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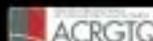
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## A Brief Word...

*Well, if you needed a reminder that Summer is over, just ask Saskatchewan!*

*That is the reality of this season, you never know what may happen. From wild weather, availability of materials and the ever random machinery glitches, late Autumn does not assist in the sprint to complete the year's tasks.*

*It could be worse. As we said in the last issue, our indomitable editorial team has faced floods, poisonous snakes, airline food and labor unrest to get you the stories and information you have come to expect from 15 years of InfraStructures, Canada's National equipment publication.*

*Coming up in this issue, news and events from Australia to France, including new products and an insight into what goes on in the outside world while you have your nose to the grind stone closer to home. Also, glimmering under the horizon is the 2011 show season and with it, a growing stream of products and technologies that are coming to a job site near you.*

*Read, Enjoy and Remember,*



On the cover: a Bobcat E32 compact excavator equipped with a bucket clamp is used on a demolition site.

This handy hydraulic attachment works with a trenching bucket or a three-tine grapple to easily move odd-shaped objects such as tree stumps and broken concrete.

## NEW MOODY'S EQUIPMENT LOCATION IN SASKATCHEWAN

New Holland Construction announced the opening of a new Moody's Equipment dealership location in Kindersley, Saskatchewan. With five construction equipment branches in Alberta and Saskatchewan, Moody's Equipment provides complete equipment, parts, service and sales support to customers in the western region of Canada.

"Moody's growth is great news for New Holland customers," said Ray Villarreal, director of dealer development, CNH Construction Equipment. "The new Kindersley branch will support new and existing customers with a full line of utility and construction equipment. Their mission is to provide the best value in construction equipment. This means finding solutions that best fit the needs of the customer, consistent with their resources."

New Holland Construction has a network of more than 300 dealer locations, manufacturing plants and research and development centers across North America.

Source: New Holland Construction

## UNVEILING OF FIRST CAT® VOCATIONAL TRUCK AT CONEXPO-CON/AGG 2011

Caterpillar Inc. will unveil the first model in its full line of Cat® Vocational Trucks, the Cat CT660, at CONEXPO-CON/AGG 2011. The Class 8 trucks will be sold and serviced exclusively through the Cat North American Dealer network, with production beginning after CONEXPO-CON/AGG for customer delivery later in the year.

Caterpillar will offer the heavy-duty Cat Vocational Day Cab Trucks with a full range of popular engine ratings and torque capability options. The specs are designed explicitly for customers' demanding applications and include a Cat CT11 engine with ratings from 330 to 390 hp, a Cat CT13 with ratings from 410 to 475 hp and, coming in 2012, a Cat CT15 with ratings from 435 to 550 hp.

Because of its proven record for quality and reliability that maximizes uptime, the Cat CX31 torque converter style automatic transmission, with three standard locations for Rear Power Take Off drive positions, will be a noteworthy option for Cat Vocational Trucks. Caterpillar also offers a complete line of other OEM vocational transmission options, including Eaton manual and automated manual transmissions.

"These trucks are everything the Cat brand represents in terms of quality, durability, reliability, and driver ergonomics, so we're looking forward to seeing the reaction to the CT660 at Conexpo," said Cat Vocational Truck product manager Gary Blood, who is responsible for product strategy, design and introduction of the new trucks.

Source: Caterpillar Inc.

## SKYJACK SELLS STRAIGHT MAST ROUGH TERRAIN LIFT TRUCK PARTS AND RIGHTS TO MINNPAR

Skyjack Inc. has sold the rights to manufacture and sell service and replacement parts for all models of the Straight Mast Rough Terrain Lift Truck line to MinnPar, LLC, a subsidiary of PartsZone, LLC. Since 1982, MinnPar has been the trusted source for OEMs seeking a cost-effective solution

