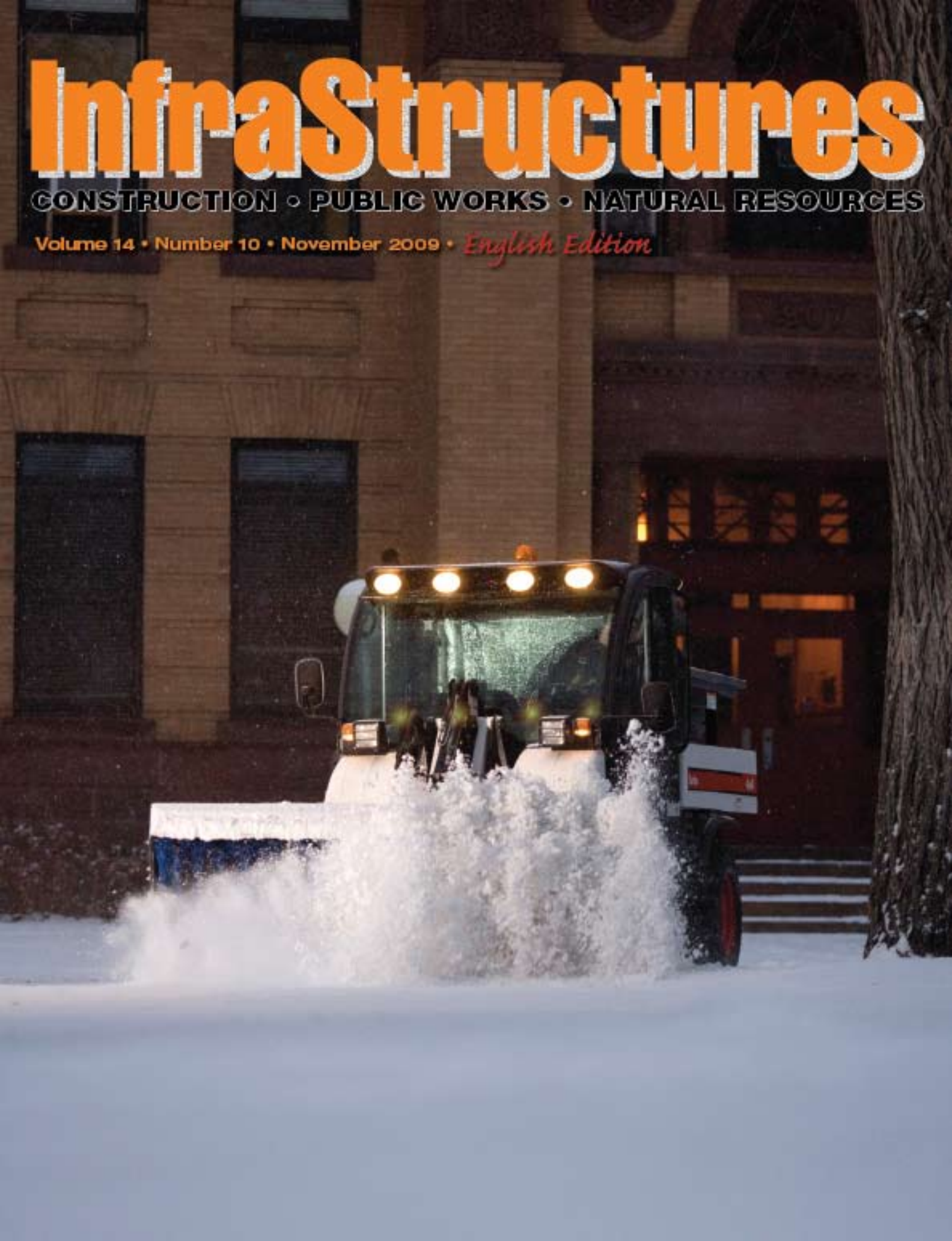


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CONSTRUCTION • PUBLIC WORKS • NATURAL RESOURCES

Volume 14 • Number 10 • November 2009 • *English Edition*



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A Brief Word...

"Remember, Remember, the 5th of November" went up the cry around the bonfire and as its echo fades, here is InfraStructures your guiding beacon in the night.

Another year and here we are, still bringing you news and information with that multidimensional flare you have come to expect from the industry's only bilingual publication. This month, with a chill in the air and the steady march of darkness gaining, we're bringing you stories about green buildings, electric vehicles, and landscaping.

Barely a year ago the world believed it tottered on the edge of the abyss, awaiting a long dark blind to be drawn down. Where there is darkness, there is light and InfraStructures has been your torchbearer for over a decade.

So, with a roaring candle and leftover turkey sandwiches, settle in on a view of the world that will keep you current and intrigued. Go not softly into that good night; rather, use InfraStructures to illuminate your path.



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On the cover:

A Toolcat utility work machine is used to sweep the snowy paths around buildings. Angle brooms are a good solution for light snowfalls to keep ice from forming on pedestrian areas.

Plows and snowblowers can be fitted in minutes when snowfalls are more abundant.

ASTEC INDUSTRIES, INC. ACQUIRES INDUSTRIAL MECHANICAL & INTEGRATION

Astec Industries, Inc. announced recently the acquisition of Industrial Mechanical & Integration (IMI) located in Walkerton Ontario, Canada. IMI is a small company with unique machine technology used to make wood pellets. Rick Minke, president of IMI and key employees have agreed to remain with the company to further develop and promote this new technology. IMI has been testing the

technology for two years and is now making the first group of production machines.

"We are excited about the potential of this new technology. Conventional pellet production machines were designed for easy to use materials and do not always work well with a wide variety of wood species. With this acquisition, Astec Industries, Inc. can provide a one stop solution to customers desiring to own a pellet plant that can process material from round wood all the way to the finished

product. We are well positioned to be a turnkey supplier to the growing wood pellet industry. Many companies in the Astec Industries, Inc. family of companies already make components needed by this market. The acquisition of IMI is in line with our continuing effort to grow the renewable fuel portion of our business. We believe wood pellets will be an important part of the renewable energy standards that are being adopted in the U.S. and around the world," said Dr. J. Don Brock, chairman and CEO of Astec Industries, Inc.,
Source: Astec Industries, Inc.

CEMEX COMPLETES SALE OF AUSTRALIAN OPERATIONS

CEMEX, S.A.B. de C.V. announced recently that it has completed the previously announced sale of its Australian operations to Holcim Group.

The proceeds from this sale are approximately \$2 billion and will be used to reduce debt and to strengthen CEMEX's liquidity position.

This asset divestment marks another milestone in CEMEX's efforts to regain its financial flexibility; these efforts include the refinancing of \$15 billion of debt and the global offering of 1.495 billion Ordinary Participation Certificates (CPOs), including the over-allotment option, with estimated net proceeds of \$1,9 billion.

Source: CEMEX

CARLISLE ACQUIRES JAPAN POWER BRAKE

Carlisle Companies Incorporated announced recently that it has acquired from its joint venture partner, The Yokohama Rubber Company, Ltd., the remaining interest in Japan Power Brake, Inc. (JPB) of Atsugi, Japan. With annual sales of approximately \$10 million, JPB is a leading provider of high performance braking solutions for off-highway equipment, primarily in the mining and construction industries in Japan. JPB's products include dry disc brake assemblies, hydraulic components and associated friction parts sold primarily to global heavy-duty construction equipment manufacturers. The company also has a significant aftermarket customer base. Carlisle Industrial Brake & Friction, a unit of Carlisle, and Yokohama Rubber had jointly owned JPB since 1989.

Japan is home to many of the major global mining, agriculture, construction and wind turbine manufacturers and JPB provides Carlisle direct access to a sizable specialty brake and friction segment with on-site products



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and customer support for the local Japanese market. JPB and Carlisle Industrial Brake & Friction share many of the same customers, product designs and end markets and now as an integrated unit will be able to work closely together to achieve strategic growth.

Source: Carlisle Companies

MFRI ANNOUNCES JOINT ACQUISITION OF GARNEAU'S PIPE COATING AND INSULATING FACILITY IN CAMROSE, ALBERTA

MFRI announced recently the formation of a new joint venture, Bayou Perma-Pipe Canada Ltd., a partnership between the Bayou Companies, Inc., (a subsidiary of Insituform Technologies, Inc.) and Perma-Pipe, Inc., (a subsidiary of MFRI, Inc.). Bayou Perma-Pipe Canada Ltd. has reached an agreement with Garneau, Inc. to acquire Garneau's Camrose pipe coating and insulating facilities in Alberta, for \$12,25 million. The transaction is subject to approval by Garneau's shareholders and other customary conditions.

With over 40 years of operating experience, Garneau has developed significant expertise and innovative technology in their pipe coating and insulating processes. The Camrose facility, constructed in 1997, was upgraded in 2007 and includes over 7000 m² of space on a 52 ha site.

Source: MFRI, Inc.

CHEROKEE NITROGEN WILL SUPPLY DEF TO YARA NORTH AMERICA

LSB Industries, Inc., announced recently that its Cherokee Nitrogen Company subsidiary has signed a long-term agreement to supply Yara North America, Inc. with diesel exhaust fluid (DEF) which will be produced at Cherokee Nitrogen's chemical manufacturing facility in Cherokee, Alabama.

DEF is an exhaust system additive and scrubbing agent used to reduce nitrogen oxide (NO_x) emissions from diesel engines. DEF breaks the NO_x down into harmless components of water vapor and nitrogen gas. Earthpure DEF™ will be available in January 2010 and will be marketed under the Yara brand name Air1.

Yara North America is a unit of Oslo-based Yara International ASA, a global firm specializing in agricultural products and environmental protection agents.

Source: LSB Industries, Inc.

GE SHIPS FIRST NEW POWERHAUL® SERIES LOCOMOTIVES TO UNITED KINGDOM

GE Transportation announced recently the

shipment of the first two of its newest global-class PowerHaul Series freight locomotives to its customer Freightliner Group Ltd in the United Kingdom. The PowerHaul Series locomotive represents GE Transportation's first entry to the UK and European marketplace.

These locomotives are the first of a 30-unit order placed in November 2007 by UK-based Freightliner. The purchase represented the largest order of freight locomotives in Freightliner's history. Four more PowerHaul locomo-

tives are scheduled to ship in this month.

