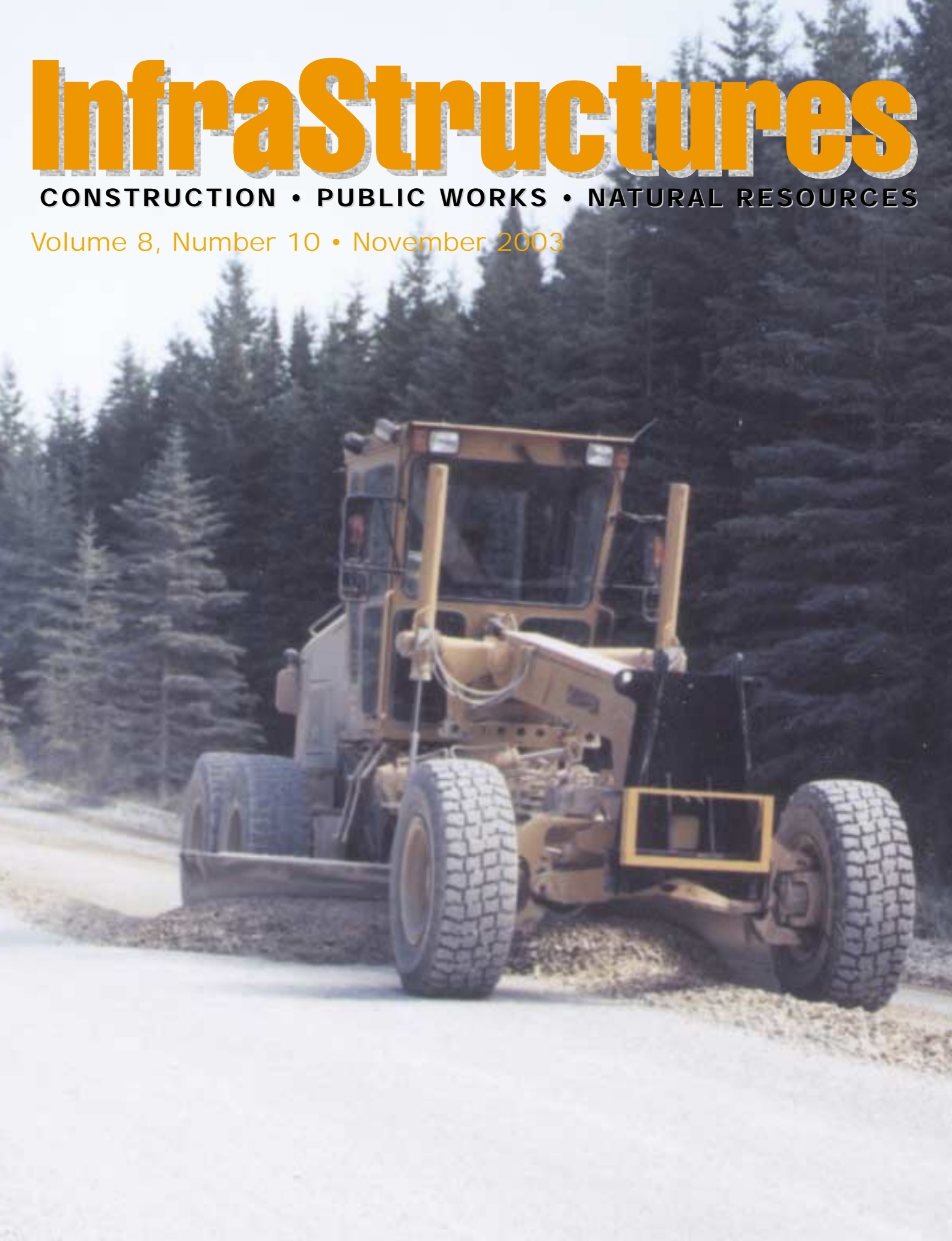


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This electronic version of InfraStructures is made available for the sole purpose of giving our English speaking readers a taste of the original printed version of the magazine.

We will try to publish as much of the editorial content of the printed version as it is possible given the technical limitations.

Welcome to InfraStructures

Until now,, InfraStructures has been read mainly by French speaking users of heavy machinery.

Over the last eight years, InfraStructures has become a leader in its field. First by becoming the only magazine covering all aspects of the industry published in French in Canada. Then by being the first to publish all its editorial content on the web, and also by being the only construction magazine, published in French, having a significant readership outside the Province of Quebec.

We receive many requests for an English version of InfraStructures. Technical limitations, and the lack of advertising revenue have prevented us from publishing such a magazine in print. Now, with the extended use of Internet by professionals, we feel that the time as come for a portable digital file (.pdf) version of InfraStructures in English.

While the content of the English version differs slightly from the original, most of the important news will be published in English. In the near future, more and more of the content of the original will be translated into English.

With over 500 visitors per day on average, spending over 13 minutes per visit, the website of InfraStructures in one of the most important sites of this kind. More than two thirds of the visitors come from outside Canada. With the English version of the magazine available on the web, visitors from outside will find it easier to enjoy the magazine.

Hoping to hear your comments,



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Cover page :

A. Hébert & Fils Inc., a company based in Port-Menier on the Anticosti island at the entrance to the Gulf of St. Lawrence, just bought a 1997 Champion grader to maintain roads on the island.

The company also uses Sicard and S.M.I. snowblowers to keep the airport and streets clear of snow in the winter.

All these machines were sold by Machineries Maheux (1998) Ltée, from Quebec City.

In the News...

Lafarge strengthens its R&D activity with the Western European Technical Center for Cement

Lafarge, the world leader in building materials, has announced the opening of its Western European Technical Center dedicated to cement products, which will strengthen its R&D activity.

The WETC is located at Lafarge's technology

center in l'Isle d'Abeau (near Lyon), one of the largest of its kind worldwide. It houses the cement R&D teams for France, Spain, Italy, the UK and Morocco. This geographical regrouping complements the organisation of the cement technical centers into a regional network. The center, which occupies 5,000m² of new premises, has a team of 90 employees from six different

countries. Its goals are to enhance the performance of cement plants and to support and develop existing products for applications specific to its region. Its scope of activity covers 27 cement plants and six grinding units, with a total capacity of 27 million tons. Lafarge thus intends to strengthen its technological and R&D resources in cement, while focusing more actively on one of the priority regions driving change within the building materials industry.

The Western European Technical Center: several aims to enhance the qualities of cement. Cement is a complex material, used in many different ways, that requires ongoing investment to gain a better understanding of its behavior. Consequently, the Western European Technical Center has several different aims: to enable technical knowledge and expertise to be shared between countries and sites in its region, while identifying and spreading best practices to provide support for the assessment and improvement of plant performance in every single area, for example, costs, processes, quality assurance, environmental issues and investment decisions, while safeguarding teams and installations to deliver a high standard of assistance and expertise to all the sites in its region in all the fundamental technical aspects of the cement business to assist and guide plants in their analysis and execution of internal investments in order to guarantee the technical validity and economic efficiency of the adopted measures.

