BC construction employers.

Source: BC Construction Safety Alliance

ALL FAMILY OF COMPANIES’ TECHNICIANS SUCCESSFULLY COMPLETE MANITOWOC CANBUS 2 ASSEMBLY, OPERATION & MAINTENANCE COURSE

Rigorous technician training programs that surpass industry requirements are the cornerstone of the ALL Family of Companies’ commitment to providing ongoing education for its employees. “We believe that by investing in the best technological training and the best equipment, we can meet or exceed our customers’ expectations and reinforce our reputation as true crane experts,” says Michael Liptak, president of ALL Erection & Crane Rental Corp.

A total of 12 qualified field service technicians from ALL branches throughout the U.S. and Canada successfully completed the CANBUS AOM (Assembly, Operation & Maintenance) course sponsored by Manitowoc Crane CARE.

CAN is an acronym for Controller Area Network, and CANBUS is a vehicle bus standard designed to allow microcontrollers and devices to communicate with each other within a vehicle without a host computer. It is the newest technology in crane control systems for Manitowoc lattice boom crawler crane models 14000, 15000, and 16000. The CANBUS 2 AOM course includes the analysis of information contained in the set-up and operation chapters of the crane manual for these models. The class covers safe assembly procedures, layout and functional properties of all cab controls, boom rigging and assembly, proper configuration of RCI/RCL based on load chart specifications, pre-operational checks, daily maintenance and calibrations, and diagnostics screens. The prerequisite for the course is 5 years of crane experience.

Source: ALL Family of Companies

SCANIA TO SUPPLY ENGINES TO DOOSAN

Scania and Doosan Infracore have signed a memorandum of understanding about Scania delivering engines for Doosan’s products for the global market.

BAE Systems is expanding its support of cleaner, greener transit with new buses powered by the company’s HybriDrive® system in Everett, Washington, and Atlanta, Georgia. The hybrid propulsion systems will power 15 New Flyer Xcelsior 12,2 m hybrid electric buses for Community Transit, serving residents of Everett, Washington.

In Atlanta, HybriDrive technology will power two 10,7 m Xcelsior buses for Atlantic Station, a residential and commercial community designed for smart growth and sustainable development through optimal land, air, and water quality resource management. Operated and maintained by Metropolitan Atlanta Rapid Transit Authority, the buses will transport Atlantic Station residents to local MARTA rail stations.

The buses will be equipped with BAE Systems’ lithium-ion energy storage system, which offers longer life than other battery technologies and reduces vehicle weight for improved fuel economy and lower emissions.

BAE Systems’ HybriDrive technology currently powers more than 2700 buses in cities across North America and in the United Kingdom and has transported more than a billion passengers in New York, San Francisco, Toronto, Ottawa, Houston, Seattle, London, and Oxford, U.K. To date, the buses have accumulated more than 240 million km of passenger travel.

The HybriDrive system dramatically reduces emissions and increases fuel economy while meeting the durability requirements of demanding urban transit operations. It consists of a generator, an electric motor, and an energy storage system managed by computerized controls. A diesel engine turns the generator and operates independent of the electric drive motor, allowing it to run at nearly consistent speed for optimum efficiency. The system also uses no mechanical transmission, a major maintenance item on conventional diesel buses.

Source: BAE Systems
New Crown C-5 Industrial Forklift Built for Challenging Applications

Crown Equipment Corporation recently unveiled its Crown C-5 Series pneumatic industrial forklift for heavy-duty and outdoor applications. The new Crown Equipment internal combustion (IC) Class V pneumatic tire forklift is designed to eliminate the frequent maintenance, excessive downtime and shortened lifespan that limit operator productivity in heavy-duty outdoor forklift operations.

Historically, Class V forklifts have been characterized by frequent maintenance, excessive downtime and shortened lifespan that limit operator productivity in heavy-duty, outdoor and industrial forklift applications.

The Crown C-5 Series pneumatic model is equipped with an industrial 2,4 l John Deere engine, a dual open-core radiator that offers independent engine and transmission cooling, a power brake, and solid pneumatic tires as standard features.

The industrial forklift is available in capacities ranging from 1800 kg to 3000 kg, delivers a lifespan up to 2 times longer than comparable IC forklifts and lowers scheduled maintenance checks by 87%.

The Crown C-5 industrial forklift’s low-end torque has 12% more low-end torque than the leading competitor – improving performance during acceleration, working on ramps with load, and pushing heavy loads.

All models of the Crown C-5 Series are equipped with standard features that improve the overall operator experience, including the Crown FlexSeat™ that alleviates common operator pressure points.

Source: Crown Equipment Corporation

Stage IV and Tier 4 Final. Doosan Infracore is expected to require well over a thousand engines over the next few years.

In January, Scania also signed an agreement to supply engines to Terex Corporation, a leading manufacturer of construction and industrial equipment based in North America. As a result, Scania has a comprehensive global presence in the market for construction equipment.

Scania has been supplying engines to Moxy, the Norwegian manufacturer of articulated dump trucks, for the past 30 years. In 2008 Doosan Infracore acquired Moxy, and this long relation opened an opportunity for Scania to supply engines for Doosan’s products manufactured in Korea.

Doosan Infracore is the leading machine company in Korea, producing construction equipment, machine tools and engines. Doosan Infracore is a part of the global Doosan Corporation.

Source: Scania
Let Hybrid Technology Operate your Power Tools

For over 10 years, Mobile Power Solutions Inc. has been fully dedicated to providing municipal, utility, fire and emergency fleets with the right solutions for their vehicles.

Based in Gormley, Ontario, the company distributes a wide range of products including Vanner power inverters, battery monitors, battery chargers and other power conversion products.

The principle of the power inverter is to transform the direct current (DC) coming from the vehicle’s charging system and batteries into alternating current (AC) that can then be used by tools, computers and other onboard equipment mounted in the vehicle. Battery charging is done by the alternator, driven as usual by the vehicle’s engine. The main advantage of using a power inverter is to eliminate the need for an auxiliary generator. Inverters are available in a wide range of output wattage to meet your needs.

Most of the time, even well trained operators let their engine idle longer than is really necessary. Their main reason to justify this is: fear of depleting the batteries. This behavior is not only bad for the environment but also brings many other inconveniences such as increased wear and tear on the engine and added fuel consumption.

We have all witnessed situations where a 500 hp engine idles for hours just to drive a portable computer.

We all know the damages caused by long idling periods. Now many engine manufacturers are taking that into account by installing engine hour meters and warranties limited not only by time and distance but also in working hours.

To better answer the need for a more efficient and eco-responsible operation, Mobile Power Solutions had the idea of “Alternative Hybrid Energy Production”. With all the current talk about lower carbon footprint, noise and pollution, you can bet that this innovation will get the attention of those in search of a way to reduce the environmental impact of their day to day operations.

IdleWatch™ insures that the vehicle’s engine, when parked, will only run when the state of the batteries requires recharging. All this being controlled without any intervention from the operator, except for activating the system when on-site. In fact the operator must first take his key out of the ignition switch, to turn the hybrid system on. This is a prerequisite to access power to run the tools on either 12 or 120 V. In these conditions, the IdleWatch™ is active. The engine will start automatically and its idle speed will be determined by the state of discharge of the batteries and their capacity to absorb current.

When the state of charge of the batteries reaches a predetermined selected level of charge, the engine then will automatically stop.

As soon as the operator introduces his key in the ignition, the IdleWatch™ turns itself off and the vehicle is ready to start. Battery charging is then done by the vehicle’s alternator while driving.

In most cases, on a well designed application, idling is virtually eliminated. Technicians from Mobile Power Solutions are able to help you determine if the system is right for your application depending on your operation cycles. As a rule of thumb, the return on the investment of this hybrid system should be under 12 months, if the vehicle is idling excessively, already equipped with a power inverter and an automatic accelerator.

Videotron, an integrated communications company engaged in cable broadcasting, interactive multimedia development, Internet access services, cable telephony and wireless telephone services, has been involved since the beginning of the project. After using a prototype version of the IdleWatch™ for over a year, they are very satisfied with this new state-of-the-art technology. So much so that from now on, all their new service trucks will be equipped with the hybrid system.