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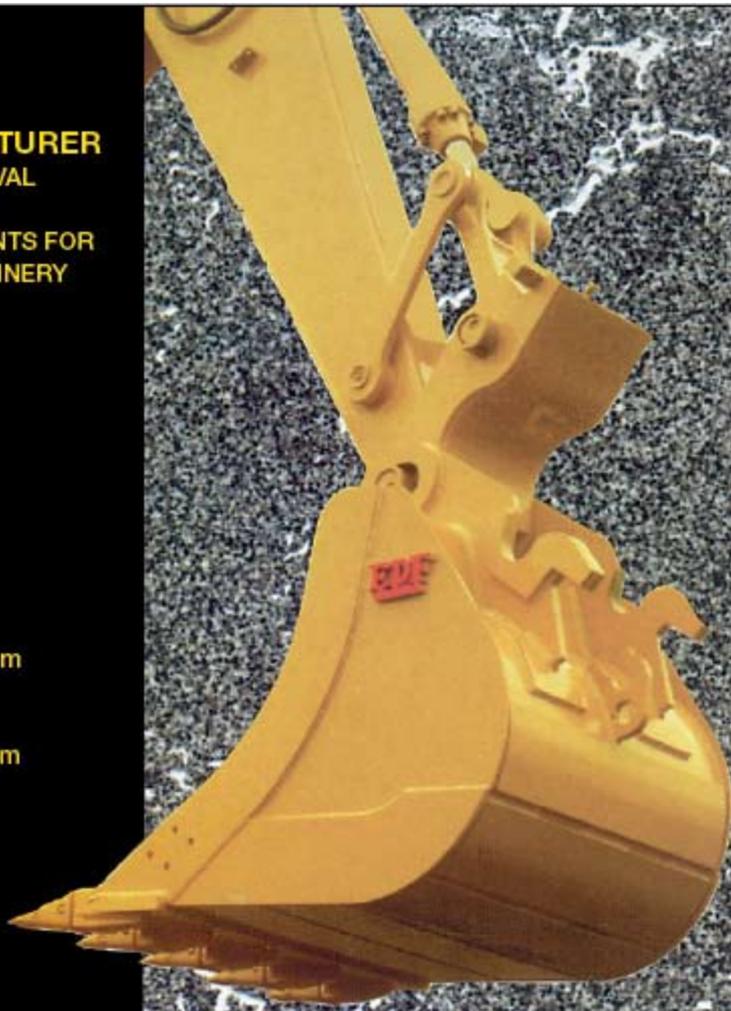
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to the after market service parts management of non-core and discontinued product lines.

In transitioning the service parts business to MinnPar, Skyjack Inc. also transferred all engineering drawings, parts inventories, customer and supplier lists, and transactional records.

"Our value proposition is a true win-win for Straight Mast Rough Terrain Lift Truck customers and for Skyjack," commented PartsZone CEO Shirish Pareek. "Our main business is to cost-effectively manage the end-of-life service parts business for industry leading products, allowing OEMs to focus their attention on improved performance and customer service for current and core product lines. We provide exceptional technical and parts support to our dealers worldwide."

"We chose to partner with MinnPar because of their proven track record for customer service," stated Chuck Berls, director of Customer Support for Skyjack Inc. "Their technical and customer support expertise ensures that current or future generation owners of Straight Mast Rough Terrain Lift Trucks will have continued availability of genuine OEM replacement parts."

To clarify, this affects the previously discontinued straight mast RT lift truck parts only and not the VR range of telehandlers recently acquired by Skyjack. Skyjack will continue to manufacture and support the VR telehandlers range of products directly.

Source: Skyjack Inc.

#### ITALIAN CONSTRUCTION MACHINES AT bC India 2011

Italian construction equipment manufacturers will exhibit their products together at the new bC India trade show, with a joint pavilion organized by Monacofiere in collaboration with Unacea and Confindustria Modena. The premiere event of this international trade fair for construction machinery will be held in Mumbai from February 8-11, 2011. The Italian joint pavilion will host, besides Unacea's information point, the stands of Indeco, Lameter, M3 Metalmeccanica Moderna, Sai, Bellino, Ciancaleoni, Cosben, Nordimpianti System, Brevini Fluid Power, Tma, Hansa-Tmp, Safim, Officine Meccaniche, Modena Parts, Elettrondata, Officine Parmeggiani and Sag Tubi.

bC India is produced by Messe Munchen

– organizer of Bauma trade fair in Munich – and by AEM – the U.S. trade association organizer of CONEXPO-CON/AGG in Las Vegas. There will be around 400 exhibitors from 25 different countries, while the exhibition area will cover around 80 000 m<sup>2</sup>. Around 20 000 visitors are expected.

India's gross domestic product has grown by 8,8% in the first semester of the year. The development of the construction equipment sector has been even more

substantial with a growth rate of +10%; infrastructure investments in 2010 are in fact expected to reach 195 billion \$, of which about 25 billion for road construction. "India is a young country developing fast," declared Michele Vitulano from Indeco, Unacea councillor appointed to internationalization. "Italy's construction equipment exports towards this country have grown by around 136% in the first five months of the year, reaching a total

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amount of more than 61 million \$. If public support to the internationalization of small and medium enterprises (SME) is being reduced because of the state deficit, we must go on anyway, even on a private basis, by using the trade association as a means to join forces."

Such approach is shared by the organizers of the event: "As Italian representatives of Messe Munchen International – said Davide Galli, sole director of Monacofiere – we want to help Italian SMEs to be more visible on world markets, using the logistics and image synergies that a joint participation can offer." Many reasons induce Italian SMEs to focus on India. According to Giulio Riccardi from Lameter, Unacea councillor, "Europe is a mature market that must be taken care of, but we must also find new commercial outlets in countries whose economy is rapidly growing. For example Lameter in India would like to share their well-established technological know-how with local players in order to create a production platform in the region."

