High capacity Larue D80 detachable ladder-mounted, 275 to 400 HP, telescopic loading chute.

Larue D35 Cummins QSB 3.3 110 HP, 4100 lb weight, available in 65, 68, and 98 width.

Larue T86 dual engines, carrier 300 to 475 HP, blower head 665 to 1200 HP, 5,000 to 10,000 tons/hour capacity, all wheel drive, available with the Larue A.R.S. (automatic rear steering).

Larue T70 single engine 550 HP, hydrostatic drive, 4,000 tons/hour capacity, available with the Larue A.R.S. (automatic rear steering).

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

LeeBoy 8816B 25,000 lbs class 8 to 16 paver Cummins 130 HP engine, Legend™ screen system with 10% slope on extensions, variable speed 14’ cast segmented augers, patented under auger cut-offs.

Manufacturer of Larue Heavy Duty Snowblowers

Distributor of LeeBoy products for the province of Quebec and the Maritimes

Distributor of Dynapac products for the province of Quebec

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A Brief Word...

The daylight hours may be diminishing but the working hours in the day are doing anything but.

The race to year-end is upon us as deadlines loom and the weather becomes less and less reliable.

The perspective from dealers and after sales providers is positive. Typical of this season as the industry gets a lift from winter operations preparations. We are blessed with having two seasons where equipment requirements provide a much needed boost to local economies.

For a nation which likes to promote itself as a “Master of Winter”, we lag so far behind technologically in our response to it. We have crept into a mentality that believes that the minimum effort is good enough. As we used to say in the army: “Set a low standard and fail to maintain it”.

The largest winter equipment makers are not in Canada, Russia or the Nordic countries as you might assume. They are, in descending order, Holland, Denmark, Germany and Italy!

Being a beacon of innovation and technological advancement doesn’t have to be restricted to medicine or consumer electronics. You, as users of equipment, need to raise the bar to your suppliers. Canadian manufacturers that push forward will grow and in-turn promote positive growth to the greater economy.

We, as Canadians, need to do whatever we can to promote economic independence and growth. Exporting resources will only go so far, Value Added Exports is how we can build a strong economy and our small and conservative equipment makers need to be pressed up to the starting line or we will become an even greater net importer of the basics.

InfraStructures, as Canada’s Equipment magazine highlights you as end-users and makers who lead the world.

On the cover: with the upcoming Canadian Waste & Recycling Expo to be held in Montreal on November 20 - 21, we thought that an image showing machines working in this industry would be of interest.
NEW VERMEER LOCATION IN LONDON

On September 9th 2013, Vermeer Canada opened its new branch in the City of London, Ontario.

Because of the support of its customers in Southwestern Ontario the company wants to reciprocate this by providing facilities to offer better local parts and service. With its new team members including Aaron Berry in parts, Ben Parkin in sales, Clinton Manning in service, and of course Jim Gorham who everyone knows, Vermeer Canada is confident that it can provide what its customers expect.

Located in the Exeter and White Oaks Road area, the new location will be equipped with parts inventory that will include not only Vermeer parts, but also Sherrill tree climbing equipment and HDD tooling and Cetco drill fluids. Vermeer Canada will also have a full service facility with staff ready to jump to keep your equipment going.

“We are looking forward to this extra support for our Southwestern Ontario Customers and to meeting our customers to make sure we are doing what we can to meet their support expectations,” said Chris Burell, president of Vermeer Canada.

Source: Vermeer Canada Inc.

XYLEM WINS LARGEST OZONE CONTRACT IN CHINA

Xylem Inc. announced recently that it has won a contract worth RMB 11.48 million ($1.9 million) to provide an ozone generation and introduction system to help ensure a safe municipal water supply in the Jinshan district of Shanghai.

“We are honored to have been chosen to help provide high quality and safe potable water for the Jinshan district in Shanghai,” said Shuping Lu, vice president and country director for Xylem China. “This contract is a meaningful example of how Xylem’s reliable and efficient technology is supporting urbanization in the region, as it is the largest ozone contract in China to date.”

Xylem will provide its WEDECO-branded ozone generation and introduction system as well as the accompanying accessories. The company will also provide Xylem’s integrated service package, TotalCareSM for the Jinshan First Water Plant, which has a capacity of 360,000 t of water per day and serves the entire Jinshan district, one of the largest districts in Shanghai.

Located on the southwest coast of Shanghai, the Jinshan district has an area of 980 km², a 22.5 km coastline and a permanent population of 730,000. As the city of Shanghai has grown, Jinshan has experienced rapid changes, evolving from a relatively rural area to a more crowded suburb with an industrial zone, requiring a more reliable and efficient water treatment system.

Source: Xylem Inc.

KEMIRA ACQUIRES SPECIALTY CHEMICALS COMPANY FROM CANADA

Kemira Oyj, a global chemicals company headquartered in Finland, has signed an agreement to acquire Soto Industries Inc, a privately-owned company, headquartered in Vancouver, British Columbia. Soto is a specialty chemicals and services supplier to the pulp and paper industry.
Soto supplies a broad range of specialty chemicals including digester scale control, silicone and oil-based defoamers, and polymers used in green liquor clarification and effluent treatment for pulp and papermaking.

“This acquisition helps us accelerate our strategic plan and secures our position as a leading supplier to the pulp and paper industry in North America. It also supports Kemira’s objective of achieving above-the-market growth in the mature markets. In addition to the strong strategic fit, the transaction is expected to result in synergies through raw material, logistics and fixed cost savings,” says Billy Ford, senior vice president, Paper segment, North America at Kemira.

The transaction does not have material impact on Kemira’s financial figures and the parties have agreed not to disclose the transaction price.

Source: Kemira Oyj

HEXAGON SIGNS AGREEMENT TO ACQUIRE DEVEX

Hexagon AB, leading global provider of design, measurement and visualization solutions, has signed an agreement to acquire Devex, a leading player in the field of automation solutions for mining operations.

Devex is a Brazilian company with leading mine-management software solutions for open-pit and underground mines. Having grown significantly in size and scope in recent years, solutions from Devex go beyond fleet management deep into mine process automation. The Devex portfolio has grown from SmartMine®, their flagship operations offering, to a comprehensive automation platform for optimizing mine performance through real-time control and remote monitoring of all mine activities – in 3D and from a single platform.

With a leading market share in Brazil and considerable growth in neighboring countries, the Devex acquisition not only advances Hexagon’s expansion into South America but the mining industry as a whole. Their solutions complement Hexagon’s other offerings in the mining sector, with specific emphasis on 3D environments which allow users to view and access data much more intuitively than before.

The portfolio of automation solutions offered by Devex is built on an open platform, offering ease of application development for the mobile environment as well as integration with other widely used systems. This enables mine operators to meet different necessities and manage all of the pieces as an integrated process – from long and medium term mine planning to day to day mine operations.

Closure of the transaction is subject to customary regulatory approvals. Consolidation and contribution to Hexagon’s earnings will start as of the closing date. The company’s turnover for 2012 amounted to approximately 35 million R$ (16.4 million $).

Source: Hexagon AB

Looking for more stories? Visit our website www.infrastructures.com
**Volvo CE & K-Tec Earthmovers Sign Agreement**

Volvo CE and K-Tec Earthmovers Inc. have engaged in a strategic alliance to promote efficient methods of earthmoving worldwide. A Volvo Articulated Dump Truck (ADT) pulling a K-Tec ADT Scraper is recognized as an approved advancement in the Construction and Mining Industries. Both Volvo and K-Tec will honor previously issued warranty statements to their respective equipment when machinery is working together on job sites.

This relationship will also allow the Volvo CE dealership the opportunity to represent the K-Tec product offering on a worldwide basis.

Source: K-Tec Earthmovers Inc.

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**New Visi-Light XWL-812 Premium LED Work Lights**

Hamsar Diversco’s powerful Visi-Light XWL-812 Premium LED Work Lights are brighter than competitive products and are suited for all heavy duty applications, including mining, forestry, construction, agriculture, utility and municipal public works. The light is made for tough conditions with beveled corners, a polycarbonate lens that is virtually unbreakable and rugged die-cast aluminum housing. A key indicator that this light is made for industrial applications is the option of a Tyco or a Deutsch wiring system.

The XWL 812 Premium Series has a surface dimension of 9.9 cm and is only 6.35 cm thick. The size makes for an easy drop-in replacement if upgrading from halogen to LED. Each unit comes with a sturdy bracket for mounting and the bracket is designed to fit into tight spaces and only adds 2.5 cm to the overall height of the unit when mounted.

Source: Hamsar Diversco
In the Middle of Nowhere, 
Or in the Middle of Everything.

