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Volume 12 Number 10 November 2007

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InfraStructures is circulated free of charge to qualified users of heavy machinery and specialized equipment in construction, public works, and natural resources across Canada in both French and English.

The cost of a subscription for either edition for one year is \$20 for Canadian residents and US\$50 or \in 50 for U.S. and overseas.

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A Word From the Publisher

We usually put a picture of a working machine on the front cover. This month, we chose a picture of machines, many machines, standing still.

It gives you a glimpse of what the big events are like. The picture was taken during the International Construction and Utility Equipment Exposition that was held last month in Louisville, Kentucky. While it shows just a portion of the outside exhibits, we believe that it gives a a bit of the feeling that people can expect at major trade shows.

ICUEE may not be as big as CONEXPO-CON/AGG, that will be held next March in Las Vegas, or Intermat in Paris, which will take place in 2009 or even Bauma in Munich in 2010, but the nice row of trucks with their masts raised seemed nice.

We had fun this year in Louisville. It felt like show goers had taken the city by storm. You could find construction and utility guys in every restaurant in town.

ICUEE organizers say that this year's show was a complete success, it bodes well for the next CONEXPO-CON/AGG.

Enjoy your reading!

uFacer Villand

Editor/Publisher



On the cover:

a view of the K and L outdoor lots at ICUEE 2007, in Louisville, Kentucky, from aboard a Posi-Plus Linechamp material handler.

LEADING INDUSTRY MEMBER KEYNOTE SPEAKER AT TRUCK WORLD 2008

Next April in Toronto, Truck World 2008 will be the largest trade event in Canada for all those involved in the economically vital transportation industry. The keynote speaker at the VIP Breakfast on April 17th is Stephen Russell, of Celadon Group Inc. Mr. Russell is also the chairman of the Homeland Security Committee of the American Trucking Associations. He will provide exhibitors and industry members with a state-of-the-industry report, focusing on security and cross-border issues. Celadon Group is one of North America's largest truckload carriers. The company's international operations offer time-sensitive transportation between the United States, Mexico and Canada. With approximately 150 000 annual border crossings, Celadon is the largest provider of international truckload movements in North America.

Truck World will attract up to 25 000



industry professionals from across Canada and the United States. They will meet and do business with more than 450 exhibitors that will feature the latest in trucks, trailers, heavy-duty parts and accessories, engines and power train components, service shop equipment and supplies, tires, fuels, financial services, and many other products and services used in the trucking industry.

Source: Newcom Business Media Inc.

ANOTHER SUCCESSFUL GARDEN & FLORIST EXPO!

Garden & Florist Expo 2007 was a great success with bustling crowds, over 175 new products on display, a highly popular New Product Showcase, and record attendance for the Grower and Garden Centre Awards of Excellence programs.

"Buyers from all sectors appreciate three shows under one roof; Garden Expo, Florist Expo and The National Hardware show," said Paul Day, CDE, show manager. "We deliver one-stop shopping for the coming season, and also provide the most current product and trend news to help industry professionals prepare for the spring season."

One of the show highlights this year was the unveiling of the first ever New Product Showcase. It was an instant success, and displayed over 100 products that will soon be on retail shelves. "The success of the New Product Showcase signaled us that we must increase its prominence even more in years to come," said Paul Day.

Attendance at the 2007 Garden & Florist Expo trade show (Toronto Congress Centre) was 4791 visitors. Education scored high and drew attendees from all across Canada with the new Interiorscape Conference and the always-popular Garden Centre Symposium. Registrants also visited the show floor before the show officially opened for a sneak preview that facilitated buying once the show opened.

Source: Landscape Ontario

CUMMINS TO SELL UNIVERSAL SILENCER TO MANAGEMENT-LED INVESTOR GROUP

Cummins Inc. recently announced that it has reached an agreement to sell Universal Silencer Inc. (USI) to the Stirling Group, led by current USI general manager Randy Eppli. The newly formed Stirling Group includes other key members of Universal Silencer's management team.

Universal Silencer, currently part of the Cummins Filtration business, provides

unique solutions in industrial noise control. The business is headquartered in Stoughton, Wisconsin, and employs 230 people.

"The transition of ownership to the Stirling Group ensures a sale to people who have a vested interest in USI; they are in the best position to grow the business," said Pamela Carter, president, Cummins Filtration.

"We believe this is a very good day for the future of the Universal Silencer business, customers and employees," said Randy Eppli. "USI has a strong foundation in acoustics, filtration and emission control solutions for our customers, and our new investors are very supportive of investing in this foundation for the long-term growth of the business."

USI provides custom-engineered solutions to noise and emissions issues for industrial applications of large diesel and turbine engines, compressors, blowers and other air movement equipment. With a growing global footprint, USI will meet its multinational customers' needs around the world.

The transition process has begun and the sale expected to be completed during the fourth quarter of 2007. Terms of the deal were not disclosed.

Source: Cummins Inc.

EATON ACQUIRES BABCO ELECTRIC GROUP

Eaton Corporation announced it has acquired the assets of Babco Electric Group. Terms were not disclosed.

Based in Alberta, Babco Electric Group is a manufacturer of specialty low- and mediumvoltage switchgear and electrical housings for use in the Canadian oil and gas industry and other harsh environments. Babco Electric Group had sales of \$11 million in the fiscal year ended April 30, 2007.

"The acquisition of Babco provides access to established distribution channels and customers in Canada with a strong focus on the oil sands market, as well as increased engineering and production capabilities," said Randy W. Carson, Eaton senior vice president and president – Electrical Group.

Source: Eaton Corporation

GROUND BROKEN ON MANITOWOC FAC-TORY EXPANSION

Manitowoc's crane division has broken ground on a new 4645 m² addition and expansion project at its crawler crane assembly facility in Manitowoc, Wisconsin.

The new addition is part of a \$25 million renovation and modernization investment

that the company is making in its Wisconsinbased manufacturing facilities. Manitowoc previously announced plans to expand its Port Washington, Wisconsin fabrication facility in late August.

Larry Weyers, executive vice president of the crane division's Americas region, says the expansion is not only a sign of the strength of the crawler crane market worldwide, but also reinforces Manitowoc's commitment to quality and innovation. "The renovations will not only help us meet a growing demand for crawler cranes," he said. "But it will also support future product development efforts."

The Manitowoc facility expansion includes three new buildings and significant capital equipment expenditures. One of the new facilities is a 1858 m² building that will be used for assembling Manitowoc's larger crawler models, the Model 18000 and Model 21000. There is also a 3065 m² final assembly and



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paint addition. In this area, Manitowoc will add a paint booth and oven, a reassembly area as well as two additional loading bays. The final building addition is an employee services area.

Manitowoc will also invest in capital equipment, to include a burn table, a machining center, various tooling and fixtures, a small parts paint booth and a large boring bar.

Steve Brahm, vice president of operations for Manitowoc's crane division, says these expansion projects are part of an on-going re-investment strategy.

"The Manitowoc Company, our parent company, has continued to financially support crane manufacturing globally," he said. "In addition to facility improvements, we've also been able to add nearly 300 new manufacturing jobs within the last two years in the United States alone."

Source: Manitowoc Crane Group

EATON, VALVOLINE INTRODUCE NEW PREMIUM HYDRAULIC FLUID

Eaton Corporation's Hydraulics Operations has introduced Valvoline and Eaton's Premium Hydraulic Fluid, the first anti-wear, high-performance hydraulic fluid designed by a major manufacturer of hydraulic systems and equipment in collaboration with Valvoline, a leader in the marketing and distribution of premium lubricants for over 140 years. Valvoline and Eaton's Premium Hydraulic Fluid is a premium

Volvo and Bendix Team Up for Live Safety Demonstration

As the commercial vehicle industry and transportation officials continue to analyze the conditions that led to a variety of rollovers on Canadian highways this summer, Bendix Commercial Vehicle Systems LLC and Volvo Trucks Canada are collaborating to demonstrate the benefits of advanced commercial vehicle safety technologies designed to help mitigate rollovers and loss of control, making the highways safer and helping to reduce traffic tie-ups.

During a live event held October 29-30 at the Waterloo Region Emergency Services Training & Research Complex in Waterloo, Ontario, the companies demonstrated safety innovations featuring the Bendix® ESP® Electronic Stability Program, branded by Volvo as Volvo Enhanced Stability Technology (VEST). The demonstration showed the difference between the stability – and safety – of vehicles with and without stability systems.



Full-stability technology, such as what Bendix ESP provides, includes both roll and directional (yaw) protection for commercial vehicles. Unlike roll-only options that function optimally on dry surfaces, full-stability systems effectively address the widest range of driving and road conditions. The systems are capable of recognizing factors that could lead to loss-of-control situations that often result in rollover, typically faster than a driver can.

"This event is part of an ongoing series taking place across North America to showcase this vital safety technology. The demonstration reinforces our efforts to increase awareness and educate fleets, drivers, and industry leaders about the value of available safety systems such as electronic stability control. Experiencing the technology firsthand is the best way to realize its significance," said Fred Andersky, Bendix marketing manager for electronics. "Bendix and Volvo each have a history of commitment to highway safety, and we will continue to work to deliver the critical safety technologies that will help prevent accidents on our highways." Bendix® ESP® is offered as standard with no delete option on all Volvo heavy tractors and is an option on Volvo vocation vehicles, such as cement mixers and dump trucks.