"We will take part in the bC India trade fair, added Massimo Boschi from M3, a member company of Unacea, to pursue the process of internationalization we undertook three years ago. The Indian market certainly represents a very interesting commercial outlet that requires in-depth knowledge and I think that this trade show is a good opportunity in this direction. Our aim is to find a local partnership and cooperate both at commercial and productive level."

Source: Unacea

#### CUMMINS SHIPS 37 000 EPA 2010 ENGINES

Cummins announced recently the shipment of nearly 37 000 EPA 2010-certified engines with Selective Catalytic Reduction (SCR) after-treatment since their introduction in January. Engine shipment volumes and early customer experiences have further confirmed the company's confidence in SCR to not only meet today's near-zero Oxides of Nitrogen (NO<sub>x</sub>) standards, but to also deliver significant fuel economy improvements and to serve as a foundation for future clean-diesel developments to meet greenhouse gas and fuel-efficiency regulations.

Customer feedback also confirms the benefits of Cummins integrated engine and after-treatment systems, including

its industry-leading ISX15, with reports validating that the engines are delivering up to 6% better fuel economy as compared with their EPA 2007 counterparts.

"The positive feedback we're receiving from customers across North America in various environments is in line with both Cummins and customers' expectations of our 2010 products. SCR is a key factor in enabling our engines to achieve these fuel economy improvements and performance standards," said Rich Freeland, president – Engine Business.

Source: Cummins Inc.

#### MAXWELL SYSTEMS RELEASES PROCONTRACTORMX VERSION 2.4

Maxwell Systems, Inc. recently released Maxwell Systems™ ProContractorMX™

version 2.4, which offers three new capabilities and additional enhancements. An all-in-one construction management solution, ProContractorMX provides end-to-end control from takeoff and estimating through job cost accounting and project management. The release of 2.4 offers valuable new capabilities (Invitation to Bid, Subcontract Management, and Lien Management) that enable contractors to further streamline critical processes, improve accountability, and increase profitability.

"As technology continues to advance and the needs of contractors evolve, we are focused on staying one step ahead with our software solutions," said Jim Flynn, president & CEO of Maxwell Systems. "ProContractorMX, like all of our business management products, has continually

## Bergkamp A3000 Preserves Asphalt Pavement With Recycled Tires



Bergkamp Inc. offers the new A3000 Premixed Slurry Seal Applicator Tank that allows contractors and government agencies to apply Rubberized Emulsion Aggregate Slurry (REAS) over highways, roads, parking lots and airport runways to extend their life by up to seven or more years. The REAS mixture, a type of premixed slurry seal, is proportioned at a central mix plant, so the material quality control is precise to specification to properly meet environmental and pavement condition demands. This precision means that fewer operator calculations and on-the-job adjustments are required, minimizing operator training time. Once the material is loaded into the A3000, a full-sweep agitator hydraulically maintains the proper material mixing speed regardless of the truck engine speed during transportation to the job site. The REAS material is then applied over the existing pavement like slurry seal. All the operator has to do is adjust the discharge system knife valve and diverter to control the quantity and direction of the material being placed. One or two squeegee men follow to make sure the material lays smooth.

REAS is ideal for asphalt roads that are seven years old or less and have no major structural damage. It consists of emulsion, aggregate and approximately 78 recycled tires per lane mile. Most tires contain a polymer chemical that provides added strength to the material mixture when compared to other preservation methods. The crumb rubber from the tires provides higher skid resistance for improved driver safety and holds the dark color contrast longer for a better looking pavement that makes striping and marking easier to see.

Source: Bergkamp Inc.

 booth S-700

been enhanced since it was launched. We have spent significant time with our customers and received tremendous feedback. We are confident the new capabilities in version 2.4 address their needs and will be welcome additions to the software. With additional tools in the software to improve the bidding process, to simplify how general contractors can manage subcontractors and vendors, and to minimize risk and legal concerns, contractors are uniquely equipped to run their business more efficiently."

Maxwell Systems ProContractorMX is a comprehensive, all-in-one construction management software solution that includes key capabilities for takeoff; estimating; bids and proposals; management of projects, procurement, financials, employees, payroll, and equipment; and intelligent dashboards and critical reports for timely analysis of projects or the overall business. It is ideal for residential, commercial, subcontracting, specialty, heavy/highway, underground utilities, and sitework contractors.

Source: Maxwell Systems

#### **THE POWER OF SIMPLICITY COMES TO THE OTTAWA CONSTRUCTION INDUSTRY**

ACS Group, UserBase Systems and Maestro Technologies have joined forces to help accelerate and simplify technology adoption within the Ottawa construction community. This powerful consortium of industry experts' main mission is to drastically simplify, enhance, accelerate and support the way construction firms use technology through an all-in-one integrated solution that will allow its customers to financially benefit from these advances in technology – today and in the future.