Astec can configure a plant to fit your site, whether that site is in the middle of nowhere or in the middle of a major metropolitan area.

And every Astec plant, no matter where it is located, is also backed by the Astec Service and Parts departments available 24/7 anywhere.

Astec is the right choice.

Only Astec has the patented Double Barrel Green® System.
EXHIBITOR RECORD AT INTER AIRPORT EUROPE 2013

Inter airport Europe 2013 – the 19th International Exhibition for Airport Equipment, Technology, Design & Services – opened its doors from October 8-11, 2013 at the Munich Trade Fair Center in Germany. For this year’s show, exhibition organizers, Mack Brooks Exhibitions, announce a record number of exhibitors and a record floor space. More than 630 exhibitors from 37 countries presented their innovations at the show. The exhibition range covers all areas of airport planning, design and operation. Solutions for aircraft, passenger and cargo handling, security, airport IT, architectural components as well as Ground Support Equipment were on display.

“A 10% increase in floor space and 4% more exhibitors compared with the previous exhibition reflect the general recovery of the airport industry. While passenger numbers in growth regions such as Asia have continuously increased over the past two years, passenger figures in Europe have remained static for quite a long time. Now the forecasts predict that the economic situation for the European airport industry will pick up again. Furthermore, the worldwide cargo market is currently also showing first signs of recovery,” says Nicola Hamann, show director inter airport Europe, on behalf of the organizers, Mack Brooks Exhibitions.

Inter airport Europe, the leading exhibition for the international airport industry, is considered an important barometer for the economic situation of the industry branch as well as for technical innovations. Once again, the exhibitors showcased new and enhanced products and services to improve the handling processes at airports and make airports more secure, more efficient and more environmentally-friendly. From energy-efficient baggage handling solutions to high-speed explosives detection systems and environment-friendly de-icing equipment, there was a wide range of innovations on display. Visitors could assist to a large number of live demonstrations and expert exchange about the advantages of new and enhanced products.

Source: Mack Brooks Exhibitions Ltd

Sandvik Prototype Sets New Standards in Australian Operational Trials

A prototype of the world’s newest underground hard rock mining haul truck is currently in full production trials at a gold mine in Western Australia and, during the first three months has set new standards in productivity, safety and performance.

The truck, Sandvik Mining’s 63 t TH663, has already impressed everyone involved in the trial – from mine management through to operators and maintenance staff – with its speed, productivity, safety features, driver comfort and outstanding fuel economy.

Kimmo Martin, Sandvik Mining’s international field-test supervisor, and Barry Martin, a member of Sandvik Mining’s national product support team in Australia, are supervising the trials. Together, they have trained operators and maintenance staff, are giving ongoing technical support and providing feedback to Sandvik’s truck manufacturing plant in Turku, Finland.

There, a second prototype has been set up to adopt recommendations from the Australian trials to ensure that production models incorporate “real-world” mining experience gained in what are some of the world’s toughest hard rock mining conditions.

The TH663 has already demonstrated its capacity to significantly lift productivity at the mine. In July, of a total of 56,000 t of ore hauled by the on-site fleet, the Sandvik TH663 alone moved 24,000 t. In that month it logged 480 hours, hauling 54 t/h at close to its rated 63 t payload.

Power from Cummins QSK19 diesel engine has seen the TH663 climbing the mine’s steep grades at speeds of up to 12 km/h. Full or empty, the truck – which is 8,000 kg lighter than its TH660 predecessor – trams at speeds up to 50% faster than the other Sandvik trucks in the mine’s fleet.

The trial is showing the new truck is not only fast – it is also highly fuel-efficient. Over the three months of the trial to date, its average consumption has been 50 l/h. This compares with more than 70 l/h used by the older Sandvik trucks on site, while other makes of truck in the 50- to 60-t class typically burn diesel at rates in excess of 100 l/h.

Sandvik Mining is confident the TH663 will also deliver higher-than-average availability levels, due in part to its sophisticated Vehicle Control and Management (VCM) system. This system provides operators with instant warning of potential or actual problems, such as low tire pressure or loss of hydraulic fluid. VCM also helps maintenance crews to make fast and accurate diagnoses, which further improves vehicle availability.

What the trial has proved so far is that, by current industry standards, Sandvik’s TH663 is faster, safer and more economical than other trucks in its class, with the potential to significantly increase productivity, while at the same time lowering operating costs.

Source: Sandvik Mining

NEW SHOW LAYOUT AND PRODUCT SEGMENTATION FOR INTERMAT 2015

INTERMAT 2015 is the professionally-backed trade show that builds on its achievements with a clearly-asserted position on EMEA (Europe, Middle East, Africa) markets, representing 82% of its visitors, and offering unparalleled access to the French construction market which is worth €206.6 billion ($290 billion) in annual sales (according to Euroconstruct 2012 statistics).

Further to the success of the 2012 edition, INTERMAT 2015 will be introducing a new and improved exhibition sector layout to accompany the event’s new developments and perspectives and therefore deliver an enhanced visiting experience. INTERMAT has fully overhauled its floor plan for 2015 around its “traditional” exhibition areas at the Paris-Nord Villepinte exhibition center, taking over Hall 7, a 15,000 m² area opened in 2010 which offers visitors and exhibitors all the benefits of modern and functional exhibition facilities.

This initiative taken by the show’s organizers aims to make a long-lasting

Source: Warburton PR

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Improvement to the identification and presentation made to visitors of the various business activities on show, by exhibiting a global offer, fully representative of the whole construction industry, from the upstream stages with materials extraction and processing, right through to the end of the project cycle, with the production and application of building fittings and civil engineering structure installations. This new organization will also give visitors a smoother transition between the halls and the exterior demonstration zones.

In implementing these changes, INTERMAT 2015 shines a spotlight on the machines, equipment and solutions of its exhibitors and also facilitates the visits of building and construction professionals wishing to target their own specific line of business.

This new show layout is also the opportunity to further promote the new developments of the exhibition, including the extension of the product and service range on offer.

The concrete industry takes center stage at INTERMAT 2015 which offers the entire range of concrete-related machinery and equipment. INTERMAT 2015 is the rock-solid guarantee of its exhaustive concrete offering through its innovation-driven specialities and its increasing responsiveness to sustainable development issues.

The exhibition will also highlight the expertise of its exhibitors in demolition, recycling and reuse of materials, particularly topical subjects given the importance of protecting natural resources and complying with lower pollution levels during the installation of work sites. INTERMAT 2015 will be a forum for exchange on these issues.

Finally, INTERMAT is developing its offering of hand-held non-powered and electric tools for the construction industry. Crucial to building projects, these tools have made considerable progress in terms of productivity, ease of use, and operator health and safety. These innovations drive a growing market in which construction plays a major role.

This new sector layout will consequently enable the accommodation of 1,500 exhibitors expected, extend exhibition capacity and offer visitors a range of sectors that are clearly defined and identifiable by business activity.

These developments mark the launch of the 10th edition of INTERMAT, which will be full of new features and highlights such as the Innovation Awards and Pre-INTERMAT, to be held on January 22-23, 2015 at Maison de la Mutualité, a prestigious historical venue at the heart of Paris.

The next global meeting for construction and building materials professionals will be held in Paris from April 20-25, 2015 and, more than a year and a half before the event, many exhibitors have already booked their space. Save the date!

Source: Comexposium
Talbert Manufacturing Introduces Oil Field Series for Fast Loading, Easier Transport of Equipment

Talbert Manufacturing introduces its Oil Field Trailer Series. Talbert designed the trailers specifically for the oil and gas industry with features that make for fast and efficient equipment loading and provide exceptional durability.

The three-trailer Oil Field Series consists of a 3-axle, 31.75 t (35 ton) step deck; a 4-axle, 54.4 t (60 ton) fixed-gooseneck trailer; and a 5-axle, 59.0 t (65 ton), fixed-gooseneck trailer. Because oil extraction requires frequent relocation of skid-mounted equipment such as generators, housing units, compressors, oil rigging equipment and pipe sections, Talbert designed this series specifically for that purpose.

A winch, tail rollers and optional pop-up rollers make pulling equipment onto the deck easier and more efficient. Weevil pins line the sides of the trailer and serve as vertical rollers to guide the equipment straight onto the trailer. And pipe pockets line the 60- and 65-ton trailers so operators can insert large stakes vertically to stack and haul pipe sections without shift during transport.

For traveling over rough terrain, the fixed-gooseneck trailers feature a high-arch profile. This design provides additional
space between the tractor and the bottom of the gooseneck to prevent the two from making contact in bumpy, off-road applications.