Source: Bendix Commercial Vehicle Systems LLC

blend of proprietary additives and selected mineral base stocks that is intended primarily for industrial applications. The benefits of using Valvoline and Eaton's Premium Hydraulic Fluid include superior wear and rust protection resulting in extended equipment life and extended service intervals.

"Reliability in hydraulic systems begins with quality oil," said Doug Jahnke, Eaton product marketing manager, filtration and fluids. "Eaton builds hydraulic components and systems, so we have a serious interest in providing customers with the best possible oil to use in them. We have worked with oil companies over the years to help them improve their products, and decided that it was time to put our knowledge to work with a product of our own."

Mr. Jahnke said Eaton created and performed extensive testing on a robust, zinc-containing additive package with Valvoline to provide marketing, blending and product distribution support through their extensive network. This technology, he said, is the result of a co-marketing partnership that was developed over the past three years as the product went through rigorous testing by Eaton with its own hydraulic components, including the Vickers35VQ25 pump test specification, hose testing with various compounds used in Aeroquip® and Weatherhead® hydraulic hose assemblies, and significant additional laboratory testing.

"The decision to use a standard base stock rather than an expensive synthetic base was made early on in the development process," Doug Jahnke noted, "because a standard base will provide all of the performance required in all standard industrial applications – as long as it is blended with the right additive package. Valvoline and Eaton's Premium Hydraulic Fluid delivers consistent peak performance at a very competitive price, and it will maximize the service life of the equipment it's used in as well."

Valvoline and Eaton's Premium Hydraulic Fluid is produced in ISO 32, ISO 46, and ISO 68 viscosities. It is available through the Eaton distribution channel in North America. Source: Eaton Corporation

ED. BRUNET AND ASSOCIATES AMONG THE NATIONAL CAPITAL REGION'S

Ed. Brunet and Associates has been recognized as Top 20 Employers of the National Capital Region – a selection made by Mediacorp Canada Inc.

To develop this year's National Capital

Region's Top 20 Employers, Mediacorp examined the recruitment histories of over 72 000 employers across Canada which are the most active in their field and region. From this initial group, Mediacorp invited 4000 companies and organizations it wanted to examine more closely, to apply for this year's competition. Employers were asked to complete an extensive application process that included a detailed review of their operations and HR practices looking for "best practices" in each field and what motivates top talent and their loyalty. Over 1800 employers started the application process to be considered for the 2008 edition of Canada's Top Employers leading to Ed. Brunet's nomination.

"Ed. Brunet and Associates is a fourth-generation general contractor who perpetuates values such as team spirit and a family-like culture from father to son", comments Raymond Brunet, president of Ed. Brunet and Chair of the Canadian Construction Association. "There is no doubt in my mind that those values coupled with our attention to our staff's personal and professional development are the driving-forces behind team productivity and our company's financial performance", explains Mr. Brunet. Mediacorp highlighted Ed. Brunet's attention to ongoing employee education, phased-in retirement, paid vacation time and the fact it is a fourth-generation family-owned contractor that has been busy building the nation's capital since 1901 as other reasons for its nomination.

Ed. Brunet and Associates is recognized as one of the best-run general contracting firms in the National Capital Region specializing in re-engineering, renovation and turn-key construction projects. A definite industry leader highly involved in volunteer programs be it in the trade, community service and in charities, Ed. Brunet and Associates has built over a thousand commercial, industrial and institutional structures which mark the life of the community, mainly in the Outaouais and the Eastern Ontario regions.

Source: Ed. Brunet and Associates

ODYNE AND DUECO INTRODUCE THE FIRST PLUG-IN HYBRID AERIAL LIFT TRUCK

Odyne Corporation, a leading developer of hybrid electric vehicle technology, and Dueco, Inc., one of the largest utility equipment manufacturers in the country, introduced another important step in the greening of the nation's utility companies, with the first plug-in hybrid aerial lift truck.

The new plug-in hybrid electric diesel

vehicle was introduced and displayed at the International Construction and Utility Equipment Exposition (ICUEE) in October.

Odyne and Dueco have developed a PHEV propulsion system for the vehicle that minimizes fuel use and emissions in a typical aerial truck mission and can recharge at off hours using low cost electricity from the nation's electric grid. The system can also be recharged at any point with the conventional diesel engine. The system will provide the fuel efficiency and emission enhancements, typical of a hybrid vehicle, while the truck is traveling to and from the work site.

Odyne's state-of-the-art battery management systems, in conjunction with its control technology will also power the Terex TLM50M material handling aerial device for up to 8 hours of aerial lift operation time.

"Until now, aerial lift trucks which are used equipped with a bucket for workmen to access the tops of telephone and electric polls,



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required power from an idling engine to operate in the field for a full work day or to run the air conditioning," explains Alan Tannenbaum, CEO of Odyne Corp. "This Dueco partnership is another sales channel for Odyne to lead industry and government into more environmentally sound technologies."

"Dueco has been providing the utility industry with the most advanced equipment since we began operation 50 years ago," explains Thomas Dalum, president of Dalum-Dueco, Inc. "We're ready to take orders for this vehicle technology that will help the nation's utilities conserve energy, limit fuel emissions and further advance plug-in hybrid electric vehicle technology."

Source: Odyne Corporation DUECO Inc.

MAPLE REINDERS MARKS 40 YEARS OF ENVIRONMENTAL CONSTRUCTION

Worldwide, the past few years have seen increased demand for sustainability and environmentally responsible design and construction practices. The Maple Reinders Group, with offices in Mississauga, Cambridge, Calgary, Edmonton and Kelowna, has not only kept pace with this demand, but has also provided inroads for innovative European environmental technology for implementation in Canada.

Celebrating a major milestone this year, for 40 years the Group has been involved in the construction of industrial, commercial, and institutional buildings; and over 400 water and wastewater treatment facilities. Since its inception in 1967, Maple Reinders has experienced substantial growth, forging new paths in environmental work and Design/ Build/Operate project delivery systems.

The founder of the Maple Reinders Group, Frederik J. Reinders, originally hails from the Netherlands. His ties with prominent European organizations have endured to this day and have paved the way to explore various partnerships with environmental technology providers in Europe, who are typically seen to be about 15 years ahead of North America.

The firm began exploring partnerships with compost specialists from the Netherlands – a country renowned for its pioneering efforts in environmental strategies – when Maple Reinders saw a need arising for sustainable treatment of sewage sludge. The experience gained with sludge composting was subsequently applied to the treatment of organic solid waste for municipalities. Maple Reinders has, to date, completed several awardwinning in-tunnel composting projects for municipalities such as the City of Hamilton, Region of Peel and Cape Breton Regional Municipality; where up to 60% of municipal solid waste is diverted from landfills.

The Group also constructed the first energy-from-waste facility in Ontario for the Region of Peel in 1992. Often a political "hot potato" due to misconceptions about emissions, modern incinerators reduce the volume of the original waste by up to 95%, depending upon composition and degree of recovery of materials such as metals from the ash for recycling. The Peel Energy-from-Waste facility processes 160,000 tonnes of waste per year and generates up to 9 megawatts of electricity.

Further environmental opportunities with potential European partners have opened up regarding anaerobic digestion; which is used to treat many biodegradable wastes including sewage, industrial effluents, farm waste and the organic component of municipal solid waste. This process (which has a long history dating back to the 10th century B.C.), generates exciting possibilities, including the production of biogas, which can be converted to heat, electricity or even used to fuel vehicles.

Maple Reinders is additionally an advocate of sustainable building construction, investing in training for LEED (Leadership in Energy and Environmental Design) accreditation. Governed by the Canada Green Building Council, LEED is considered the definitive guideline for green building practices and principles and addresses challenges such as sustainable sites, water efficiency, energy and atmosphere, materials and resources, and indoor environmental quality.

Source: Maple Reinders Group

AECOM ACQUIRES GARTNER LEE

AECOM Technology Corporation, a leading provider of professional technical and management support services for government and commercial clients around the world, has acquired Gartner Lee Limited, an environmental science consulting firm headquartered in Markham, Ontario.

With the addition of Gartner Lee, AECOM has further strengthened its ability to service the growing Canadian environmental and infrastructure markets. AECOM now has more than 1600 professionals in Canada, including UMA Engineering Ltd. and KMK Consultants Limited.

"Gartner Lee is very well respected within the industry for its quality and innovative solutions," said John M. Dionisio, AECOM president and CEO. "By welcoming Gartner Lee aboard, we continue to advance the AECOM strategy in the Canadian market by enhancing our multi-disciplinary operations in the region."

According to Mr. Dionisio, this transaction also reflects AECOM's continued focus on bolstering its environmental services practice.

Grant Anderson, president of Gartner Lee, added, "This is an exciting time for Gartner Lee. AECOM's broad pool of expertise and resources from similar and related practices worldwide will be an asset to the solutions we deliver to our clients."

Source: AECOM Technology Corporation

Simson-Maxwell Appointed Volvo Penta Distributor for Ontario

Volvo Penta is proud to appoint Simson-Maxwell as the distributor for the complete range of Volvo Penta Industrial engines in Ontario.