To achieve these goals, the center has the support of highly qualified experts competent in the fundamental technical aspects of the cement business, including processes, maintenance, mechanics, electricity, civil engineering and environmental issues.

The center is heavily involved in all the plant improvement initiatives being taken in areas such as manufacturing, marketing and sustainable development in connection with the launch of the Cement division's performance program. The WETC has its own laboratory facilities supporting the units in its region. In particular, it works on mastering the quality and consistency of cements and on differentiating them according to the qualities and attributes required by customers. Some examples are: the cements used for the construction of the Millau viaduct, the differentiation of cements used in the Agilia® ranges of self-placing concrete or support for the commercial development of Ductal®.

Lastly, because it is located at Lafarge's Technology Center, the WETC's laboratory can call on the support of research scientists at the Central Research Laboratory.

The Lafarge group's R&D activity is organized

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around the Central Research Laboratory and a network of divisional technical centers. The WETC is one of the Cement division's five technical centers around the world. It forms part of the network comprising units in Montreal serving North America, Vienna serving Germany, Central and Eastern Europe, Kuala Lumpur serving Asia and another unit, also based in L'Isle d'Abeau, serving Latin America, Africa and the Middle East. The technical organization by major regions is intended to provide Lafarge's 115 cement plants around the world with a network of experts who are on hand to intervene rapidly. Grouped together in small numbers, the technical centers are able to concentrate expertise while ensuring a continuous flow of inter-unit exchanges.

Lafarge is the world leader in building materials and employs 77,000 people in 75 countries. The Group holds top-ranking positions in all four of its Divisions: Cement, Aggregates & Concrete, Roofing and Gypsum. Lafarge posted sales of 14.6 billion Euros in 2002.

Source: Lafarge

Alcan Increases Ownership Stake in Aluminium Company of Malaysia

Alcan Inc., a global leader in aluminum and packaging, announced that it has increased its ownership position in Aluminium Company of Malaysia from 36% to 60%. The Company is a manufacturer of light gauge aluminum products. Alcan acquired the additional shares from Nippon Light Metal in exchange for its ownership in Alcan Nikkei Siam Limited in Rangsit, Thailand.

"Alcan is pleased to further reinforce our strategic relationship with ALCOM and demonstrate our commitment to meeting the increasing demands for value-creating and quality light gauge aluminum products in Southeast Asia," said Martha Brooks, President Alcan Rolled Products Americas and Asia. "Additionally, this will support and complement the Alcan packaging business in Asia."

ALCOM, a major provider of light gauge aluminum rolled products in Malaysia and Southeast Asia, employs 360 people at its Bukit Raja operation located near Kuala Lumpur. The facility, established in 1960, utilizes low-cost continuous cast technology for rolling light gauge foil used primarily in the packaging and heat exchanger industries. The ALCOM operation has an extensive capability for coating light gauge rolled products - a process that enhances performance and aesthetics of its foil used in air conditioning.

"This is another example of Alcan's focus on high-value opportunities that maximize value for all Company stakeholders as well as strengthen

our competitive position in growth markets such as Asia," stated Brooks.

Alcan is a multinational, market-driven company and a global leader in aluminum and packaging, as well as aluminum recycling with 2002 revenues of US\$12.5 billion. With world-class operations in primary aluminum, fabricated aluminum as well as flexible and specialty packaging, Alcan is well positioned to meet and exceed its customers' needs for innovative solutions and service. Alcan employs 54,000 people and has

operating facilities in 42 countries.

Source: Alcan Inc.

BDC's Young Entrepreneur Award for the Northwest Territories

Heather and Robert Bourassa, owners of Arctic Circle Enterprises Limited, are the winners of the Business Development Bank of Canada (BDC) 2003 Young Entrepreneur Award for the Northwest Territories. Heather, 21, and Robert, 24, are being recognized for the successful con-

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struction and maintenance business they own and run in Fort Good Hope, a small community accessible only by barge in the summertime, and via a snow road or by plane in the winter.

"We were able to get first-hand experience as we grew up, since our father was also in the construction business. It runs in the family. We learned a lot from him and still do, thanks to his sound advice," explained Robert. "We can always count on him when we need to."

The population of Fort Good Hope (numbering

less than 800), located some 800 km northwest of Yellowknife, depends mainly on hunting, trapping and oil and gas drilling operations. Heather and Robert are able to make a living for themselves by constructing and maintaining roads (mainly snow roads), working on housing projects, and providing on-site services to oil and gas drilling companies.

"Since hiring is quite a problem, we try to learn as much as possible about the business," said Robert. "Right now I am taking a course to

become certified as a heavy machinery mechanic so that if a piece breaks down, I can repair it myself."

"Open-mindedness is the key word," added Heather. "In a small isolated community like ours, we have to be open in all our dealings with people, be they employees, suppliers or clients. We also have to get involved in all facets of activities and try to be as self-sufficient as possible."

Heather and Robert have grown their business income rapidly over the past three years, and since their business is seasonal, they feel a need to diversify. To do so, they plan to purchase more equipment, provide more employment and training to their fellow citizens, and eventually, open a convenience store.

"Heather and Robert epitomize a new generation of young Canadian entrepreneurs who, in creating jobs for themselves and members of their communities, are giving a great deal back to the regions that host their businesses," says BDC President and CEO Michel Vennat. "I salute their drive and determination."

The founders of Arctic Circle Enterprises Limited will be honoured at a ceremony this evening in Halifax, along with other BDC Young Entrepreneur Award winners from across Canada.

BDC's Young Entrepreneur Awards celebrate this year's winners with the theme: YOU'RE THE POWER behind the Canadian economy, let's share the energy! It recognizes the achievements of Canadian businesspeople between the ages of 19 and 35, paying tribute to a young entrepreneur from each province and territory. Winners are chosen by a selection committee, based on a number of criteria that range from operating success and innovation to involvement in the new economy, community work and export performance.

The new BDC Ongoing Achievement Award, presented to a YEA winner between 1988 and 2002 whose business has continued to grow steadily since receiving the award, will be given during the BDC Forum on Tuesday, October 21. The names of the winners of the Laurentian Bank Export Achievement Award - for the most outstanding export results -, and the Bell Creative Mind Award - for having shown daring and originality in the creation, marketing or promotion of a product and/or service and giving the business an edge over the competition, therefore ensuring growth, were announced during the evening of October 21st.