Previously part of British Rail, Freightliner was privatized in 1996. Initially only providing Intermodal services, the company has since expanded to have five subsidiary companies, all operating under Freightliner Group Limited.

The locomotives will travel by rail from GE's manufacturing facility in Erie, Pennsylvania, to Lamberts Point Docks in Norfolk, Virginia, where they will be shipped by sea to the Port of Newport in South Wales, United Kingdom.

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The 117 t PowerHaul Series locomotive is designed to generate more horsepower and tractive effort while lowering fuel consumption and greenhouse gas (GHG) emissions than locomotives currently in use. The locomotive features several leading technologies to achieve this performance including the new V16 twin-turbo PowerHaul Series engine – a product of ecomaginationSM. Ecomagination is a GE-wide initiative to help meet customer demand for more energy-efficient products.

This 3700-HP engine is EU Stage IIIa emissions certified. Combined with other technologies the engine is projected to reduce PowerHaul locomotive fuel use by approximately 9% compared to current operating fleet averages. This fuel savings also will reduce GHG emissions over a typical duty cycle and overall operating costs.

GE's unique AC individual-axle traction-control technology enables the PowerHaul Series to haul heavier loads by significantly

reducing slippage on start-ups, inclines and suboptimal track conditions.

The PowerHaul Series also features dynamic braking in addition to air brakes to provide smoother handling when hauling heavier loads.

Approximately 17 000 GE locomotives are in use in more than 50 countries around the world. GE Transportation's success story serves as a powerful reminder that free trade and open markets worldwide sustain businesses and employment opportunities in North America and beyond.

Source: GE Transportation

TENCATE GEOSYNTHETICS WINS IFAI 2009 INTERNATIONAL ACHIEVEMENT AWARD

TenCate Geosynthetics North America is recognized with two 2009 International Achievement Awards (IAA) presented by the Industrial Fabrics Association International (IFAI) for its exceptional specialty fabric projects.

TenCate received an Outstanding Achievement Award for its Disposal of Coal Mine Slurry Waste Using Geotextile Containers project and one for its Eganville Waste Water Treatment Plant Dewatering project. These projects were recognized in the competition's 'geosynthetics' category.

The award ceremony took place at IFAI Expo 2009 at the San Diego Convention Center, where the annual trade event ran from September 23-25. IFAI Expo is the largest specialty fabrics trade show in the Americas. "We are honored that IFAI has recognized the value that TenCate provides with its TenCate Geotube[®] dewatering technology to the Mining and Municipal Markets and are confident that these prestigious awards will convince companies in all markets to evaluate our dewatering system and all that it delivers", says Mark Gunzenhauser, vice president of Sales for TenCate GeosystemsTM at TenCate Geosynthetics North America.

Selected from 416 entries in 17 different countries, these winners represent many of today's top professionals in the specialty fabrics industry. Entries in 28 categories were judged by a diverse panel of industry experts, editors, architects, educators and design professionals selected for their knowledge of the particular category of competition. Judging was based on complexity, design, workmanship, uniqueness and function.

Source: TenCate Geosynthetics North America





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TOPCON APPOINTS GEOSHACK CONSTRUCTION MACHINE CONTROL DEALER FOR QUEBEC

Topcon Positioning Systems, Inc. has appointed GeoShack as their exclusive Machine Control dealer in the Province of Quebec.

GeoShack will establish their presence in the province with a new location in Montreal in November 2009. Representing the company in Quebec will be Jonathan Simard, GeoShack's new 3D Machine Control sales specialist.

"We're excited to be in the Quebec market and to be able to expand our Machine Control Sales Division and to serve customers throughout Quebec from our new location in Montreal," stated Bob McIntosh, vice president.

GeoShack is the leading supplier of Topcon construction lasers, total stations, GPS survey systems and Machine Control systems. GeoShack also has retail operations in Ontario, Texas, Arkansas, Louisiana, Ohio, and Oklahoma.

Additional product lines represented are Futtura, Carlson, Leica, TDS, PLS, Schonstedt, and CST/Berger equipment.

Source: GeoShack North America, Inc.

ST MARYS CEMENT AWARDED SILVER CERTIFICATION IN ENERGY EXCELLENCE

St Marys Cement in Bowmanville is the first North American industrial organization to receive its Certification in Energy Excellence (CEE). St Marys received a silver level certificate after completing an in-depth, twelve month, third-party energy assessment.

The presentation was made by David Arkell, president of 360 Energy, and Ottawa-Orleans MPP Phil McNeely. Mr. McNeely is Parliamentary Assistant to the Ontario Minister of Energy & Infrastructure (PA to MEI).

"The Certification in Energy Excellence program was born out of the need for organizations to verify their energy and environmental leadership," remarked David Arkell, who oversees the CEE process. "It is not only St Marys' progress and leadership in energy use reduction that is recognized by certification, but also the company's adoption of strategic goals and initiatives that ensure these reductions continue into the future."

Fabio Garcia, Bowmanville plant manager, stated during the ceremony, "Completing the Certification Program is not about filling in forms. It's about demonstrating real results and measurable performance improvements. It's a valuable approach not only for com-

panies in an industrial sector like ours and any organization that aspires to long-term sustainability while maximizing cost control. By engaging in the CEE Program, St Marys' Cement was able to save \$550 000 annually."

The CEE program assesses, mentors, and recognizes an organization's energy management efforts and plans for the future. Organizations often believe they are doing all they can in energy management, and are often surprised by the tremendous room for improvement. Independent energy assessors conduct an in-depth assessment of the organization's energy performance over the past 3 years. An energy baseline is established, and a trend of improvement demonstrated. Data is verified by the UK-based, National Energy Foundation (NEF) which provides an independent, 3rd party evaluation based on

rigorous international standards.

St Marys Cement's, Bowmanville plant was established in 1968. St Marys Cement Inc. is a leading manufacturer of cement and related construction products in the United States and Canada. Headquartered in Toronto, Ontario, St Marys Cement Inc. supplies cementitious materials to the Great Lakes Region and is also a significant producer of concrete and aggregates for the Ontario market. St Marys Cement Inc. is a wholly-owned subsidiary of Votorantim Cimentos, an international cement manufacturer based in Sao Paulo, Brazil.

Source: 360 Energy Inc.

EFCO CANADA FINED FOR HEALTH AND SAFETY VIOLATION

EFCO Canada Co., a Nova Scotia maker of steel forms used in construction, was fined

First All-Electric Utility Truck in North America

Smith Electric Vehicles U.S. Corporation announced recently that it has teamed up with Altec Industries Inc. to introduce America's first all-electric utility truck with an aerial device. The truck was unveiled last summer at the Electric Utility Fleet Managers Conference in Williamsburg, Virginia.



The truck is a battery, all-electric Smith Newton produced by SEV U.S. and SEV UK with an aerial bucket integrated by Altec Industries Inc., a leading provider of products and services to the electric utility, telecommunications and contractor markets.

Pacific Gas and Electric Company (PG&E), one of the largest combined natural gas and electric utilities in the United States, is playing a critical role in the development of this vehicle. The first test unit will be added to PG&E's fleet to conduct routine and emergency overhead line work in PG&E's northern and central California service area. PG&E will provide test data to SEV U.S. and Altec for the creation of a production model.

This unit is the first all-electric aerial utility truck to be put into operation by a major utility company before being brought to the market.

The Smith Newton has a top speed of up to 80 km/h, a range on one battery charge in excess of 160 km and a payload of up to 7400 kg. The trucks will be assembled at the company's plant in Kansas City, Missouri.

The Altec component, an AT37-G aerial boom, is a telescopic articulating device used for electric utility line maintenance and installation. The aerial has a maximum height of 11,5 m and reach of 8,6 m.

SEV U.S. is a privately held company and is owned by Private Investors Management, and The Tanfield Group Plc, based in the United Kingdom.

Source: Smith Electric Vehicles U.S. Corporation

\$45 000 on August 21, 2009, for a violation of the Occupational Health and Safety Act (OHSa).

In March 2008, a constructor was building an intake line from the Welland Canal to the Thorold Cogeneration power site. To do this, they needed to install a cofferdam, a structure built below water level that serves as a dry workplace. EFCO designed and provided the parts for the cofferdam. On March 28, 2008, the constructor had installed the cofferdam and was removing the water inside it when the cofferdam failed. No workers were injured.

An investigation found that the cofferdam failed because certain bolts had not been supplied and installed as required.

EFCO Canada Co. pleaded guilty under the OHSa to failing to take the reasonable precaution of providing the bolts necessary to secure the water plate girders in the cofferdam.

The fine was imposed by Justice of the Peace Donna Cowan. In addition to the fine, the court imposed a 25-per-cent victim fine surcharge, as required by the Provincial Offences Act. The surcharge is credited to a special provincial government fund to assist victims of crime.

Source: Ministry of Labour, Ontario

IRONPLANET CANADA EXPANDS COVERAGE WITH SEASONED SALES TEAM

IronPlanet® continues to expand its presence in Canada, with the addition of a new managing director and a growing Canadian sales force.

Ken Wallett has been appointed managing director for IronPlanet Canada and has assembled a veteran sales team of territory managers, including four new additions, to continue the growth of IronPlanet's Canadian business. Before joining IronPlanet, Ken Wallett held executive level roles in business development and supply chain management for several companies, including CEMEX, Manugistics, as well as Accenture.

Scott McIntosh joins IronPlanet as territory manager for British Columbia. He has significant experience with more than 15 years in heavy construction equipment sales. Most recently, he was a territory manager for Toromont Caterpillar in Ontario.

Steve Snow has been appointed territory manager for Alberta. He brings more than 15 years of extensive experience in both construction and agricultural equipment sales and management to IronPlanet Canada. Most recently he was dealer principal and vice

president of Hi-Way Service (High River) Inc. for three years prior to the dealership merging with Rocky Mountain Dealerships Inc. From 1994 to 2004, Steve Snow worked with Hammer Equipment Sales Ltd. in Calgary and Red Deer, Alberta.