This appointment confirms Volvo Penta's and Simson-Maxwell's long standing partnership within the Canadian market for industrial engine sales and service.

Simson-Maxwell is a leading supplier of power generators and industrial engines with locations across Canada.

Source: Volvo Penta Canada



World-Class in Every Respect: The New DD15

After nearly five years and \$1,5 billion in development, the new heavy-duty Detroit Diesel DD15 engine was unveiled today at the Detroit Diesel plant. The DD15 displaces 14,8 l, and is a 6-cylinder, in-line design. It is intended to offer superlative performance in all heavy-duty, North American truck and coach applications, and features best-inclass fuel consumption as well as industryleading power and performance.

The result of the largest investment ever made in the development of an engine by an engine manufacturer, the DD15 achieves its goals through the application of a new Amplified Common Rail System (ACRS), as well as innovative turbo compounding technology. This engine is the first in a series of new heavy-duty engines from Detroit Diesel which eventually will cover three displacement categories: 12,8 l, 14,8 l and 15,6 l. The DD15 will be offered in output and torque variants from 455 hp to 560 hp and 1550 to 1850 lb ft, including dual torque ratings for special applications.

The DD15 is part of the Heavy-Duty Engine Platform, which will ultimately be manufactured by Daimler Trucks in Germany, Japan and the United States.

In time, engines sharing this design will be available in all Daimler Trucks heavyduty models around the world, including Mercedes-Benz and Mitsubishi Fuso trucks. Ultimately, this Engine Platform will replace four, distinct, engine series used today by Daimler Trucks brands globally.

The Heavy-Duty Engine Platform features 90% globally shared parts. Engine development and production are being managed on an international level to further facilitate efficiencies.

With its combination of exhaust gas recirculation and a particulate filter for reduced emissions, the DD15 is tailored to North America's EPA '07 emissions regulations, and its advanced design will make it ready to take on the upcoming EPA 2010 standards with a simple downstream selective catalytic reduction (SCR) device that optimizes fuel efficiency while reducing harmful NOx emissions.

One of the central attributes of the new DD15 is clean and efficient fuel combustion. This is based on the first electronically-controlled ACRS used in commercial vehicles. This type of high-pressure injection system

with a common rail system inherently runs guietly. ACRS is the first common rail system

that controls the entire injection sequence at any operating point. As the highest pressure is only generated in the injectors, the injection processes are extremely stable. This results in quiet, refined operation with low fuel consumption and reduced emissions.

The performance of the DD15 is due in part to the combination of a turbocharger with intercooler and turbo compounding technology. At the rated engine speed of the DD15, the turbine reaches a

rotation speed of more than 40 000 rpm. Power is transferred to the gear drive, and therefore to the crankshaft, via a shaft and a hydrodynamic coupling. This arrangement produces a uniform and smooth crankshaft rotation despite the higher torque. Additionally, fuel consumption is reduced by up to 5% compared with a similarly specified Series 60. Source: Detroit Diesel

IMT Adds Enclosed Lube Truck to SiteStar[®] Lineup

Iowa Mold Tooling Co. Inc. has introduced a new enclosed lube truck that provides even more value to customers. The new truck offers all the benefits of the SiteStar unit released in 2006, including reduced unit weight and increased storage space, but now with an enclosed body. The SiteStar enclosed lube truck - which comes in either a 5,2 m or a 4,0 m body - meets the needs of customers who want to shield product tanks and personnel from the elements when doing lube services in the field.

lube truck provides added value in every location. In coastal states, customers will benefit as the enclosed lube truck keeps saltwater residue away from the product tanks. In colder environments, the enclosed option prevents



snow buildup on product tanks and

keeps the oil warmer, which allows for faster pumping of products. The SiteStar enclosed lube truck also gives the operator a chance to get out of the cold.

The IMT SiteStar enclosed lube truck uses polyethylene product tanks which are lighter than steel, rustproof and less prone to leakage.

The SiteStar lube truck has always come equipped with a curbside storage cabinet, but the weight saved by using poly tanks instead of steel tanks gave IMT the ability to add three additional storage cabinets on the street side of the service body.

Source: Iowa Mold Tooling Co., Inc.

Godwin Pumps Factory Expansion Provides Quicker Deliveries, Better Product Availability

After more than 100 years on the same site and nearly 30 years in the same factory space, Godwin Pumps Limited (GPL) in Gloucestershire, England, has received a major makeover that includes a 1421 m² expansion. Not only has the expansion enabled the factory to be more flexible and efficient, but Godwin Pumps[®] officials say it will also benefit end-users by providing quicker deliveries and better product availability.

"By adding to our original factory, we gave ourselves the ability to provide faster, more flexible deliveries to our customer base," said John Miller, GPL managing director.

Godwin Pumps, the worldwide manufacturer of the original Dri-Prime® automatic self-priming pump, has been manufacturing pumpsets at the UK facility since the end of the 19th century. It supplies a range of pumpsets for the construction, municipal, oil and gas, petrochemical and industrial markets through a worldwide distributor base. In addition, Godwin Pumps also manufacturers a range of fire pumps, to both LPCB and FM specifications, which are sold to many countries around the world.

In the late 1970s, shortly after a change of ownership, the company sustained a major fire that destroyed the entire factory. That same year, a new factory was built to accommodate the growing company. But after more than 25 years, Godwin Pumps officials found that they had outgrown their existing manufacturing facility and needed to expand in a way that would keep them on the cutting edge for years to come. In August 2005, construction began on an expansion that includes a new fitting shop assembly area, office space and storage area.

"With the new offices and new engineering department, it gives us the capability to do more design, development, research and value engineering of the product," Mr. Miller said. "Pumping applications are not all the same, so we have to be as flexible as possible in our approach to the ever-changing worldwide markets."

Godwin Pumps workers began using much of the new area in September 2006. The final phase of the construction was completed last month.

A majority of the space has been used to enlarge the factory area. Before the expansion, Godwin Pumps workers assembled components into bare shaft pumpends and then fitted them onto an engine and base assembly all in the same fitting shop. But with the added space, John Miller said they were

able to split the production assembly area. Today, the original factory floor is used only for building bare shaft pumpends, which are then moved to the new workspace and mounted to the engine and base assembly to make a complete pumpset. There are a total of eight new fitting assembly bays in the expansion area.

Along with a new service area and electrical department, Godwin Pumps has added a new test facility as part of its expansion.

"All pumpsets are given a full wet running test before they're dispatched," Mr. Miller said. The fully acoustic area enables workers to test flow rates up to 2800 m³/h, pressures up to 25 bar (370 psi) and powers up to 600 hp.

The two-story office portion of the expansion houses the design and engineering department, purchasing and production control departments, as well as the offices for the production and materials directors. The top floor is devoted to the design and engineering department, which includes seven computer-aided design (CAD) stations, project engineers and the service management and quality assurance departments. The lower floor houses the purchasing department, new production control room, offices for the production and materials directors and a new canteen.

"Adding the office space enabled us to bring together purchase and production functions that were previously split around the whole facility," John Miller said.

Revamping the storage area was another major component of the Gloucestershire manufacturing facility's makeover, Mr. Miller said. The old storage area was completely ripped out and two carousel storage systems – each capable of holding up to 30 t – were installed. This improvement enabled workers to move smaller components from shelves onto the new carousel system, creating more storage space. A new racking system was also installed to accommodate Euro-style pallets.

"We've doubled our storage space from about 600-pallet spaces to 1200-pallet



spaces by increasing the ceiling height and laying out the storage area differently," John Miller said.

In addition to the new factory building and offices, Mr. Miller said an area adjacent to the building was paved and partially covered. Today, the area serves as storage for engines, canopies and base plates, but that could change in the next few years.

"It will give us the extra room to expand again as we've been doing over the last 10 years," he said. "That area will allow us to expand by probably another 30% from where we are today."

Godwin Pumps has built its reputation on reliability. Its parts and service are available to meet customers' pumping emergencies whenever and wherever they occur. The company's parts inventory includes a full range of replacement parts for each of the pumps it sells. In addition, it stocks a variety of suction and discharge hoses and couplings to complete customers' pumping application needs. Support includes 24/7 on-site access to service/repair and engineering specialists to tailor pumping solutions specifically to customers' needs. The company also has a comprehensive parts and service facility. Serving customers worldwide, Godwin Pumps is the manufacturer of portable rental pumps with a fleet of more than 5000 rental units, U.S. rental branch offices, a worldwide distributor network of more than 100 locations and manufacturing facilities on two continents. Godwin Pumps also offers customized sales and service training to its distributors.

Edbro Puts Safety First

Setting Industry standards is not only synonymous with Edbro for the innovative, high performance products designed and manufactured in their UK premises, but with the levels of safety guaranteed with each Edbro product. The global market leader in hydraulic dumping systems and waste handling solutions recognizes the vital importance of a reliable and safe product to minimize the risk of accident and injury.

Each cylinder on the production line is tested in-house to above and beyond regular operating conditions to ensure optimum performance when the product is pushed to the limits of safe practice. In addition, Edbro offers expert advice to ensure the ultimate safety in the field.