Winners of the 2003 Young Entrepreneur Awards have also been invited to the second BDC Forum, where they will have an opportunity to meet senior BDC executives, distinguished academics and business leaders who have made



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their mark in a specific business sector. The BDC Consulting Group will also hold information sessions for this year's winners.

This year's Small Business Week is sponsored by the Laurentian Bank of Canada, SAP Business One, TSX Venture Exchange, Western Economic Diversification Canada, Bell Canada, The Globe and Mail, La Presse and Le Soleil. The Canadian Chamber of Commerce is a national partner of the event.

The Business Development Bank of Canada is a financial institution wholly owned by the Government of Canada. BDC plays a leadership role in delivering financial, investment and consulting services to Canadian small business, with a particular focus on the technology and export sectors of the economy.

Source: Business Development Bank of Canada

Major Drilling Mongolia Signs New Contract with Ivanhoe Mines Mongolia for the World's Largest Multipurpose Drill Rig

Major Drilling Group International Inc. announced that Major Drilling Mongolia XXK has entered into a new contract with Ivanhoe Mines for the supply of a UDR 5000, to be utilized at Ivanhoe's Turquoise Hill (Oyu Tolgoi) gold and copper discovery in southern Mongolia.

The UDR 5000 is the world's largest multi purpose mineral exploration drill rig. It is a very high

capacity, specialized, deep-hole rig which is highly effective in diamond coring and rotary drilling techniques. Featuring a 12 metre rod pull and mast platform, the UDR 5000 offers excellent productivity at depth.

The contract provides for a minimum of 15,000 metres of diamond core drilling in what is the third phase of the operation. Major Drilling Mongolia has fourteen drill rigs on site already, drilling around the clock for approximately the next twelve months, including several high capac-

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ity UDR 1000's and UDR 1500's with directional capability. The UDR 5000 drill program will involve diamond coring to depths of up to 3,000 metres (9,842 feet). Major Drilling Mongolia was scheduled to fly the rig into Mongolia by October 11th, aboard an Antonov, one of the world's largest aircraft.

The directional drilling capability of this rig is necessary to effectively delineate the location of a high grade core to the Far-north Discovery Zone that has now been delineated to true vertical depths of 2,200 metres. This contract will also allow Ivanhoe to aggressively pursue the expansion of the identified zones of mineralization at Turquoise Hill, and to test other high-priority targets on the property.

Major Drilling Mongolia is a subsidiary of Major

Drilling Group International Inc, and has an established branch office in Ulaanbaatar, the capital of Mongolia. The company continues to respond to the requirements of the Ivanhoe program and to pursue other opportunities in Mongolia, with the continuing support and resources from its related Australian and Canadian operations.

Based in Moncton, New Brunswick, Major Drilling Group International Inc. is one of the world's largest metals and minerals contract drilling service companies, providing underground and surface diamond drilling, reverse circulation percussion drilling and directional drilling services to the metals and minerals industry world wide. To support its customers' mining and mineral exploration activities, the Major Drilling group operates from branches in Canada, the United

States, Europe, South and Central America, Australia, Indonesia, Turkey, Tanzania and Mongolia.

Source: Major Drilling Group International Inc.

Major Drilling Subsidiary Signs Rod Handler Distribution Agreement with Schramm

Major Drilling Group International Inc. announced that its Canadian based wholly owned subsidiary, Universal Drill Rigs Inc., has entered into an agreement with United States based drill rig manufacturer Schramm Inc. for the sale and distribution of the UDR-KL Rod Handling system in the United States. The UDR-KL Rod Handling system is manufactured within UDR Group Limited (UDR), the Company's Australian manufacturing division, also a wholly owned subsidiary of Major Drilling.

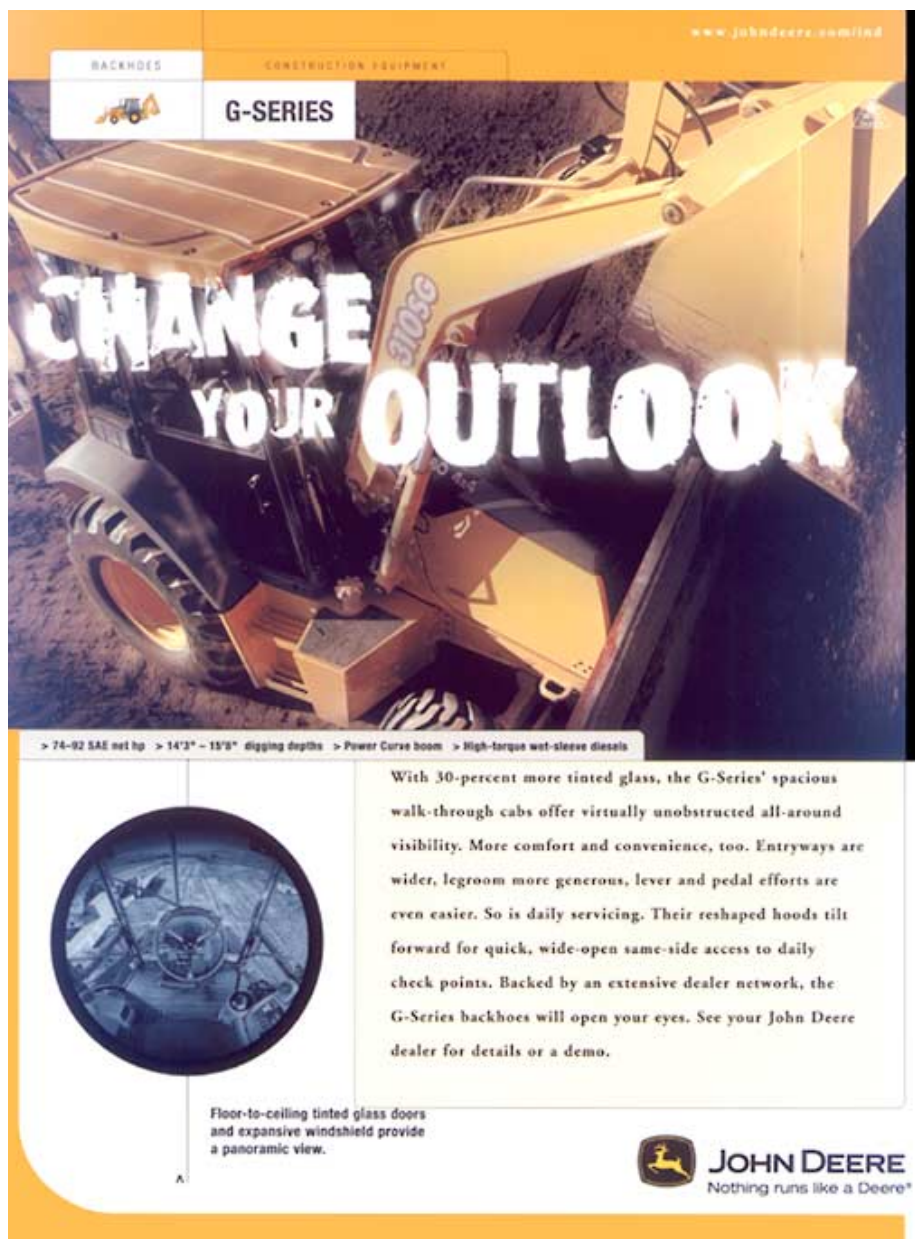
"This is the initial step in UDR's strategy to expand its overseas market" said Francis McGuire, President and CEO of Major Drilling. "This is the first time the rod handler will be marketed for sale outside of Australia, where it is clearly the market leader with approximately 100 units having been sold to date".