Jean-Paul Aubé has been appointed IronPlanet territory manager for Quebec. His background includes more than 28 years of construction experience, most recently working as general manager for Kubota Montréal. Jean-Paul Aubé began his career in construction, working for a contractor. He has also held sales and management positions with Hertz Equipment Rental and the former Les Equipement Skyway.

Richard Perzan has been appointed IronPlanet area manager for Ontario. His expertise spans more than 15 years spent building the family business where he served as general manager and vice president of Perzan Resources. Richard Perzan oversaw the union/non-union labor force of more than 170 workers and daily forest-harvesting operations. Perzan then traveled to Russia to study at Moscow State University where he became fluent in Russian and later opened up the Russian market for Ritchie Bros Auctioneers. He moved back to Canada where he spearheaded Ritchie's entry into Toronto's downtown financial services sector.

Source: IronPlanet

AMSOIL Diesel Recovery Now Available In Larger Containers

AMSOIL Diesel Recovery fuel additive is now available in 3,8 l, as well as 19 l containers and drums. When AMSOIL introduced its new diesel fuel additive last winter the market reception exceeded expectations. AMSOIL Diesel Recovery meets an important wintertime need for diesel operators in northern climates, quickly dissolving gelled fuel to allow operators to continue driving with minimal downtime. AMSOIL Diesel Recovery separates the molecular bonds of agglomerated wax crystals in diesel fuel to revive fuel flow in cold weather.

Unlike most winter diesel fuel additives that are preventative in nature and need to be added to the tank prior to the cold weather that would cause gelling issues, AMSOIL Diesel Recovery can be added after the gelling has occurred and will actually treat or cure the problem of diesel fuel that has already become gelled.

Formulated with no alcohol that can degrade components over time, AMSOIL Diesel Recovery is non-corrosive and contains no chemicals that interact with fuel system components and is safe for repeated treatments.

HEAVY-DUTY SYNTHETIC POLYMERIC GREASE FOR OFF-ROAD APPLICATIONS

AMSOIL has also developed a new line of heavy-duty synthetic polymeric greases designed to excel in extreme environments. Featuring a calcium-sulfonate complex thickener for enhanced extreme-pressure performance, AMSOIL Synthetic Polymeric Off-Road Grease has been custom-built to provide performance benefits specific to off-road equipment. AMSOIL Synthetic Polymeric Off-Road Grease utilizes a uniquely engineered technology for tenacious clinging ability and maximum pound-out resistance over extended service intervals, even in wet environments.

The new AMSOIL Synthetic Polymeric Off-Road Grease is ideal for heavy-duty, heavy-load-bearing applications operating in adverse conditions, including power shovels, drag lines, wheel and track loaders, excavators, bulldozers, skid steers and other heavy-duty equipment. It excels at protecting heavily-loaded points such as pivot pins, king pins, bucket pins and bushings.

Source: AMSOIL Inc.



WATERSMART INNOVATIONS CONFERENCE AND EXPOSITION ISSUES CALL FOR ABSTRACTS

Experts in the field of water efficiency are invited to submit abstracts for the third WaterSmart Innovations Conference and Exposition, slated for October 6-8, 2010, in Las Vegas.

The deadline for submitting abstracts is January 29, 2010. Professionals, scientists, government employees, organizations, public and private institutions, policy makers, students and all others working in an industry related to water efficiency are invited to submit an abstract for an oral presentation, panel discussion or workshop.

Event organizers hope to build upon the success of the first two WSI conferences, created to broaden the knowledge of innovations in water conservation including products, programs and outreach.

Candidates chosen as presenters will be notified by e-mail and postal mail no later than March 14, 2010. A complete list of topics and submittal guidelines is available at www.WaterSmartInnovations.com.

The WaterSmart Innovations Conference and Exposition is presented by the Southern Nevada Water Authority in partnership with the U.S. Environmental Protection Agency's WaterSense Program, the American Water Works Association and other forward-thinking organizations.

Source: WaterSmart Innovations Conference and Exposition

HANES SUPPLY MAKES SAFETY SIMPLE WITH FIELD ID AND THE FIELD ID SAFETY NETWORK

Hanes Supply has selected Field ID to provide unmatched safety traceability anywhere, anytime online and through mobile devices.

"We had been looking for a solution to offer our customers to improve their workplace safety. With Field ID, not only are we providing safety traceability, we are able to simplify the process. Field ID will allow our customers access to safety reports and certifications at anytime. Field ID will also make our internal inspection and certification process easier and much more efficient, allowing us to create safer work environments for our customers. Our affiliated company, Engineered Lifting Technologies, also plans on using Field ID to provide a better solution to their global diversified customer base. We look forward to working with Field ID and the team at N4," noted Bill Hanes, president of

Hanes Supply.

"Hanes Supply is a large multi location organization that supplies a diverse range of industries but with a specialization in the safety conscious construction industry. Field ID's ease of use, expandability and rapid deployment was a perfect fit for Hanes Supply. Hanes needed a system up and running for their customers as soon as possible. Field ID was up and running within 24 hours of an initial call. Hanes Supply is another

example in a string of world class lifting and rigging companies that are using Field ID. To show our support for the construction industry, was at the International Construction and Utility Equipment Exposition (ICUEE) to showcase our Field ID system," noted Shaun Ricci, COO of N4 Systems.

Since 1930 Hanes Supply Inc. has been providing quality products to industry and the construction trades. Hanes has over 75 years of experience splicing wire and manufacturing

The Grass Can Be Greener on the Other Side of Winter

Imagine being able to spend less time perfecting your yard, more time on what you actually want to do, and still have your grass be the envy of the neighbourhood. Especially as right now is the prime time to prepare your lawn for winter. Turf Revolution's new Time Sav'r top dressing product makes this homeowner's dream a reality and will help your lawn shine after the snow leaves.

"Without a doubt, Time Sav'r is one of the most exciting products to come along in several years," said Tammy Lawrence, president of Turf Revolution. "As we all know, summer is just too short to spend all of your free time laboring to have a great-looking lawn. With Time Sav'r, you save hours upon hours of time and still get the results."

Unlike traditional bulk topdressing, which is labor intensive and not-so-friendly on the pocket book, Time Sav'r uses a new technology in turf management that represents the pinnacle in compost evolution that is both easy to use and cost-friendly.

Time Sav'r's granular form spreads easily through a spreader. Unlike bulk compost, which must be spread by hand or slow moving topdressing machines, Time Sav'r replaces hours of work with mere minutes.

Time Sav'r's granules drop close to the soil, right where they are needed leaving no room for weed seeds to grow.

Turf Revolution products are truly 100% organic and natural and are constructed of blends of ingredients to balance the nutrient content for optimum lawn performance.

Source: Turf Revolution



Additional Remanufactured Parts Now Available for Bobcat Equipment

Bobcat Company announces the addition of a new line of remanufactured parts for Bobcat® compact loaders, excavators and utility vehicles. First introduced in 2007, the Duracore™ product line offered remanufactured engines, starters and alternators. Recently, remanufactured parts including turbos, injection pumps and injectors have been added to the Duracore line. The advantages of purchasing remanufactured parts include cost savings, efficient equipment performance and less impact on the environment.

Source: Bobcat Company



slings. Hanes' sling production now includes chain slings, nylon slings, SlingMax slings and wire rope slings.

Source: N4 Systems, Inc.

KENWORTH OF NEWFOUNDLAND OPENS PARTS AND SERVICE FACILITY IN MOUNT PEARL

Kenworth of Newfoundland has opened a parts and service facility in Mount Pearl.

A member of the Kenworth dealer network of more than 300 locations in Canada and the United States, the new Kenworth of Newfoundland facility features three drive-through service bays and a 100 m² parts department.

"Our new dealership has received a very positive response so far," said Larry Murphy, president of Kenworth of Newfoundland.

"We're serving existing and new customers involved in construction, less than truckload (LTL), fishing and mining in the area."

In addition to Larry Murphy, key dealer personnel include Tony Lambert, general manager; Keith Brophy, service manager; and Murphy Mitchell, parts manager.

The new location is part of Kenworth's constant commitment for superior service coverage as exemplified by Kenworth receiving the 2009 J.D. Power and Associates award for "Highest in Customer Satisfaction for Heavy-Duty Dealer Service".*

Source: Kenworth Truck Company

AECON AWARDED CONTRACT FOR UNION STATION PLATFORM RENEWAL

Aecon Group Inc. announced recently that its Buildings Division has been awarded a contract by GO Transit, a division of Metrolinx for the \$196 million refurbishment of the Union Station train shed.

Under the contract, Aecon will refurbish Union Station's 33 500 m² train shed covering 13 tracks and 23 platforms; replacing the existing roof with new a new steel roof and a glass atrium that reaches 15 m above the platform level. New stair access points and passenger elevators will be built to help move passengers from the existing concourse level to the newly-refurbished platforms.

The project also involves the removal and repair of approximately 4200 m of existing track beds, as well as electrical and mechanical work including communication systems, signals, a new roof drainage system, and a snow melting system.

The existing station is subject to a Heritage Easement administered by Parks Canada and will therefore undergo preservation and

restoration to reinstate it to its original condition wherever possible. The refurbishment will be completed in eleven stages with each stage involving the closure of two tracks and two platforms. The project is scheduled for completion in November of 2014.

"Aecon's unique ability to bring expertise to all aspects of the construction process allows us to deliver seamless services for such multi-faceted projects," said Frank Ross, president, Aecon Buildings. "We look forward to working with Metrolinx on this landmark project."

Source: Aecon Group Inc.

DESSAU ACQUIRES QSAR

Dessau announced recently the acquisition of QSAR Risk Assessment Service Inc., a Laval-based firm specializing in the assessment and management of environmental risks that has been active in the field for nearly 14 years. The members of QSAR's team will join Dessau's Geo-Environment department.

Founded in 1996, QSAR is the first Quebec firm to specialize in assessing human and environmental health risks associated with chemicals, radiation and pathogens in the air, water, soil and sediments. QSAR provides

Don't Nit-Pick, Try an Arctic!

Arctic does not just mean cold, it also means flexibility, and little wonder it is the name of Ontario's leading light/medium duty snowplows and spreaders.

Formed originally in 1969 as a subsidiary of London Machinery, Arctic Equipment Manufacturing Corporation was spun-off in 1996 when the firm restructured. The beneficiaries of this have been the customers and dealers who have stuck by them.