This consortium includes two of the most construction trusted software advisers and technology leaders in the region along with the developer of the leading construction specific software application in Canada.

ACS Group has helped hundreds of companies achieve greater efficiency and profitability through ongoing needs analysis, streamlining procedures and providing the most advanced on-going training programs in the industry.

UserBase Systems has been providing construction applications, implementation services and ongoing software support to many of the leading construction compa-

nies in eastern Ontario for the last 20 years.

Maestro Technologies' Maestro Construction Management Software solution is an extremely cost-effective construction industry software package that addresses all the financial accounting, job costing, project management and operational requirements.

Source: UserBase Systems Inc.

Maestro Technologies Inc.

#### **CARLISLE COMPANIES ANNOUNCES SALE OF TRAIL KING**

Carlisle Companies Incorporated has sold Trail King Industries, Inc., its specialty trailer business. Carlisle expects to record a gain on the sale of Trail King which had \$69 million in year-to-date sales through the third quarter of 2010. Reporting of operating results for the specialty trailer business will be reported in Discontinued Operations effective with the quarter ended September 30, 2010.

David A. Roberts, chairman, president and CEO, said, "We are pleased to have concluded the sale of this non-core business with the resulting gain and sale proceeds. While Trail King was experiencing sales growth and earnings improvement in 2010 over the prior year period, its end market and business cycle was not suited to our growth platform. This divestiture enables Carlisle management to more fully focus on growing our core businesses and on allocating capital where it will generate the greatest return for our shareholders."

Carlisle is a diversified global manufacturing company serving the construction materials, commercial roofing, specialty tire and wheel, power transmission, heavy-duty brake and friction, foodservice, aerospace, and test and measurement industries.

Source: Carlisle Companies Incorporated

## **Blastcrete Equipment Skid Steer Pump**

Blastcrete Equipment Company, manufacturer of concrete mixers, pumps and related products, offers the Model RD6536 Skid Steer Pump Attachment. Featuring a universal design compatible with any skid steer, the 7,6 cm hydraulic squeeze pump is ideal for ICF, block fill, form and pour, driveways, basements and various shotcrete applications.

With the ability to pump grout materials, 1 cm shotcrete and 2 cm structural concrete mixes, the RD6536 is a fast, efficient solution for contractors performing a variety of concrete and shotcrete applications. The unit offers a variable speed of 0,19 m<sup>3</sup>/h. Vertical pumping distance reaches 15 m with the use of a rubber delivery line, while horizontal distance can reach up to 76 m.

A hydraulic agitator is included in the receiving hopper. The agitator's continuous motion keeps the mix well-blended, ensuring aggregate and sand stay evenly suspended throughout the mix. Not only does this result in high-strength concrete, it keeps the aggregate and sand from settling to the bottom of the hopper and clogging near the suction area.

To relieve pressure build-up clogs and eliminate potential damage to the pump, the RD6536 can be run in both forward and reverse. Hydraulically powered controls are located on the pump and also operate both agitator and pump speed. The RD6536 weighs in at 1225 kg and hydraulic oil requirement is 68 l/min at 207 bar. The frame is designed to be narrow enough to fit between the wheel wells of most standard work trucks. The unit includes forklift pockets to allow quick and easy loading and unloading from the transport vehicle.

Source: Blastcrete Equipment Company



# SP Technology Helps Manatts Grade Highway 3X Faster

When Iowa-based Manatts Construction Company needed to increase productivity while ensuring accuracy on a highway construction project, they turned to Leica Geosystems and its new SP technology for bulldozers.

SP is revolutionizing the way contractors move dirt and fine-grade. The innovative SP technology opens new opportunities for dozers, combining ease-of-use, unrivalled flexibility, and the highest precision at the fastest speeds available in the market. Contractors can now boost their productivity and performance even more while benefiting from new ways to use existing equipment.

SP technology provides improved hydraulic control that allows faster grading with outstanding precision at high speeds, dramatically increasing machine utilization and productivity. Bulldozers can now take on even more fine grading jobs, completing work with less heavy equipment on site and helping contractors finish their

projects ahead of schedule and under budget.

"We ran a Caterpillar dozer in first gear prior to SP; now with SP we are in third gear placing the rock to grade. So you can just imagine how much quicker your dozer's moving," says Chris Sawin, project manager, at Manatts Construction Company.

SP technology speeds up the trimming process. "We still typically trim to get the tolerance we need which is a couple of millimeters," he says. "By getting it close enough, with the dozer equipped with SP technology, we're shuffling a lot less rock ahead. And the less cut you have with the trimmer, the faster you can move."