It is worth noting that Vanner, which reputation is well established in the industry, has invested its resources in the development of the IdleWatch™ to optimize the charge/discharge cycles of the batteries.

This is fundamental, and merits to be explained.

Most battery charging systems work by measuring the voltage. This method is simple but imprecise and can lead to overcharge and undercharge situations which reduce the life expectancy of the batteries.

Vanner’s IdleWatch™ measures the current used (ampere-hour) effectively used to determine the exact quantity of current to be put back into the batteries. This optimizes the charge of the batteries which leads to a longer life expectancy.

Source: Mobile Power Systems Inc.
1-877-841-3770
Inclinometer Drastically Reduces the Risk of Accidents

Edbro has launched a new product to monitor the tipping angle of rigid trucks and trailers during operation. The inclinometer can accurately measure the tipping angle up to 0.1° and will signal a warning and prevent further tipping when the driver reaches a preprogrammed angle. The device helps to reduce accidents and possible driver injury and will even reduce insurance premiums in some instances.

In an attempt to bring a new level of safety to operators of tipping vehicles Edbro has launched the new inclinometer tipping monitor to help ensure that vehicles do not reach a dangerous angle during operation. The inclinometer has an in-cab display which will accurately show the tipping angle to the nearest 0.1°, and automatically compensates for sloping ground. When a preset danger point is reached a warning alarm begins to sound both inside and outside the vehicle to warn of the potential of the vehicle overturning. At this point a pneumatic valve is switched to prevent further tipping forcing the driver to lower the body and find safer ground conditions.

Edbro has many years of experience in the engineering of tipping equipment and has put extensive efforts into R&D to develop safety in the field. The inclinometer is simple to install on new equipment and can also be retrofitted in just a few hours; once installed it will continuously monitor the tipping angle to reduce the risk of accidents.

Peter Smith, Sales and Marketing director for Edbro, comments: “Judging tipping angles is never easy, especially when the vehicle is positioned on uneven ground. The inclinometer aids the driver by giving accurate data on the angle of the rear of the chassis whilst tipping, improving safety and reducing the guesswork. A number of large aggregate fleet operators are already using these types of devices as standard in their vehicles some have even found that it has reduced their insurance premiums.”

The inclinometer has a weatherproof IP rating of IP68 and includes a pneumatic tipping cut off valve for safe tipping switch-off in the event of failure. The alarm is MIRA tested for use on and off highway, sounding a spoken alarm that plays at 85db.

Source: Edbro Plc

Pure Technologies Announces New Contract

Pure Technologies Ltd. recently announced that its subsidiary, the Pressure Pipe Inspection Company (PPIC), has been awarded a contract with the Hong Kong Water Supplies Department worth approximately $1.3 million.

Services in this contract include the use of Sahara® tethered inline condition assessment of water pipelines for approximately a five month period. Sahara technology will be used for leak detection, video inspection, and pipe wall thickness measurement of 128 sections of pipe. The project will be managed by Pure Technologies China Ltd.

“Building on the success of a previous Sahara inspection in Hong Kong, this project demonstrates our continued presence in the region,” said David Roy, Director of International Development. “We believe that our condition assessment work in Hong Kong will serve to open doors in other valuable regions within China.”

Source: Pure Technologies Ltd.
Gleeson Quarries Maximize Efficiencies by Washing Crusher Dust Stockpiles

On August 10, 2010, CDE Global hosted visitors at an open day in County Tipperary to witness first hand the M2500 mobile washing plant in operation.

The event was hosted at Gleeson Quarries near Laffansbridge, Ireland, where a CDE washing plant is processing waste material from the dry crushing and screening process to produce washed sand and aggregates. “The material we are washing at Gleeson Quarries was previously being stockpiled as a waste material as a result of the inherent levels of silts and clays” explains Eunan Kelly, CDE sales manager for Ireland. “The washing plant we have installed is ensuring that this waste material is being effectively processed to create commercial grade sand and aggregates,”

The Gleeson family has been involved in the construction materials market for almost 50 years. Sister companies, Gleeson Concrete based in Tipperary town, produces ready mix concrete, concrete blocks, sand and gravel, while Gleeson Precast based in Golden produces precast concrete floors. The second generation of the Gleeson family currently manages these operations.

Gleeson Quarries produce a wide variety of aggregates for the construction sector. Concrete blocks have been manufactured on site since 2001 and ready mix concrete has been produced on site since 1990. Gleeson Quarries is one of the leading suppliers of road materials to the local authorities for the many road building and improvement schemes that have taken place in the local area in recent years.

The washing plant includes the M2500 mobile washing plant, Aggmax attrition system and Aquacycle thickener to ensure more than 80% of the water used in the washing process is recycled, thus minimizing the amount of space required on site to accommodate settling ponds.

The M2500 had its official launch at the Bauma 2010 exhibition in Munich earlier this year and integrates a feed system with a Prograde P2-75 double deck rinsing screen and Evowash 71 sand washing plant. The M2500 has a total capacity of 250 t/h and will produce 70 t/h of a single washed sand to the required specification. In this instance Gleeson Quarries required a concrete sand for use in their on site concrete batching plant. There are a number of other models available within the M2500 range allowing up to 120 t/h of single or dual sand production if required.

“At a time when operators are focused more than ever on maximizing efficiencies within their sand and aggregate processing operations, our plant at Gleeson Quarries provides evidence that there are significant opportunities to be taken advantage of with the processing of waste stockpiles,” explains Terry Ashby, CDE general manager in Great Britain. “We have numerous plants in operation throughout the world doing this very same job and it is always the case that considerable volumes of quality sand and aggregates can be recovered when the right system is employed.”

The washing plant at Gleeson Quarries has been in operation for 5 months and has processed approximately 100 000 t of material that was previously a waste product. This material was taking up valuable space on site at Gleeson Quarries before installation of the washing plant from CDE Global. In addition, the customer was missing out on a significant revenue opportunity that could be realised through the introduction of an effective washing plant. The CDE sand and aggregate washing plant at Gleeson Quarries has addressed both of these issues and resulted in the customer being able to maximize returns from their extraction processes.

Source: CDE Global Ltd
World’s Largest Mineral Processing Clutch

Eaton Corporation recently announced it has expanded its Airflex® clutch line with creation of the world’s largest clutch for the mineral processing industry.

Eaton’s new Airflex 76VC2000 dual clutch system transmits rotary torque from high-speed electric motors that drive gearboxes or low-speed synchronous motors to high-performing mills up to 14 750 hp per pinion. The clutch’s 193 cm diameter friction drum enables it to transmit adequate torque for large grinding mill-drive applications.

The clutch offers a new motion-control solution for higher horsepower grinding mills, which have been driven primarily by clutchless, low-speed motors offering a very slow startup rate that keeps component wear to a minimum and reduces power consumption.

“Eaton is well positioned across all of our businesses to deliver effective power management technologies that help our customers control cost and reduce their energy requirements,” said Eaton’s Don Keck, Airflex global market development manager – mining.

“High-speed motors using gearboxes or low-speed synchronous motors have been available for grinding mills, but mismatched clutches resulted in a startup rate that was too fast, causing increased stresses on mechanical systems. Eaton’s new VC clutch will enable low-speed synchronous motors or high-speed motors driving through a gearbox to achieve full engagement at a slower rate not achievable with previous clutch solutions, thereby protecting the power train by slowing the acceleration of the entire drive system.”

The new VC clutches have performed 500,000 cycles in field testing—equivalent to 50 years of operation. They are custom built to specific motor and mill configuration requirements and are available in 24 sizes.

Source: Eaton Corporation

Unmatched Safety Milestone Achieved

Operating safely at a rate unmatched in the construction and forestry industry, Nortrax recently surpassed 6 million working hours without a lost time injury.