Although Talbert manufactures the trailers with the same design parameters as its other lines, the company constructs its Oil Field Series in a slightly different manner so they can handle the demands of the oil and gas industry. These trailers have more welds in the cross members so they can handle twisting and turning when traveling off road from site to site.

Talbert’s Oil Field Series trailers come in lengths ranging from 16 m to 17 m. The 65-ton trailer is rated for 54,430 kg in 4.9 m or 58,965 kg evenly distributed through the lower deck. The 60-ton trailer is rated for 49,895 kg in 4.9 m or 54,430 kg distributed through lower deck. Finally, the 35-ton t is rated for 31,750 kg in 4.9 m or 45,360 kg evenly distributed. Deck height is dependent on tire size with two options: 86 cm deck height (17.5” tires) or 102 cm deck height (22.5” tires).

Source: Talbert Manufacturing

Superior Drilling and Blasting Goes with Selix and Sandvik

Selix Equipment is pleased to announce the delivery of two new Sandvik DC 700 surface top hammer drills to Superior Drilling and Blasting of Thunder Bay Ontario.

It was in late spring 2013, that the owners of Superior Drilling and Blasting, Abrum Hamlyn and Ivan Bungay took delivery of the two drills. After intensive research on rough terrain non cab high production hydraulic drills, the decision was made to go ahead with the new DC 700 Sandvik drill model supplied by the Ontario Sandvik dealer Selix Equipment Inc. of Ottawa. With the power and versatility of the famous HL 710 drifter that can easily drill from the smaller T-38 string for a 2.5” hole or with a T-45 set up for the 3” application, but where you get the most production Ivan Bungay says, it is with the larger T-51 for the 3”, 5” to 4” hole size with unmatched production level and straight hole. The power of the Volvo T-4 engine, the maneuverability and the stung chassis of the DC 700 makes it an ideal candidate for extreme terrain condition. Superior Drilling and Blasting has one of their unit set up with a remote operated manufactured installed winch to go where you can barely walk. The Sandvik DC 700 is equipped with an automatic rod handling system for 6 x 14’ rods plus a starter rod of 18’ for a maximum drill depth of 30.2 m.

The owners of Superior Drilling & Blasting Ltd. have a vast amount of expertise and knowledge in this specialized trade, with over 55 years of experience between them and a workforce with many years of combined experience as well. “We have been in business since 1993, and specialize in controlled-drilling and blasting operations here in Northern Ontario,” say Abrum Hamlyn and Ivan Bungay. “We have and continue to perform drilling and blasting operations for all types of construction projects from road construction, water and sewer lines, trenching, quarry blasting, site preparation, mine sites and TransCanada/Union gas pipeline work.”

“Over the past 20 years we have utilized specialized methods as much of this work included controlled-blasting methods, monitored-blasting as well as some marine rock blasting,” they add.

“Reliability of our drills and workforce, high safety standards, quality work and competitive pricing has established our reputation. Our drills are impeccably serviced and maintained to ensure against any unforeseen equipment downtime on any project, our record of safety and customer satisfaction speak for itself this all adds up to a ‘Job Well Done’,” they conclude.

Again the Selix Equipment team would like to thank Superior Drilling and Blasting for the confidence they have put in them and in the world renowned Sandvik Rock Drills.

Source: Selix Equipment Inc.
The world’s largest hydroelectric producer, Hydro-Quebec, has contracted R&G St-Laurent Inc. to build roads and electrical substations for a new hydroelectric power station in Canada.

As its name suggests, Ville de Baie-Comeau is a French speaking city that lies 420 km north-east of Quebec City in the Côte-Nord region of Quebec. Originally the site of a Catholic mission and the region’s first mill, it is located on the shores of the Saint Lawrence River and is named after the adjacent bay in honor of famous naturalist, Napoléon-Alexandre Comeau.

Quebec-based equipment and civil engineering contractor, R&G St-Laurent Inc., is four weeks ahead of schedule in its biggest contract to date, thanks to help from Volvo Construction Equipment. R&G St-Laurent was established in 1969 by Real and Gilbert St-Laurent, as an excavation and trucking company. Today the company is run by Real’s sons, Yann and Patrick St-Laurent, and the business has grown along with its ambition over the intervening 40 years. One of its most significant recent tender successes is the ongoing contract to build four kilometers of access road, small substations, and the transformers and associated towers for a new hydropower complex, owned by hydroelectric giant, Hydro-Quebec.

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Hydro-electrifying performance from Volvo

Vermeer continues its dedication to delivering highly innovative, fuel-efficient equipment with the BC1000XL brush chipper. Complete with an 89 hp GM industrial 3.0 l gas engine, the chipper is powered by a dependable electronic fuel injection (EFI) system.

Bolstering the BC1000XL is a direct electronic pressure regulator that allows for greater control of fuel delivery, fuel economy and optimum combustion. Among the benefits provided by the enhanced engine components are improved cold-weather starts and lower fuel consumption, as compared to conventional carbureted engines.

Patented SmartFeed technology comes into play when monitoring machine speed and throughput. This unique feed-sensing system helps monitor engine rpm and is able to automatically stop and reverse feed rollers when processing large, hardwood material. Operators have the option of choosing three different droop settings that adjust the rpm to fit specific applications.

A clutchless PTO preserves engine performance and minimizes wear to valuable components, including the belt-drive system. The throttle is integrated with the belt-drive engagement process to ensure that the PTO can only be engaged while the engine idles at low rpm. It is then able to automatically throttle up to full rpm after the belt drive is fully engaged; through this process, engagement of the cutter drum is obtained only when needed.

The BC1000XL now comes complete with another patented Vermeer feature, the EcoIdle™ engine control system. When the EcoIdle function is selected by the operator, the engine speed automatically lowers to a preset rpm after 60 seconds or five minutes of inactivity to help reduce fuel consumption when not chipping material. Due to this idling, noise and greenhouse emissions are also reduced.

Augmenting the safety and ease of control of the machine is the accessible control panel. Located on the right rear of the chipper, the panel is positioned to allow operators the ability to easily monitor gauges and droop settings at all times.

Safety is important when designing a brush chipper, which is why the BC1000XL is equipped with a strategically located bottom-feed stop bar to make it possible for the operator’s leg to strike the bar and shut off the feed, either intentionally or automatically in an emergency situation. A green hold-to-run button is positioned within reach of each side of the feed table to momentarily override the bottom feed stop bar if required by the operator.

Control of the feed rollers is optimized with the four-position feed control bar. The bar is within reach of the operator, allowing him or her to alternate the rollers from...
The work will result in moving over 500,000 t of granite and 600,000 m³ of soil. The contract will require R&G St-Laurent to use its entire fleet of 26 Volvo machines – four A40F and eight A35F articulated haulers, one EC700C, two EC460C and two EC330C excavators, three L120C, L120F and L220E wheel loaders, four compactors and two SD105DX soil compactors.

OUTPERFORMING EXPECTATIONS

The winter weather is borderline subarctic – the average temperature in December and January slips below -17°C and an average 3.6 m of snow falls every year. With this in mind the work is scheduled to be completed before December this year.

“Thanks to our team, favorable weather conditions and the excellent performance of our Volvo equipment, we are almost a month ahead of schedule,” says Patrick St-Laurent. “We found that the machines made it much quicker than we expected. We were loading up 4,000 m³ every day.”

Over half of Canada’s electricity currently comes from hydropower and any excess power is sold to other countries. With over 40% of Canada’s water resources located in Quebec, it is an ideal location to develop this renewable source of energy.

When Hydro-Quebec finishes at the Baie-Cameau site, it will provide 4,570 MW of power to the Canadian grid. That is not all – Canada plans to invest a further $70 billion into hydro-electricity in the next 10-15 years to generate 88,500 MW of power.

WASTE NOT, WANT NOT

The benefit of hydro-electricity is that it does not release greenhouse gases and supply can be adjusted quickly to meet demand and prevent wastage. This sustainable method of generating power provides benefits to the environment – values that chime closely with Volvo CE’s own core values. This ensures that Volvo machines comply with the relevant emissions regulations.

“We are constantly checking our machines’ fuel performance against those of other manufacturers,” explains Yann St-Laurent. “When we are working outside our region, the company must provide and pay for housing or accommodation for our operators in addition to their hourly wage. We know that under normal working conditions, with the Volvo machines, we can save enough on the weekly cost of fuel per machine to cover the cost of the operator’s accommodation for that week.”

R&G St-Laurent started its relationship with Volvo CE in 2005 when dealer Strongco invited Yann to visit the Volvo excavator manufacturing center in Changwon, South Korea.