"Traditionally our market was focused on landscapers/property maintenance contractors, almost exclusively in south western Ontario," said Dan Armstrong, company president. "It is important to get a good strong core market before venturing too far a field, so broadening our scope to include all of Canada was the obvious next step."

Over the past winter, Arctic hired Jeff Bones as regional sales manager for Quebec and Atlantic Canada. Mr. Bones has enthusiastically taken up the charge. Since his joining, Arctic has seen the addition of 24 new dealers and the opening of a regional distribution warehouse in Pointe-Claire, a suburb of Montreal. This effort has also seen Arctic take its show on the road and Mr. Bones can regularly be seen at municipal and contractor trade events throughout the region. Recently he lamented: "The weather is so warm and sunny; maybe I am the only one looking forward to winter. At least I know I can plow my way through!"

Into every life a little rain must fall and for Arctic that used to be represented by warming temperatures and thawing snow. Now, warm weather does not cast depression over the 3000 m² plant, still located in London, Ontario. The company has managed to articulate its success into truck mounted brooms. Now at the sign of spring, municipalities and contractors can brush-up their mud and sand ready for summer. Alternatively, they can sweep up leaves and debris to prevent catch basin problems before the first snowfall and then switch back to SNIC equipment in time for inclement weather.

"Our customers are serious contractors and municipalities and that is reflected by the rugged, well-built, premium product our name implies," said Dan Armstrong. "We will continue to develop this market throughout Canada and be recognised as the leader in it. Once we achieve that, you may see us expand our offering to the non commercial sector or expansion of the export trade," he added.

The economic climate of the winter just past was pretty tough, but Arctic will plough ahead into 2010 with its new mantra... Tough as a Canadian Winter!

Source: Arctic Equipment Manufacturing Corporation

original solutions and innovative alternatives to conventional methods of managing contaminated environments. The firm also provides custom training services in its various areas of expertise.

"We are pleased to welcome the QSAR team to our own. These specialists' unique high-level expertise, including that of Dr. Sylvain Loranger, an expert in environmental toxicology, provides a powerful complement to our existing services in contaminated soil characterization, site rehabilitation and risk management," Mr. Sauriol said.

"We are very proud to join one of Canada's leading engineering firms. After joining the Dessau team, our professionals will have the privilege of expanding their knowledge and skills thanks to the firm's impressive resources. They will also have unparalleled opportunities to work on major projects and take on interesting challenges within a broader sustainable development context," added QSAR's president, Dr. Loranger.

Source: Dessau

ARCELORMITTAL DIVESTS MINORITY INTEREST IN WABUSH MINES

ArcelorMittal has signed a definitive agreement to divest its minority interest in Wabush Mines, Canada. ArcelorMittal's 28.6% stake in Wabush Mines is being sold to Consolidated Thompson Iron Mines Ltd.

ArcelorMittal's stake in Wabush Mines is no longer a core part of the company's mining strategy. The mine represented 28 million t of iron ore reserve and 1 million t of iron ore produced for ArcelorMittal in 2008.

After the disposal ArcelorMittal continues to have significant mining operations and resources in Canada including ArcelorMittal Mines Canada, formerly Quebec Cartier Mining. Canada also remains an important jurisdiction for ArcelorMittal's future growth strategy in both mining and steelmaking.

Source: ArcelorMittal

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Swedish Steel Prize Finalists Selected

The time is fast approaching for conferring the 2009 international Swedish Steel Prize design award. Innovations from Europe and North America have been nominated for the Prize, which will be presented on November 18 at the China Theatre in Stockholm.

The Swedish Steel Prize, which is now entering its second decade, was set up by SSAB with the aim of promoting the use of high strength steels around the world and inspiring a new approach in design thinking. For eleven years, the Swedish Steel Prize has showcased the opportunities offered by steel and, in spite of the current business recession, the proportion of high strength steels being used has continued to grow.

The cost of high strength steels is very competitive. High strength steels also owe their successes to the need for lighter, stronger and environmentally more appropriate products. The standards of this year's nominated entries are as high as those of prize winners in earlier years, and illustrate very clearly the big potential of high strength steels and the virtually endless opportunities offered by the material.



THE NOMINEES ARE:

Andreoli Engineering S.r.l of Italy - By radically redesigning the lattice framework for a sprayer unit spreader arm, Andreoli Engineering S.r.l. has put high strength steel to very innovative use. The framework consists of two laser cut plates that are joined together with a minimum number of welds. The weight and production cost have been substantially reduced, while the increased stiffness has led to higher precision and reduced liquid spillage when the sprayer is in use.

Hydroform Design Light AB of Sweden - The company has developed unique roller skis by putting to innovative use the good elasticity and high strength of advanced high strength steel. The elasticity of the roller ski can be adjusted to suit the weight of the skier, which results in a skiing experience that is very close to that on snow. The advanced steel has led to a winning concept in competition with other high tech materials.

Labrie Environmental Group, Inc. of Canada - By putting to use the wear resistance and structural properties of the steel in selected thicknesses and widths, Labrie Environmental Group, Inc. has succeeded in lowering the weight, while also increasing both the strength and the wear resistance of the containers and loading arms of a front-loader refuse collection truck. The very high strength of the wear resistant steel used for the whole of the container also enables higher compacting pressure to be applied which, together with the weight reduction, has allowed for a substantial increase in payload.

Lecitrailer SA of Spain - Lecitrailer has developed a trailer with a sandwich construction platform of advanced high strength steel which, in combined action with the remainder of the chassis, has minimized the number of the trailer chassis cross-members. The design has been subjected to full-scale tests that have demonstrated that the strength of the high strength steel has been put to full use. The sandwich construction platform of advanced high strength steel can therefore meet the competition of alternative materials in terms of weight, strength and stiffness, at a substantially lower cost.

The winner will be announced at a prize-giving ceremony on November 18 at the China Theatre in Stockholm. In addition to a statuette designed by the artist Jörg Jeschke, the winning entry will receive a grant of SEK 100 000. The prize-giving ceremony will mark the conclusion of a three-day event that will attract hundreds of participants from engineering and other industries around the world.

Source: SSAB

Snowfall Proves to Be Windfall

*Christopher Weishaar, Two Rivers
Marketing on behalf of Bobcat Company
Special Collaboration*



Diversification is key no matter what business you are in. For building service contractors living in colder climates, they only have to look out their front windows during the winter to discover a new outlet that could bring them big profits.

Snow removal is a line of work more building service contractors are entering to help supplement the janitorial and interior maintenance services they provide. Providing such exterior maintenance has proven to be a lucrative endeavor for many, as the interior maintenance field becomes more competitive.

"Many building service contractors in government agencies and in the private sector are looking at snow and ice removal as an added service," says Brian Birch, membership administrator for the Snow and Ice Management Association (SIMA).

But to get started, building service contractors must invest in equipment that is entirely different than what already exists in their fleet. Rather than purchasing large pickup trucks with snow blades, they are discovering the versatility of compact equipment, which can also be used to perform other exterior maintenance during warmer months.

"Contractors use compact equipment because often times a pickup truck is too

cumbersome and can't fit into tight spaces," says Bobcat Company marketing manager Rob Otterson. "For example, many automobile dealers are realizing that a utility work machine or skid-steer loader can maneuver around tightly parked cars and remove snow on their car lots much faster than a pickup truck with a snow blade."

One of those car dealers is David Weaver, president of Wheeling Automotive Group in Wheeling, West Virginia, who uses a Toolcat™ utility work machine to easily maneuver around his car lots, plowing close to vehicle inventory and buildings. He says he saves time by not moving his entire inventory of 200 cars prior to plowing, which is what he had to do with previous equipment.

Attachments are another reason compact equipment is so versatile. No matter what tool carrier contractors choose, they can switch between a number of attachments to sweep, plow, and blow snow.

But each piece of equipment has its own advantages when it comes to certain tasks. That is why Mr. Otterson advises building service contractors to evaluate the type of snow removal work they intend to take on, so that they can then purchase the compact equipment right for the job.

SKID-STEER LOADERS

With the ability to turn within their own length, skid-steer loaders' maneuverability and agility allow them to remove snow in the tightest quarters, such as crowded parking lots. They also have the power to perform heavy-duty work efficiently. And unlike a pickup truck with a snow blade, a skid-steer loader is able to push, pick up, and move snow.

"The dumping ability and large number of attachment options enable the operator to remove snow more efficiently," Rob Otterson says.

The attachments most commonly used with skid-steer loaders are the snow blade, snow V-blade, angle broom, snowblower, scraper, whisker broom, and buckets.

Due to time constraints, building service contractors cannot always make it to jobsites



before cars drive over the freshly fallen snow. So for snow removal jobs that require removing hard-packed snow and ice, Mr. Otterson suggests using a scraper attachment because of its self-sharpening cutting edge.

For clearing more than 15 cm of snow, the snowblower attachment is ideal for blowing snow away from the area, into a pile, or into a dump truck. And for lighter snowfalls, attach either an angle broom or whisker broom. In addition to clearing parking lots, sidewalks, and pathways of snow in the winter, they can be used year-round for sweeping away dirt, leaves, gravel, and other debris.

Snow buckets also plow snow, but they are best used for piling snow and loading it into a truck. The snow bucket, which ranges in width from 166 cm to 255 cm, has a round back to aid in dumping.

Depending on the jobsite and amount of snowfall, operators might spend hours upon hours in the machine, so comfort features can play a role in productiveness. An enclosed cab with heat, selectable joystick controls, and a suspension seat are just a few features that help make operators' jobs easier.

ALL-WHEEL STEER LOADER

The advantage of the all-wheel steer loader is that building service contractors get two

machines in one. Operators can quickly change from skid-steer mode to all-wheel steer mode with the flip of a switch inside the Bobcat A300 all-wheel steer loader.

The steerable axles of the all-wheel steer loader increase comfort when riding or turning on hard surfaces and enable the operator to direct tractive effort, minimizing spinning and sliding when pushing snow. The all-wheel steer mode also greatly reduces rubber marks left by the tires when turning on concrete.