Schramm Inc. is a leading U.S. based provider of tophead driven rotary drilling equipment and technology. In the U.S., Schramm offers service and sales support through a network of 18 distributor partnerships. The Rotadrill brand is recognized throughout the drilling industry worldwide for innovation, reliability and performance. The company's products serve a wide range of applications, including the waterwell, mineral exploration, blasthole and oil and gas markets. Visit Schramm at www.schramm.com to learn more about that company and the recently introduced Telemast brand.

"We are very proud to have our UDR products associated with Schramm and its network of distribution partnerships" continued Mr. McGuire.

The UDR-KL Rod Handler is a hands free, automated rod handling system that forms part of the UDR range of patented productivity and safety products. Schramm intends offering the Rod Handler as an optional extra to its range of Schramm Drills as well as retro fitting them to other manufacturer's drill rigs. The unit can be fitted to most makes and models of top head drive rigs.

This entry into the U.S. market comes as a precursor to the launch of a new range of UDR chuck drive diamond core drills that is being developed with particular focus on the market's needs in the Americas and Asia. This comprehensive range of diamond core drills will include four models with a coring capacity from 100



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meters to 2,300 meters of "N" size core and has been based on the already extremely successful UDR200D drill rig. It is expected that proto-type testing will be completed by December in time for a product launch in early 2004 to coincide with UDR's 25th anniversary of drill rig production.

UDR is widely recognised as the pioneering designer and leading manufacturer of specialised Multi-Purpose mineral exploration drilling rigs in the world. UDR has manufacturing sites located in Brisbane and Perth and has a branch in Santiago, Chile. Universal Drill Rigs Inc. operates from Winnipeg, Canada. For further information on UDR visit www.udr.com.au, and for further information on Major Drilling visit www.major-drilling.com

Source: Major Drilling Group International Inc.

SmarTire Launches New Products Targeted at Recreational Vehicle Market

SmarTire Systems Inc. announced the launch of two new products, RoadVoice and TrailerVoice, which represent the first tire monitoring systems targeted specifically at the recreational vehicle, towed vehicle and trailer markets.

The recreational vehicle industry is a \$12.3B market in the US, which grew at 7.2% last year. As is the case with passenger car tires, recreational vehicle tire under-inflation is a serious concern. A recent study conducted by the Recreational Vehicle Safety Education Foundation revealed that four out of five RVs had at least one tire under-inflated and a third of those were dangerously under-inflated to the point of being at risk of failure.

RoadVoice is a tire monitoring system designed specifically for light recreational vehicles and vehicles or trailers towed behind large motorhomes. The RoadVoice family of products will be expanded in early 2004 to include larger motorhomes and buses. RoadVoice is currently being tested by manufacturers of recreational vehicles, associated chassis manufacturers and commercial vehicle operators in North America, Europe and Asia.

TrailerVoice is a tire monitoring system designed to monitor single and double axle boat and horse trailers, car haulers, farm trailers and other utility trailers. The company also announces that EZ Loader Boat Trailers custom division will include the TrailerVoice system as standard equipment on their dealer direct line of trailers and as optional equipment on all other models direct to the boat manufacturers. EZ Loader Boat Trailers is a privately owned company with 50 years experience and currently one of the largest producers of recreational boat trailers in the world.

"The SmarTire TrailerVoice system differentiates our trailer offering to our high-end, quality boat manufacturing customers," says Gary Potter General Manager of EZ Loader. "It is extremely difficult for a driver to detect an under-inflated tire or a tire puncture on a boat trailer. To protect the investment in their boat and trailer, our customers are beginning to demand tire monitoring systems."

SmarTire Systems Inc. develops and markets proprietary tire monitoring systems for the North American, European and Asian automotive and transportation industries. Incorporated in 1987, SmarTire is a public company with offices in North America and Europe. Additional information can be found at www.smartire.com.

Source: SmarTire Systems Inc.

Alcan Refinery Expansion Study Underway in Australia

A joint venture composed of Leighton Contractors and an SNC-Lavalin Australian subsidiary, SNC-Lavalin Australia PTY Ltd. has signed a contract with Alcan Gove Development Pty Limited to undertake the Definitive Feasibility Study preliminary to the Engineering, Procurement and Construction Management for the proposed expansion of Alcan's alumina refinery at Gove, in Australia's Northern Territory.

The joint venture team (known as LSL) will be lead by SNC-Lavalin and will work cooperatively with Alcan Engineering (ALCENG) on the study for the proposed expansion.

The study will examine the financial feasibility and engineering requirements of the expansion, which is planned to increase the refinery's capacity from 2 million tonnes to about 3.5 million tonnes per annum. LSL has already begun assembling its team of experts to complete the nine-month feasibility study.

"This is going to be a first class team," said Adrian Owens, Project Coordinator for LSL. "I am very pleased with this opportunity to work with these experienced professionals."

Laurie Voyer, General Manager Leighton Contractors Northern Region said following sanction of the DFS results, Alcan Inc. has an option to engage LSL as the EPCM contractor to undertake the expansion.

He added, "We are delighted to be working with Alcan as they are world leaders in the aluminum and packaging industries. We are looking at this contract as a long-term proposition. I have full confidence in the strength of our team to exceed Alcan's expectations and deliver an exceptional study and the expansion as a whole."

Leighton Holdings CEO, Wal King said he was pleased to see Leighton Contractors continuing

its long association with the Gove facility.

"Leighton Contractors completed work on the plant when it was first built in the late sixties, and have had an ongoing association with the facility through Group companies over many years. It is particularly pleasing to again be working with Alcan to realize this major expansion."

Laurie Barlow, Vice-President and General Manager, SNC-Lavalin Australia PTY Ltd., also expressed his pleasure at working with Alcan, and said that "this contract acknowledges our strengths in producing reliable feasibility studies, as well as our ability to deliver large projects and meet the client's needs in this important project."