Nortrax, a John Deere construction and forestry equipment dealer operating throughout North America, has worked hard to create a safety culture that allowed for achievement of this great milestone. Nortrax employees have successfully performed more than 24 continuous months of work without any of its employees having missed a day of work due to a workplace injury.

“We believe that safety is vital to our ongoing success,” explains Tim Murphy, president and CEO of Nortrax, “and we will continue to develop and implement safety procedures and training programs that will keep Nortrax employees healthy, safe and productive, every day.”

Many years of focusing efforts on safety and wellness have made Nortrax one of the safest construction and forestry dealerships in North America. Nortrax’s new safety initiatives include: utilizing best practices from specific dealers and regions; developing training partnerships; obtaining additional safety certifications; and expanding its wellness campaign.

To further their efforts of creating a safe work environment, the U.S. and Canadian divisions of Nortrax formed the North American Safety Council in Spring 2010. Represented by a cross-section of Nortrax departments and regions, the goals of this council are three-fold: to recruit the safest employees, demonstrate safety as one of the company’s core values during orientation and training, and finally, to promote an improved wellness program.

By promoting this internal safety culture, not only is Nortrax able to send each and every employee home safely every day, they are also able to serve customers more productively and efficiently.

The U.S. National Safety Council (NSC) recently recognized Nortrax as a 2009 Industry Leader, and presented the international dealership with the 2009 Occupational Excellence Achievement Award. The NSC’s Industry Leader Awards recognize the top companies within their industry that provide an outstanding number of safe work hours recorded and a commitment to safety in the workplace.

Nortrax is the largest John Deere dealership group for construction, mining, and forestry equipment in North America, and extends across the eastern and central portions of the United States and Canada.

Source: Nortrax
Hydrodemolition vs Jackhammers – Head to Head in Toronto

Although founded in 1999 as a concrete restoration specialist in underground car parking garages – using conventional jackhammer techniques – Toronto-based CanMar Contracting Ltd. is today taking on its competitors “head to head” utilizing Aquajet hydrodemolition robots.

In a current garage contract, CanMar is meeting its target of treating up to 90 m²/d of concrete slab using one of its three Aquajet robots.

This can be directly compared with a contractor using jackhammers on an identical project in the adjacent apartment block.

According to CanMar’s Hydrodemolition manager, David Porciello, a single jackhammer can achieve, at best, up to 4.6 m²/d. “This means at least 20 operators are required to match the production of the Hydrodemolition robot,” he says. “Not only are jackhammers labor intensive, hydrodemolition provides a cleaner finish and does not damage the rebar.”

Both adjacent projects are located in Toronto’s Davisville Village, each featuring identical 2787 m² basement levels.

Built some 40 years ago, the slabs underwent patchwork repairs some years ago as remedial treatment against deterioration caused by deicing chemicals on the roads during Canada’s harsh winters.

Starting its contract in May this year, and to ensure that the garage could remain operational during the concrete removal, CanMar divided the floors into two phases; each covering half of the two levels.

The contract also calls for the removal of the 25 mm thick layer of protective asphaltic mastic so as to identify the deteriorated areas.

CanMar is then responsible for the selective removal and replacement of concrete over at least 65% of each floor down to a depth of 10 cm in the 25 cm thick slab.

The key element of hydrodemolition is to pressurise and widen existing pores and micro cracks in the weakened concrete structure using high pressure water penetration.

Material is easily removed as the build up pressure exceeds the tensile strength of the damaged or weakened concrete.

In addition to the water pressure, the volume of water is also a contributing factor to the systems efficiency. The rate of removal, for example, is dependent on the amount of water directed towards the concrete surface in order to rapidly and continuously pressurise the areas being treated.

This combination of water pressure and flow together with the controlled kinetic and geometric movements of the robotic equipment creates the necessary ‘effect’ criteria for the hydrodemolition process; leaving sound concrete undamaged.

Research into water jet erosion has shown that the concrete resistance against water jet removal is dependent on concrete strength, method of finishing the concrete, aggregate size and the content of steel reinforcement bars.

The lower the concrete strength, the larger the material removal rate that can be achieved due to larger penetration and pressurisation of the material. Additionally, the higher the cement matrix strength the higher the concrete resistance.

This is due to the increased difference in the compressive strength of the construction and the penetration effect of the water jets pressure, water volume and jet movement.

It is proven that hydrodemolition produces an excellent clean surface quality. The pull-off strength, which is an important indicator of the surface structure conditions, exceeds the required 1.5 MPa (N/mm²) value with a 95% reliability.

If the surface is prepared with water jets, the interfaced zone between the remaining concrete and the new cast overlay very seldom constitutes a plane of weakness. This compares favorably with a surface prepared with hand-held tools which results in a higher probability on interface failures at pull-off testing.

With water jet hydrodemolition, once programmed, the jet moves rapidly and continuously over the selected area for removal. There is no percussive effect on the surface with the water jet penetrating the deteriorated concrete. Extensive investigations have proved that there is no modification of the concrete microstructure during the water jet treatment. Similarly the concrete pore structure is not affected by the water jet.

The surface geometry achieved after hydrodemolition depends on the type and size of the aggregate. With limestone, for example, the surface is comparatively smooth and characterised by a high degree of fractured aggregate gains.

In contrast, quartzite containing concrete exhibits an uneven surface and a high amount of undamaged aggregates.

Compared with other removal methods, hydrodemolition generates a very large contact surface between the concrete and applied coating system.

With more than 10 years hydrodemolition experience in both Canada and the U.S. using a variety of U.S. and European marquee robots, CanMar operator Tim Best, considers the Aquajet aquacutter robot to be the clear market leader. “Its highly manoeuvrable and a very compact machine which is able to cut closer to the edges.”

Over the past 24 months CanMar has successfully completed more than 55 000 m² garage slab restoration using its Aquajet Hydrodemolition robots; achieving approximately 14 000 m² per robot per year – highlighting the success of its new found direction.

Issued on behalf of Aquajet Systems AB by Joem Promotions
Ammann now offers the same ACE technology on its AVH 6030 model, a three-shaft high performance vibratory plate compactor, as it does on its heavy equipment line.

With the introduction ACE on this model, Ammann Canada now offers intelligent compaction control across a range of soil and asphalt compaction applications.

ACE, the Ammann Compaction Expert, is an electronic measuring and control system for vibrating rollers that automatically adjusts the amplitude and frequency to suit the characteristics of the ground. The system has been available in larger Ammann machines for several years, helping operators to achieve target levels of compaction without over-compacting or loosening material.

ACE-equipped machines provide continuous measurement of absolute compaction values, automatic adjustment of compaction parameters and comprehensive documentation of the compaction process.

ACE manages the machine’s compaction effort according to its reading of the layer’s load bearing capacity. The system automatically reduces the compactor amplitude in hard areas, and increases amplitude where load capacity is low. The operator is presented with a clear and simple display of machine and compaction data. The display also provides the recommended speed for optimum compaction, so the operation can be completed accurately in the fewest possible passes.

Ammann recently introduced updated versions of its compaction control with the ACEplus system including new GPS technology. This system, available on the larger machine puts on-site mapping of compaction results into the operator’s compartment through a touchscreen PC display. The graphic display represents a range of quality values including load-bearing capacity, number of passes, temperature and other details. The GPS signal in ACEplus can also be used to upload CCC data to remote IT systems for analysis and archiving.

Source: Ammann Canada
New Generation of Tail Seal Grease for TBMs

Condat started its lubricants activity for underground works in 1989 when it was awarded by international tender to supply the tail seal grease WR89 for the tunnel boring machines (TBM) used to build the Channel Tunnel, linking France to England.

Since then, this product, often copied but never equalled, was used to bore more than 4000 km in the most extreme conditions.

Now, WR89 is evolving... the lastest release of the Condat R&D lab, WR89 NewGeneration is available now.

This new tail seal grease not only anticipates the next regulations but it will also permit to be in accordance with the technological progress while meeting more and more severe technical requirements.

WR89 NewGeneration is continously pumped during the progress of the machine. Injected between the rows of brushes, it allows a perfect sealing against water, slurry and grout, insuring the sealing of the TBM while tunneling.