The Edbro Service Agent Day, held last month at their factory, was an opportunity for Edbro to emphasize first hand the importance of regular maintenance to minimze the possible risks which occur in everyday operation. With this constant support and training behind them, Edbro agents are expertly equipped to offer comprehensive advice to optimize the safety of those in contact with

this equipment.

The unique design of the Edbro product has been developed by a team of expert engineers to not only optimize payload capacity with a renowned lightweight



construction and increase productivity with fast operating times but also to face the challenges of the toughest and often dangerous operating conditions in the industry today.

However hard wearing the cylinder design, it can never compensate for poor maintenance of the bushes and hinges, which can result in dangerous accidents. Some accidents of this nature have resulted in serious injury and even death of the vehicle operator or bystanders to the incident. As a leading global supplier into this industry, Edbro is striving to reduce such tragic incidents

and take some responsibility for offering the best advice and support to prevent them from occurring. With regular equipment servicing and repair when needed, the risk of damage and injury can be significantly reduced. An Edbro cylinder not only comes complete with the fit and forget reputation for a profit-increasing product but also the peace of mind of a determined commitment to maximizing industry safety.

Source: Edbro



Delivering High-Speed Communications into Harsh Environments

Lita Maspero, on behalf of Optical Cable Corporation



Reliable operation at 1000 feet below ground, while shrugging off cave-ins, proves that ruggedized high-performance fiber optic cables excel at bringing the efficiency of enterprise-wide communication into the field.

For those who believe that information is power, and who does not nowadays, extending an organization's knowledge base throughout the entire enterprise cannot help but improve operations. Until recently, though, field operations were often left out of the loop, as extending high-bandwidth communications into harsh environments often proved impossible due to thermal extremes, physical hazards, and caustic chemicals.

However, advances in the design and manufacture of extremely rugged fiber optic cables have now enabled the successful installation of 10-Gbit transmission links in the most unlikely places such as oil drilling platforms, electricity generating stations, refineries, water treatment facilities, steel mills, chemical processing plants and mining operations. The experience of one worldleading coal producing company exemplifies how plant managers can successfully enlist ruggedized tight buffered cables to help carry the efficiency of ERP communications into even the most challenging work environments.

"As part of our ERP implementation we extended our corporate network underground into our mines using fiber optic cable," said Tom Prokop, manager-Site Support for CONSOL Energy Inc. "We've actually had roof falls bury the cable between rocks and still did not lose data communications. Our maintenance personnel are now able to access our ERP system while underground at locations that can be up to 30 km away from their desks or the warehouse. Access to the corporate network allows them to order parts, look at electronic schematics, access monitoring data, no matter where they are in the mine. With a few hundred workers below ground, this immediate access translates into a time-savings that adds up in a hurry."

DIGGING FOR SOLUTIONS

CONSOL's coal operations consist of 15 mining complexes located in five states. CONSOL Energy is the largest underground coal producer in the country, producing 67,4 million t in 2006 with 4,3 billion t of

"We use mining systems that are highlymechanized and capital-intensive, and they operate in tough conditions, so maintenance of these systems is a normal occurrence," explains Mr. Prokop. "We need access to the corporate network to allow the tracking of our maintenance in real-time. We also need to now know if it is more effective to re-build or buy new equipment in order to maximize the safety and efficiency of these operations. However, it's not uncommon for our main shafts to go down anywhere from 100 to 600 m and then have mine entries that extend horizontally for 5-30 km. It can take up to two hours - depending on what is going on underground - to travel from the warehouse to the active mining areas."

CONSOL's switch to SAP in 2002 provided the impetus for Tom Prokop and his team to search for a fiber optic cable that could withstand the mining environment, knowing that copper conductors would not work because of the excessive noise generated by mining equipment.

"We found very few fiber optic cables that



Cross section of the Optical Cable Corporation ruggerized cable

proven and recoverable coal reserves. With more than 7200 employees, CONSOL maintains a private R&D facility currently working with the U.S. Department of Energy and others on advanced technology for coal and coal-bed methane production and utilization.

Like other industries that operate within challenging environments, engineers at CONSOL sought to fully extend the highspeed communications previously restricted to administration areas for wont of physicallayer links that could shoulder the load in the field. filled the bill for our tough demands, but we finally narrowed it down to the tight-buffered breakout cable from Optical Cable Corp.," recalls Mr. Prokop. "Not only you could visually see that there was no comparison between it and the others, but we also checked the specification sheets and what our eyes were telling us was born out on paper – and later, in the field. I could have saved maybe 10-15% in costs going with a less rugged cable, but why would I run the risk of putting in a product that might fail on us?"

Optical Cable Corporation (OCC) pioneered

the design and production of tight-buffered cables for demanding field applications. Its ISO 9001:2000-registered facility in Roanoke, Virginia, currently manufactures a broad range of fiber optic cables for high bandwidth transmission of data, video, and audio communications, including cables for the most demanding commercial, industrial and military environments. Drawing on years of product development and cable design experience, OCC's use of specially selected materials and its proprietary manufacturing processes contribute to the ruggedness of its products.

Ruggedized, tight-buffered fiber optic cable derives much of its reliability and performance advantages from its basic design. As opposed to loose-tube designs, which only have one thin coating surrounding each optical fiber, ruggedized tight-buffered fibers have two. In loose tube cable designs, the fiber coating is only 62 µm thick, providing minimal mechanical and environment protection to the glass fiber. In addition to the primary fiber coating, each tight buffered fiber has a secondary buffer that, together with the primary coating, reaches "heavy weight" proportions such as 387 µm. This is over six times thicker than the primary coating alone. In the breakout cable design, there is yet another layer of protection. Each tight buffered fiber is surrounded by aramid yarns and a tight bound elastomeric jacket. Even at this sub-cable level, the sub units are very crush resistant, rugged, and able to withstand environmental extremes.

In the case of Optical Cable Corporation, the sub cables are helically stranded and surrounded by a special formulation, pressure extruded outer jacket. This Core-Locked™ outer jacket locks all the sub elements of the cable in place. The cable structure therefore acts as a unit, much like a rope. This makes the cable usable in vertical installations, as well as greatly enhancing crush resistance, jacket tear resistance, and overall survivability in harsh environments. Some ruggedized tight-buffered fiber optic cables greatly exceed minimum industry standard requirements with a flex resistance of thousands of cycles, crush resistance of 2200 N/cm, and the ability to withstand 1000 impacts along with temperature extremes of -55 to +124°C.

"Safety issues also governed our choice because all underground cables have to carry the Mine Safety Health Administration certification to make sure they will not propagate a flame or give off toxic fumes," says Tom Prokop. CONSOL Energy currently enjoys



a safety record of almost two times better than the industry average for underground bituminous coal mines.

INTEGRATING A RELIABLE UNDERGROUND NETWORK

CONSOL installed almost 100 miles of fiber optic cable across 10 different installations. Some of the cabling included copper conductors to handle the power requirements of several sensors and PLCs.

"This particular breakout cable is very easy to work with in the underground environment," says Mr. Prokop. "You can imagine that it's very dusty and dirty, so loose-tube gel-filled cable is harder to work with—if you set it down to do the termination, it would immediately pick up a wad of dust. But with the OCC dry breakout cable, we never had a degraded connection at assembly time."

UP TO SPEED UNDERGROUND

With the fiber optic cable installation at the CONSOL mine sites complete, Tom Prokop's team could now take full advantage of the company's ERP system.

"Right now we're running a combination of 100 Mbit/s on multi mode fiber and 1 Gbit/s on single mode fiber," says Mr. Prokop. "Our maintenance crew can now access all maintenance records, look at schematics and order parts."

"In the past, they would have to exit out of the tunnel, get a manual, and open a 'shopping cart' above ground – it would waste an hour on average," continues Tom Prokop. "But this ruggedized fiber optic cabling has brought the timesaving convenience of enterprise-wide computing into our domain now. The cables have never failed us."

Under such circumstances, the value of high-quality, ruggedized tight-buffered fiber optic cables currently helps harsh-environment industries take advantage of the ultra high-speed links once reserved for whitecollar campuses and administrative data centers.

"As with any company, CONSOL continually evaluates the market to make sure we are using the appropriate technology, but for now, the ruggedized Optical Cable Corporation fiber optic cable is our recommended cable for extensions of our underground network," adds Prokop. "We're thinking about stepping up to 10 Gbit sometime in the future, and we know that these ruggedized cables can handle it."

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Mine Specialist Appointed as Champion Dealer for Underground Grader Applications in Canada

Recognizing the unique service needs of underground mine equipment, Champion Motor Graders has assigned an underground specialist as its sales and service agent for mine sites throughout Canada.

Miller Technology, based in North Bay, Ontario, will represent Champion equipment for mining applications in cooperation with Champion's regional Canadian dealers, who will continue servicing Champion's traditional customers in paving, construction, landscape and municipal markets.

Bryan Abernathy, vice president Sales & Marketing at Champion Motor Graders, says that Miller Technology offers a valuable addition to his company's service capabilities. Since 1979, Miller Technology Inc. has become widely recognized as an innovative designer and manufacturer of custom personnel and utility vehicles for underground mining. As well as manufacturing its own equipment, Miller and its affiliate companies maintain an extensive service organization across Canada. "Chad Miller and his people are down in the mines on a daily basis, so they can stay on top of customers' service needs," Mr. Abernathy explains. "More importantly, they understand the underground work environment, so they can work effectively around mine staff and equipment as an experienced part of their service team."