"Australia has long been a key region for SNC-Lavalin operations," added Mr. Barlow. "This new contract confirms our interest in continuing to work in this country."

Following completion of the DFS and award of an EPCM contract, it would take approximately three years to complete construction of the expansion, creating around 1,200 jobs.

Mr. Voyer said LSL will work very closely with Alcan's team, providing full engineering, procurement and project and construction management for the proposed expansion project, with particular emphasis on safety, environmental management, operations, community relations and industrial relations.

"We are delighted to be working in Australia's Northern Territory again. It is a very exciting place," he said.

SNC-Lavalin (TSX:SNC) is one of the leading groups of engineering and construction companies in the world and a global leader in the ownership and management of infrastructure. The SNC-Lavalin companies employ thousands of people in offices across Canada and in 30 other countries around the world and are currently working in some 100 countries.

Leighton Contractors is an Australian market leader in the delivery of complex infrastructure, project development, contracting mining and construction. The company has in excess of \$A2 billion worth of work in hand, and employs approximately 1800 people.

Source: Leighton Contractors
SNC-Lavalin

SNC-Lavalin International Wins Two Contracts in United Arab Emirates

SNC-Lavalin International Inc. has been awarded a US\$47.4 million contract by the Abu Dhabi Oil Refining Company (TAKREER) for the detailed engineering, procurement, construction (EPC) and commissioning of the Central Environment Protection Facility (BeAAT) in the United Arab Emirates.

Work on the new Facility will begin mid November, with completion scheduled in 30 months.

"This award recognizes SNC-Lavalin's excellence in this field, and we are proud to be associated with this initiative on the part of the Abu Dhabi National Oil Company (ADNOC) dedicated to improving protection of the environment," said Normand Morin, Executive Vice-President, SNC-Lavalin Group Inc.

The BeAAT facility will comprise several waste treatment units - each designed to achieve specific objectives of the waste treatment process - including landfills.

Jean Nehmé, Vice-President of SNC-Lavalin's Montreal Industrial Business Unit, explained that, "the BeAAT facility is in line with TAKREER's strategy to safely receive, manage, treat and dispose of waste generated by ADNOC, and its group of companies, to ensure that human health and the environment are adequately protected."

SNC-Lavalin International Inc. has also been awarded an engineering and design study, by the Abu Dhabi National Oil Company (ADNOC) in United Arab Emirates, to determine the most suitable method of recovering carbon dioxide (CO2) from boilers and steam reformers. The CO2 will

be used at the Bab Thamama "B" oil reservoir in a process which is designed to make it possible to recover more of the reservoir's existing reserves.

The contract is the latest in a series of Canadian and international contracts awarded to SNC-Lavalin companies for studies and engineering design related to the reduction of greenhouse gas emissions from industrial sources, as required by the Kyoto Protocol. The study is expected to last eight months, and includes the evaluation and selection of the latest CO2 recovery technologies, as well as pipelining, CO2 injection, and oil recovery considerations.

"SNC-Lavalin's expertise in leading edge CO2 recovery technology is well established," said John Hutchinson, General Manager, and Senior Vice-President of the Chemicals & Petroleum International Business Unit. "We are in an excellent position to meet the growing demands in this field, which will generate many capital projects in the years to come."

Source: SNC-Lavalin

Volvo invests in U.S. powertrain facility

AB Volvo announced that Volvo Powertrain will make its U.S. facility in Hagerstown, Maryland,

the Centre of Excellence for the North American market. A four-year investment program will prepare the facility for delivering the next generation diesel engine family for the Volvo Group's two North American truck brands - Mack and Volvo.

The Hagerstown plant has been producing Mack engines since 1961 and did recently deliver its 1.000.000 engine. The Volvo truck engines currently in operation in North America are built at Volvo Powertrain's plant in Skövde, Sweden.

Located about 75 miles northwest of Washington, DC, the Hagerstown facility has a total area under roof of about 1.5 million square feet. It includes all design functions in addition to manufacturing, has earned registration of its quality system to the ISO 9000:2000 international standard, and the ISO 14001 international environmental standard. It currently employs just over 1,200 people.

Source: AB Volvo

Laroche Trailers Now Available in Labrador



Last September, Pascal McFadden owner of Franchie's Service Centre, returned home to Goose Bay, Labrador, with 12 brand new Laroche trailers. Laroche trailers are made by Les Remorques Laroche, in St-Denis-de-Brompton, Quebec. They are distributed all across the Province of Quebec, as well as in the New England States in the US and the Maritimes Provinces.

Mr. Raymond Laroche, owner of Les Remorques Laroche, is very happy to be represented in the Labrador region by Mr. McFadden.

Source: Les Remorques Laroche, (819) 846-2622

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Alliance-JunJin Concrete Pumps Now Distributed in Eastern Canada by Ottawa Equipment & Hydraulics

Ottawa Equipment & Hydraulics Inc. (OEH) is proud to announce that they added Alliance-JunJin concrete pumps to their equipment portfolio.



OEH has been servicing concrete pumps in the Outaouais region for many years. The distribution contract with Alliance Concrete Pumps Inc. opens growth opportunities for the company.

Alliance concrete pumps are made in Korea by

the JunJin company. They are offered in many models with boom lengths from 20 to 55 meters. Many JunJin pumps are currently operating in Gatineau, Ottawa and Toronto. Even if the brand

is relatively new to the market, some units used in the area have pumped over 200,000 cubic meters of concrete.

OEH also distributes Palfinger knuckle boom and building material cranes, Crayler lift trucks, Palift roll-off systems. It is renowned for its Manitou line of equipment and Komatsu lift trucks. Last year, they also added the Yanmar lines of compact construction equipment.

Ottawa Equipment & Hydraulics Inc. was started up in a small Ottawa by the current owners in 1992. Since then, the company moved into a 8,000 square feet building located on Edimburg Place, in the Industrial Park East of

Ottawa. OEH also has two mobile units, well equipped to service equipment on the road or in the field.

Alliance Concrete Pumps will be exhibiting in



the upcoming World of Concrete trade show in Orlando, Florida. Show dates are February 17 to 20. Booth number is #3773.

Source: Ottawa Equipment & Hydraulics Inc.
Michel Pouliot, 1-877-707-4747

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Poly Bolt-On TUFPADS® Track Pads

BLS Enterprises, Inc., the manufacturer of the highly successful TUFPADS® track pads, is very concerned about responding to its customers' suggestions for new products. And so it was when several owners of asphalt milling machines who were long-time users of TUFPADS® expressed their concern about a problem which had been bothering them. The difficulty came when the milling machine contractors needed to remove worn out track pads from the track chain onto which they were bolted. The preferred method of removal was to burn off the track nuts from the underside of the track with a torch. This method made sense to many users because it was a lot quicker than cleaning out the bolt holes that were clogged with asphalt and dirt, to insert a socket wrench to unfasten the bolts. The most significant problem was that many of the chains involved were lubricated, and using a hot cutting torch on the track nuts could heat the chain link to the point at which it could be made unusable.