When it comes to pushing snow, experts know that speed improves blade performance. By using the standard two-speed transmission on the A300, operators can choose the 19 km/h high-speed setting to build momentum. The momentum and snow work together resulting in the snow rolling better off the side of the blade.

TOOLCAT UTILITY WORK MACHINE

The benefit of purchasing a Toolcat utility work machine is that it combines the best features of a utility loader, pickup truck, and attachment carrier into one machine. The utility work machine is especially popular

among building service contractors who hire seasonal workers because of its hydrostatic transmission, which includes a drive pedal, steering wheel, and simple shifting.

The machine's four-wheel drive and weight distribution provides the traction and pushing power needed for fast and efficient snow removal. Because it has all-wheel steering and a tighter turning radius than most golf carts, the utility work machine is often used for plowing snow in tight areas, such as crowded parking lots and in and around buildings. The machine can also travel up to 29 km/h to quickly go from jobsite to jobsite.

Again, operator comfort is another reason



building service contractors might choose a utility work machine. Its large enclosed cab with optional heat and air conditioning has a suspension seat, easy-to-use controls, cruise control, and tilt steering, which can translate into more billable hours in one outing.

In addition to the attachments mentioned previously, a spreader attachment can be

mounted in the Toolcat 5600 utility work machine's cargo box and can be used to spread sand, salt, and other chemicals on sidewalks and pathways. The machine's 1,5 m width allows it to fit between most sidewalks and pathways, making it ideal for such snow removal applications.

TELESCOPIC TOOL CARRIERS

If you plan to take on larger snow removal jobs such as mall parking areas, Rob Otter-son says a telescopic tool carrier can provide you the extra speed and lift you need.

The VersaHandler® telescopic tool carrier can travel as fast as 30 km/h and is available

with lift heights of 5,2 m to 11,6 m, depending on the model. The travel speed enables the machine to more effectively push and pile a large volume of snow. And the increased lift height enables operators to pile snow higher than a one-yard loader and more easily load dump trucks.

Another advantage of telescopic tool carriers is their ground clearance, which enables them to easily travel across snow-covered areas. And the 2-speed hydrostatic transmission on the VersaHandler telescopic tool carriers features a creep function, which provides dynamic braking and controlled movement while inching up and down slopes.

The attachments most commonly used with telescopic tool carriers for snow removal are the angle broom and regular and snow buckets.

Snow removal experts will tell you one of the keys to success in this business is learning to use different tools that fit the specific environments you are servicing. That is why in recent years professional snow and ice management companies have turned to compact equipment and attachments because by interchanging attachments, they can tailor one machine to perform a variety of snow and ice removal tasks.

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A Stronger Alternative to Traditional Woven Wire

OptimumWire® woven wire screen media from Montreal-based Major Wire Industries Limited provides up to 40% longer wear life when compared to traditional woven wire of the same diameter. OptimumWire is manufactured with a high carbon and high manganese content, providing more resistance to abrasion and better performance for aggregate screening operations worldwide. Its high ductility, hardness and tensile strength make it less susceptible to breaking in high impact conditions and with highly abrasive materials, so it lasts longer and minimizes labor, maintenance and lost production costs. Many operations using OptimumWire can also increase open area by choosing one smaller wire diameter size to maximize material throughput without sacrificing wear life.

OptimumWire is manufactured with the industry's most stringent wire opening tolerance of $\pm 3\%$, so producers can achieve precise material passing for the screen's entire life. Each screen is woven with zero tolerance

to any type of movement within the crimp or weave, which prevents the wires from rubbing against each other during use. On larger wire diameters, OptimumWire is manufactured from true hard-drawn wire, unlike most traditional woven wire that is made of "rod" that varies in diameter throughout its length and creates inconsistent crimping. Hard-drawn wire is consistent throughout, providing proper crimping and weaving – and increased durability.

OptimumWire is available in a variety of crimp styles, including Double-Weave™ for high-impact loads and larger feed sizes, HyperSlot™, and square and slotted wire. Wire diameters range from 1,2 mm to 19 mm with openings from 3,18 mm to 152 mm.

Now celebrating its 125th anniversary,



Major Wire Industries Limited designs, manufactures and markets screening solutions, including Flex-Mat® 3 High-Performance, Self-Cleaning Screen Media; Flex-Thane®, a Flex-Mat solution for flat-deck screens; OptimumWire® and stainless steel woven wire cloth; and polyurethane panels for the quarry, mining, recycling, road building, green waste, top soil and industrial markets.

Source: Major Wire Industries Limited

ADM Offers Recycle Systems To Enhance Cost-Efficiency

Asphalt Drum Mixers, Inc. (ADM), offers four models of portable and stationary recycle systems to enhance the cost-efficiency of asphalt plants. Recycle systems allow plants to use milled material in hot mix asphalt (HMA). Since recycled asphalt pavement (RAP) is much cheaper than virgin aggregate, the result is a less expensive finished product that maintains the high quality of a pure virgin aggregate mix.

ADM's recycle bins feature a 13 600 kg capacity and are continuously welded at the seams. The bins contain angle irons and midsection stiffeners for reinforcement, and their steeply sloped sidewalls help prevent material from plugging or bridging. A tapered discharge opening leads to the direct-drive belt feeder with a 5-hp motor, multi-ply belt, self-cleaning tail pulley and adjustable skirt boards.

To transfer RAP from the bin, the recycle system includes a heavy-duty weigh conveyor that features a channel frame and wind shroud protection for accurate weighing. The conveyor is 61 cm wide and, depending on the model, between 13,7 m and 19,8 m long.

It introduces RAP to the dried aggregate mix after the heating process. Based on conditions and type of plant, up to 50% of the HMA can contain recycled pavement.

Portable units feature a heavy-duty I-beam frame on a gooseneck trailer with a fifth-wheel kingpin hitch, single axle and air brakes. The trailer includes hinged support legs and a hydraulically controlled incline conveyor.

An optional lump breaker is available for ADM's recycling systems to break down large pieces of RAP into a useable size. It features an adjustable steel breaker plate and replaceable tungsten-tipped teeth, and is powered by a 30-hp, high-efficiency motor with an open-mesh covered V-belt drive.

Single- and double-deck scalping screens are also available to ensure oversized material does not enter the aggregate mix. Other



options include air cannons, grizzlies, bin extensions, adjustable legs with sand shoes, and a skid with bolt-on support legs.

Source: Asphalt Drum Mixers, Inc.

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Italy in the Spotlight With MB at the 2010 World Cup

Italy will be one of the top teams at the next football World Cup to be held in South Africa in 2010.

It is therefore fitting that the company supplying the machinery to build the new Johannesburg stadium should be Vicenza, Italy-based firm MB s.p.a. The company's bucket crushers are currently being used on the construction site for the Soccer City Stadium where the World Cup final will be held in July 2010.

"We were very excited when, together with our South African distributor High Power Equipment Africa, we won the order to supply the bucket crushers for construction of the stadium where the opening and closure ceremonies for the 2010 World Cup will be held," commented managing director of MB s.p.a. Guido Azzolin. "It was a real surprise and made us proud of our products and proud to be able to bring a piece of Italy to this major world event."

A meeting with the South African dealers took place several years ago when the Vicenza company decided to venture beyond national boundaries and launch into an even bigger adventure: to conquer the overseas markets and to bring their bucket crusher to the attention of all possible buyers. This is precisely the reason why, as soon as the local dealer got in touch with MB's sales manager, he did not hesitate to hop on the first flight to South Africa. It took no time at all to win over the customer with the quality and the added value of a product made in Italy and to establish a collaboration which is still to date rock solid and flourishing.

Many visits followed the initial one, and this has led to MB exporting a large number of machines to South Africa. And what is more, last year, together with the dealer, MB took part in one of the largest trade shows in the industry in South Africa with great success: not only was there a large number of visitors but above all the number of sales exceeded the wildest expectations!

It all began when, after numerous visits to construction sites in Johannesburg, the company discovered that work on the large construction complex for the World Cup was generating considerable quantities of inert material. This led to the idea of proposing the bucket crusher, an idea that was received by the works' management with a degree of interest that went well beyond the company's



expectations.

"We are proud to demonstrate that Italy has much to offer the world, particularly for these large-scale events," added Mr. Azzolin.

As a result of major investments in research, the world-leading Italian company is able to manufacture technologically advanced bucket crushers with unmatched performance. This is why MB products were chosen by Liviero Civils for the construction of the largest stadium in South Africa with a capacity to hold almost 100 000 spectators. The project demonstrates the outstanding operational flexibility of MB bucket crushers, which have rapidly established a strong position in this market. It also highlights the process of internationalization carried through by the company, which for many years has been the unchallenged leader in

the production of bucket crushers at an international level.

"In a period of global economic crisis like the present, our machines in Johannesburg demonstrate that companies that invest in research and technology and propose cutting-edge products will always be successful and can establish a strong presence even in such elite segments as that of large-scale construction," concluded Guido Azzolin.

MB s.p.a. specializes in the production of bucket crushers, cutting-edge machines designed to meet customers' needs in terms of operational quality and effectiveness.

MB has developed a competitive and economically advantageous solution, the benefits of which are demonstrated by its use in the Soccer City Stadium in Johannesburg.

Source: MB s.p.a.

Scrap Tires - Recycled, a Valuable Raw Material

The recycling of scrap tires allows for the regeneration of valuable materials such as rubber, steel and textile. The Pallmann Group of Companies offers efficient and robust machines and systems for this application. Shredders, knife mills, pulverizing systems and conveying technology cover the complete spectrum of the necessary size reduction technology.

The three-step Pallmann-process consists of shredding of the scrap tires, loosening and separating of the rubber-steel-textile composite as well as pulverizing of the rubber granules. For this application, Pallmann offers complete recycling systems from one source.

Typical areas of application for rubber granules from scrap tires are the construction of running tracks and tennis courts in sports arenas, flexible flooring for improved protection from falling on playgrounds, in road construction as an additive to asphalt, for decreasing ruts and road noise, for the production of moulded parts for industries and households, the production of mats for heat-, noise- and vibration damping in vehicles and at workstations etc.

Source: Pallmann Maschinenfabrik GmbH & Co. KG



Iona Has It Sorted!