"Operators really like the machine," says Chris Sawin. "It's just less work for them. They do not have to do as much grade-



checking for themselves."

All dozers equipped with Leica PowerGrade 3D and GPS can easily be updated to get the full benefit of SP technology. No additional complexity is added compared to a regular control system in regards to installation or operator usage.

Source: Leica Geosystems

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# Breakthrough with an Aker Wirth Roadheader T3.20 at Northern Busway Tunnel in Australia

Last month an important milestone at the Airport Link and Northern Busway (Windsor to Kedron) project was reached. An Aker Wirth roadheader T3.20 broke through in the 490 m long Busway tunnel at Lutwyche, Queensland, Australia.

Four heavy-duty Aker Wirth T3.20 roadheaders, originally manufactured in Germany, are once more excavating in the Brisbane area, after successful completion of the Clem Jones Tunnel.

All four machines are equipped with 300 kW powered inline cutterheads and have an operating weight of more than 130 t. The roadheaders are operating in different sections of the Airport Link tunnel project, successfully facing the specific challenges of each section. With local support as and when required, and a full complement of consignment stock on site in Brisbane, Aker Wirth ensures a smooth operation of the machines with extremely low maintenance time. The Airport Link

tunnelling project is an example of Aker Wirth's competence in hard rock tunnelling.

The Airport Link is a 6,7 km toll road, mainly underground, connecting the Clem 7 Tunnel, Inner City Bypass and local road network at Bowen Hills, to the northern arterials of Gympie Road and Stafford Road at Kedron, Sandgate Road and the East West Arterial leading to the airport.

Aker Wirth is one of the leading equipment suppliers, delivering core components for the oil and gas industry as well as mining and civil construction products for the industry. Since 1895, Aker Wirth has been supporting the establishment



of a modern and efficient development of natural resources and infrastructure, promoting growth and improving the standard of living. In 2010, Aker Wirth was awarded for an outstanding personnel management and in 2009 for innovative products and solutions. Aker Wirth is a subsidiary of Aker Solutions AS, a global provider of engineering and construction services, technology products and integrated solutions.

Source: Aker Wirth GmbH

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# Louvre and Guggenheim Museums in Abu Dhabi

Whilst the Musée du Louvre is located in Paris, the Guggenheim Museum is located in New York. In the future, these will, however, not be the only locations. Museums bearing these same names, which are steeped in tradition, are currently also under construction on the seafront of Saadiyat Island, off the coast of Abu Dhabi. They are intended to further strengthen the cultural life of the aspiring Persian Gulf cities and create a world-class cultural destination attracting visitors from around the world. The deep excavations and the entire foundation construction works were carried out by BAUER Spezialtiefbau GmbH, based in the Bavarian town of Schrobenhausen, together with its United Arab Emirates subsidiary company.

Situated directly on the seafront of the Arabian Gulf in Abu Dhabi's Saadiyat Island Cultural District, both these exclusive buildings are being developed

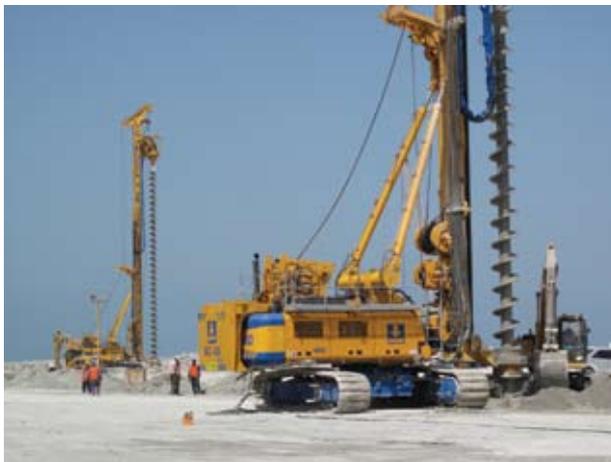
in highly imaginative 21<sup>st</sup>-century architecture designed by internationally renowned practices. Whilst the architects for the Louvre are Ateliers Jean Nouvel of Paris, the architectural design of the Guggenheim Museum has been created by Frank Gehry of Los Angeles. The construction of both museums is managed by Abu Dhabi's Tourism Development & Investment Company (TDIC).

The two buildings are sited in close proximity to each other on a large reclaimed area of gravel fill in the tidal zone on the seaward side of Saadiyat Island. These enabling works made the construction of the two excavation pits possible. They were executed using the MIP process. The Mixed-in-Place technique uses the soil as construction material for the retaining walls. On the 24 000 m<sup>3</sup> site of the Louvre, which consist of a circular structure topped by a 180 m diameter shallow cupola,



BAUER carried out all specialized foundation works. Within a period of eight months 1250 linear meters of MIP wall and 170 linear meters of secant pile retaining wall

November 2009 and May 2010, a permanent slurry cut-off wall and a temporary cut-off wall with a combined length of around 2000 m were constructed under the



were constructed, together with 503 000 m<sup>3</sup> of bulk excavation for the basement, vibrocompaction, soundings and dewatering. The drilling operations were carried out with various types of BAUER rotary drilling rigs.