The innovating formulation of WR89 NewGeneration provides improved performance with sustainable development in mind. It uses more eco-friendly and biodegradable components in anticipation of future specifications. It also offers a higher level of safety thanks to its fire-resistant properties. Also, new anti-friction additives reduce by at least 10% the consumption of lubricant – this reduction has been proved on several jobsites – as well as a perfect compatibility with WR89 and the emergency product, Condat Emergency Seal.

WR90, the lubricant used for the first packing of the brushes, also benefited of the same evolution in a sustainable development way and is replaced by the WR90 NewGeneration.

For over 20 years, Condat has developed a complete range of products, lubricants and additives fulfilling technical, safety and environmental requirements for underground works with TBM. Its technical team is specially dedicated to the good use of these products on any type of TBM worldwide.

Source: Condat Lubricants

Dynamotive to Restart Operations at its Bio Oil Plant in Guelph

Dynamotive Energy Systems Corporation recently announced that it plans to restart operations at its 200 t/d (dry input capacity) Bio Oil plant in Guelph, Ontario, in the fourth quarter of 2010.

The Guelph pyrolysis plant was constructed using modules that minimize on-site activities and allow for rapid deployment. It comprises eight fully assembled modules and when fully operational will process 66 000 dry tons of biomass per year with an energy output equivalent to 130 000 barrels of oil.

The plant incorporated the latest technology and innovations in the field when built in 2007/2008. It remains the largest capacity plant in the sector.

In support of the restart, Dynamotive commenced a program to secure biomass for the plant in the Ontario market.

Source: Dynamotive Energy Systems Corporation
AG with the new pumped storage plant is an important project for Switzerland's future electricity supply. The order for the tunnel boring machine was placed with Aker Wirth by ARGE Zugangsstollen Limmern who will carry out the construction of the tunnel. This consortium consists of the companies Rothpletz, Lienhard + Cie AG, Baresel GmbH, Wayss & Freytag Ingenieurbau AG, G. Lazzarini & Co. AG, Andrea Pitsch AG and Ragotti+Weber Bau AG.

Source: Aker Wirth GmbH

Giant TBM Finds its Way to Switzerland

After having completed the contract for a tunnel boring machine (TBM) of 8 m diameter in December 2009, and following an optimal workshop acceptance, the various individual parts of its latest tunnel boring machine left Aker Wirth's plant in Erkelenz, Germany, in July. The components were delivered to Switzerland where a tunnel is to be bored for the extension of a hydroelectric power plant.

Before the delivery the machine was put through its paces during the course of a comprehensive test program at Aker Wirth's plant: the basic functions were checked and the 4000 hp main drive was submitted to a 24-hour endurance test. The company's end-to-end, professional quality assurance system is highly appreciated and valued by construction companies and project owners.

By the beginning of August all the components had been transported to the construction site in Tierfehd in the Swiss Canton of Glarus, directly on the way up to the Klausenpass (approximately 80 km south of Zürich). On the jobsite the machine had to be reassembled and was scheduled to start drilling in the middle of October 2010. The machine is to bore a 4 km access tunnel to the underground cavern which houses the machines for the new pumped storage power plant in Limmern.

The tunnel has a diameter of 8.03 m and goes up from 800 m (above sea level) to about 1700 m at a constant gradient of 24%. For this inclined tunnelling the Aker Wirth TBM has been equipped with additional securing fixtures to cope with rising gradients. Up until now rising inclined tunnelling has only been carried out by machines up to a diameter of 6 m. The tunnelling of the Limmern access tunnel will therefore be the largest inclined operation of this kind to have ever been carried out with a tunnel boring machine.

The extension of the existing production facility of the Kraftwerke Linth-Limmern AG with the new pumped storage plant is an important project for Switzerland's future electricity supply. The order for the tunnel boring machine was placed with Aker Wirth by ARGE Zugangsstollen Limmern who will carry out the construction of the tunnel. This consortium consists of the companies Rothpletz, Lienhard + Cie AG, Baresel GmbH, Wayss & Freytag Ingenieurbau AG, G. Lazzarini & Co. AG, Andrea Pitsch AG and Ragotti+Weber Bau AG.

Source: Aker Wirth GmbH
Gerken, a German aerial platform rental company, recently sold its Ruthmann Steiger® TTS 1000 to an American buyer. Prior to leaving for the United States, this magnificent aerial platform was sent to the factory-owned Ruthmann Service center in Gescher-Hochmoor, Germany where it was given a comprehensive maintenance check and “unified” with a brand new Mack truck. The TTS 1000 is now on its way to the via sea freight to rewrite aerial-platform history.

Ruthmann initially sold the TTS 1000 to Gerken in 2001. With a working height of 100.4 m, it had been the highest aerial platform in the world for years. Other manufacturers have since exceeded the 100 m mark with some of their newer developments but the capabilities of the TTS 1000 remain unmatched to this day. The amazing 40 m lateral reach can still be achieved at working heights of up to 60 m. Furthermore, the Steiger® TTS 1000 can be safely operated in any position with winds of up to 16 m/s (57.6 km/h).

The new owner is Steve Roth of Abilene High Lift Aerial Company in Abilene, Texas. Mr. Roth is looking forward to the arrival of his new aerial platform because there are already several customers waiting for this flagship with great anticipation. The Steiger® TTS 1000 will be the highest-reaching aerial platform in North America. It will be able to do jobs that no other aerial platform in North America can do.

Gerken was apparently able to get an excellent price for its TTS 1000 which underscores the top resale value that Ruthmann Steiger® products offer. The new owner will not have to make any compromises. The control technology and range of functions are completely up-to-date. The TTS 1000 comes with Ruthmann’s own information and diagnostic system which also functions perfectly in North America using teleservice. Should the need arise, employees at Abilene High Lift Aerial and Ruthmann Service technicians in Germany will be able to log in to the control system via mobile/cell telephone technology in order to resolve application problems quickly and efficiently.

Source: Ruthmann

---

Liebherr Crawler Crane Erects New Plant for Brazilian Steelmaker

A Liebherr LR 1750 crawler crane is being used to construct a new hot lamination plant for Brazilian steelmaker Usiminas at the company’s rolling mill in Cubatão, Sao Paulo state. The crane, the largest of four Liebherr mobile cranes on the site, is owned by Latin America’s biggest crane hire company, Locar Guindastes e Transportes Internomais, and was being supplied under a two year contract. The other three cranes, which also belong to Locar, are an LTM 1220 and two LTM 1090 units.

The crane is equipped with a 35 m main jib and a 70 m luffing jib, a configuration that Locar found to be most suitable for the height of the plant building, even though the LR 1750 can take a main boom of 140 m and a luffing fly jib of 105 m. The crane has a maximum lift capacity of 750 t at 7 m. The LR 1750 is next to the top-of-the-line model in Liebherr’s LR series of lattice boom crawler cranes, designed for applications in power stations, refineries, bridge construction sites and the assembly of large-scale plants.

Usiminas, rated as Brazil's largest producer of steel products and responsible for almost 30% of the country’s steel output, is extending its existing plant at Cubатão with a new hot strip rolling mill designed to service the oil exploration industry with steel for oil platforms, probes and vessels.

Civil works for the new hot lamination line at Cubatão began in March last year and the plant is scheduled to be operational in April 2011.

Issued on behalf of Liebherr-Werk Ehingen GmbH by Joem Promotions
Scott Powerline Equipment, a Louisiana-based heavy machinery dealer, recently delivered a customized Elliott Equipment Company 30105R BoomTruck to the North American Salt Mine Company. This truck-mounted crane was purchased to perform salt mining operations 472 m underground within the mine.

North American Salt chose Elliott Equipment Company’s product because of its solid construction and Elliott’s reputation as a leader in custom engineered solutions. Elliott Equipment’s engineers worked closely with North American Salt’s user group and modified this 30105R crane by adding a specialized 450 kg hydraulic drill attached to an 360 kg capacity, remote controlled steel work platform. The customized system offers two miners the ability to move close to the mine face and drill from within the work platform, saving time and money.