If TUFPADS® track pads could be mounted through holes which were farther out toward the edges of the steel grouser track shoe, away from the lubricated center portion of the chain, then no amount of heating could damage the chain. This would necessitate making the new pads as a two-piece unit – a polyurethane track pad, or Poly Bolt-On pad, with four studs projecting out of the bottom, and a conventional triple grouser track shoe with four additional holes drilled into the steel grouser shoe to fit the four studs.

Reuse Grouser-Save Money

The advantage to using the new two-piece track pad, instead of the traditional bonded to grouser design is that, when the polyurethane portion finally wears out, the customer can simply keep and reuse his steel grousers, and purchase only the Poly Bolt-On pad. By purchasing only the Poly Bolt-On pad, the customer will save up to 25% of the original cost, since he does not need to replace his steel grouser shoes.

The customer will save freight costs due to the lighter weight of the Poly Bolt-On pad, and he will also save on installation and removal costs due to the easy access to the fastening hardware. In addition, using the Poly Bolt-On pad eliminates the labor cost of returning the customer's used pads for core credit.

Easy On – Easy Off

Rubber versions of this type of track pad have been available, but they all suffered the same fate of any rubber pad – they just don't last long



enough, especially on abrasive applications like asphalt milling. BLS Enterprises was the first in the U.S.A. to produce polyurethane track pads seventeen years ago, due to customer demand for track pads that lasted longer than rubber. It soon became obvious that a polyurethane Poly Bolt-On pad that is formed to the shape of a triple grouser and bolted to a reusable steel grouser shoe would be just the solution. Now the customer could have the labor savings of easy installation and dismantling of a bolt-on pad and the cost savings that can be realized by reusing

the steel grouser, combined with the durability and long life of a polyurethane track pad.

On the whole, BLS customers, especially those owning milling machines, will no doubt find the new Poly Bolt-On TUFPADS® track pads to be a very practical answer to several problems that they may have had in the past. BLS Enterprises has once again proven that its customers, and their needs, are the primary impetus that drives this company.

Source: BLS Enterprises Inc.

IPD to Re-focus on its products for Caterpillar® Engine

After 48 years as a premier manufacturer of engine parts for a variety of heavy-duty engines, IPD will focus its product line on IPD Products for Caterpillar® Diesel and Natural Gas Engines. IPD President Michael Clogg states "IPD's strength has been the supply of Caterpillar related products and we want to focus all of our resources on retaining our position as the premier supplier of products for these engines".

For more information and a complete up to date listing of liquidation inventory concerning non-Cat application products, please visit IPD's web site at www.ipdparts.com or phone IPD, Torrance California at 310-530-1900.

Source: IPD



Shown above are typically available products from IPD for a Caterpillar 3500 series engine

2003 IDA Convention in Montreal

The Independent Distributors Association (IDA) held its 2003 Trade Show and Convention in Montreal. Over 400 people participated in conferences and a show featuring the product lines of manufacturers from all over the world.

Joe Amato, of Montréal Tracteur Inc., declared: "It is the first time the IDA holds its convention in Montreal. All visitors are impressed by the cultural diversity and the beauty of our city and the region. I must say that the weather has been terrific, ideal to showcase the Autumn colors."

The IDA has for mission to promote, develop and strengthen a worldwide organization for independent construction machinery rebuilders, parts suppliers and manufacturers.

To help achieve this goal, the association sponsors an annual conference with seminars and educational sessions. Programs keep members up-to-date, informed and provide opportunities for information exchange.

The IDA originates from the general expansion and rebuilding following World War II which saw a tremendous influx of heavy equipment

machinery come on the market. Large manufacturers were so busy building new equipment they inadvertently created a new market which we call the heavy equipment replacement parts market. Heavy equipment operators turned to Independent suppliers to answer their needs for spare parts.

This new alliance of rebuilders and parts suppliers at first called their trade association the "Associated Independent Rebuilders and Parts Suppliers." But as more and more manufacturers and importers saw the importance and growth of the aftermarket, the key words became DISTRIBUTION and INDEPENDENT. In 1963 the association incorporated those key words and became the "Associated Independent Distributors."

In 1986 to more clearly emphasize the development of the aftermarket industry a change was made to "INDEPENDENT DISTRIBUTORS ASSOCIATION."

Next year, the IDA Convention will be held in Miami, Florida.

Source: Independent Distributors Association

Versamax Buys a Daewoo



Patrice Charron, President of Beloeil based Versamax Inc. was so impressed when he tested the new Daewoo 300LC-V excavator that he bought one on the spot.

He likes the low fuel consumption and the power of its engine, the on-board computer, the smooth operation and the unbeatable price/quality ratio.

Daewoo excavators and loaders are sold all across Quebec by Denis Gauvin Inc. which also sells Kobelco excavators in the Eastern part of the Province.

Source: Denis Gauvin Inc., 1-800-563-4007



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Tenco Acquires Vohl Snow Removal Equipment Division

Tenco Machinery (CDN) Ltd has announced the acquisition of Vohl Inc.'s snow removal division, a renowned manufacturer of snowblowers and airport runway sweepers.

Vohl Inc., located in St-Marc des Carrières, Quebec, has manufactured snow removal equipment since 1955. Vohl Inc. intends henceforth to focus on its industrial subcontracting division and on manufacturing and distributing equipment produced for the forestry industry.

As a result to this acquisition, all new sales of airport runway sweepers, models PV-112-200 and PV-112-300, snowblowers, models DV-4000, DV-904 and DV-1104, (excluding the Ford County carrier), and all original Vohl® spare parts will be sold exclusively by Tenco.

Tenco also obtained by this transaction, the exclusive right to use of the registered Vohl® trademark in the snow removal field, the

intellectual properties, technical drawings, all patent letters, and the important inventory of spare and manufacturing parts. The latter is in

industrial-like cluster. In addition to its two manufacturing facilities in St-Valérien-de-Milton, accounting for a total of 75,000 sq. ft. of



addition to the TREMCAR snowblowers acquired in 1995 and to the complete SMI equipment line bought in March of 1999.