The model of the Guggenheim Museum exudes considerably more dynamics than the rather tranquil, seemingly floating structure of the Louvre. The foundation construction works for the Guggenheim Museum were awarded to Bauer International Abu Dhabi. Initially, measures were required to protect a coastal strip of the island against the erosion of localised sandy deposits with shell inclusions at a depth of 7 m. Between

overall control of BAUER International Abu Dhabi together with joint venture partner



Spie Batignolles. A BAUER BC 40 trench cutter and a BAUER BG 28 rotary drilling rig, were deployed to carry out this work, together with numerous service cranes.

Source: BAUER Maschinen

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# Hoover Dam Bypass Bridge Project Completed

T.Y. Lin International (TYLI), a globally recognized full-service infrastructure consulting firm, announces that the Mike O'Callaghan-Pat Tillman Memorial Bridge (also known as the Hoover Dam Bypass Bridge) is complete and officially opened to traffic. TYLI engineers led the design of this landmark span, which now complements one of the foremost engineering wonders of the world – Hoover Dam.

Started in 2004, the bridge is the western hemisphere's highest and longest single span concrete arch bridge, with a remarkable 323 m main span. It is also a vital part of a \$240 million, four-lane bypass project that reroutes traffic for 5,6 km from the former two-lane bottleneck on U.S. Route 93 across Hoover Dam.

"TYLI was privileged to develop this landmark bridge design in the shadow of Hoover Dam," said David Goodyear, TYLI chief bridge engineer. "The twin-rib arch and composite deck design created by TYLI was a cost-effective and creative approach to meeting the environmental impact statement's commitment to complement views of and from Hoover Dam."

TYLI engineers developed rigorous standards for the design of the bridge, including the ability to withstand a 1000-year earthquake and wind speeds that are 25% in excess of code requirements. Mr. Goodyear and his team also made sure that the deck arch of the bridge combined applications that optimized concrete and steel, with high performance concrete used for its stiffness and compressive qualities and steel for its tension and quick assembly during construction. The twin-rib concrete arch features the tallest precast segmental concrete columns in the world. The lightweight steel superstructure allowed for rapid, highline erection and lowered dead load demands on the arch for an efficient, economical design.

TYLI's chief bridge engineer recently joined local residents, community leaders and visitors that turned out en masse for the dedication ceremony by federal and state dignitaries from Nevada and Arizona for the new 580 m engineering wonder perched 271 m above the Colorado River. "We strove to design a bridge that complemented the breathtaking views of Hoover Dam and its environs," said David



Goodyear. "The final result is an elegant, well-engineered structure that we are proud to have as part of the Hoover Dam landscape."

Founded in 1954, T.Y. Lin International is an internationally recognized, multi-disci-

plined full-service infrastructure engineering firm committed to providing innovative, cost-effective, constructible designs for the global infrastructure market.

Source: T.Y. Lin International

## Superior Industries Launches Website Dedicated to CONEXPO-CON/AGG 2011

Superior Industries, a leading manufacturer of conveyor systems and components, launched a new page on its website today, dedicated to broadcasting activities surrounding the company's involvement at CONEXPO-CON/AGG 2011. Web browsers can access the online materials at <http://superior-ind.com/conexpo>.

Updated several times a week, the page will include a video blog previewing each of the products Superior will show inside their booth. Users can also access the page to learn some tips and tricks for navigating the big event to make the most of their time in Las Vegas.

This year, Superior was assigned the same location the company showcased at in 2005 and 2008. Superior's booth is located outside just before the main entrance to Central Hall at the Las Vegas Convention Center.

Headquartered in Morris, Minnesota, Superior Industries designs and fabricates a full line of conveying equipment, telescoping conveyors, supply-erect systems, feed systems, conveyor idlers, pulleys, as well as other conveyor components. Besides Morris, we operate from manufacturing facilities in Prescott Valley, Arizona and Norcross, Georgia.

Source: Superior Industries



 booth S-640

# Twin Atlas Copco Compressors on Overpass Repairs

Water ingress over 30 years has made a significant impact on a freeway bridge in Quebec City, resulting in total deterioration of the concrete and the breakdown of the rubber expansion joints at both ends of the 150 m long bridge.

Highway authority, Transports Quebec, awarded local contracting company Inter-Structures Inc. the contract to replace the deteriorated concrete and fit new membrane seals.