Following on from the export success of Fintec Crushing and Screening Ltd., Hubert Watson, has embarked on his latest new venture – Iona Waste Systems Ltd.

Iona Waste Systems Ltd. specializes in the design and manufacture of a diversified range of products, aimed at the waste recycling sector. With environmental and economic issues at the top of the agenda in the industrial sector; these products have come on to the market at the right time, helping businesses reduce landfill costs and turn waste into high grade, saleable products.

Iona Lights Separation Unit (LSU) is one of the key products in the range, which when married with other IONA products enables customers to recycle potentially up to 95% of their construction and demolition (C&D) and/or construction and industrial (C&I) waste material. The resulting materials can then be used as high-grade recycled products such as aggregates, steel and refuse derived fuel (RDF).

The Iona range of trommels are unique in that they have been specifically designed for the recycling market, robustly built to facilitate even the heaviest C&D application of aggressive raw materials for separation and further processing. Iona also supplies the range of associated auxiliary systems necessary to maximize both throughput and end product for the customer.

All plants can be tailored to suit customer requirements in terms of size and dimensions of available space, types of waste material, complementary with existing equipment and all importantly budget.

Iona is keen to exploit the huge export market potential where legislation dictates the

importance of recycling C&D and C&I waste to reduce landfill taxes.

The team at Iona has a wealth of experience having recruited Paddy McEnhill, the new Operations director, with over 20 years experience with Extec. They also have Declan McNally on board who, as Technical Sales director, brings with him 10 years experience in the waste handling sector.

The new company will be based in



Killyman, Co. Tyrone where they will be in good company with neighbours such as Sandvik, Metso and Terex.

Source: Iona Waste Systems Ltd.

New Versatile Kenworth T440 Model

Kenworth Truck Company recently announced the introduction of the Kenworth T440 model in tractor and truck configurations for regional haul, city pickup and delivery, municipal and vocational applications.

Built on the same platform as the T470 introduced in June, the Kenworth T440 has a gross vehicle weight (GVW) ranging from a heavy Class 7 vehicle at 15 000 kg up to a light Class 8 truck at 30 800 kg. The 2010 PACCAR PX-8 engine, rated from 260 hp to 350 hp and 660 lb-ft to 1000 lb-ft of torque, is standard equipment. The optional 2010 Cummins ISL engine is rated from 345 hp to 380 hp and 1150 lb-ft to 1300 lb-ft of torque. Other key T440 features include 10-, 11-, and 13-speed manual and 5- and 6-speed automatic transmissions; and 5450 to 10 000 kg rated front axles, 9500 to 11 800 kg rated single rear axles, and 18 150 to 20 865 kg rated tandem rear axles.

The Kenworth T440 offers the same,



high-quality multiplexed dash installed in Kenworth's Class 8 product line with a large panel for convenient installation of body controls and gauges. The optional Kenworth Extended Day Cab enhances driver comfort with an additional 15 cm of length and 13 cm of height compared to Kenworth's traditional day cab. The T440 can be ordered with the air ride cab and a 96 cm Kenworth AeroCab® sleeper. Also available are factory installation of a power take-off (PTO) and one lift axle.

Source: Kenworth Truck Company



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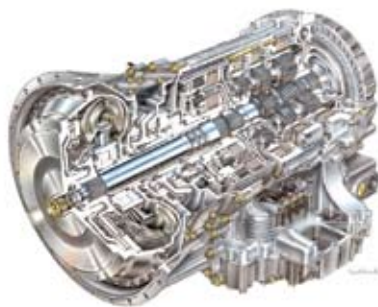
2nd Reverse Provides Greater Control and More Maneuverability for Heavy-Duty Applications

For the 2010 model year, Allison Transmission continues its ongoing product optimization initiative with the introduction of 2nd Reverse, exclusively available on all Allison 4700 and 4800 models.

This new feature offers a second "deep reverse" in addition to the standard reverse and will provide greater control and engine braking during operation on steep grades. 2nd Reverse will also enable more maneuverability when operating in confined spaces.

When a vehicle is in 2nd Reverse, it will have a slow creep capability with high engine speeds. With a mechanical ratio of 17.12, it will have an effective torque converter multiplied ratio up to 32.5:1.

The new 2nd Reverse feature provides overall better



performance and enhanced applicability for a variety of applications. It will be available mid-year 2010 on Rugged Duty Series, Emergency Vehicle Series and Specialty Series models.

For years, these transmissions have been used with great success by a number of logging companies in Northern

Quebec. Their "megaload" trucks typi-



cally haul up to 150 t on hilly terrain in harsh weather.

Source: Allison Transmission, Inc.

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Liebherr Crane Conveying System: The Economical Solution for Special Hoisting Tasks

Liebherr has developed a solution for the Machine Technology Service Center operated by Bilfinger Berger AG to handle the special hoisting tasks which are encountered in tunnel projects – the KFA Crane Conveying System. Crane conveying systems are cranes which are required to carry out the horizontal transport of loads in one direction only, in a similar way to stationary gantry cranes.

Once the tests had been successfully concluded, the newly developed crane conveying system began proving just how good it was, and it has already demonstrated this in Malmö, Sweden and in Vancouver, Canada. These particular projects involved lifting the material excavated from tunnel boring in order for it to be carried away.

The Liebherr Crane Conveying System is made up in modular format from the standard crane components of tower, jib, hoisting winch and switchgear cabinet. This means that many standard components can be used from existing Liebherr equipment parks, and that makes a major contribution to cutting down the costs.

The towers and the frequency-controlled hoist gear and trolley travel gear are pure standard components, and only the jibs need to be slightly modified. The programmable logic control and the safety devices are adapted for use with crane conveying systems too, and the modular format of the Liebherr components means that the system concept can be adapted to a wide range of different task situations.

There is a central control unit per load hook for the hoist gear and trolley travel gear. The control unit, with safety as a priority, and similar to the control system of a tower crane, is located in a climate-controlled switching station. The EMS, the electronic monitor system, displays all the relevant data of the load hook, which include the hook position, the hook load, and the speed. Thanks to the SPS, the programmable logic control, some defined operational sequences can be partly or even fully automated, which means economizing on operating personnel. The automatic operation parameters are input via the EMS.

Additionally, the Liebherr Crane Conveying System also provides the possibility of linking together both trolleys mechanically and both programmable logic controls in terms of control technology, which means that the working

load can be doubled. This type of hoisting is called for in particular, for example, when lowering prefabricated components into the general area of a tunnel. Parts can be lowered down to a depth of 370 m, and excavated material can be conveyed out.

Source: Liebherr



Hirschmann introduces the iVISOR mentor EI65

Hirschmann Automation and Control (PAT), Chambersburg, Pennsylvania has introduced the iVISOR mentor EI65 indicator system for mobile cranes.

The iVISOR mentor EI65 provides a continuous display of actual and allowable load, boom angle, boom length, radius, parts of line, and alerts the operator to an impending two block condition. All setup and calibration is done through the user-friendly console. The operator can preset limits for all geometric and load variables with an audible and visual warning when these limits are reached. This function provides the operator additional information, while operating in areas of limited headroom or proximity to buildings, electric transmission lines, etc. The large backlit display incorporates BestView – Adaptive display control for optimal readability. The iVISOR mentor EI65 incorporates CANbus technology for all sensors. The load is measured

with either an SKM running line tensiometer or a dead end force transducer. The system was also designed as an upgrade for existing EI65 systems that are currently in the field to the latest technology.

The iVISOR mentor EI65 meets industry standards for indicating devices as a new system and as an upgrade to an existing EI65 system.

Source: Hirschmann Automation and Control Inc.



Freightliner's New Coronado Severe Duty

Freightliner Trucks introduced the new Coronado® Severe Duty (SD) at the International Construction and Utility Equipment Exposition (ICUEE). Developed specifically for vocational applications, the Coronado SD features rugged, traditional styling with performance-enhancing new features that will



positively impact the bottom line by maximizing the vehicle uptime.

Available in both set-back and set-forward axle configurations, the Coronado SD improves upon the durability and dependability of Freightliner's already tough FLD SD with

the driver comfort and style synonymous with the Coronado, while adding new elements specifically engineered for the vocational market.

The Coronado SD's fiberglass hood has been designed for maximum durability. The fenders come standard with impact absorbing material that helps eliminate damage and cracks common with vocational applications. The one-piece stainless steel grille surround is accented with chrome steel horizontal bars. Further enhancing the truck's performance, the Coronado SD's new headlights feature single, high-tech reflectors for excellent lighting capability both forward and to the side.

The Coronado SD's cab is also equipped with updated doors. The outer door frame and belt rail are made from aluminum and combined with a steel inner reinforcement, resulting in a lightweight, sturdy design that provides excellent door sealing and less mirror vibration.

With its lightweight, high-strength construction, customers can increase revenue



by hauling more aggregate or pulling larger payloads. An up to 50° wheel cut helps the Coronado SD easily maneuver in tight situations.

Available with the Detroit Diesel® DD13™, DD15™, and DD16™ engines, as well as the Cummins® ISX, the Coronado SD is designed to meet the upcoming EPA 2010 standards.

Source: Daimler Trucks North America LLC

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Peterbilt Model 348 for Vocational Applications

Peterbilt Motors Company recently unveiled the new Model 348 designed to exceed the rigid demands of Class 7 and Class 8 specialty application market that requires rugged durability and a wide range of option content. The Model 348 represents a multi-dimensional performer with a GVW beginning at 15 875 kg and optional capacity ratings to suit almost any specialty vocation.

The all-new interior enhances the vehicle's durability, reliability and value through its "in-mold" color process that imbeds the color permanently into the material to virtually eliminate peeling, scratches, scuffs and fading that can occur in harsh operating environments. Additionally, the ergonomically designed driver display package features backlit gauges that are easy to read and simple to understand and includes key vehicle performance data located at the top of the dash for optimal viewing. For increased driver comfort and convenience, a new HVAC system not only improves air flow, but also reduces maintenance costs.

The Model 348 is available in truck or tractor configurations and offers critical vocational options such as FEPTO, REPTO and application specific transmissions including a hybrid configuration designed for utility service. The Model 348 is available with two powerful and fuel efficient PACCAR engines. In the hybrid configuration, the PACCAR PX-6 engine (280 hp) offers the highest horsepower to weight ratio in the industry while the PACCAR PX-8 engine (240 – 380 hp) provides 1050 lb-ft or torque for heavier loads.