"Ready to rock!"

With support from Miller, Champion's first underground grader is already on the job.

A Champion C86C Compact Grader is now maintaining haul roads for a gold and copper mine in Red Lake, Ontario. Operating one mile underground, the grader is working to improve the haul roads that run between the rock face and the crusher, where the ore is reduced for transport to the

surface. The wet, rough condition of the roads have exacted a cost on the mine as a result of ore spillage en route and the cost of wear and tear on haul trucks – not to mention wear and tear on their drivers!

"Until now, the mine was relying on a wheel loader to maintain the roads as well as it could," Bryan Abernathy says. "Not really the right tool for the job. But conventional graders aren't a practical option for underground work, either. Our Compact Graders were the first to offer a machine that really fit the requirement, affordably."

Traditional full-sized graders become too

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be cut down, while the frame, drivetrain and front end components have to be disassembled to fit down the shaft. Once it arrives at its assigned working level, the machine has to be rebuilt.

According to Mr. Abernathy, mine customers have been quoted as much as \$100,000 in extra costs, over and above the base cost of the grader.

"We can deliver a compact C86 Grader ready to rock!" Bryan Abernathy continues. The Red Lake machine was supplied with no roof. Its tires and modular circle-turn assembly were removed, making the machine compact enough to fit the mine's elevator, as is. Its only other customizations were to equip it with foam filled tires and a specialized muffler for underground work. Champion offers its machines with various engine options to maximize parts compatibility with other equipment working in the mine. For Red Lake, the grader was fitted with an air-cooled 6-cylinder Deutz engine.

The Champion C86C model grader is a tandem-axle 110 hp All Wheel Drive unit whose standard configuration weighs in at 7030 kg over a length of just under 6,35 m. Its compact length is another advantage for the confined work spaces and lanes of underground applications. The articulated frame and a newly engineered front axle give the C66 the tightest turning radius in its class, at just 5,8 m. The new "C-Series" front axle also allows 50° of steering angle left and right and 56 cm of ground clearance.

Source: Champion Motor Graders Miller Technology Inc.

Three New Caterpillar® H-Series Small Wheel Loaders

Three new Caterpillar H-Series small wheel loaders – the 924H, 928Hz and 930H – feature the Cat[®] C6.6 engine with ACERT[®] Technology for responsive power and low emissions.

The 924H and 930H feature the VersaLink™ loader linkage, which combines Integrated Toolcarrier versatility and parallel lift. The two loaders now have standard third function hydraulics for operating hydromechanical tools. The 928Hz retains the traditional Z-Bar linkage.

All three loaders also feature the H-Series cab and operator station, designed for easy access and egress and for efficient operation throughout an entire shift. The H-Series loaders also have new heavy-duty hydraulic coolers and brushless alternators for enhanced reliability and extended durability.

The Cat C6.6 is rated at 128 hp in the 924H and 149 hp in the 928Hz and 930H. It has a flatter power curve and is more silent than previous models and meets EPA Tier 3 off-highway emissions regulations. The engine also has features to reduce maintenance requirements and increase uptime. Oil change intervals are 500 hours. The self-tensioning serpentine belt is reliable,

and the electric fuel priming pump eases maintenance. All regular service points are accessible from ground level on the right side of the engine.

A single, low-effort joystick for lift and tilt functions also integrates directional and transmission control for reduced operator

fatigue. An optional joystick combines lift and tilt functions with third function auxiliary hydraulic controls. This allows the operator to maintain control of the loader linkage while operating hydromechanical tools such as buckets with top clamps. The 930H and 928Hz can be equipped with log skidder tires for improved traction and soft underfoot conditions. Underground utility contractors often use such a configuration.



New wide fork carriages suitable for handling pipe and a new multi purpose bucket will be available with the skidder tire configuration. Source: Caterpillar





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W. P. Hickman Roof Edge Products Granted Dade County NOA Approval

W.P. Hickman Company has received its Notice of Acceptance (NOA) from the Building Code Compliance Office in Miami-Dade County. Effective October 18, 2007 the following Hickman products are eligible for use throughout the county, including within High Velocity Hurricane Zones (HVHZ): Permasnap[®], Permasnap[®] Plus, Econosnap[®], TerminEdge[™], Extruded TerminEdge[™], Extruded TerminEdge[™] for BUR or Mod Bit, Safeguard[®], Safeguard[®] NP, and MBED[®].

"Although it is a regional standard, Miami-Dade has national significance – we receive enquiries about it from customers and architects located all over the country," noted Rick Rhinehart, director of marketing for W.P. Hickman. "With our products now being Miami-Dade Accepted, Underwriters Laboratories ES-1 Classified, and FM Approved, we believe we have the most code-compliant, independently verified, edge product line in the industry."

In order to receive the Miami-Dade NOA, numerous products were tested by a Florida Approved Testing Agency. Test results were then stamped by a Florida-registered professional engineer, certifying that the products met Florida Building Code specifications. The specifications of the NOA distributed in Miami-Dade require that approved products are capable of protecting the building envelope from a storm breach, are installed by an approved method, and meet all applicable test standards.

W.P. Hickman is a family owned business with over 60 years of experience in the metal roof edging industry. Hickman products offer superior protection against wind and water infiltration and are backed by one of the best warranties in the business.

Source: W.P. Hickman

Stratos Reinforces the Frontier!

The Windsor-Detroit frontier may be lightly defended by Canada, but there is a force to be reckoned with combating danger on the streets of Windsor.

Drivers and residents of Canada's "Motown" can be confident that roadways and bridges will be safe to traverse thanks

to the Schmidt Stratos winter maintenance equipment employed by the City and its contractors.

Reflecting upon the success of last year's introduction of this equipment to the contractor fleets, the Windsor Public Works Department purchased two new carrier vehicles and two Stratos spreaders to augment their winter armada for 2008. After reviewing in-service equipment, contractor practices and material consumption parameters, they decided that current technology equipment was required to allow them to provide full service coverage and critical response capabilities. Part of this requirement would also include the use of GPS spreading software (Autologic), to improve reliability and repeatability as the units progressed through a given route.



As with any new venture there is some trepidation, however, the fact that both primary city contractors chose Stratos in 2006/07, made the selection less difficult. Having proven their reliability, ease of maintenance and simplicity of operation, made the Stratos CL control machines a straightforward choice.

Moving into the winter maintenance season the contractor fleets are being cleaned, serviced and prepared to work in conjunction with the city plan. The Public Works fleet has received its new carriers and will be finishing preparations and training in time for the first event.

Windsor Public Works, Standing On Guard For... ice, snow and slippery carriageways! Source: Schmidt North America

Calder Brothers Merges with PSI



Calder Brothers Corporation has completed a merger with Pavement Services, Inc. (PSI). The companies currently manufacture and sell, under the Mauldin and PSI brands, asphalt related products including: commercial pavers, asphalt rollers, tack-coat sprayers, maintainers, motor graders, water trucks, and asphalt distributors.

The merger will enable Calder Brothers Corporation to deliver better products, better matched to industry needs.

Source: Calder Brothers Corporation

Insulfoam Obtains a Dade County NOA Approval for Roof Applications

Insulfoam recently became the first and only manufacturer of EPS (expanded polystyrene) insulation to receive a Notice of Acceptance (NOA) from Miami-Dade County for its Type IX roof insulations, including InsulFoam IX, R-Tech, InsulFoam SP, Tapered InsulFoam, InsulVent and InsulLam in High Velocity Hurricane Zones (HVHZ). While other EPS manufacturers have NOA's from Miami-Dade County for their insulation products, they are only approved, to this point, for use within a building's interior.

With the NOA, Insulfoam's insulation products can now be used on rooftops throughout Florida in both coastal, High Velocity Hurricane Zones (HVHZ) and areas with less wind-related weather.

Building components used in Miami-Dade County, including roofing systems, require approval through the issuance of a Notice of Acceptance (NOA) from the Building Code Compliance Office. Insulfoam's Miami-Dade



County, Florida NOA is 07-0809.01 (exp. date 9-13-2012) and its State of Florida approval is FL 9316.

In order to obtain its Florida and Miami-Dade County product approvals, Insulfoam's EPS insulation had to meet specific requirements at an approved, independent testing laboratory. The rigorous testing process simulated the high-velocity, hurricane weather conditions along the coast of Florida.

Source: Carlisle Construction Materials



First Dynapac Compactasphalt[™] Paver in China Starts Work on Hebei Expressway

As China's first Compactasphalt[™] paver starts work on Hebei Expressway, Chinese Highway authorities study the use of the Dynapac machine in terms of quality and speed of construction for new trend towards asphalt wearing course construction.

The first Dynapac Compactasphalt[™] paver to be delivered to China is being used on the construction of a new highway project in Hebei Province. The performance of the machine is being closely monitored by highway engineers and Provincial Authorities to see if this technology can be successfully employed elsewhere on China's huge program of highway construction.