Taking full advantage of Elliott’s ease of installation and minimal number of fittings, the entire boom truck was completely disassembled above ground and reassembled deep within the mine.

The Elliott Equipment 30105R is a fully customizable product that can be modified to meet a variety of worksite needs. With options like removable work platforms, special outriggers, auger drill systems, radio remotes and more, it is why demanding users consistently look to Elliott Equipment Company for cost effective solutions for their personnel and material handling needs.

Source: Elliott Equipment Company

**Customized Elliott BoomTruck for Rugged Underground Operation**
Further advancing a solution for unconventional gas production, GE recently introduced a mobile evaporator, specifically designed to help natural gas producers recycle untreated waters that result from the hydraulic fracturing process at the well site. GE’s new, completely mobilized evaporator is energy efficient, fully transportable, cost effective and will enable on-site frac water recycling, reducing the volume of wastewater and fresh water that needs to be hauled to and from the site.

There are massive amounts of natural gas and oil buried deep below the earth’s surface in shale reservoirs, which lack the natural permeability to flow to the surface for recovery. The process of hydraulic fracturing, which involves creating small fractures in the rock surrounding the reservoirs in order to create a path through which the natural gas and oil can flow, has enabled production from oil and gas resources that were otherwise thought unrecoverable.

While hydraulic fracturing increases the production rate of oil and gas wells, the process also uses a substantial amount of freshwater and produces billions of gallons of wastewater each year. To offset this impact on the environment, GE’s mobile evaporator will treat the severely impaired waters, such as frac flowback and produced water, making it possible to reuse the water in the industrial process, reduce the amount of fresh water consumed and reduce any subsequent environmental impact from discharge.

GE’s mobile evaporator will be used for all unconventional gas and frac water applications in regions of the world where shale gas can be found, including North America, Europe, China and Indonesia. Initial applications will be in various North American markets such as the Marcellus Shale reservoirs located in the Appalachian Basin.

Regions like the Marcellus Shale are unique in that they produce very high total dissolved solids (TDS) frac water, have limited deep well capacity and increasingly stringent discharge regulations. The mobile evaporator will enable natural gas producers to significantly decrease their transportation and disposal costs.

Additionally, the communities will benefit from less truck traffic and decreased wear and tear on local roads. The first units will be available in early 2011.

“GE’s objective is to create a solution that not only lessens the environmental impact of gas drilling, but also one that reduces the current treatment cost to service providers and producers. As the mobile evaporator illustrates, our research and development teams are continually working toward offering new solutions to meet our customers’ challenges throughout the industry,” said Jeff Connelly, vice president, engineered systems—water and process technologies for GE Power & Water.

The mobile evaporator is a 50-gallon per minute, horizontal, shell and tube, forced circulation, mechanical vapor recompression system. Unlike other treatment methods, thermal evaporation removes nearly all of the impurities in the water, allowing producers to easily meet the newly passed Pennsylvania discharge regulations of less than 500 TDS. The mobile evaporator is mounted on a single trailer that will allow it to reach the most remote drilling sites. Additionally, its unique design has been optimized for maximum energy efficiency.

GE has offered thermal evaporation technology for more than 40 years, but this is the first time that the technology used for the treatment of shale gas frac water has been completely mobilized.

Source: GE Power & Water
Mariners Haven, an exclusive condominium community on the western shores of Georgian Bay has become a trend setter in the move to sustainable living.

Mariners is undergoing one of the most ambitious reroofing projects in southern Ontario – moving from traditional cedar to a synthetic material made from recycled products.

The prime contractor, Jay Carter Roofing, is replacing the aging cedar, on the entire complex, with the increasingly popular product Enviroshake®. Enviroshake is made from 95% recycled materials including plastics, fibers, and tire-derived rubber. It has a superior resistance to UV rays and looks like real cedar.

Mariners Haven, originally built by the famous Kaufman family, is a collection of 32 semi-detached homes, built around a private marina basin. The community was conceived and started in the mid 1980s with cedar shake roofs that have begun to deteriorate and must be replaced.

Richard Wilson, president of the Mariners condominium board and an expert in large renovation projects said the original plan was to go back to cedar. "We hired an engineering firm to assess the roofs and to help write the specifications for the replacement. Originally, we were looking at replacement with a better cedar, but Jay Carter came back to us with an alternate proposal – to go with Enviroshake®."

Enviroshake also gets a superior rating from LEED (Leadership in Energy and Environmental Design) an accreditation system administered by the Canadian Green Building Council to accelerate the transformation to high-performing, healthy green buildings, homes and communities throughout Canada.

The project is well underway and Mr. Wilson says the Enviroshake looks great. Lead engineer for R.J. Burnside and Associates, Mina Tesseris said the condominium will see a major reduction in the lifecycle cost of roof replacement.

Source: Enviroshake Inc.
Volvo Graders Blaze a Trail Through Canadian Prairie

In the flat Canadian prairie, 22 Volvo motor graders are keeping roads passable through inhospitable weather conditions.

In east-central Alberta, the County of Two Hills and the neighbouring Flagstaff County have over 5343 km of roads to be maintained, of which less than 10% are paved. The challenge is to keep these roads passable through the snow in winter, the mud in spring, the rain in summer and the frost in autumn for the 8000 residents.

Local weather conditions can be fairly inhospitable. Temperatures range from minus -46°C in January – accompanied by a chilling winter wind – to over +37°C in the summer – with a harsh dry wind. And precipitation, both rain and snow, can reach 187 cm annually.

THE COUNTY OF TWO HILLS
Public Works manager Raymond Bouchard is responsible for maintaining the roads in the County of Two Hills.

“We purchased our first Volvo G976 motor grader a few months ago and we are pretty impressed so far. The operators like its performance, the maintenance staff are pleased with its reliability and it’s terrific for snow ploughing – it’s a great machine,” he says.

Mr. Bouchard’s biggest problem was convincing senior operator Willy Derda, who has 18 years experience operating motor graders, to try the Volvo. “He didn’t want to leave his usual motor grader,” says Mr. Bouchard. “But when I convinced him to try the Volvo he became a big fan and now he won’t go back.”

When asked about the Volvo G976 All Wheel Drive motor grader, Mr. Derda says: “I like this grader. It’s got lots of power. I love its short turning radius, especially on some of these narrow roads. The cab has great visibility and it’s quiet and comfortable in both summer and winter!”

The Volvo G976 motor grader has a blade down force of 9776 kg and a maximum blade pull of 16 635 kg. The low-emission, turbocharged Volvo diesel engine provides a maximum power output of 265 hp. When coupled with the optional Volvo HTE1160 transmission, with 11 forward and 6 reverse speeds, it is economical and versatile with precision control at low-speed, efficient travel at high-speed and greater accuracy in the working range.

The All Wheel Drive mode provides more traction and control for an extra 3855 kg of blade pull and high-speed capability for operation in heavy snow or unstable footing.

Raymond Bouchard and his operators are pleased with the power and performance of the All Wheel Drive mode when working on heavy-duty road repairs or road reconstruction.

“It really holds the slope when cutting,” he says. “It’s got a good weight and it’s a strong machine.”

FLAGSTAFF COUNTY
A few kilometers further south is Flagstaff County. The county has 3000 km of road which is a mix of gravel, bladed dirt roads, all-weather roads, oiled roads and a few miles of asphalt paved roads.

To simplify the maintenance of the roads, Darrell Szott, Public Works superintendent for the county, has broken the county into ten maintenance areas. “We have assigned graders to each area and they have a minimum of 257 km of road each, to maintain,” he says.

Mr. Szott explains that he chose Volvo because it offers value for money. “We have been using a Volvo wheel loader for some time and a Volvo tracked excavator, but we have used a competitor brand of grader for a long time.

“We replace our graders every five years and Flagstaff County recently purchased two new Volvos, a G940 motor grader for maintenance and a Volvo G976 All Wheel Drive for the oiling crew,” he continues.