The Model 348 is constructed of an all-aluminum cab that is lightweight for fuel efficiency and corrosion resistant for durability. Exterior enhancements have resulted in significant visibility improvements. The new lowered and slanted side window beltline which increases the view outside the passenger side window, as well as a lowered dash sightline, has contributed to an overall 17% improvement in side window visibility



providing a better view around the jobsite.

For serviceability, removable dash panels provide easy access to electrical and HVAC components. A new electrical system offers proven multiplex technology that simplifies wiring behind the dash and facilitates troubleshooting. The Model 348 is available exclusively with air brakes for heavy-duty configurations and a wide range of suspension and vocational options in both single and tandem axle configurations.

Source: Peterbilt Motors Company

MTU Onsite Energy Unveils New Series 1600 Diesel Generator Sets

MTU Onsite Energy introduces its newest MTU diesel-powered generator set covering a range of 250 kW to 600 kW. The new genset is based on the MTU Series 1600 engine, through which MTU's proprietary power range is extended from as low as 250 kW up to 3250 kW.

The Series 1600 engine is a completely new engine for MTU and is the smallest engine that the company produces. When combined with the completely new design of the generator set package, the result is a compact powerhouse that is ideal for emergency standby and peak-shaving applications.

In addition, the outlet box on the Series 1600 genset has been designed to incorporate not only the outlet box, but also the breaker and control panels in one streamlined package. Its design allows for the flexibility to switch the control panels and breakers to the right or left depending on the need, and allows the mainline circuit breaker to be installed in a compartment on the right or left side per customer specification. The outlet

box can accommodate multiple mainline circuit breakers, utilizing both compartments. This is a standard design feature

that previously would have required custom engineering.

The Series 1600 generator sets also have an improved electrical stub-up compared to similar gensets powered by other engine types. The new design allows ample room for connecting cables in the stub-up area, thus making installation easier. Another design advantage is in the mounting of the outlet box. Whereas previous generator set designs mounted the outlet box to the barrel of the alternator, the Series 1600 outlet box is mounted directly to the base of the genset.



This significantly reduces the amount of vibration to which the outlet box is subjected, which has a positive effect on the life of the electrical system.

Generator sets based on the 12V configuration of the Series 1600 are currently available in 550 kW - 600 kW power nodes. MTU Onsite Energy has already received several orders for the Series 1600 generator sets, the first of which are scheduled for delivery in December.

Source: MTU Onsite Energy Corporation

Thornburg Campus Achieves LEED Gold

The Thornburg Campus has been awarded LEED Gold certification by the U.S. Green Building Council (USGBC), with performance numbers that make it the most sustainable



building in New Mexico. USGBC has verified that the Campus will use 47% less energy and 43% less water than a typical office building and that 90% of construction waste was recycled.

The Campus features significant environmental elements throughout the interior and exterior of the building. Noteworthy interior features include a highly efficient underfloor

air delivery system, sensor-controlled T5 lighting, operable windows, low-emitting materials, and extensive controlled daylighting. Passive water harvesting, an underground



cistern, and an outdoor porous paving system allow the Campus to reduce outdoor water use and direct water back into the community aquifer.

The Campus, designed by world-renowned architect Ricardo Legorreta, focuses on honoring the beauty of Santa Fe's natural environment while incorporating the latest in building technology and design. Local archi-



tecture and construction firms Dekker/Perich/Sabatini and Klinger Constructors brought Garrett Thornburg's vision to life.

The Thornburg Campus, designed with employees in mind, provides every employee a healthy and pleasant working experience.

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or Canadian prospective buyers not only is the vehicle concept new, so too is the name. In marketing terms that is a bit like coming off the line from a dead stop. In contrast, most of this new audience can conceive "a van" and the Ford Focus range has proven highly popular in both countries. To those Technobuffs still reading; this is further reinforced



There are a few "Firsts" in your life that remain fixed in your memory in a magical way. Perhaps your *First Love*, your *First Job*, and more often than not... your *First Car*! Few of us ever get to revisit those halcyon days; fewer still manage to polish up the guild of these memories. As I write this, I must admit that I am now one of those few, in part thanks to the "New" Ford Motor Company.

Fresh out of college and with a map for my

So what is so special or newsworthy about that I hear you ask?

Guess What? Good things come to those that wait, someone at Ford in Michigan had an epiphany and now the modern incarnation of that workhorse of industry is available in North America. The "New-To-You", Ford Transit Connect, which I am referring to as the Focus van. Personally, I'd have to say that is probably the biggest mistake the marketing

as it shares the basic 136 hp - 2,0 l Focus drive train. Something Ford needs to address promptly as it lacks the pep and power of my old van's 1,3!

The diesel would be my preference, but the fact that this vehicle is available at all is probably as much innovation as the U.S. automotive industry can handle at the moment. There is also an all-electric version that may be available sometime in 2010 that



future, I left the farm and family life of rural Ontario and struck out for civilization and the "Centre of the Universe". My aunt claims that, like a cat, I always land on my feet, and for a few quids a week, I got my first job at an engineering firm in south London. Not just a job, but also the wonder every day of new tasks and new destinations throughout London, The Home Counties and beyond! All

weenies messed up – the American name. The lesser mistake being a general lack of promotion, I happened upon my first one by chance at a snow equipment show in Quebec and I still have not seen them advertised.

For the benefit of the ill-informed, a "Transit" is the Ford trade name for the commercial van range in the outside world, comparable to the "Econoline" name over here. So for U.S.

Ford is developing in cooperation with Azure Dynamics.

I have read several commentaries comparing the Connect to the Sprinter, and someday perhaps I will know why. Apart from a cursory visual similarity there is not anything else to compare. Neither is it a "minivan" as some have tried to label it, these folks should get out more. The best label I can think of would

be Compact Commercial Vehicle, CCV for short. There are competitive American vehicles that could fall into this category such as Ford's own Ranger pick-up. When I first encountered my Escort van I had been conditioned to using full size pick-ups, the Ranger being relatively new at that time. Also at that time the "truck cap" was gaining popularity, the theory being you could get more utility from your pick-up.

Pick-ups large and small have spiralled in cost, primarily due to options and extras that, pragmatically, undermine the utilitarian concept of this type of vehicle. There are no more luxurious, comfortable or expensive vehicles than those from Europe. Unlike the Americans however, they save luxury for cars



and utility for trucks and vans. What painter needs Italian leather trimmed seats and magnesium control knobs when it will either be stolen, broken into, burnt in a riot, or suffer a latex pastel splash?

Transit Connect is right in there on price. By comparison, a Ranger base model may be slightly cheaper, but finding one might be an issue. You also would not get a 3831 l, lockable, secure storage space for materials and



tools. At present the only other option might be a stripped down "minivan" with marginally more cubic capacity, but the Connect has an airier passenger cabin and better utility.

Capped vs. Connect suffers another setback, as the added weight of the truck cap must be deducted from the payload capacity rating. Also, have you ever been on a job and had to reach over the side, into the back, or



Technicals

Ford Transit Connect 2010

| | |
|-----------------|---|
| Type: | cargo van |
| Engine: | L4 – 2,0 l – 16 valves |
| Power - Torque: | 136 hp @ 6300 rpm - 128 ft-lbs @ 4750 rpm |
| Transmission : | 6 speed automatic, front-wheel drive |
| Steering: | rack and pinion, power steering |
| Suspension : | front independent / rear independent |
| Brakes: | front disc / rear drum - ABS |



Ford Transit Connect

Ford Ranger

Dodge Caravan C/V

| | | | |
|------------------------|-----------|-----------|-----------|
| Wheelbase: | 291 cm | 319 cm | 303 cm |
| Length: | 459 cm | 512 cm | 514 cm |
| Width: | 180 cm | 176 cm | 200 cm |
| Height: | 201 cm | 165 cm | 175 cm |
| Weight: | 1524 kg | 1484 kg | 1860 kg |
| Horsepower: | 136 hp | 207 hp | 175 hp |
| Tires: | 205/65R15 | 225/65R16 | 225/70R15 |
| Turning circle: | 11,9 m | 13,0 m | 11,6 m |
| Interior cargo volume: | 3831 l | 513 l | 4072 l |
| Payload: | 725 kg | 726 kg | 816 kg |

crawl up inside the cap? The Transit Connect has 6 doors; everything is accessible without banging your head or twisting your back. Pallets and other standard forklift loads can be easily picked or placed between the wheel wells through the fold-back rear doors making it an excellent addition to postal, courier and delivery fleets.

If you like the small footprint and large cargo volume, the Transit Connect may work for you.

Ford deserves applause and ovation for challenging customers and competitors with an affordable, reliable, utilitarian innovation



like the Transit Connect.

Perhaps for an encore we may see the other "bigger" Transit van in our future?

AEM Gains New Members

The Association of Equipment Manufacturers (AEM) recently elected 25 companies to membership in the international trade group, which provides business-development resources for companies which manufacture and market agriculture and construction-related equipment, products and services.

The new AEM member companies are:

- Alpine Sales & Rental Corp., manufacturer of roadheaders and shaft sinkers.
- Birmingham Foundation Solutions, manufacturer of drills, diesel hammers, custom foundation equipment and project planning.
- Champion Equipment, manufacturer of augers and drilling buckets.
- ESAB Welding & Cutting Products, manufacturer of welding and cutting equipment.
- Farm Journal Media, provider of marketing and media services.
- FLSmidth Excel LLC, manufacturer of cone crushers.
- Global Track Warehouse USA Inc., manufacturer of rubber tracks for excavators and skid steer loaders.
- Kem-Tron Technologies Inc., manufacturer of centrifugal pumps and screens.
- Kismet Industries, manufacturer of attachments for excavators and loaders.
- K-Line Industries Inc., manufacturer of production parts and components, and provider of engineering and design services.
- Movers & Shakers Executive Search, provider of executive search services.
- N4 Systems Inc., provider of electronic equipment inspection and safety compliance system services.
- Osmundson Manufacturing Co., manufacturer of disc blades, seeder blades, plow spikes and other tillage tools.
- PMP Industries, manufacturer of gearboxes, track and wheel drives, axles and hydraulic parts.
- Precision Hydraulic Cylinders Inc., manufacturer of hydraulic cylinders and oil and gas accumulators.
- Pro-Tec Equipment, manufacturer of trench shoring and shielding products.
- Rexnord Industries, manufacturer of power transmission components (geared products, bearings, couplings, industrial chain).
- Royal Bank of Canada Capital Markets, provider of financial, portfolio management, loans, advisory, and brokerage services.
- Soilmecc North America Inc., manufacturer of hydraulic drilling equipment and ground engineering equipment.
- Soucy International Inc., manufacturer of rubber track systems.
- Transducers Direct, manufacturer of electronic sensors and digital displays.
- Van der Graaf Inc., manufacturer of drum motors.
- Warner Electric LLC, manufacturer of clutches, brakes and electric actuators.
- Weatherhead Custom Publishing Co., provider of custom publishing services for manufacturers and associations.
- WORD International Inc., manufacturer of rock drilling equipment.