The Compactasphalt[™] method is a combination of a compact asphalt paver and a module carrying the wearing course mix. It simultaneously lays both upper asphalt layers (wearing and binder course) in a single pass, with both layers being laid Hot-on-Hot. This gives more deformation resistance, better interlocking of the courses, a saving on the thickness of the wearing course, and a reduction of the paving time.

This method also reduces the sensitivity to weather conditions. Paving can be done to 0°C, in part also due to the higher amount of asphalt laid (generally 4000 to 5000 t/day, maximum 10 000 t/day).

The possibility to use a thinner wearing course thickness ensures a more economical use of high-value minerals.

Officials of the highway division of the state-owned Bei Fang Construction Group had shown great interest in Dynapac's double-paving concept in the second half of last year, says Qun Luo, vice president of Dynapac in Beijing, and a group of engineers and executives had gone to Germany to see the concept demonstrated.

Dynapac had presented the Compactasphalt[™] method at Bauma China in Shanghai last November, where it had attracted a good deal of attention. Bei Fang took delivery of a combined F300 CS compact asphalt paver with an AM 300 wearing course module for use on construction of the Zhang Shi Expressway, a 43 km highway that is being built between the Hebei provincial capital of Shijiazhuang and the city of Zhangjiakou.

The highway is being built as a continuously reinforced concrete pavement (CRCP) structure with an asphalt concrete (AC) wearing course. This is a road building concept that is currently gaining favors in China, which had previously preferred Portland cement concrete. A large volume of the highway's traffic will consist of heavy trucks, and the CRCP+AC structure is of particular interest to China's Highway Authorities.

A substantial part of the highway had already been constructed with a conventional asphalt paver. With the Compactasphalt[™] method, equal or better mechanical properties are achieved than of the CRCP+AC method. The performance of the Dynapac Compactasphalt[™] is therefore attracting great attention.

Mr. Luo says that the Dynapac machines arrived on site in May. Three Dynapac engineers from Germany spent two weeks on site with Bei Fang engineers to ensure that the equipment is used with optimum effect. The machine has subsequently been supervised and maintained from the Dynapac Beijing office, some 300 km away.

"The decision to purchase was made very quickly," he says. "Bei Fang told us they were interested in technology that would help them meet China's ambitious highway development projects.

"We understand now that other provincial authorities in China are studying progress with the machine, to see if this technology can be deployed on their own projects."

The F300 CS high-performance finisher, with a standard paving width of 3 m, is the biggest machine in the Dynapac tracked paver range. Equipped with a track length of more than 3,5 m, a hopper capacity of 15 t and an auger diameter of 500 mm, this model is developed to cope with maximum working widths of up to 16,0 m.

Configured as a Compactasphalt[™] paver, it is equipped with a bigger hopper for the binder course material carrying 45 t and an AM 300 module that carries 25 t of wearing course material lifted into place by an MF 300 C tracked feeder.

The Zhang Shi Expressway is a two-lane highway with a hard shoulder that can be used as a third carriageway. Bei Fang's project manager Wan Zhi Yong said, "the double paver is able to lay the 7 cm wearing course and the 3 cm binder layer simultaneously across the entire 11,5 m width in a single pass".



He elaborated that without this form of compacted asphalt construction, the wearing course and binder layer would have been, in total, approximately 2 cm thicker. "Although no significant figures can be produced until the project is completed at the end of September", confirmed Mr. Wan, "the indications so far are that substantial savings are being made on materials that are also being more effectively utilised."

China plans to expand its national expressway network by using both concrete and asphalt pavements. One goal of the Chinese government is for the network to reach all 31 provinces of the country, and achieving this will require the addition of thousands of kilometres of highway.

Projections are that by 2020, the total length of China's expressways will exceed the total length of America's interstate highways. Source: Joem Promotions

on behalf of Dynapac

407 ETR Celebrates Highway's 10th Anniversary - And Sets New One-Day Traffic Record

407 ETR Concession Company Limited (407 ETR) celebrated the 10th anniversary of its first ever tolled trip by announcing that it recently set a new, one-day traffic record.

On Friday, October 5, a record 445 822 trips were taken on 407 ETR by those wanting to avoid congestion and jump start their holiday weekend. This beat the previous record of 434 670 trips set on June 22, 2007.

"For 10 years now, 407 ETR has provided a fast, safe and reliable way for drivers to get around the GTA," said Antonio de Santiago, President and CEO of 407 ETR. "Setting a new one-day traffic record is a great way to celebrate our 10th anniversary."

The first day of tolling on Highway 407 ETR was October 14, 1997 when the highway was only 36 km long, stretching from Highway 410 to Highway 404. By 1999, the highway was lengthened to 68 km and privatized. During the past eight years, 407 ETR has spent over \$800 million to lengthen the highway by 40 km and to widen busy sections to improve



traffic flow.

"Thanks to all of our customers, employees and business partners for helping us reach this 10-year milestone," said Antonio de Santiago. "Our ongoing commitment to delivering outstanding service - both on and off the highway – has made 407 ETR one of the best-built, safest, best-patrolled and best-maintained highways in North America." 407 ETR Concession Company Limited is the operator and manager of Highway 407, which extends 108 km east-west, just north of Toronto. 407 International Inc., the sole shareholder of 407 ETR, is owned by a consortium comprised of Cintra Concesiones de Infraestructuras de Transporte, Macquarie Infrastructure Group and SNC-Lavalin.

Source: 407 ETR Concession Company Ltd



Eaton Introduces New Series of Servo-Controlled Axial Piston Pumps for Mobile Equipment

Eaton Corporation has added a new series of servo-controlled axial piston pumps with displacements of 41 cm³, 49 cm³ and 62 cm³ to 41 cm³, 49 cm³ and 62 cm³ to the line of Char-Lynn® products offered by Eaton's Hydraulics Operations. Intended primarily for mobile applications, the new 350 Series pumps are available in single and dual pump configurations for medium-duty hydrostatic circuits.

350 Series pumps typically are combined with an Eaton motor to supply hydraulic power for propulsion and operating onvehicle equipment. They meet the increased power requirements of equipment in the agricultural, construction, and utility markets, and offer a wide variety of installation options to meet global machine design requirements.

Rated at 280 bar (4000 psi) for continuous operation, and 380 bar (5500 psi) maximum pressure, 350 Series pumps offer up to 75 hp through put shaft capability in a compact, short, 398,6 mm package. This pressure capability, coupled with high allowable

input speed 3600 r/min, along with a compact package gives 350 Series pumps an exceptionally high power density that is a key requirement of mobile applications.

Large diameter 14-tooth, 15 -tooth and tapered input shafts are mounted on tapered roller bearings to ensure long life and efficient operation. In addition, needle bearings are used under the swash plate to reduce control hysteresis and improve reliability by improving temperature control and contamination resistance.

Other standard features include a choice of same side or opposite side main work ports, a symmetrical four-bolt design and durable, efficient polyacrylate shaft seals. Mounting flanges are offered in SAE B and C configurations and ports are offered in SAE, ISO tube and flange and STC direct port versions. Opposite or same side port versions are available to facilitate plumbing and help the

pump fit the greatest possible range of machine space needs. An integral gerotor charge pump with up to four different displacement sizes is also available to facilitate either remote or inlet charge filter options.

Because they are intended primarily for mobile applications, Eaton engineers paid particular attention to minimizing operating noise. For example, a serviceable, bimetal valve plate is used to improve pump filling characteristics which, in turn, reduces fluid-borne noise and extends pump life. The pump housing and swash plate are also engineered to minimize noise and vibration.

Source: Eaton Corporation

Chevron Conveyor Belt for Pelican® and Eagle® Sweepers

Elgin Sweeper, the leading manufacturer of street sweepers, has introduced the highperformance Chevron conveyor belt for Elgin Pelican[®] and Eagle[®] broom sweepers. The revolutionary design on the new conveyor belt provides improved debris pickup, longer wear and guieter operation.

"The Chevron conveyor belt is a perfect example of Elgin Sweeper's commitment to producing innovative OEM parts that provide superior sweeping performance in all operating conditions and environments, greater value to our customers and longer life," said John Perillo, parts product manager for Elgin Sweeper.

Featuring an angled cleat design, the Chevron conveyor belt throws debris into the center of the hopper for better hopper fill. "Debris on the Chevron conveyor belt naturally moves toward the center, so there is more even distribution of debris in the hopper, allowing the operator to continue to sweep for longer periods of time without stopping to dump debris," Perillo said.

"The angled cleat design on the new

Chevron belt also allows the cleat to move progressively over the rollers. This eliminates

the thumping noise commonly associated with standard conveyor belts, lowers overall operation noise and improves operator comfort," Perillo said.

Debris spill-over is also reduced with the Chevron belt, due to the 0.50-inch square top on the integrally molded cleat. The chamfered base on the cleat

provides greater resistance to flex cracking, which can cause belt failure. Taller ribs between the cleats on the Chevron belt provide for a more effective conveyance of fine debris particles into the hopper.

Composed of a new, stretch-resistant

poly/nylon fabric, the Chevron conveyor belt provides improved tracking, resulting in less

> downtime required for belt adjustment. Bottom cover material reduces belt sticking "The improved cover compound on the Chevron conveyor belt reduces belt sticking caused by surface corrosion on conveyor rails and rollers,"

Perillo said. "This new material also provides greater resistance to abrasion from rollers or any debris on them, which is another key factor in extending belt life."