With the development of new North American and worldwide markets, Tenco continues to specialize in the snow removal technology. Furthermore, many dealers and subcontractors in St-Valérien-de-Milton are surrounding Tenco in an

manufacturing space, Tenco has more than 60 distribution points in North America, of which those located in Quebec City, Montreal, Lakeville, NY, and Barre, VT, belong to the company

Source: Tenco Machinery (CDN) Ltd

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International® 7000 Series Pickup Truck

International Truck and Engine Corporation's "Big Red" truck is a prototype designed and built on the rugged International® 7300 4x4 chassis by International dealer I-10 International Trucks in Phoenix, Ariz. Using the chassis built at International's Garland Assembly Plant and pieces from two pickup truck bodies, I-10 International and a local body builder created the extended customized pickup truck.

Built on a superior strength frame-rail system, the International 7300 features an air-suspension cab that rides smooth on-and off-road. Plus it offers up to a 50-degree wheelcut for tighter turning and the proven reliable International® DT 466 engine.

Big Red takes this hard-working vehicle a step further with a customized, removable pickup bed mounted on the International 7300 chassis frame rails. With a Class 7 GVW rating, Big Red can carry 27,000 lbs on two axles and up to 70,000

at 10,000 pounds, while the rear axle is rated at 17,000 pounds. As beefed up as it is, Big Red's 7300 Series chassis also can be toned down -- customers can spec a 25,999-lb GVW with an 80,000-psi rail that permits smaller weight-rated axles.

Big Red's chrome grille, rugged over-size tires and shiny stacks aren't the only features that give it the specter of a bigger rig. The standard, 215-horsepower International DT 466 diesel engine muscles out 540 lb-ft of torque between 1400 and 2100 rpm. Full-time four-wheel drive and an Allison five-speed automatic transmission help put power to the wheels, and a manual transmission also is available.

Big Red has the feel of a full-size pickup, but its height and visibility are its greatest attributes. The modified crew cab measures 96 inches deep, or 44 inches longer than standard, providing enough space for six large men. This specialized vehicle delivers the brawn to handle fifth-wheel installation for gooseneck trailers, such as those needed for RVs and horse trailers, allowing customers to haul trailer freight all the way up to the Class 7 weight rating. Moreover, Big Red's rugged, off-road capability makes it ideal for use in a variety of demanding construction, utility and other vocational applications.

If you're interested in investigating further, please contact your local International dealer.



lbs with a trailer, or only 10,000 lbs less than a Class 8 vehicle. Big Red's steering axle is rated

Source: Navistar



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CERIU Fact Sheets :

«Cured-in-Place Liner»



*Fact Sheet RCR-03
Trenchless Techniques
Rehabilitation of Chambers and Manholes
Cured-in-Place Liner*

Description of the Technology

This technique waterproofs the existing structure and protects it against damage and penetration by tree roots. The composite material that is used also helps improve structural capacity.

Procedure

The liner is first impregnated with resin. It is then introduced into the structure to be rehabilitated and placed into position using an inflating device.

Steam is injected into the inflating device until the required pressure is reached to press the liner against the walls of the structure.

The polymerization process takes one to two hours, and a subsequent period of cooling under pressure must be allowed.

At the end of this process, the inflating device is removed and the liner is cut where the pipes enter and leave the structure.

Materials

The liner is made of several thicknesses of fibreglass. Epoxy resin is generally used.

The overall thickness of the liner may vary from

3 mm to 13 mm according to the process selected.

Types of Pipes and Structures

Access manholes, valve chambers, catch basins, pumping stations and other concrete, brick or steel structures may be rehabilitated using this method.

Preliminary and Complementary Work

Precise measurements of the structure must be taken to allow the factory production of the liner. The surface of the structure must be thoroughly cleaned to remove fungus growths, efflorescence and residual deposits that may inhibit the adherence of the liner. All traces of oil and grease must also be removed.

All ladders or accessories that might interfere with the positioning of the liner must also be removed.

Missing bricks must be replaced and defects such as holes and cracks must be repaired.

Conditions and Limitations

The humidity level of the surface to be repaired does not affect this technique.

All equipment housed in the structure must be removed before work commences, which may entail service interruptions.

This technique may be used below the water table as long as the inflow of water is not too great.

In general, a square structure is more difficult to rehabilitate than a circular one.

Deadlines and Timeframes

Because the liners must be made to measure, a lead time of two or three weeks may be necessary.

Roughly four to eight hours are required to install a liner in a manhole.

Testing and Monitoring

A visual inspection is usually sufficient to check the quality of the work. A watertightness test may sometimes be requested.

Status of the Technology

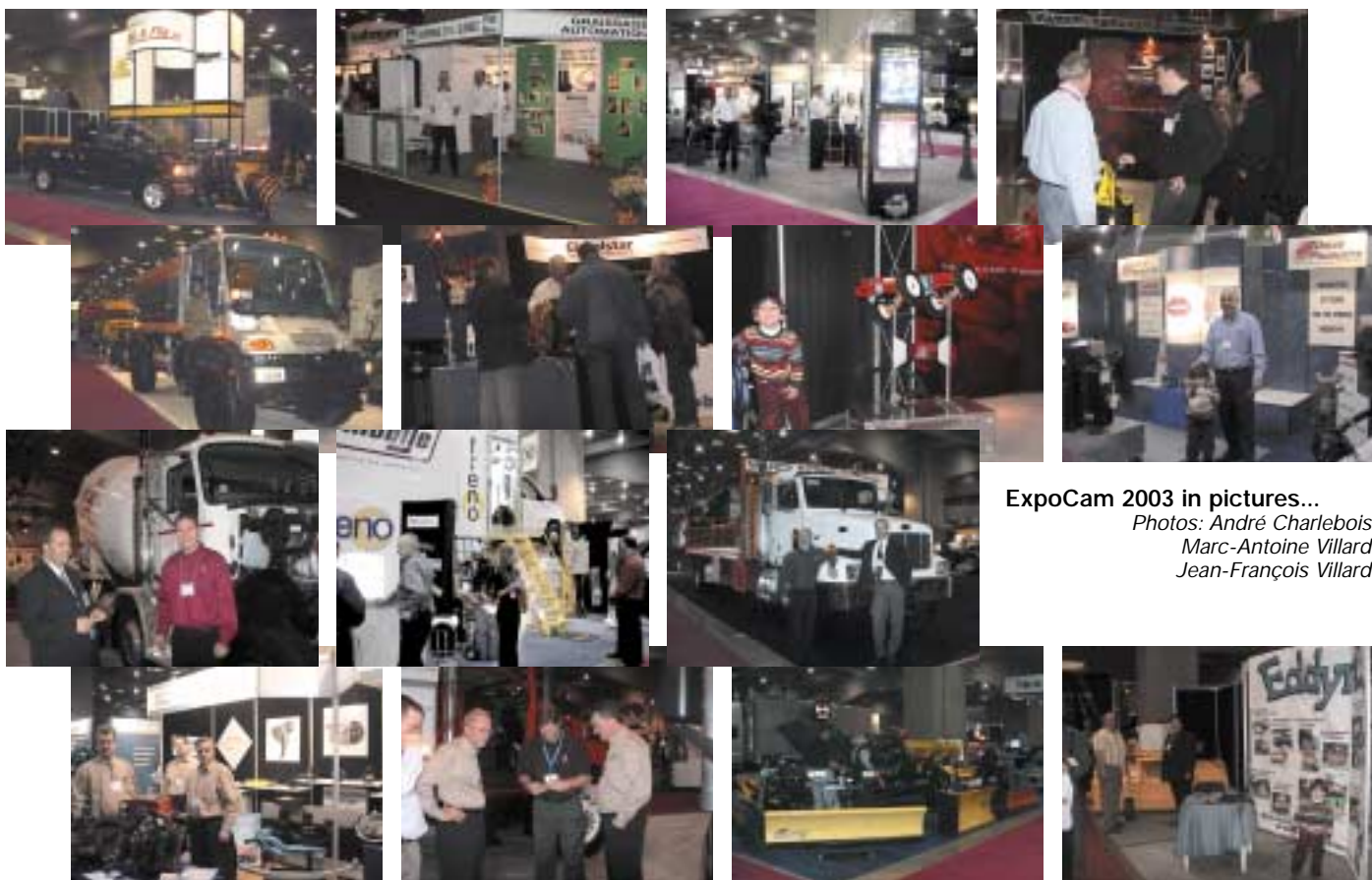
These manhole rehabilitation techniques were