The bridge, close to the St Lawrence river and Quebec City, links highway 440 West and the boulevard des Chutes to provide access to a residential area and the renown Montmorency park and waterfall.

Inter-Structures started work on the 22 week contract in June 2010.

To ensure access to the damaged seals across the full width of the bridge, the contractor has removed more than 300 mm x 200 mm x 200 mm on each of the nine beams at both ends of the bridge and the 200 mm thick concrete slab; relying on 2

Atlas Copco "HardHat" XAS 185 air compressors, including a recently delivered unit on rental from Équippedement LAV Inc.

According to the company's president, André Allard, Équippedement LAV will be ordering up to 10 new compressors later this year to expand and modernize the fleet of 25 compressors with 100% "HardHat" units.

"This is a must for me," said André Allard. "No matter how old or rigorous a rental, once easily cleaned they look like new and are virtually indestructible."

"I have fully endorsed the range ever since we bought the first unit into Eastern Canada when they were launched," he enthused.

On the Inter-Structures project, both XAS 185 portable air compressors are supplying a free air delivery of 89 l/s at 7 bar (185 cfm at 100 psi) providing compressed



air for three breakers each.

According to a site spokesman, the Atlas Copco compressors can provide power for up to six breakers but at a reduced delivery.

Source: Joem Promotions on behalf of Atlas Copco  Booth 6657



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# A Complete All-in-One RAP Processing Solution

Inertia Machine Corporation introduces its new 4048 FRAP Closed Circuit Mobile Plant – the first all-in-one portable plant solution to higher capacity RAP processing. Engineered with a 122 cm by 365 cm vibrating grizzly feeder; an Inertia 4048 HS Impactor; a 183 cm by 549 cm high-frequency two-deck screen; and onboard conveyors, the new Inertia 4048 FRAP allows producers to process multiple products (FRAP, RAP B, and RAP C) with one self-contained portable plant. Versus conventional alternatives that require two or more plants and components, the 4048 FRAP is a complete and single solution which delivers higher tons per hour while minimizing labor, fuel, and maintenance costs. With the inclusion of the Inertia HS Impactor and a larger 183 cm by 549 cm two-deck high frequency screen, producers can tackle any RAP processing application from surface millings to large chunky asphalt slabs.

The Inertia HS 4048 Impactor features two adjustable aprons for higher reduction ratios. For reduced maintenance and wear costs, apron and housing liners are reversible and interchangeable. A large open-style ribbed rotor delivers high inertia and requires less horsepower and fuel during operation. The larger 183 cm by 549 cm two-deck high frequency screen offers greater capacity versus comparable models; and its rapid screen vibration allows material to stratify and separate at a much faster rate than conventional screens. In a two-deck configuration, it efficiently sizes and separates the coarse and fine fractions for desegregated FRAP production. With the simple and easy removal of one screen cloth section, producers can switch to RAP B or RAP C processing.

Material feed to the new Inertia 4048 FRAP begins with a 5,35 m<sup>3</sup> non-heaping hopper that feeds the 122 cm by 365 cm vibrating grizzly feeder. Material transfer is efficient via a complete series of onboard conveyors which includes a 61 cm closed circuit conveyor; a 107 cm delivery conveyor; a 61 cm second deck product conveyor; and a 107 cm fines conveyor.

Powered by a John Deere 300 hp Tier III diesel engine and a 125 kW generator, the Inertia 4048 FRAP operates via a self-contained and belt driven power source,



which eliminates the inefficiencies and component failures typically associated with hydraulic-driven units. For mobility from site to site, the 4048 FRAP is mounted on its own wheeled chassis which features heavy-duty, triple-axle suspension with 124 cm axle spacing.

Lastly, for those who may be new to RAP

processing, FRAP (fractionated recycled asphalt pavement) means that recycled materials can be processed in similar gradations to virgin aggregates, thus allowing a greater content of RAP in the mix design and a significant savings in hot mix raw material costs.

Source: Inertia Machine Corporation

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## CDE Recycling Plant is the Best Option for JPE Aggregates

JPE Aggregates have agreed the purchase of a new CDE construction and demolition waste recycling plant as the solution to their waste recovery operations at Elford Quarry in Staffordshire, United Kingdom.

Agreement was reached on the new washing plant following extensive trials and attendance by representatives of JPE Aggregates at two open days hosted by CDE at a site in Ireland recently.

According to JPE Aggregates the decision was based on securing a plant which would most effectively clean the recycled material, accommodate the capacity requirements for the washing plant and offer a low cost per tonne over the life of the plant.

The first of these open days was attended by Steven Birch and John Hale, managing director and technical director of JPE Aggregates who said it was an interest in the logwasher technology offered by CDE that spurred the visit.

Following on from this initial visit JPE Aggregates sent their operations manager, Dave Rogers to the next open day hosted by CDE to confirm the initial feeling that

the CDE washing plant offered the best solution.