“I was very impressed with the design and quality and as soon as I returned to Canada I ordered our first Volvo – an EC360B excavator – which we still use to this day,” says Yann St-Laurent.

When completed, the site will measure 750 m long by 350 m wide – excluding the access roads – which R&G St-Laurent is building.

To tackle the multitude of tasks in the allotted time, the company has invested and expanded its fleet. This has resulted in the company not only staying on track but looking to complete the job before schedule – and before winter sets in.

Source: Volvo Construction Equipment

forward to reverse. Additionally, pushing or pulling the control bar will automatically stop the feed rollers.

Throughput can be expedited on the user-friendly BC1000XL. A large 30.5 cm tall, 43.2 cm wide infeed opening can decrease the number of trim cuts needed prior to processing. An adjustable discharge chute allows chip boxes to be filled evenly while safely directing chips away from the infeed area; the discharge chute can be rotated up to 270°.

The Vermeer BC1000XL is ideally suited for the wide array of brush chipping applications. Whether it is the EFI gas engine or its diesel-powered counterpart, operators can anticipate a highly functional, heavy-duty machine that meets and exceeds brush chipping demands.

Source: Vermeer booth 2119

More news of the industry on www.infrastructures.com
Waste handlers Evolve to Meet Application Demands and Management Goals of Waste & Recycling Operations

Harry Wales, product sales training manager, CASE Construction Equipment Special Collaboration

Waste and recycling operations put waste handlers through some of the more challenging conditions faced by heavy equipment owners. As such, many of these operations prefer to turn their waste handlers over every five years or so in order to maintain an equipment fleet that provides maximum productivity at the lowest possible cost of ownership. It is a sound practice given the technological advances in waste handlers and the benefits the latest models deliver.

BETTER WASTE HANDLERS OVERALL

Equipment manufacturers have always worked to ensure purpose-built waste handlers stand up to the rigors of harsh waste and recycling environments. In addition to machines with an array of guarding options that deliver improved protection, manufacturers have turned out waste handlers that cost less to own and operate, run cleaner and outperform their predecessors.

Technological advancements in today’s waste handlers include electronics; fuel systems and emissions controls; hydraulics; drivelines; operator cabs and controls; and telematics that allows for better asset management and a more holistic understanding of how these machines are used.

Electronics technology has progressed exponentially. A waste handler operator now has more control over the power (and fuel) the machine uses to get the job done. Thanks to electronics, an operator can select a mode that matches the work of the engine and related components to the task at hand. In doing so, the machine delivers only as much power as needed to conserve fuel. The operator simply chooses the mode of operation that suits the job the machine is expected to perform and the electronics ensure the machine behaves accordingly. An economy power mode, for example, is used when the waste handler is performing light-duty work. Maximum power mode, conversely, lets the engine know to deliver full power in order to handle heavy-duty lifting and other tasks. The end result is the proper balance between maximum productivity and fuel efficiency.

Modern waste handlers are also built with a variety of electronic modules to control various functions throughout the machine. Computer Area Network (or CAN bus) technology connects the modules and facilitates communication so they can work together efficiently and effectively. With a CAN bus, for example, the engine and the transmission are in sync at all times versus working as independent systems. As such, the transmission, related drivetrain components and engine work harmoniously and efficiently to match the demands of a given mode or application.

Electronics are also responsible for many other improved functions and cost savings associated with waste handlers. Operators can adjust idle speed to match conditions. Also common are systems that automatically protect the machine when the system recognizes critical problems with hydraulics, the engine or transmission.

HPCR ENHANCES PERFORMANCE

In addition to getting more control and using less fuel, many users of newer waste handlers have experienced better overall engine performance. The change is due in part to the proliferation of engines that use High Pressure Common Rail (HPCR) fuel systems.

HPCR is a technique that delivers the precise amount of pressurized fuel to injectors at the precise time. To do so, it uses an advanced engine management system and electronic controls to allow for accurate metering and fuel delivery to the injectors. HPCR also uses a common rail to distribute fuel under constant pressure and feed it to the injectors. By contrast, the fuel injection system on previous waste handlers is mechanically-controlled. The mechanical systems did not allow for time and multiple injections. Multiple injections promote efficiency, and reduce noise and vibration.

Given that fuel delivery and injection reaches more heavy machinery and specialized equipment users than any other trade magazine in Canada.

The Media Kit is available on InfraStructures’ website at www.infrastructures.com
timing is more precise, an HPCR engine burns fuel more completely. As it does, it captures the maximum amount of energy from injected fuel for better performance. Additionally, it uses less fuel. Complete burning also means the engine typically runs cleaner than a mechanically-operated injection system. HPCR technology also results in an engine that runs more quietly and with noticeably less vibration.

Much of the advancements in HPCR technology are due to a combination of intelligent design and engineering, along with ability to manufacture components to affordably deliver on the concept.

SCR MEETS EMISSIONS STANDARDS AND MORE

With SCR, the engine of the machine is tuned for maximum efficiency. As such, it reduces the formation of Particulate Matter (PM) in the combustion chamber, and exhaust gases are treated with diesel exhaust fluid (DEF) to eliminate pollutants. The technology is different than Cooled Exhaust Gas Recirculation (CEGR) technology. With CEGR, exhaust gases are cooled and blended with recirculated exhaust and then returned to the cylinder, which lowers combustion temperatures and reduces NOx. PM levels are then reduced through the use of an after-treatment diesel particulate filter (DPF) system.

SCR is a practical emissions control technology for waste handlers because it is an after-treatment system that lets the engine do what it is designed to do: generate power at varied engine loads as is common in waste and recycling operations.

SCR does not rely on a diesel particulate filter to meet Tier 4 interim regulations. Diesel particulate filters must regenerate in order to maintain proper function. Regeneration occurs in phases and often involves high exhaust temperatures.

Scrap and waste applications may include combustible materials. With SCR, exhaust temperatures will not create a safety issue.

SCR also does not affect the engine’s combustion process, unlike CEGR that recirculates exhaust gas back into the engine. Fresh air used to develop power is replaced with an inert, unusable gas that robs the engine of power. CEGR-equipped engines inherently use more fuel and have to offset this inefficiency with additional engine components.

LOAD-SENSING HYDRAULICS EQUATE TO EFFICIENCIES

Load-sensing hydraulic systems along with precise bucket and loader functions should not be overlooked. These systems produce less heat, require less fuel and provide speed and control that is a perfect match in waste handling operations. The system also allows you to add circuits if needed, providing excellent versatility.

The ability to monitor and adjust system pressure, flow and load results in significant benefits. A key advantage is fuel efficiency since only the power needed – and no more – is used to drive a variable-piston pump to match the load. More efficient use of horsepower also results in less heat being generated.

DRIVETRAINS MATCH DEMANDS OF APPLICATION

Scrap and waste handling operations place different loads on the machines than standard digging and loading operations. Waste handlers spend a greater amount of time pushing material, and that places an additional load on the rear axle. A properly configured waste handler will feature axles that can handle this type of operation. Locking front differentials are also important. These can be used in auto or manual mode and provide maximum traction.

Tire choices include pneumatic and non-pneumatic designs. Solid, non-pneumatic tires are perfect for work environments where puncture is likely.

Some waste handlers also use hydraulically locking front differentials to help reduce tire wear when working on hard surfaces. Limited slip differentials on front and back axles also improve traction, which is often essential in waste and recycling applications.

Transmissions have also evolved. Electronics interface with the engine for efficient operation, and lock up torque converters eliminate slippage and improve acceleration.

There have also been significant advances in buckets and attachments. Specialized buckets have been designed for this work environment, including buckets with high spill guards and rubber cutting edges.
MUCH IMPROVED OPERATOR ENVIRONMENTS
Features designed to keep the operator safe, comfortable and productive in a waste or recycling operation continue to evolve. Some of the recent innovations include:

Quieter cabs: Cabs have been refined for a quieter environment than older models. The decibel level in the cab of some waste handlers is as low as 70 dB.

Better air filtration: Given the varying air quality in waste applications, some machines use a dual air filtration system for cleaner air in the cab.

Improved visibility: Some models offer unobstructed views to both edges of the bucket or attachment. A wide rear window and a low hood profile on the rear of some machines can also give operators a better view to the rear. Wide-angle rear-view cameras reduce blind spots.

Increased comfort: Whether it is joystick steering, ergonomically placed controls or heated seats, waste handlers offer increased comfort compared to many older models.

TELEMATICS HELP IN DECISION-MAKING
Some waste and recycling operations are taking advantage of telematics, which is another innovation designed to help manage machines like waste handlers.