Source: Elgin Sweeper

Hirschmann (PAT) Names New Premier Dealers



Hirschmann Automation and Control (PAT) has named three new Premier Dealers: Cloverdale Equipment (Michigan), North West Crane, Ltd., (Alberta, Canada) and R W Sales & Services Ltd. (Vancouver, British Columbia).

Each Dealer carries Hirschmann's entire line of PAT and Krueger crane operator aids, including the recently introduced PRS 40 EZ indicator for mobile cranes and the Hirschmann maestro load moment indicator (LMI) upgrade.

Source: Hirschmann Automation and Control Inc.

MurphyLink PowerView 101 and PowerView 1000 Displays at ICUEE

FW Murphy has recently announced the release of its new PowerView 101 and PowerView 1000 displays. Both products represent a major advancement to the company's MurphyLink

portfolio, a line of J1939-compatible instrumentation that includes displays, gages, panels and wiring harnesses. They were on display and available for live demos at ICUEE, the International Construction & Utility Equipment Exposition, held in Louisville, last month.

The PowerView 101 display is an upgraded version of Murphy's award-winning PowerView 100 display. The PowerView 101 features an upgraded processor, as well as several additional features designed to extend the product's durability and flexibility. Murphy also used the upgrade process to add several new features to improve the overall experience of using a



PowerView display. The PowerView 101 display is also compatible with all of Murphy's current J1939 gauges, as well as the additional J1939 XM500 I/O module. It is also fully backward compatible with the PowerView 100.

The new PowerView 1000 display, is designed to integrate electronic engine, transmission and machine information into one of the highest-resolution displays available in the offhighway market. By integrating all of the information from multiple equipment areas into one interface, analog gages and other instrumentation can be replaced by a single display, creating a streamlined and simplified overview of equipment performance for operators.

Source: FW Murphy



New Liebherr R 9350 Large Hydraulic Excavator at a Berlin Limestone Quarry

Since July 2007 Cemex OstZement GmbH has been operating a large Liebherr R 9350 Litronic hydraulic excavator in Rüdersdorf, about 40 km east of Berlin. Weighing approximately 300 t, it is the biggest crawler excavator currently in use in Germany, and was acquired to excavate limestone without the use of explosives.

In order to achieve the exceptionally high penetration forces needed in direct quarrying work, the R 9350 Litronic working in Rüdersdorf is equipped with a particularly narrow folding shovel specially developed for the task. It is 2,55 m wide and holds 8,3 m³. With this equipment the excavator, which is powered by a 1500 hp Cummins engine, can develop a penetration force of up to 1548 kN. This special configuration enables up to a million tons of limestone annually to be quarried directly.

Limestone has been quarried in Rüdersdorf for more than 750 years. The current site is 4000 m long, up to 1000 m wide and up to 120 m deep. Since work takes place in some



cases only about 60 m from a residential area, conventional blasting methods are no longer permitted on account of noise emissions and earth tremors. Noise emissions from direct excavation work also have to be kept to a minimum, and the R 9350 Litronic is therefore equipped with a special noise suppression package, including side-mounted noise absorbing boxes and a special final-stage exhaust silencer.

The standard version of this excavator is equipped with folding shovel holding 18 m³ of material at a specific weight of up to 1,8 t/m². The driver's cab of the R 9350 Litronic excavator is identical in size, equipment and ergonomic layout to the R 996 Litronic, Liebherr's largest hydraulic excavator with a service weight of 670 t.

The R 9350 Litronic's electronic pilot control system makes operation of the excavator simple, safe and precise. The driver can call up all the current operating data at any time on an ergonomically positioned display.

The engine and pump compartment, also of generous size, enables service personnel to work while standing erect, and offers them excellent access to driveline components for maintenance. Their work is also simplified by the layout of the passage between the engine and the counterweight. All service points on the R 9350 Litronic can easily be reached, and are grouped together in central positions wherever possible. For example, the service flap at chest height in the rear section of the superstructure can be actuated hydraulically and provides the best possible access to the connections for lubricants, other oils, oil changes, windscreen washer fluid and fuel. When the service flap is closed, the risk of damage to the connections is reliably avoided.

Source: Liebherr

Track and Analyze Fuel Use and Guard Against Fuel Theft

OEM Data Delivery has introduced an intuitive, easy to use tracking system for fuel and other high-value consumables.

Radio Pump Tracker is a wireless, paperless technology that IDs each vehicle and the fuel dispensed to it, in real time. After dispensing, a hand-held device or PC captures vehicle hours, odometer readings and gallons dispensed from the Pump Tracker.

Radio Pump Tracker allows manage-

ment to track fuel consumed per hour, per machine, and quickly flags aberrations. Radio Pump Tracker facilitates calculations and analysis for use in audits and resource planning. Because it stores each machine's history, it is also an excellent tool for scheduling

maintenance that is based on fuel consumed, or hours in service.

Radio Pump Tracker is an efficient tool for managing critical consumables with full accountability, and a valuable tool for preventing the dispensing of fuel into unauthorized vehicles. It is controlled through a user-friendly interface.

The system is compact in size, and installs easily on pumps and trucks. A pulse flow meter is installed into the fuel plumbing and connected via a harness to the pump tracker enclosure. The process takes about 3 hours.

Training is also quick, typically requiring about a day for fuel truck operators, service professionals, vehicle operators and others to become fully capable with all functions.

Source: OEM Data Delivery



InfraStructures English Edition November 2007 - page 22

Triple-Deck Screening Come of Age at Hillhead 2007 with McCloskey S190-3D

Quarry operators got their first look at a new portable screening plant from McCloskey International at Hillhead 2007, the first of a new generation of triple-deck screenboxes.

According to company president Paschal McCloskey, "The new S190-3D flatdeck screener has come very soon after our introduction of the original S190 screener, because the 3-deck version was part of our design plan right from the outset. As a result, we have been able to remedy many of the problems that other plants have encountered from having a third screen deck retrofitted to existing screeners."

The original S190 two-deck model was introduced in January of this year, the larger of McCloskey's two S-Series flatdeck plants to feature the innovative High Energy™ screenbox. These screeners provide a significantly longer vibratory stroke with larger bearings than traditional plants, allowing faster, cleaner throughput. They also allow for steeper screen angles than other comparably sized machines and more precise control settings. The S190 is based on a 1,5 m by 6 m screenbox which measures a total of 17,65 m² of total screening area over its two decks. Its small counterpart, the S130, offers the same features with a 1,5 m by 4,3 m screenbox.

With the S190-3D, McCloskey has beefed up the bearings further, to support the additional weight of material over the three decks, but is otherwise based on the same engineering as the two-deck model.

Throughout the S-Series models, Mc-Closkey has taken pains to ensure that the effective screening area truly measures up to the nominal size of the screenbox. The middle deck of the S190-3D, in fact, provides the same amount of screening mesh as the top deck: a true

1,5 m by 6 m area. Altogether, the three decks provide 27 m², representing an increase of approximately 35% more active screen than other triple-deck plants.

The difference in processing capacity is simply a reflection of the difference in the origin of screeners in this class.

Paschal McCloskey continues, "We purposely designed the S190 with ample spacing to add a full-size middle deck, and to accommodate the functions that have been a problem for other machines." Previous triple-deck screens have been known to have problems with transferring material from the box to the fourth product conveyor, as well as with providing adequate access for changing screening angle, the finer wires of the bottom mesh are better able to cut fine sand and gravel to keep the mesh from clogging.

Along with other products in the S-Series



screens efficiently. The S190-3D provides major design improvements addressing both of these issues.

While most triple-deck screeners rely on a chute retrofitted into the machine to transfer material from the box to the fourth conveyor, the S190-3D utilizes a small, dedicated conveyor to keep fines moving through the system. According to Paschal McCloskey, "Anyone who has screened a wet or sticky type of material through a 3-deck, knows how ugly things can get when that chute blocks up. A chute works well enough for dry, freeflowing material, but we felt that a conveyor would make this screener far more reliable for a wider range of materials. It just puts some real power to moving the material along, instead of hoping it will find its own way out via a 90° corner!"

The flow of material is also assisted by the steep angle settings available on the S190-3D. Like the three product S190, the new triple-deck offers five settings from 20° up to 30°. While steeper effective angles can improve throughput in any application, the benefit is even more pronounced in a three-deck setup. Traditional triple decks with shallow angle screens can suffer from blinding on the bottom deck, as the middle removes the stone that would otherwise help clean the bottom. With the S190's higher line, the productivity of the S190-3D is enhanced by features designed to minimize downtime for travel, set-up and service. Its "travel-out" guarded walkways are fixed in place and require no folding or disassembly for transport. The track-mounted machine is offered with an optional roll-in bogie for highway travel without requiring a float. The plant is also available as a tri-axle wheeled model.

After the screener arrives on site, set-up can be completed in as little as 10 minutes. No tools are required to ready the screener for production from transport mode. While the fixed walkways speed set-up time, they also provide maintenance staff a more stable, secure work platform. When screen changes are required, the tail conveyor drops down out of the way for easy access to the bottom of the screen box.