When asked about fuel consumption, Murray Moulder, Public Works foreman, points out that, “Fuel consumption on the Volvo grader is good but it is also dependent on the operator and the type of roads they are working on. We have sand roads where a cutting edge will last for two weeks. Then we have roads where the surface is a combination of gravel and bentonite clay and it takes three times more blade pressure so we have to change the edge twice a day. So our fuel consumption can vary. But we are very pleased with the performance of our Volvo graders.”

Veteran heavy equipment professional Gates Morin has been working with the Volvo G940 for a few weeks. “I have worked with almost every kind of heavy equipment made but I have never worked with a machine like this Volvo. It definitely has my seal of approval.”

Source: Volvo Construction Equipment
In October 2009 the L-2180 became the latest in a long line of wheel loader scales by LOADRITE™. With that release, LOADRITE™ went on a hunt for the oldest working LOADRITE™ system still operating in North America.

“We knew there would be some very old scales still working, LOADRITE™ are known as durable, hard working systems.” explained Elliot Chisholm, Product Marketing manager of LOADRITE™ weighing systems.

During the months following the release, many systems were checked to see if they were the “Oldest LOADRITE™ Scale”. Amazingly, there were quite a few systems more than 20 years old submitted from all over North America.

“Quite a few customers were hoping to be the oldest system and get the free upgrade with all the new features and improved weighing capability of the L-2180. Customers also really appreciated our upgrade pricing, helping them get the better system”, explained Andrew Crose, vice president Sales and Marketing.

After researching all the submitted systems, a clear winner emerged from Donegan’s Haulage & Ready Mix of Listowel, Ontario. Not only was their LR500 the “Oldest LOADRITE™ Scale”, their two other LR500 were the next oldest systems as well.

Mike Clarke, Silvertop Supply, the Factory Trained, Authorized LOADRITE distributor for Ontario, stated “When I heard about the promotion to find the oldest system, I had a hunch that Donegan’s would win. They’ve been a loyal customer for as long as we’ve represented the LOADRITE™ product line.”

With LOADRITE™ systems on just about every wheel loaders, Donegan’s Haulage has found the systems extremely useful. When asked how much owner Harry Donegan would want to buy back all of his LOADRITE™ systems he emphatically stated “You can’t buy them back, we need them.”

Source: Actronic Technologies
New Bullet Liner® From Burtin Polymer Laboratories

Burtin Polymer Laboratories (BPL) a manufacturer and supplier of polyurethane insulation and spray coatings for residential and commercial structures has gone back to its roots by introducing Bullet Liner® for pickup truck beds, tailgates, wheel wells and similar applications. Over four decades of family history in this market segment gives BPL the experience to bring contemporary levels of expertise and technology to this wildly popular scratch and dent resistant coating system.

Bullet Liner’s spray-on qualities offer maximum protection and provides an advanced coating system that is long lasting, impervious to the weather while delivering improved UV protection in addition to enhanced puncture and abrasion resistance.

“This new product is now the continuation of my vision for this marketplace, seizing on the newest formulations for protection and style,” states Claudio Burtin, CEO of Burtin Labs. Burtin actually pioneered the technology for this highly active market segment more than 30 years ago and was the principal founder of the original Line-X products.

“No one knows better than we do the relationship our customers have with their trucks and they consider them members of the family. Sure they bought a truck to haul things, but they don’t want to dent or scratch the bed in the process,” added Mr. Burtin. “That’s why Bullet Liner will continue to be such a popular investment in protection, and why we launched the entire industry to help.”

Besides the obvious physical protection benefits provided by Bullet Liner, it is also formulated to maintain a high luster shine for years. It is available with a color matching system so customers and distributors can now match, or contrast, virtually any exterior color. The permanent bonding characteristics of Bullet Liner assure long lasting protection by adhering to all targeted contours for a complete and total seal from the elements, thereby protecting the investment of the customers.

Burtin Polymer Laboratories (BPL) remains one of the foremost authorities in research, development, and commercialization of polyurethane systems produced for commercial roofing, commercial and residential insulation, flotation, adhesives, packaging, spray elastomers and custom molding products. Part of the impressive line of Burtin Polymer Labs products is Foametix® Spray Foam Insulation, which is a series of light density, polyurethane spray-applied foam insulation systems designed for residential and commercial/industrial building applications. Plus, continuing to develop some of the very few blast mitigation products tested and approved by the U.S. Military and utilized by the United States government in the refurbishment of the Pentagon after the 9/11 attacks. All Burtin Polymer Labs formulas are proprietary where strict quality controls are implemented using only the finest chemical ingredients and the most sophisticated processing equipment in the industry at their facility in Cartersville, Georgia, with warehousing and service operations located in seven states.

Please take the opportunity to visit and learn more about Bullet Liner, showcased at SEMA 2010, this November 2-5, 2010.

Source: Burtin Polymer Laboratories, Inc.

The THW Relies on Emergency Service Vehicles from Mercedes-Benz

The Federal Agency for Technical Relief (Technisches Hilfswerk, or THW) is to get new emergency service vehicles from Mercedes-Benz as part of an extensive procurement programme. Several new vehicles were handed over to the THW in a symbolic gesture at Interschutz 2010, the leading international exhibition for fire prevention and disaster relief.

The vehicle, known as the MLW V in the trade, is based on a Mercedes-Benz Sprinter. The vehicle has five seats for crew members and a load compartment which is accessible through the rear doors. It has been equipped with a Sortimo shelving system and allows the safe storage of each technical unit’s specific loads. Folding shelves with tie-down hooks and floor-mounted securing rails enable loads to be secured perfectly.

The rear doors, which open out to 270°, make loading with a fork-lift truck possible. Alternatively, using two drive-on ramps which are stored on the inside of one of the rear doors, rollboys or a mobile workbench can be loaded, too.

It is intended to put the MLW V into service for the infrastructure, logistics, blasting and drinking-water technical units of the THW. The first MLW V vehicle is being taken into service by the Bautzen (Saxony) section of the THW and will be used there by the blasting technical unit.

Source: Daimler AG
### InfraStructures English Edition

**IAA 2010 – Vivaro e-Concept Study**

Opel is sending new impulses to electric mobility. At the IAA Commercial Vehicles Fair in Hannover, Germany, General Motors debuted a research project on a Vivaro e-Concept, an electric van with up to 400 km extended range. With this concept – not unlike the one used on the Chevrolet Volt – General Motors’ German brand imagines that environmentally friendly e-mobility could also be intriguing for commercial vehicle operators.

“We would like to test the acceptance of our advanced propulsion technology by showing the Vivaro e-Concept to the commercial vehicle specialists attending the show,” says Chris Lacey, executive director, International Operations Opel/Vauxhall Commercial Vehicles. “We are convinced that we will get a fantastic reaction from the people who use such vehicles on a daily basis: Electric mobility will allow them to travel in city areas which are now off-limits to petrol and diesel-powered vehicles and the range-extender technology makes it possible to use an electric van for normal routine business.”

The Vivaro e-Concept aims to prove that operators do not have to make great concessions to practicality when they choose intelligent propulsion. The e-Concept is conceived to have 5.0 m³ storage capacity able to carry 750 kg of payload, making it an excellent value for urban delivery drivers.

The e-Concept is envisioned to be capable of meeting the typical daily needs of inner city delivery transport fully electrically and therefore completely emission-free. The vehicle would be extremely quiet and clean – with respect to the environment and reduced traffic zones in the inner city.

The 111 kW (150 hp) electric motor in the Vivaro e-Concept propulsion system delivers 273 lb ft of torque available from zero rpm and would offer 100 km pure electric driving range. On longer, regional hauls or shuttle services, range-extender switches on, extending the total driving range to more than 400 km. Thanks to Opel’s extended range propulsion concept, engineers foresee the Vivaro e-Concept as capable of driving permanently with engine and electric motor propulsion, enabling drivers to reach distant destinations with the confidence and peace of mind that a depleted battery will not strand them.

Engineers have mounted the batteries, which can be recharged on a standard household 230 V outlet under the floor of the Vivaro e-Concept. There, the lithium ion battery modules are protected from the weather. At the same time the modules provide a low center of gravity for good handling characteristics.