developed in the early 1990s in the U.S. and Canada.

Le CERIU n'assume aucune responsabilité quant à l'application des techniques et des procédés présentés dans les fiches descriptives.

*Pour obtenir la collection complète «Les Classeurs du CERIU» nous vous invitons à joindre madame Céline Forest au (514) 848-9885 poste 272 au Centre d'expertise et de recherche en infrastructures urbaines (CERIU).
www.ceriu.qc.ca*



ExpoCam 2003 in pictures...

Photos: André Charlebois
Marc-Antoine Villard
Jean-François Villard

Western Star Unveils New Addition To Stratosphere Sleeper Line

Western Star Trucks introduced the 68-inch Stratosphere Star Light Sleeper, the latest addition to its new line of walk-through sleepers. With its unique design and numerous comfort features, over-the-road truck operators will appreciate the interior stand-up room, a flat floor throughout the cab and sleeper, and an external cab configuration that allows for installation of roof-mounted air horns and marker lights. This combination of internal comfort and external styling is unique to the truck manufacturing industry, and is offered only by Western Star. The 68-inch Stratosphere Star Light Sleeper was unveiled at the ExpoCam 2003 show.

"The spacious, 68-inch Stratosphere Star Light Sleeper provides a new option to operators seeking a shorter-length sleeper than the 82-inch version, including those customers operating under more restrictive overall length laws," said John Merrifield, Senior Vice President, Sales & Marketing, Western Star Trucks.

Available in all markets beginning in the second quarter of 2004, the 68-inch Stratosphere sleeper will be an option for all Western Star 4900

models, including the EX, 4900 FA and 4900 SA.

The complete line of Stratosphere sleepers is an ideal combination of modern engineering and traditional styling. Providing over two feet of additional headroom in the area between the driver and passenger seat, the Stratosphere allows the driver or passenger to stand up and walk through to the sleeper compartment. With a flat floor between the cab and the sleeper, the driver or passenger also does not have to worry about steps or ledges that exist in other sleepers on the market today. In addition, the vehicle can easily be converted into a day cab, which increases the resale value of the vehicle.

"Owner-operators will enjoy an open and spacious living compartment, without giving up traditional styling," Merrifield said. "We are excited to offer our Canadian and U.S. customers the ergonomic design and overall spaciousness of the Stratosphere, which will help make everyday activities more enjoyable, while retaining the look and feel of the traditional Western Star truck that our customers know and love."

The Stratosphere sleeper is available in two



trim levels – Phoenix and Mesa – all with numerous cabinet, storage, window and lighting options. Three different bunk configurations are available, including the optional dinette sleeper seating package, which provides two seats and a table, turning the sleeper compartment into a comfortable area for eating, reading or doing paperwork. An optional skylight window also adds to the sleeper's airy feel.

"Western Star customers have come to expect a wide selection of available features and options, and the Stratosphere is no different," added Merrifield. "Because the sleeper serves our customers as a home away from home, we want them to be comfortable while on the road and customize their cab and sleeper to their preferences."

Source: Western Star Trucks

Hino Unveils New Trucks at ExpoCam



Hino Motor Sales Canada unveiled its new light and medium duty trucks to the Canadian market on Thursday, October 23rd at Expocam at Place Bonaventure in Montreal. ExpoCam is the largest and most complete exposition of trucks, trailers, equipment, products, technology and ser-

vices. The trade show attracts thousands of qualified industry buyers and decision makers including fleet managers and owner / operators.

The new Hino trucks are "state of the art", combining Hino's world-renowned Japanese engineering technology with the best of North American components. The release of the new models at Expocam also featured the introduction of Hino's new J-series "common rail" diesel engine together with a new spacious cab, designed to optimize driver comfort, visibility, ease of maintenance and maneuverability.

Hino is a world-class manufacturer of medium and heavy-duty diesel trucks. Hino vehicles have been manufactured in Japan since 1910 and are sold in 142 countries. As a member of the Toyota group of companies, Hino is an industry leader in the design of leading edge emission control technology and in the manufacture of environmentally friendly vehicles, which satisfy increasingly strict international emissions regulations. Hino Motors Sales Canada, Ltd. is based in Mississauga, Ontario. Hino's workhorse vehicles are tailor-made for Canada. The company has been part

of the Canadian trucking industry for 30 years and continues to grow at a steady pace.

All Hino trucks brought into Canada are manufactured at the plant at Hino City in Japan. Hino maintains an inventory in Canada. Despite the distance between the two countries, from time of truck order to delivery is under 90 days. The company has an established national network of dealers to meet customers' sales, service and parts needs. Since 1997, Hino diesel truck sales have increased dramatically in Canada, making Hino one of the most sought after trucks, in both the new and used vehicle segments.

Hino offers a complete line of medium duty trucks, supplying operators with class 4, 5, 6, and 7 mid-range (15,000 to 33,000 lbs. GVW) diesel trucks. Hino trucks offer superior performance, reliability, fuel economy and exceptional resale value. They are also designed to minimize driver fatigue, downtime and exhaust emissions. The comprehensive Hino warranty, which is provided to protect the owner's investment, is one of the best in the industry.

Source: Hino Motors Sales Canada, Ltd.



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