Telematics allows users to monitor the location, movements, status and health of the machine or a fleet of equipment. It communicates critical machine data via a Global Positioning System (GPS) to a web-based software program.

The list of benefits of telematics is long. Advantages include the simplification of storing, organizing and reporting key information; monitoring Tier 4-related data, such as DEF fluid levels; scheduling routine maintenance; preventing failures before they occur; tracking the habits of operators to identify areas for improved efficiencies; and increased security.

Armed with accurate data, decision-makers are able to make more informed equipment decisions and hold operating costs down.

COMING OUT AHEAD
Waste handlers have come a long way adapting to work environments and applications. The pace of innovation is also expected to continue. There is little doubt that waste and recycling operations will come out ahead by keeping up with technological advances and continuing to upgrade the waste handlers in their fleets.
Eriez Model 1200 Metal Detectors
Detect Both Ferrous and Nonferrous Tramp Metal

Available in 7 models to handle a wide range of applications, Eriez® Model 1200™ Series Metal Detectors detect both ferrous and nonferrous tramp metal in magnetic ores, highly mineralized products and food products – even when conveyed on steel-corded belts. From detecting medium and larger ferrous and nonferrous particles traveling at speeds up to 363 m/min, to detecting small pieces of metal in wet conductive products, Model 1200 Series Metal Detectors provide a solution.

The 1200 Series detection system operates by measuring the change in received electromagnetic signal of material being conveyed through the sensor area. Since the magnetic properties of a material are completely independent of conductivity, both magnetic and nonmagnetic tramp metals are consistently detected.

The 7 models in the 1200 Series include: Model 1220, Model 1230, Model 1235, Model 1241, Model 1250 with E-1 Control, Model 1250 with E-6 Control and Model 1260. Each model has varying degrees of sensitivity, enabling users to select a sensitivity level for their specific application needs.

The Model 1220 Metal Detector is an economical design for applications requiring detection of bucket teeth and other large damaging pieces of ferrous and nonferrous metals. It is prefabricated to fit CEMA standard conveyors with belt widths up to 122 cm, and the coil spacing can be field adjusted up to 60 cm to handle most standard application requirements.

The Model 1230 Metal Detector is engineered for installation on conveyor belts carrying coal, minerals, aggregates and other bulk materials. It can be tuned to ignore conductive or magnetic ores such as magnetite and pyrite, even if they are carried by high tension, steel-corded belts with rip detection loops, while still detecting small pieces of tramp metal.

The Model 1235 Metal Detector has the unique ability to detect and discriminate between magnetic and non-magnetic tramp metals. Installing the Model 1235 Metal Detector with the magnet activation circuit before a Suspended Electromagnet allows the 1235 to control the magnet power based on the presence of magnetic tramp metal, which will enable the customer to conserve energy and save money.

The Model 1241 Metal Detector is designed primarily for scanning whole logs on conveyors or chutes for all types of tramp metal, magnetic and non-magnetic, to protect hogs and de-barkers. It is also ideal for applications requiring large openings and high metal sensitivities.

The Model 1250 Metal Detector is the most sensitive metal detector of all the Model 1200 Series units. It is suited for installation on conveyor belts carrying coal, minerals, aggregates and other bulk materials. The Model 1250 is available with two controls, E-1 and E-6.

The Model 1260 Metal Detector, designed to prevent conveyor belt damage due to long rods piercing the belt at transfer points or jamming the transfer point, selectively detects long metal objects of a given diameter and length, as well as normal tramp metals greater than the rod diameter. As is the case with the other 1200 Series Metal Detectors, the Model 1260 is also compatible with fabric or steel-corded conveyor belts, and belts with metal splices.

Source: Eriez booth 2401
TT TECHNOLOGIES DISPLAYS LATEST HDD ASSIST TECHNIQUES AT ICUEE
TT Technologies has developed several pipe ramming techniques to help prevent and salvage failed directional drilling bores. Properly configured Grundoram pipe rammers can be used to salvage product pipe after a failed bore, remove stuck drill stems and assist drills during product pullback, preventing hydrolock.

The Grundoram can also be used to install a conductor barrel casing in order to provide a starting point and friction-free pullback section for directional drilling in difficult soil conditions. TT Technologies offers 10 models of the Grundoram pipe ramming tools.

Source: TT Technologies, Inc.

MCLAUGHLIN LAUNCHES SECOND GENERATION VACUUM EXCAVATOR PRODUCT LINE
McLaughlin has introduced the second generation vacuum excavator series that offer efficient and clean-burning engines, improved sound reduction and operator-friendly enhancements in a low profile package.

The new units feature the McLaughlin industry-exclusive, 3-stage filtration system that allows for both wet and dry vacuum excavation. First, material enters the tank at 210 km/h where large soil particles lose velocity and fall out of the filtration system. Next, the air moves to a pre-filter cyclone where the remaining small particles drop into a collection tank. Finally, the pre-filtered air enters a washable micron-poly filter that traps the remaining fine particles.

Source: McLaughlin Group, Inc.

A NEW EERA IN HORIZONTAL DIRECTIONAL DRILLING WITH THE S3 NAVIGATOR HDD LINE
Vermeer has introduced its first horizontal directional drill with a Tier 4f engine. The D9x13 S3 Navigator HDD – the first of the S3 generation of drills – features improved hydraulic efficiency and enhanced speed for greater drilling performance. The D9x13 S3 is designed for installation of utilities such as communication, power, gas and water, as well as some limited sewer applications. With the smallest footprint in its class, this machine is ideal for installation projects in congested urban areas.

The D9x13 S3 has a 44 hp Kubota engine, delivering 4082.3 kg of thrust/pullback and 1,760 Nm (1,300 ft-lbs) of rotational torque. A new hydrostatic hydraulic system for the thrust and rotation circuits increases the system efficiency, allowing better use of engine horsepower and increasing the D9x13 S3 productivity. This new hydraulic system also improves the ground drive speed by 60% over its predecessor, allowing the drill to move to various job sites more efficiently.

Drilling speed has been improved with a 30% faster carriage speed than its predecessor, operating up to 57.3 m/min. Rotational speed is also increased to 190 rpm. An onboard pump delivers drilling fluid at 56.8 l/min at 51.7 bar (750 psi).

The D9x13 S3 is ergonomically designed for maximum operator comfort. Electronic joysticks ease operator fatigue and helps improve efficiency. All S3 Navigator drills will have the new common control platform. This allows drill operators the ability to operate a variety of drills, and limits the time needed for training.

Source: Vermeer Corporation

TORO INTRODUCES THE DD2024 HORIZONTAL DIRECTIONAL DRILL
The new Toro® DD2024 horizontal directional drill combines a compact design with 9,072 kg of pullback force and 3,250 Nm (2,400 ft-lbs) of rotary torque. Powered by a 74-hp Cummins® B3.3 engine, the DD2024 delivers consistent and reliable performance in all operating conditions. Its quad rack and pinion carrier design spreads the load evenly for smooth and stable movement. The onboard mud pump flows up to 30 gallons per minute and the floating carriage has two speeds, including a 36 m/min fast mode.

The DD2024 is designed for powerful performance in tight working conditions. It has a footprint of 132 cm wide, 525 cm long, and a height of 188 cm. It has forward-mounted track drive motors with planetary gear reduction to provide superior traction in all types of ground conditions. The rear dual stabilizers can be
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Ditch Witch® JT60 All Terrain Showcased at ICUEE

The Ditch Witch® organization featured the JT60 All Terrain Horizontal Directional Drill at ICUEE 2013.

Featuring a 200-hp, Tier 4i Cummins engine, the drill offers 27,215 kg of thrust and pullback and 12,200 Nm (9,000 ft-lbs) of rotational torque.

This All Terrain horizontal directional drill also features an industry-exclusive, patented two-pipe drilling system. Other features include the heavy-duty, planetary-driven anchor system and an exclusive, dual-pivot drill frame allowing the entry angles you need without compromising stability while drilling. This All Terrain horizontal directional drill will be released in December.

Source: The Charles Machine Works, Inc.

Overground @ ICUEE

NEW CAT® D SERIES COMPACT TRACK LOADERS AND MULTI TERRAIN LOADERS

Caterpillar is introducing three new Cat® D Series Compact Track Loaders and three new Cat D Series Multi Terrain Loaders as well as two updated D Series Compact Track Loaders. The new and updated machines feature a completely new cab with first-in-class designs that enhance operator comfort and control, new lift arm design for improved sight lines, and increased engine performance for greater productivity. The six new D Series models are replacements for their B3, C and C2 Series predecessors.