Source: General Motors

---

**Nissan to Become a Major Player in the Commercial Vehicle Sector**

At about the same as the NV1500/2500/3500 heavy van series is launched in the U.S. and Canada, Nissan Europe chose the 63rd IAA Commercial Vehicles Fair in Hanover, Germany, to present its new NV400 for the European market.

Contrary to the North American NV, which is based on the Titan pickup platform, the European Nissan NV400 shares its platform with the Renault Master and Opel Movano.

**BIG PAYLOAD IN A SMALL FOOTPRINT**

Similar in size to the Mercedes-Benz Sprinter, they use a platform that is flexible enough to be offered in either front-wheel or rear-wheel drive depending on the size of the vehicle. Offered in four lengths and three roof heights, load length can extend to more than 4 m and load volume to 17 m³. These vans offer payloads of up to 2,5 t, depending on body variant. They are powered by a 2,3 l direct injected turbocharged diesel I4.

**THE AMERICAN COUSIN**

The Nissan NV1500/2500/3500 lineup will be offered with a choice of two roof heights with either 6,2 m³ or 8,5 m³ of cargo volume. Load length is 3,0 m and, with more than 1,32 m between wheel wells, you can easily load two standard pallets or 4x8 dry wall sheets flat.

Powered by either a 4,0 V6 or a 5,6 l V8, the NV vans clearly target traditional large van customers that would otherwise shop for Ford E-Series and Chevrolet Express offerings.

Source: Nissan
John Deere Power Systems (JDPS) is pleased to announce that their PowerTech PVX 6.8L above 174 hp and their PowerTech PSX 6.8L engine have been certified by the Environmental Protection Agency (EPA) and European Union (EU) as compliant with the Interim Tier 4 and Stage IIIB regulations. The PowerTech PSX and PVX 6.8L engines join the certified 9.0L engine models. John Deere’s PowerTech PVX and PSX 9.0L engine models were the first engines to receive EPA and EU Interim Tier 4/Stage IIIB certification early this year.

“The EPA and EU certification of our 9.0L engines was a tremendous milestone for JDPS, and now with the 6.8L engines certified we believe it clearly demonstrates our commitment to offer the right technology at the right time,” said Doug Laudick, product planning manager for JDPS. “We also remain committed to ensuring that our Interim Tier 4/Stage IIIB engines deliver performance, reliability, durability and low operating costs that OEMs and customers have come to depend upon. Our certified Interim Tier 4 engine lineup provides OEMs with emission reduction technologies that are paying off for the environment and their customers.”

Interim Tier 4/Stage IIIB emissions regulations begin January 1, 2011, for 174 hp and above engines and require a 90% reduction in diesel particulate matter (PM) and a 50% reduction in nitrogen oxide (NOx) from previous Tier 3/Stage IIIA requirements.

John Deere met the challenge of Interim Tier 4/Stage IIIB regulations by starting with their proven PowerTech Plus Tier 3/Stage IIIA engine platform – which includes cooled exhaust gas recirculation (EGR) for NOx control – and adding an exhaust filter for reducing PM. These engines will feature full-authority electronic controls, a 4-valve cylinder head, a high-pressure fuel system, single variable geometry or series turbocharging and an air-to-air aftercooler system.

“The Interim Tier 4/Stage IIIB certification of our 6.8L models confirms our validation processes. Our field and lab testing continues to ensure the final product will meet the unique requirements expected from off-highway diesel engines,” said Mr. Laudick. “We have received very positive feedback from customers testing our Interim Tier 4/
Stage IIIB powered machines in the field. And, we remain committed to ensuring our engines withstand the extreme vibration, temperatures and duty cycles found in those applications."

In choosing a solution for Interim Tier 4/Stage IIIB, John Deere elected not to use selective catalytic reduction (SCR). John Deere’s cooled EGR and exhaust filter approach provides OEMs and end users a proven solution with the best total fluid economy. The single-fluid approach of cooled EGR means owners and operators will not have to incur the cost of diesel fuel plus the additional cost for diesel exhaust fluid (DEF) required by SCR systems.

“For Interim Tier 4/Stage IIIB, we’re not only looking at fuel economy, we’re taking into consideration total fluid consumption,” said Brian Brown, manager of worldwide marketing support for JDPS.

The certified PowerTech PVX 6.8L offers a power range of 185 - 250 hp, while the PowerTech PSX 6.8L offers 225 - 300 hp. Production of PowerTech 6.8L engines started in September 2010.

Source: Deere & Company

Caterpillar Receives Tier 4 Interim Certification for Non-Road Applications

C13 ACERT and C15 ACERT engines have received the United States Environmental Protection Agency’s (EPA) Tier 4 emissions certification. The engines are the latest to receive certification in the 174 – 750 hp power category.

The C13 ACERT and C15 ACERT in addition to the previously announced certified C9.3 ACERT engine families will power a number of Cat products including mid-range track-type tractors, motor graders and hydraulic excavators in a wide variety of customer applications. Additionally, the C9.3 ACERT engine and its 13 l and 15 l counterparts are offered in several configurations and ratings for use by customers in the industrial, agriculture and petroleum markets.

“Our Tier 4 focus is not just about emissions – it is about the customer, as well” said Marketing and Product Support vice president, Steve Gosselin. “Our ultimate goal is to exceed expectations by developing products that are more efficient, add more customer value and reduce emissions without sacrificing performance.”

It is projected that Caterpillar will accumulate nearly one million hours of testing on Tier 4 Interim/Stage IIIB engines and machines by the end of 2010.

Source: Caterpillar Inc.

Manufacturer of Demolition tools and Drilling accessories, here in Canada, since 1985
TRAMAC ALLIED STANLEY N.P.K. RAMMER FURUKAWA TELEDYNE OKADA MELROE-BOBCAT
GeoroCFor accessories inc
(819) 569-4207
www.georocfor.com
roger@georocfor.ca
165 Joseph-Robertson, Sherbrooke, QC J1L 2W7

Your Atlantic Canada Source for Off-Highway Engines

15 – 700 HP
AIR-COOL, LIQUID-COOL, INTEGRATED AND EXTERNAL OIL-COOL
Caterpillar

4 – 83.5 HP
AIR-COOL, 4.7 TO 9.1HP LIQUID-COOL 13.7 TO 83.5HP
Deutz

Factory Authorized Distributor
Products and Services

DAC Industrial Engines

WWW.DACIE.CA
10 Akerley Blvd. Unit 61,
Dartmouth, Nova Scotia, B3B 1J4
Toll Free: 1.877.468.3785

InfraStructures English Edition October 2010 – page 27
bC India 2011: Shaping up the Indian construction industry with modern formwork and scaffolding systems

Investment in construction in India is expected to rise by 10% over the current year of 2010/11. Interest is particularly high in efficient formwork and scaffolding systems, especially self-climbing formwork systems and slab tableform system formwork. The suppliers and customers in the Indian construction industry will soon have an opportunity to network and conduct business at the new trade fair bC India, slated to take place February 8 - 11, 2011 in Mumbai, India.

Since the end of 2009, the building industry in India has experienced positive growth. The Construction Industry Development Council (CIDC) predicts that investment in construction in this populous country will rise by 10% over the current year of 2010/11. This in turn will have positive effects on suppliers of formwork and scaffolding technology. “We are benefiting not only from increasing government expenditures on infrastructure projects but also from a higher level of private investment in high-rises and residential and commercial development, such as IT parks,” said Jim Goldsmith, sales director at Doka India. The Doka Group, headquartered in Amstetten in Austria, is one of the leading international suppliers of integrated formwork solutions. The company is taking the biggest indoor stand at bC India in Mumbai.

Peri, a leading supplier of formwork and scaffolding systems, and an exhibitor at the premiere of bC India, sees tremendous potential for growth on the subcontinent. Anibatra Routh, technical head at Peri’s Indian subsidiary, comments: “Our present assessment is that only around two percent of the Indian formwork and scaffolding market is covered by contemporary integrated solutions.” Against a background of globalization, companies from outside of India will increasingly have an opportunity to get a stake in this up-and-coming market, said Routh, “because the ones who make the investment decisions in India’s construction industry are discovering more and more the advantages of the processes and materials used in other countries.”