AEM provides a wide variety of services that help members compete effectively in the global marketplace. The association owns or manages some of the leading industry trade shows in North America and abroad.

Source: The Association of Equipment Manufacturers

Appointments

Terex Corporation recently announced that **George Ellis** has been named president, Terex Construction, effective immediately. He will report to Tom Riordan, Terex president and CEO.

Mr. Ellis, was most recently senior vice president, Terex Business System, with additional responsibilities leading the Company's Roadbuilding, Manufacturing Services and Health Safety & Environment organizations.

Mr. Ellis joined Genie Industries as a site director in 2000. After the Terex acquisition of Genie Industries in 2002, he became general manager of the Southaven operation of Terex Construction and later vice president and general manager of the Terex Utility group. Prior to joining Terex, Mr. Ellis held leadership positions at General Electric, the Pratt & Whitney division of United Technologies, and PPG Industries. He was also a consultant in the implementation of Toyota/lean systems.

Source: Terex Corporation

Uponor Ltd. recently announced that **Jerry Leyte**, MASC., P. Eng. has joined the company in the role of Commercial Sales Engineer. Reporting to Bill Gray, general manager, Uponor Ltd., Mr. Leyte will play an integral role in promoting Uponor's radiant heating and cooling products and services and conducting training and sales sessions with engineers, architects and contractor installers.



Mr. Leyte has held positions in sales, engineering and management consultation for organizations such as Jamesway Incubator Company, TdS Dixon, Satlantic Incorporated and Agriculture & Agri-Food Canada.

Mr. Leyte, a professional engineer, holds a Bachelor of Engineering degree and a Masters of Applied Science degree from the Technical University of Nova Scotia. He has co-published an assortment of technical articles in such publications as: HortTechnology and Canadian Agricultural Engineer.

Source: Uponor Corporation

Parsons announces the appointment of **Hamed I. Zaghw** as manager for the Road & Highway Division, effective November 1, 2009. In this capacity, he will be responsible for all aspects of the division's operations.

Hamed I. Zaghw has more than 25 years of project management experience in transportation, structural, and highway projects. He joined Parsons in 1990 on the Abu Dhabi Transportation & Roads Improvement Program.

Source: Parsons, 626-440-4590



ICUEE 2009 Second Largest in Show History

Despite a down economy, especially in construction-related markets, this year's edition of the International Construction and Utility Equipment Exposition (ICUEE)



attracted more than 16 500 registered attendees – making it the second largest in show history.

Also known as The Demo Expo for its trademark of extensive equipment demonstrations in job-like conditions, ICUEE 2009 took place October 6 - 8, 2009, at the

Kentucky Exposition Center in Louisville, Kentucky. More than 780 exhibitors used about 93 000 m² of outdoor and indoor exhibit space.



The show focuses on the utility/construction industry, including electric, phone and cable, sewer and water, gas, general construction, landscaping and public works.

The inaugural H₂O-XPO of the National Rural Water Association (NRWA) chose to co-locate with ICUEE 2009, as did the iP Safety

Conference and Expo (safety and training) and the IUW Technology Conference (design and engineering). NRWA held its annual convention in conjunction with ICUEE 2009.



The next edition of the biennial ICUEE will be October 4 - 6, 2011 in Louisville, Kentucky.

Source: The Association of Equipment Manufacturers

PALFINGER Launches New Brand Strategy at ICUEE

The ICUEE show was chosen for the launch of PALFINGER's new brand strategy. PALFINGER North America Group. MBB PALFINGER, Omaha Standard PALFINGER, PALFINGER American Roll-off and EagleLift PALFINGER will debut under the PALFINGER banner. Together these companies combine to create a stronger product offering, stronger dealer network and even greater market position.

The ICUEE was also an opportunity for customers to become familiar with many of the products offered by the Group. Several models of knuckle boom cranes were on display.

The new PK 11001 Corner Mount crane made its worldwide debut. The 99,1 kNm rating makes it the largest of its class.

The container handling products on display included a PALFINGER T60 hooklift with dump body and a PALFINGER American Roll-off XT hoist.

Visitors could also see a contractor truck complete with a PALFINGER Omaha Standard platform, a PK 6001 knuckle boom crane and an PALFINGER Omaha Standard scissor hoist, as well as a PALFINGER Omaha Standard service vehicle.

Also making its appearance at the show was a Chevrolet 2500 with a PALFINGER Omaha Standard Service Body and an EDL54 EagleLift liftgate.

Source: Palfinger North America Group



Kenworth Hybrids at ICUEE

Kenworth Truck Company made its first appearance at the International Construction & Utility Equipment Exposition (ICUEE).

A Kenworth T370 diesel-electric hybrid truck, equipped with a Terex utility body, was available for test drives as part of the ICUEE Ride & Drive and Equipment Demo. A Kenworth T370 with Altec utility body, and a Kenworth T270 truck with Summit service body were also displayed in Kenworth's booth during the exposition.



The new Kenworth T470, equipped with a Braden winch, was on public display for the first time in the PACCAR Winch Division booth, next to the Kenworth booth.

Source: Kenworth Truck Company



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Agenda

INFRA 2009

November 16 - 18, 2009
 Mont-Tremblant, QC Canada

The Big 5 PMV

November 23 - 26, 2009
 Dubai, United Arab Emirates

EXCON 2009

November 25 - 29, 2009
 Bangalore, India

Atlantic Logistic Forum

November 26 - 27, 2009
 Pau, France

Pollutec Horizons

December 1 - 4, 2009
 Paris, France

CONGRESS 2010

January 12 - 14, 2010
 Toronto, ON Canada

World of Concrete 2010

February 2 - 4, 2010
 Las Vegas, NV USA

World of Asphalt

February 15 - 18, 2010
 Cincinnati, OH USA

The Rental Show

February 7 - 10, 2010
 Orlando, FL USA

Work Truck Show 2010

March 9 - 12, 2010
 St. Louis, MO USA

Atlantic Heavy Equipment Show

April 8 - 9, 2010
 Moncton, NB Canada

Bauma 2010

April 19 - 25, 2010
 Munich, Germany

IFAT CHINA

May 4 - 6, 2010
 Shanghai, China

1st APOM Technical Day

May 7, 2010
 Sorel-Tracy, QC Canada

Hillhead

June 22 - 24, 2010
 Buxton, UK

2nd APOM Technical Day

September 10, 2010
 Drummondville, QC Canada

IFAT 2010

September 13 - 17, 2010
 Munich, Germany

IAA Nutzfahrzeuge - Commercial Vehicles

September 23 - 30, 2010
 Hannover, Germany

INTERROUTE&VILLE

October 26 - 28, 2010
 Metz, France

bauma China 2010

November 23 - 26, 2010
 Shanghai, China

bC India International Trade Fair

February 8 - 11, 2011
 Mumbai, India

CONEXPO-CON/AGG & IFPE

March 22 - 26, 2011
 Las Vegas, NV USA

ICUEE - The International Construction & Utility Exposition

October 4 - 6, 2011
 Louisville, KY USA

Pollutec
 REPERE 2009

**World
Asphalt
2010**
**THE RENTAL
SHOW**

ATLANTIC HEAVY EQUIPMENT SHOW
 HEAVY EQUIPMENT SHOW

**Bauma
2010**

Hillhead 2010

IFAT

**Bauma
China 2010**

**CONEXPO-CON/AGG
2011**

ICUEE

NCHCA's Heavy Construction Trade Show in Ottawa

On October 14, 2009, the National Capital Heavy Construction Association, in conjunction with Clean Water Works Inc., held the inaugural NCHCA Heavy Construction Trade Show in Ottawa, Ontario.

Over 50 exhibitors and sponsors representing some of Canada's and Ottawa's leading heavy construction firms, manufacturers, and service providers were on hand to promote new and exciting innovations in the industry.

Since 1978, the National Capital Heavy Construction Association is the voice of the road builders, aggregate producers and the sewer and water main construction industries in the region of Ottawa.

Source: National Capital Heavy Construction Association



Incheon International Airport Orders Oshkosh Strikers

Oshkosh Airport Products Group, a division of Oshkosh Corporation, recently announced an order for two Oshkosh® Striker® 3000 aircraft rescue and firefighting (ARFF) vehicles from Incheon International Airport in South Korea. The two Striker vehicles will be delivered in 2010 to this growing hub in East Asia.



The Oshkosh Striker 3000 offers a 6x6 all-wheel drive axle configuration and proprietary technologies such as TAK-4® independent suspension, triple agent firefighting capabilities and Command Zone™ advanced electronics for enhanced maneuverability, firefighting power and reliability. Other features include a 11 350 l water capacity, 1590 l foam capacity, roof turret and six under truck nozzles.

The Oshkosh Striker is among the most popular ARFF vehicles in the world. Its platform capabilities have garnered the vehicle overwhelming respect among a growing list of customers, including Chicago O'Hare International, Dubai International, Montreal Pierre Elliot Trudeau International, Jose Maria Cordova International, Hartsfield-Jackson Atlanta International and Beijing Capital International.

Source: Oshkosh Airport Products

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- U.S. Patent #US6 752221 B1
- Canadian Patent #2 415 330

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