The eight D Series rubber-track loaders range in rated operating capacity (50% of tipping load) from 1,270 kg to 2,109 kg. Mid-size frame models, as narrow as 168 cm, are the 257D Multi Terrain Loader (MTL) and 259D Compact Track Loader (CTL). Larger frame models are the 277D and 287D MTLs and the 279D and 289D CTLs. These six D Series models feature an electronically controlled 3.3 l engine that meets Tier 4f emissions standards. The Cat C3.3B engine provides 74 hp with 8% more torque and 6% improved fuel economy compared to the previous models.

The largest D series models, the 299D and 299D XHP CTLs, were launched in early 2012 and continue to be powered by an electronically controlled 3.8 l engine, which meets Tier 4i emissions standards. The Cat C3.8 produces 98 hp for the 299D and 110 hp for the 299D XHP, which powers an auxiliary hydraulic system producing as much as 150 l/min of flow at 28,000 kPa (4,061 psi) to handle the most demanding powered work tools. The 299D and 299D XHP also receive the new environment and features as well as the new lift arm design.

The D Series models introduce a new standard in sealed and pressurized cab design. The cab and operator station incorporate many new features. Seat options include a high-back, heated, air-suspension seat that incorporates industry-exclusive integral seat-mounted joystick controls. The standard control monitor provides a single-code security feature that helps prevent theft and unwanted operation. The industry exclusive Advanced Display control monitor expands the number of codes to 50 and can store and recall the operating preferences for each one. The Advanced

JJE Adds Toro Products to its Offering

Joe Johnson Equipment Inc. is pleased to announce the addition of the Toro product line to its list of best-in-class products sold, serviced and supported by JJE. “Toro’s products have been relied upon by municipalities and contractors worldwide for close to 100 years, products such as Trenchers, Directional Drills, and the Dingo Compact Utility Loader have been used by our customers for many years. We are pleased to make these products available to our valued Quebec customers,” says Sylvain Bourgeois, Toro product manager for Quebec.

Source: Joe Johnson Equipment Inc.
Display is video capable and supports the first integrated rearview camera ever offered on compact track loaders.

Also new in the D Series is a new electronic dial-type throttle that permits precise rpm settings. A new throttle-smoothing feature monitors accelerator-pedal movement under the operator’s foot when the machine is traveling over rough terrain, and it then clips the extremes of pedal travel to yield steady, even travel speeds.

The D Series models feature the Cat Intelligent Leveling™ (ILEV) system, which provides a number of industry leading features, including dual self-leveling, electronic snubbing, return-to-dig and work tool positioning.

Lift arms for all D Series machines are a new tubular design that retains excellent lift characteristics and strength while presenting a narrower profile. The sleek lift arm design improves sight lines to the sides of the machine, to the tires and to the work-tool/coupler interface to provide enhanced visibility and site safety.

Electronic snubbing, return-to-dig and work tool positioning.

“Each commercial customer is unique; some require the ability to operate a complete line of hydraulic and PTO attachments, while others need a vehicle to transport and haul cargo,” said Aaron Stegemann, Polaris business development manager for ORV adjacent markets. “The fourth model provides all the features that make the BRUTUS a true workhorse, while creating a more comfortable and productive year-round operator experience.”

A fully enclosed, factory-installed cab with heating, defrost and air conditioning ensures operators are comfortable no matter what the outside conditions. As the only BRUTUS with an all-season climate controlled cab equipped with seating for three adults, the new model’s slide-through access makes it easy for passengers to enter and exit the cab. Also added to the new model is the electric bed lift for the pallet-sized cargo box, which is standard on the BRUTUS HD and BRUTUS HDPTO models.

The full BRUTUS line includes standard features that are ideal for commercial applications. A 24 hp diesel engine with hydrostatic transmission, On-Demand True All-Wheel Drive, and treadmill pedal for seamless- and shiftless-forward and reverse travel, provide operators with the power and functionality necessary on the jobsite.

As the first side-by-side utility vehicle line to use a multi-link coil over De Dion rear suspension, BRUTUS delivers a superior ride quality, minimizes suspension sag when the 566 kg capacity rear cargo box is fully loaded and maintains class-leading ground clearance when trailering with its 900 kg towing capacity.

All models feature Polaris’ exclusive Lock & Ride cargo system, with a full line of cab, storage and vehicle protection accessories also available. BRUTUS vehicles come with a 12-month standard warranty.

Source: Caterpillar

NEW BRUTUS MODEL ENHANCES OPERATOR EXPERIENCE

Polaris Industries Inc. has expanded its purpose-built commercial vehicle line, Polaris® BRUTUS™ to include the BRUTUS base model with cab, heat and air conditioning, which is now available for order through authorized BRUTUS dealers in North America.

In March 2013, Polaris introduced the 3-model BRUTUS line-up as the first side-by-side utility vehicle in the market to deliver front-end power take-off (PTO) capability. The new BRUTUS model enhances the level of comfort, versatility and productivity by integrating key offerings from the BRUTUS HD and BRUTUS HDPTO models.

“Utility contractors and other utility professionals will appreciate the RT9 for its ability to travel across almost any terrain, low-maintenance undercarriage and minimal disturbance of the ground it covers,” said Mike Crimaldi, CEO of Terramac LLC. “Equipped with front and rear bolt-on connections, this multi-purpose carrier can accommodate various types of specialized equipment for the job at hand. We can customize electrical power sources, frame adjustments and hydraulics to suit any attachment.”

Ideal for carrying supplies and materials, the bed on the RT9 elevates to a 67° angle for dumping gravel, sand, dirt and other materials. The bed can fold down, allowing the operator to side-load materials or equipment for carriage across rough terrain, delicate soil conditions and remote areas.

Manufactured in North America, the CE-certified Terramac RT9 carrier can be customized to accommodate specific needs of utility contractors, direct from the factory.

Source: Terramac LLC

AN ERGONOMIC, SAFE, AND ECONOMICAL SOLUTION FOR DOWEL PIN DRILLING

Minnich A-1 Series drills offer proven ergonomic benefits for dowel pin drilling applications, reducing operator fatigue and increasing productivity on the job site. Available in two models of single on-grade drilling units, the A-1 Series is quickly making a name for itself among road contractors.

Thanks to a number of important ergonomic benefits like the reliable, flat-
proof tires for increased maneuverability, adjustable handles for operator comfort, easy-to-use controls, and minimal vibrations to reduce operator fatigue, the A-1 Series drills are engineered with a focus on safety and efficiency. The operator can also appreciate a conveniently placed foothold directly under the handle for increased leverage when drilling each hole.

In addition to the ergonomic benefits of the A-1 dowel pin drills, Minnich Manufacturing’s A-1 Series drills contribute to contractors’ bottom lines by keeping maintenance requirements to a minimum. All models in the line are capable of drilling anywhere from 76 mm – 315 mm from the top of the slab.

Source: Minnich Manufacturing

TRELLEBORG INTRODUCES THE SK-900 NON-DIRECTIONAL TIRE AT ICUEE

Trelleborg Wheel Systems introduced the SK-900 Non-Directional (SK-900 ND) skid steer tire at ICUEE. The SK-900 ND is a skid steer tire designed to offer superior performance on concrete, asphalt and other hard surfaces. Better wear is achieved from the tire’s deeper tread than a standard skid steer tire, and its flat profile with reinforced sidewalls gives maximum protection.

“SK-900 ND is designed to meet our four performance cornerstones of tire life, stability, energy savings and comfort, ensuring it offers the best total value of ownership. Each of the cornerstones have significant impact on the machine, the user and the value from choosing a quality product,” said Ydo Doornbos, managing director Trelleborg Wheel Systems Americas. “Trelleborg is focused on the needs of the construction industry today and tomorrow. Our goal is to provide products designed to perform in the toughest environments on the earth,” he concluded.

Source: Trelleborg Wheel Systems Americas, Inc.

MICHELIN® X® TWEEL® SSL NAMED A 2013 SILVER EDISON AWARD WINNER

Earlier this year, Michelin North America, Inc. has received the Silver Award in the Transportation category at the 2013 Edison Awards’® for the MICHELIN® X® TWEEL® SSL. The award was presented during the internationally renowned Edison Awards ceremony held at Chicago’s Navy Pier, in April 2013.

The awards, which were presented in 12 categories, symbolize the persistence and excellence personified by Thomas Alva Edison. Celebrating 26 years of honoring the best in innovation and excellence in the development of new products and services, hundreds of senior executives joined some of the world’s most recognized companies to acknowledge the hard work and commitment of all 2013 Edison Award winners.