The large 0,4 m³ 'taper out' hopper resists bridging and is equipped with a remote controlled tipping grid. Options include a heavy duty live head. A wash plant version is also available utilizing a high pressure spray box. Conveyors are engineered to maximize stockpiling capacities, with up to 5,2 m stockpile height on the side conveyors.

Source: McCloskey International Limited

Appointments

Jon Hudson, regional sales manager for Stone Construction Equipment, Inc. is pleased to announce the addition of Mike Clark as district manager for upper Midwest.

Mr. Clark has over 20 years of experience in the equipment sales and rental industry, most recently with United Rentals and Sunbelt Rentals. His responsabilities will include serving the needs of equipment dealers and rental houses in the Midwestern states and the Province of Manitoba

Source: Stone Construction Equipment

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Camoplast Track Vehicles is proud to announce the nomination of **Bill York** as a sales manager for the Mid- and Eastern United States market.

Bill York has been in the utility industry for over 22 years. He is committed to be the best at satisfying customer needs.

Camoplast designs, develops and manufactures specialized components, sub-systems and assemblies for original equipment manufacturers of on- and off-road vehicles.

Camoplast also offers a full line of multi-terrain tracked vehicles sold under the CAMO brand, for the utility, oil & gas, telecommunications, mining, alpine, municipal, and OEM markets.

Source: Camoplast Inc.



London Machinery, one of North America's leading manufacturers of concrete mixer trucks and replacement drums, has appointed Brian McClintock as its Eastern Canada sales manager, Mixer and Refuse Vehicles.

Brian McClintock will be responsible for sales and related support services for London mixer trucks and McNeilus® refuse trucks throughout Quebec and the Maritime Provinces.



Mr. McClintock has many years of experience in the trucking industry and has proven himself in a wide range of sales and support positions,

Source: London Machinery Inc.

Bomag (Canada) Inc. is proud to announce the appointment of **Reginald** (**Reg**) Legere as product specialist Milling & Paving for Canada.

With his many years of technical experience & product knowledge, Reginald Legere will surely be an asset to Bomag's growing product lines of pavers & milling machines.

Reginald Legere reports to Dan Church, national sales manager, Heavy Equip-

ment. His duties include working with Bomag distributors in marketing, training & technical aspects of the paving & milling products.

Source: Bomag (Canada) Inc.



UNDERHOOD Air Compressor for the Ford Power Stroke

Following months of design, VMAC announced recently the release of the VR140 UNDERHOOD Air Compressor for the 2008 Ford Power Stroke V8 Diesel F250-F550 truck.

The development represents a small milestone for the Canadian manufacturer, who recently released a 70 CFM UNDERHOOD Air Compressor System for the Power Stroke, despite industry scepticism.

"FEAD (Front End Auxiliary Drive) manufacturers got their first look at the 2008 Power Stroke at a measuring session in Detroit last year, and most were convinced no belt-driven air compressor was fitting that truck." said Tod Gilbert, lead engineer for VMAC UNDER-HOOD division. "Engine components were cramped, the engine bay tight, and unlike the 6.0L, this truck left little room for added components."

The VR70 Air Compressor System, certified at delivering up to 70 CFM and 12 bar

of air output, paled in size to the VR140, which provides over double the air power.

Most air compressors at that output weigh in excess of 900 kg and need to be

towed by trailer. The VMAC VR140 delivers a tow-behind's muscle, but with dimen-





approximately 90 kg. Source: VMAC

sions comparable to a toaster. The VMAC VR140 for the 2008 Power Stroke weighs in at

Todd Gets the Nod

Visitors were welcomed to Todd Equipment in Millbrook, Ontario to inaugurate their new facility overlooking the Highway 115 east of Toronto.

A long established agricultural equipment supplier in the area has been revitalized by a new generation. Cody Todd, president and Sales manager, has taken the firm in a new direction without severing links to the past.

Re-establishing the Massey-Ferguson brand to farmers, landscapers and light construction contractors in the area is representative of these roots. This includes the full range of MF branded machinery from light duty tractor-backhoes to the ZT series of commercial mowers. Also, Todd Equipment is an authorized Cub Cadet and Buhler distributor offering commercial and municipal grounds keeping and snow clearing equipment.





Need to get around a jobsite or just looking for a way to relax off-site, then the Polaris range of quads, transporters and snowmo-



biles is available in Millbrook too. (R.H.)

New Brake and Clutch Lining Lasts 3 to 5 Times Longer!

Tribco Inc. offers brake pads and clutch plates that last three to five times longer than what they replace because they are lined with Braketex® or Clutchtex® — the world's first and only 100% KEVLAR fiber composite friction lining.

According to Tribco, the 100% non-asbestos lining is ideal for all construction industry friction applications. This includes both wet or dry brakes, clutches, PTOs and power transmissions used on construction vehicles and other equipment.

In addition to longer wear life, Tribco's 100% KEVLAR lining takes heavier loads, withstands higher temperatures and engages more smoothly. It is also nonabrasive and





won't scratch or score rotors, drums or flywheels in dry clutches and brakes.

Tribco's Braketex/Clutchtex lining has been performance proven in thousands of friction applications worldwide. This includes aerospace, agriculture, aviation, construction, defense, forestry, manufacturing, marine, metal forming, mining, packaging, paper, printing and trucking industry applications to name just a few.

The company stocks replacement brake pads or plates and clutch facings for many common construction vehicle and equipment applications. Tribco will also reline used plates and disks or will custom fabricate new parts to order.

Source: Tribco Inc.



Agenda

Con-Build Vietnam 2007 November 20 - 23, 2007 Giang Vo, Hanoi, Vietnam

Canadian Waste & Recycling Expo November 28 - 29, 2007 Vancouver, BC Canada

CONEXPO Asia show December 4 - 7, 2007 Guangzhou, China

28th International Irrigation Show December 9 - 11, 2007 San Diego, CA USA

POWER-GEN International December 11 - 13, 2007 New Orleans, LA USA

CONGRESS 2008 January 8 - 10, 2008 Toronto, ON Canada

World of Concrete 2008 Exhibition January 22 - 25, 2008 Seminars January 21 - 25, 2008 Las Vegas, NV USA

NAPA's 53rd Annual Meeting January 26 - 30, 2008 Phoenix, AZ USA

The Rental Show 2008 February 11 - 14, 2008 Las Vegas, NV USA

Winter Road Congress in Finland February 12 - 14, 2008 Turku Finland

The Work Truck Show 2008 NTEA Convention: February 25 - 28, 2008 Trade Show: February 26 - 28, 2008 Atlanta, GA USA

CONEXPO-CON/AGG 2008 March 11 - 15, 2008 Las Vegas, NV USA

Truck World 2008 April 17 - 19, 2008 Toronto, ON Canada

INTERtunnel 2008 - 8th International Tunnelling Exhibition May 20 - 22, 2008 Turin, Italy Eurobitume & EAPA Congress 2008

May 21 - 23, 2008 Copenhagen, Denmark

AORS 2008 TRADE SHOW - June 4 and 5 June 4 - 5, 2008 Walkerton, ON Canada

 49th CRCA Annual Meeting and National Conference June 18 - 21, 2008 Vancouver, British Columbia
 MINExpo[®] 2008

September 22 - 24, 2008 Las Vegas, NV USA

INTEROUTE&VILLE 2008 September 23 - 25, 2008 Rennes, France

Garden & Florist Expo 2008 October 21 - 22, 2008 Toronto, ON Canada

Bauma China 2008 November 25 - 28, 2008 Shanghai China

World of Asphalt Show & Conference /World of Aggregates March 9 - 12, 2009 Orlando, FL USA





ICUEE 2007 Breaks All Records

The 2007 ICUEE International Construction and Utility Equipment Exposition achieved all-time records for attendance, exhibitors and exhibit space, and education programming during its run October 16-18, 2007 at the Kentucky Exposition Center in Louisville, Kentucky.

Known as The Demo Expo, ICUEE 2007 attracted 17 950 utility and construction industry professionals, up 9,5% over 2005.

"Every business operation wants to increase productivity and is looking for efficiencies. ICUEE 2007 provided show visitors with convenient access to the newest technologies and safety enhancements to achieve these goals," noted ICUEE Show Manager Nicole Hallada.

More than 845 exhibitors used more than 107 million m² of exhibit space to display and demonstrate the latest equipment, technology and product innovations.

ICUEE 2007 featured expanded working-equipment demonstration areas, and a New Product and Technology program gave exhibitors the chance to spotlight their new-to-market offerings.

ICUEE 2007 educational programming also set records. ICUEE 2007 offered a broader array of sessions than ever before, including classroom learning, tours, workshops and certification programs. Highlights included a co-located Underground Construction Technology (UCT) education program and a new educational track that focused on fleet management issues.

"Whether they use equipment for below-ground, above-ground or aerial applications, attendees could find learning opportunities to help them perform more effectively at the office and on the work site," noted Nicole Hallada.

ICUEE is owned and produced by the Association of Equipment Manufacturers (AEM), the North Americanbased international trade and business development group serving the off-road equipment manufacturing industry.

Source: Association of Equipment Manufacturers







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