Modern formwork and scaffolding systems are attractive in particular for their speed of erection, safety, cost-efficiency and flexibility. These qualities, according to Routh, are increasingly in demand among Indian construction firms and developers.

“You have to remember that every project is unique,” says Mr. Goldsmith. “Whether it’s building construction or civil engineering – high-rises or tunnels and bridges – every customer requires an individually tailored formwork solution.” Systems that can be hoisted by crane or moved easily either hydraulically or manually have especially good chances in the market. These include climbing formwork or wall and panel formwork that can be quickly repositioned.

Apart from Peri and Doka, other well-known formwork and scaffolding manufacturers will also be presenting their innovations and technologies at bC India, including Noe, Sewak Forging and Harsco.

Source: Messe München International (MMI)

For your business trips...

1-888-339-3793

Appointments

Scott R. Bamford P.E., and has recently joined Geocomp Corporation, a leading geo-engineering services firm based in Boxborough, Massachusetts.

Scott R. Bamford, P.E. has joined Geocomp as Senior Project manager. Mr. Bamford has 30 years experience as a consulting geotechnical engineer with national and worldwide professional engineering experience both onshore and offshore, serving real estate development, transportation, energy, utility, and oil and gas clients. His experience includes a variety of geotechnical investigation and foundation design projects including: low- to high-rise commercial, residential, and retail buildings; multilevel parking garages; universities, schools, and colleges; medical facilities; highways and multi-span bridges; water storage tanks; public facilities; manufacturing facilities, landfill closures; and energy projects including offshore oil and gas exploration and production platforms and wind energy facilities.

Source: Geocomp Corporation

RailWorks Corporation, a leading provider of track and transit systems construction and maintenance services throughout North America, announced recently the promotion of Scott D. Brace to president of its subsidiary RailWorks Track Systems, Inc.

Formerly executive vice president of RailWorks Track Systems, he has nearly 35 years’ track construction industry experience. He has provided leadership throughout the organization since RailWorks’ founding and has been instrumental in more than doubling RailWorks Track Systems’ revenue base and expanding its geographic and project scope.

In his new position, Mr. Brace will be responsible for more than a dozen branch operations and project offices in the United States that provide new track construction, maintenance and rehabilitation operations as well as production, bridge and transit construction and maintenance services.

Source: RailWorks Corporation
A New Consortium Brings the Power of Simplicity to the Ottawa Construction Industry

Three leading Technology and Professional Services organizations have joined forces to help accelerate and simplify technology adoption within the Ottawa construction community. This powerful consortium of industry experts’ main mission is to drastically simplify, enhance, accelerate and support the way construction firms use technology through an all-in-one integrated solution that will allow its customers to financially benefit from these advances in technology – today and in the future.

The consortium includes two of the most construction trusted software advisers and technology leaders in Eastern Ontario / Western Quebec along with the developer of the leading construction specific software application in Canada.

Founded 26 years ago by Marc Desjardins, a respected authority in the Ottawa marketplace, ACS group has helped hundreds of companies achieve greater efficiency and profitability through on-going needs analysis, streamlining procedures and providing the most advanced on-going training programs in the industry.

Based in Kanata, UserBase Systems has been providing construction applications, implementation services and ongoing software support to many of the leading construction companies in Eastern Ontario for the last 20 years. As an authorized Maestro reseller, UserBase is able to provide its clients the efficiencies of a leading edge technology application along with the personalized service only a local presence can achieve.

Nearly 2000 construction companies use Maestro software products, profiting from long-term solutions for effective and optimal management.

Since 1989, Maestro’s team is passionate about adding value to construction companies through a combination of state-of-art software solutions, world-class services and advanced technologies.

Built for users of all departments within a construction firm, and not just the accounting department, the Maestro Construction Management Software solution is an extremely cost-effective construction industry software package that addresses all the financial accounting, job costing, project management and operational requirements and includes support for: Bidding & Estimating, Budget Management, Project Management, Subcontractor Contract Management, Change Orders, Progress Billing, Project Costing, General Accounting, Issue Management, Canadian Payroll and much more.

As part of this initiative, various events will be held in the coming weeks throughout the region that will further detail these new solutions and promotional offerings.

Source: UserBase Systems Inc.
Maestro Technologies Inc.
You can count on us to keep you well informed on what is hot in the industry. 

InfraStructures brings the news to your desk like no other!

Agenda

INTERROUTE&VILLE
October 26 - 28, 2010
Metz, France

Hardscape 2010
October 28 - 30, 2010
Louisville, KY USA

Bridge Construction Europe
November 3 - 5, 2010
Warsaw, Poland

INFRAASSETS2010 - Exhibition on Infrastructure Asset Management
November 9 - 11, 2010
Kuala Lumpur, Malaysia

INFRA 2010 Congress
November 15 - 17, 2010
Montreal, QC Canada

Expo-FIHOQ
November 17 - 19, 2010
Saint-Hyacinthe, QC Canada

BRIDGELIFE 2010
November 19 - 19, 2010
Ottawa, ON Canada

bauma China 2010
November 23 - 26, 2010
Shanghai, China

Power-Gen International
December 14 - 16, 2010
Orlando, FL USA

CONGRESS 2011
January 11 - 13, 2011
Toronto, ON Canada

World of Concrete 2011
January 17 - 21, 2011
Las Vegas, NV USA

GEOThERMa France - Expo & Congress for Geothermal Professionals
January 20 - 21, 2011
Paris, France

bC India International Trade Fair
February 8 - 11, 2011
Mumbai, India

The Rental Show
February 27 - March 2, 2011
Las Vegas, NV USA

National Heavy Equipment Show
March 3 - 4, 2011
Toronto, ON Canada

CONEXPO-CON/AGG & IFPE
March 22 - 26, 2011
Las Vegas, NV USA

INTERNAT Middle East
March 28 - 30, 2011
Abu Dhabi, United Arab Emirates

Journée Expo-Bitume, Roadbuilding equipment show
March 31, 2011
Saint-Hyacinthe, QC Canada

The Brazil Road Expo
April 4 - 6, 2011
Sao Paulo, Brazil

SMOPYC 2011
April 5 - 9, 2011
Zaragoza, Spain

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

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

INTERNAT
April 16 - 21, 2012
Paris, France

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

Bauma 2013
April 15 - 21, 2013
Munich, Germany
Building roads together
26-27-28 October 2010 - METZ

The exhibition
- 250 exhibitors
- 10 000 sq.m exhibition area
- 7 000 visitors

The leading conference:
“Transport infrastructures and sustainable mobility: the challenges and outlook for the regions”
- 28 conferences
- 700 conference participants

Programme and registration at
www.interoute-ville.com

Under the patronage of:
Jean-Louis Borloo, Minister of State for Ecology, Energy, Sustainable Development and the Sea, with responsibility for Green Technologies and Negotiations about Climate Change.

Assemblée des Départements de France
AMF Association des Maires de France

Expertise based on strong professional attendance:
ATR
SYNTEC-Ingenierie
2010 KENWORTH T-470H
attache-rapide AR9000, benne quatre saisons
AR9000 quick-attach, four-season dump body

2010 PETERBILT 340
attache-rapide AR9000, benne quatre saisons
AR9000 quick-attach, four-season dump body

NOUVEAU SENS UNIQUE SU8500
NEW SU8500 ONE-WAY PLOW

Prix spécial de lancement
Special Introductory price
$5,999

Certaines conditions s’appliquent. Prix valide jusqu’à épuisement des stocks.
Some conditions may apply. Price valid while stocks last.

André St-Louis
514-923-2969

Serge Desroches
514-929-0767

Nicolas Côté-Simard
418-5713383

WWW.W-COTE.COM
450-691-2967
19 rue Côté, Mercier, Quebec J6R 2B9