“Michelin is extremely honored to have been recognized with such an important group of recipients,” said Tim Fulton, head of Michelin TWEEL Technologies. “We continue to be surprised and encouraged at the extent to which the innovation is generating excitement across many vehicle segments; the receptivity has been very strong and positive.”

“TWEEL® is Michelin’s highly advanced airless radial tire that is currently being sold in the marketplace for use on skid vehicles used in the construction, landscaping, contracting, refuse/recycling and agricultural industries. This non-pneumatic tire uses traditional radial tire technology but requires no air, thereby eliminating the risk of a “flat tire”

Source: Michelin North America

TAKEUCHI INTRODUCES THE TIER 4 FINAL TB 260 EXCAVATOR

Takeuchi US has recently introduced its newest compact excavator. The TB260 is a completely new model weighing in at just over 5,670 kg and features a reinforced long arm with integrated thumb mount that provides an impressive 3.9 m dig depth. The TB260 is equipped with a high performance, turbocharged engine that delivers over 47 hp smoothly and efficiently, while meeting Tier 4f emission requirements. Automatic-idle helps reduce fuel consumption and engine noise levels, lowering operating costs and improving jobsite communication, and when combined with the innovative ECO mode, fuel consumption can be reduced by as much as 21% in typical working conditions.

“Takeuchi is excited about this new excavator, and we look forward to providing today’s contractors with machines that meet the requirements of their demanding jobsites,” says Clay Eubanks, president of Takeuchi US. “We listen to our customers to understand the needs of the jobsite, we then take that feedback and channel it into our products to build quality, purpose built machines. No other machine on the market can deliver the value, performance and features found on the new Takeuchi TB260 excavator.”

Source: Takeuchi US
Bosch Expands Click & Go System with New L-Rack

As the newest addition to Bosch Power Tools’ customizable Click & Go™ system, the L-Rack allows professionals to expand their current storage system for increased organizational capability and versatility. The L-Rack features convenient single-click stacking and can be used to add additional storage to L-Boxxes or to create a custom organization system. The Click & Go storage system continues to help users stay organized and get tools on and off the jobsite faster, so they can spend less time setting up and more time being productive.

The L-Rack is available as a standalone system or as individual pieces. The standalone system comes complete with one i-boxx53 thin tray, two LST72-OD drawers, three L-Rack shelves, and one L-Rack-T top carry handle. While this system can be expanded by adding additional shelves, it is not meant to be taken apart. Alternatively, users can purchase the L-Rack-S and L-Rack-T, which are compatible with L-Boxxes and L-Boxx trays. Contractors, plumbers, electricians and HVAC professionals can mix and match any of the above items to create their own personalized storage solution to meet individual, company, trade or job-specific needs to work easily and effectively.

To maximize the L-Rack’s organization capabilities, Bosch also offers the ST72-OD, a thinner drawer that offers users quick-access storage, as well as four new organization sets. The newest generation of modular organizers makes it easy to sort and store large quantities of smaller consumables, creating the ultimate portable tool box. The new ORG53-Red and ORG72-Red 26-piece organizers are compatible with the i-boxx53 and i-boxx72, respectively, while the ORG1A-Red and ORG1A-Yellow 32-piece organizations systems fit the L-Boxx-1A.

The Click & Go storage system featuring the L-Boxx is available in 5 sizes and fully customizable with foam, plastic inserts, drawers and Exact-Fit™ insert trays sold separately. Every L-Boxx quickly fits together with one-click stacking for easy handling and transport with the L-Cart and L-Dolly. The Click & Go system organizes more than 90,000 nuts and bolts and houses more than 100 types of power tools, making it the ultimate in customized organization and efficiency.

Source: Bosch
The new Hilti PR 2-HS Rotating Laser was built to withstand harsh jobsite conditions while providing best in class leveling time. With this new tool, transferring heights, setting slopes or simple leveling are made easy with clearly defined function buttons.

With integrated Hilti Pulse Power technology users will see highly reliable readings (an accuracy of +/- 0.5 mm at 10 m) even under bright light conditions. The operating range for the new PR 2-HS is 2 to 600 m diameter with the included laser receiver.

This ruggedly built tool with shock absorbing improvements means it is designed to resist a drop from a tripod at standard working heights. And with the added IP 66 rating making the PR 2-HS dust tight and water resistant, it is sure to withstand some of the harshest jobsite conditions.

Hilti lasers are highly accurate measuring tools – even with Hilti’s built-in protection features, such instruments can be affected over time by everyday use. The PR 2-HS Rotating Laser is backed by Hilti Calibration Service to provide reliability and accuracy. When sent to Hilti for repair, the PR 2-HS will be calibrated and adjusted as needed, with the calibration confirmed in writing for professional assurance. The PR 2-HS is also covered by Hilti’s Lifetime Service, a unique service agreement that includes two years of no-cost coverage.*

* Some limitations apply. Contact Hilti for details.

Source: Hilti, Inc.
The all-new Ford Transit Connect was named “International Van of the Year 2014” (IVOTY) at the COMTRANS commercial vehicle exhibition in Moscow.

A jury of 24 judges gave the Transit Connect a total of 130 points out of a possible 163 and made Ford the only manufacturer to win the award for two years in a row.

“The all-new Transit connect impressed the jury on a number of fronts, and above all by the fact Ford has succeeded in building a light van with a strong accent on economics – the vehicle is a good answer to the needs of small operators as well as big fleets to reduce the cost of transport of goods,” said Pieter Wieman, chairman of the IVOTY jury.

The design, driveability, load-carrying and safety of the Transit Connect also drew praise from the jury.

“The Transit Connect is just as tough and hard-working as all our commercial vehicle range, and comes with smart new looks and much lower fuel bills,” said Barb Samardzich, vice president of Product Development for Ford of Europe. “It has moved the game on for compact vans – we are really proud to win this significant award again.”

Overall Ford has won the IVOTY prize a record-equalling five times, last year with the Transit Custom. The Transit has won in 2001 and 2007, while the Transit Connect took the laurels in 2003.

The new Transit Connect will soon be available and will be joined later by the “bigger” Transit which will replace the Econoline.

Source: Ford Motor Company

McNeilus Companies, Inc., an Oshkosh Corporation company, has delivered 15 McNeilus® Standard ready-mix trucks to Ferrara Bros. Building Materials Corp. of Flushing, New York. The vehicles feature Cummins Westport ISL-G compressed natural gas (CNG) engines, and are configured on a single pusher axle with a gross vehicle weight of 36.3 t.

“Our fleet is comprised of 75 mixers, and now 17 are powered by compressed natural gas; we’ve got a ways to go but we intend to become a 100% CNG fleet,” said Bob Gartman, Ferrara Bros. vice president of operations. “Ferrara is making the move to CNG because we firmly believe in reducing our country’s dependence on foreign oil. And we’ve had a very good experience with McNeilus and its CNG configuration.”

“We’re seeing a growing number of progressive ready-mix producers, such as Ferrara Bros., transition to CNG-powered vehicles,” said Tom Harris, McNeilus Companies vice president of fleet sales.

“From significantly reduced fuel costs to far quieter operation, the advantages to our customers are significant – and the trend to CNG is accelerating.”

McNeilus has been producing alternative fueled CNG-powered vehicles since 2006. The company built its own CNG fueling station on-site to fully fuel and test vehicles prior to shipment. By working closely with all chassis manufacturers and Cummins-Westport, McNeilus ensures that its technology benefits the environment, reduces dependence on foreign oil and, most importantly, improves customers’ productivity and profits.

“Since the McNeilus CNG-configured trucks are inherently cleaner running, they require fewer engine emission control systems; we’ve found them to be more reliable than diesel engines – especially in a stop-and-start urban setting,” added Mr. Gartman. “Plus, they are smooth running and very quiet. We get requests from contractors to deliver ready-mix from the CNG trucks because of how quiet and clean they are. That says a lot.”

The McNeilus Standard mixer system has a well-earned reputation for durability and low maintenance. The legendary drum is made from abrasion-resistant steel with robotic welding for long life and maximum payload. The drum fins feature a pair of 3/8-inch carbon steel wear rods to deflect the concrete away from high wear areas for increased life and productivity. Other features include a single piece spun head, rugged front pedestal design, and a direct drive transmission to evenly distribute the torque load.

Source: McNeilus Companies, Inc.
Vactor Announces Improvements on its HXX Prodigy Vacuum Excavator

Vactor Manufacturing has introduced new features on the HXX Prodigy vacuum excavator, the offspring of the Vactor HXX HydroExcavator. Mounted on a 15,000 kg gross vehicle weight Class 7 truck chassis, the 2014 HXX Prodigy features a user-friendly control system identical to the controls used on the popular full-sized HXX HydroExcavator and the addition of a standard extendable boom with 320° rotation that provides full coverage of the working area. An optional telescopic boom is also available.

“The Vactor HXX Prodigy has been enhanced for easier and more efficient operation,” said Ben Schmitt, product manager at Vactor Manufacturing. “The 2014 model provides the same great quality, productivity and performance our customers have come to expect from the original Prodigy, but at a lower price.”

The mid-sized Prodigy uses hydroexcavation, blasting away soil with jets of up to 38 l/min, at rates from 103 to 178 bar (1,500 to 2,500 psi). The machine features a powerful 40 cm Hg, 90.6 m³/min positive displacement (PD) blower with a custom-designed and optimized filtration system that can handle both digging mediums – air and water – without a bag house. The variable-pressure triplex pump allows the operator to adjust water pressure with the push of a button. For applications where dry digging is preferred, the Prodigy also comes with an optional air excavation system.

Utility companies, utility service contractors and municipalities will appreciate the lighter operating weight and maneuverability of the Prodigy when working in confined spaces. Excavating using either air or water as a digging medium is an added advantage for utility contractors who often require air excavation for locates and line repairs.

The ergonomically-designed control box is located curbside for easy access, efficiency and improved operator safety. Enclosed in an aluminum box, the controls are protected from environmental elements. Controls include a tachometer and hour meter for both chassis and blower, temperature indicators for various systems, water system on/off with multi-flow, complete boom and body dump functions, E-Stop and more. A standard wireless remote puts all of the controls in the operator’s hands.

The compact, lightweight Prodigy can carry up to 2,271 l of water and 4.6 m³ of debris and can perform in the toughest climatic and soil conditions, resulting in more uptime and lower operating costs.

The all-new 2015 SUVs - the Tahoe and Suburban and Yukon and Yukon XL. Thanks to a new family of advanced EcoTec3 engines, the four new SUVs are expected to deliver the segment’s best V-8 fuel economy.

The 2015 Tahoe and Suburban, revealed in New York, are designed to be more functional and refined while offering more safety features and a greater range of advanced technologies for today’s connected customers.

The all-new 2015 Yukon, Yukon XL and flagship Yukon Denali, models, shown in Los Angeles, will deliver greater capability and refinement, with more power, new fold-flat rear seats and a quieter interior.

Chevrolet and GMC together are responsible for three of every four vehicles sold. The sales and revenue generated would be equal to a Fortune 400 company. With a 74% market share through August this year, General Motors’ dominance in the segment is clear. So far in 2013, Chevrolet and GMC have sold 125,000 Chevrolet Tahoes and Suburbans and GMC Yukons and Yukon XLs.

Source: General Motors

Chevrolet and GMC recently revealed all-new versions of their segment-leading full-size SUVs – the Tahoe and Suburban and Yukon and Yukon XL. Thanks to a new family of advanced EcoTec3 engines, the new SUVs are expected to deliver the segment’s best V-8 fuel economy.

GM Reveals All-New 2015 SUVs

The all-new 2015 Yukon, Yukon XL and flagship Yukon Denali, models, shown in Los Angeles, will deliver greater capability and refinement, with more power, new fold-flat rear seats and a quieter interior.

Source: Federal Signal Corporation
Appointments

Dan Church, National sales manager at BOMAG (Canada) Inc. is pleased to announce the following changes to the territory managers’ responsibilities for Ontario, Quebec and Eastern Canada.

Effective October 1st, 2013, Carmine Romano will be exclusively responsible for the BOMAG tandem rollers, milling machines, BOMAG/Cedarapids pavers, BOMAG/CMI pulverizers and stabilizers. In this new role, Carmine will work to establish trusted relationships with asphalt contractors in eastern Canada and continue to provide sales support and assistance to our eastern distributors; Nortrax (Ontario, Quebec and Newfoundland and Labrador), Equipements Sigma (eastern Quebec), as well as Brandt Maritimes.

Mark Warnes will be exclusively responsible for the BOMAG single drum rollers, refuse compactors, and light equipment product line for our eastern heavy equipment distributors; Nortrax (Ontario, Quebec and Newfoundland and Labrador), Equipements Sigma (eastern Quebec), as well as Brandt Maritimes. In this new role, Mr. Warnes will concentrate on developing new opportunities and relationships with distributor sales representatives and our valued single drum roller customers and landfill sites. He will continue supporting the distributor CWP’s with the marketing of light equipment.

Source: BOMAG (Canada) Inc.

Astec, Inc., an Astec Industries company, is pleased to announce that Mike McClure is joining the ASTEC PARTS team to cover California, Nevada, Arizona, New Mexico and Hawaii.

Prior to joining the Astec Parts team, Mr. McClure worked as a member of the Astec Service team.

The company also announces that Adrian Williamson will be representing Astec in Texas, Arkansas, and Louisiana. He will be based out of the Dallas, Texas area.

Mr. Williamson was previously the Astec Parts representative in California, Nevada, Arizona, New Mexico and Hawaii.

Source: Astec, Inc.

ABMEC to Address Key Issues Affecting the Global Mining and Minerals Market

The Association of British Mining Equipment Companies (ABMEC) is holding its Annual Mining Conference at the Warmsworth Hall Hotel, Doncaster on Thursday, November 14, and with a line-up of ten speakers, is set to address key issues affecting the global mining and minerals market.

The keynote speaker will be Keith Brown, who will draw on his 20 years industrial experience, including a story of survival in a South African gold mine, and the way it can change lives forever.

Other speakers will be John Ford (H&S executive), Chris Hinde (InterraRMG research), Jim Kier (UK Export Finance), Paul Moore (editor, International Mining magazine), Daniel Smith (Latham & Watkins law firm), Chris Torrens (Control Risks), David Vint (ArcelorMittal) and Jim Walker (mining industry veteran, and past-president of ABMEC).

The proceedings will be moderated by BBC correspondent Nick Higham who will chair what promises to be a lively and thought-provoking Q&A session, with a strong focus on recent trends and the changes which are taking place in this key economic sector of the economy.

At a time when the UK domestic mining industry is shrinking, it will explore emerging markets and new overseas opportunities, and while addressing the acknowledged obstacles, will emphasise the potential rewards available.

Source: Association of British Mining Equipment Companies (ABMEC)
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www.sinto.ca
Agenda

IFAT INDIA 2013
October 24 - 26, 2013
Mumbai, India

Expo-FIHOQ
November 6 - 8, 2013
Montreal, QC Canada

ABMEC Annual Mining Conference
November 14, 2013
Doncaster, South Yorkshire, UK

Canadian Waste & Recycling Expo
November 20 - 21, 2013
Montreal, QC Canada

EXCON 2013
November 20 - 24, 2013
Bengaluru, India

Congress of INFRA 19th Edition
December 2 - 4, 2013
Quebec City, QC Canada

MS AFRICA & MIDDLE EAST, The International Trade Fair for Stone Design, Technology, Earthmoving and Building Machinery
December 9 - 13, 2013
Cairo, Egypt

Landscape Ontario CONGRESS
January 7 - 9, 2014
Toronto, ON Canada

INTERNAT Middle East - Change of dates!
January 14 - 16, 2014
Abu Dhabi, United Arab Emirates

World of Concrete 2014
Las Vegas, NV USA

bautec 2014
February 18 - 21, 2014
Berlin, Germany

CONEXPO-CON/AGG and IFPE expositions
March 4 - 8, 2014
Las Vegas, NV USA

SMOPYc 2014 International Show of Public Works, Construction And Mining Machinery
April 1 - 5, 2014
Zaragoza, Spain

Journée Expo-Bitume
April 3, 2014
Saint-Hyacinthe, QC Canada

Atlantic Heavy Equipment Show
April 3 - 4, 2014
Moncton, NB Canada

Truck World 2014
April 10 - 12, 2014
Toronto, ON Canada

BtpExpo
May 8 - 10, 2014
Lieu, Belgium

SaMoTer & Asphaltica in Verona
May 8 - 11, 2014
Verona, Italy

road&traffic - International infrastructure and public transport exhibition / Transcaspian 2014-Transport and Logistics exhibition
June 12 - 14, 2014
Baku, Azerbaijan

International Rental Exhibition (IRE) / European Rental Association (ERA) convention / APEX 2014 (aerial platform exposition)
June 24 - 26, 2014
Amsterdam, the Netherlands

INTERNAT 2015
April 20 - 25, 2015
Paris, France
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The oldest North American truck brand, Autocar® enters the Class 7 & 8 cabover market with a range of trucks designed for heavy work such as road maintenance and heavy pick-up and delivery, the Autocar Xpert.

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