It was this follow up visit from Dave Rogers and the subsequent report he gave the JPE board that confirmed CDE Global as the best choice of supplier for the new recycling plant.

The new recycling plant for JPE Aggregates includes an M2500 E3 mobile washing plant, AggMax 150R attrition system, AquaCycle A400 thickener and a VSI crusher.

The M2500 E3 system includes feeding, screening, sand washing and stockpiling on a single chassis and comes without the lack of mobility, a problem previously associated with mobile washing plants.

The AggMax 150R system incorporates a RotoMax logwasher which is a twin shaft system with a length of 8 m dressed with 132 paddles constructed from high chrome cast iron to ensure maximum attrition of the material being processed. The inclusion of the RotoMax, dewatering screen and a trash screen on one compact chassis ensures the efficient transition of material from one phase of processing to another while also minimizing installation time

# Chemtool Joins Volvo CE's Operator Safety Vest Campaign

Chemtool, the world's largest manufacturer of lubricating greases, is the latest company to join Volvo Construction Equipment's Operator Safety Vest campaign – a global drive to reinforce worksite safety.

U.S.-based company Chemtool praised Volvo's Operator Safety Vest campaign, which distributed thousands of safety vests to customers alongside a special safety focused issue of its customer magazine, Spirit, to emphasize the importance of safety onsite.

Chemtool was keen to be involved in the safety campaign because of the potentially hazardous nature of its work. The company supplies metalworking, rust preventatives and grease products for the heavy equipment aftermarket and ships the materials globally from its facilities in Chicago, Illinois. However, some of the materials are flammable or can combust

when they get wet.

Stewart Smith, facility manager and international logistics manager at Chemtool, says that, like Volvo, it puts safety first: "Safety is our number one concern, we take pride in what we do and we care about the welfare of our employees. Every morning at 7am we have a production meeting and the first topic is always safety. We review safety issues and analyze any problems that have arisen.

"Safety vests are crucial in our line of work. Our employees need to be visible in our plants, where forklift trucks and other equipment are being used. Safety vests really reduce accident numbers and make everyone aware of where people are. We make our employees

wear them every day."

George Bliss, Volvo support officer for Chemtool, says: "The Volvo safety vests



are far superior to the ones we were previously using – but we're not surprised. We perceive Volvo as the company to emulate when it comes to commitment to safety and quality."

The Operator Safety Vest campaign was launched during Volvo's international press conference at the 2010 bauma exhibition in Munich, Germany, by company president and chief executive, Olof Persson.

"Despite significant improvements over recent decades in machine safety, there are still far too many construction-related injuries and deaths each year," said Mr. Persson.

"Product safety is only part of the safety solution – operators and those around machines also have an important role to play in reducing these personal tragedies. A safety mindset starts with wearing the right protective equipment."

Volvo's Global External Communications director, Bill Law says: "Our campaign has been run to raise the issue of worksite safety and highlight Volvo's commitment to improving safety for our customers," he says. "We have distributed 140 000 vests to over 100 countries and it is great to see companies such as Chemtool as enthusiastic about safety as we are."

This is not the first time Volvo has run a safety campaign, the 2006 Safety For You campaign, distributed high-quality blue Volvo-designed hard hats with every new machine sold. Over 20 000 hard hats were delivered, winning the campaign a nomination at the prestigious European Excellence Awards.

Source: Volvo Construction Equipment

on site and reducing issues with spillage of both material and water. All of these lead to a safer, cleaner and more productive site.

Water recycling within the new recycling plant was crucial for JPE as they sought to both minimize use of natural resources and



make maximum use of the space available on site to accommodate the new washing plant. The Aquacycle thickener offers recycling of 90% of the water used in the washing process and has been specified on many CDE installations in recent times.

JPE Aggregates is one of the leading construction, demolition and excavation waste recycling companies in the Midlands area of England and the new washing plant from CDE Global will allow them to further develop their product portfolio and customer base.

CDE are able to offer customers comfort in relation to the return on investment they can expect from a new washing plant

thanks to the automated tool developed by the company five years ago. This allows customers to input information on operational costs, final product sell prices and the level of investment in a new plant to determine whether it represents a viable business opportunity.

The new construction and demolition waste recycling plant installed for JPE Aggregates is the first of the third generation of recycling plants from CDE Global. The two companies will be holding several open day events at the site over the coming months and full details of these will be available on the CDE Global web site.

Source: CDE Global Ltd

# Whitewashed: Five Important Truths Behind the I-35W Bridge NTSB Report

Though it fell three years ago, questions still remain about the exact causes of the I-35W Bridge collapse. Unfortunately, says author Barry LePatner, the NTSB report issued after the collapse did little to provide real answers for the Minnesota public.

On August 1, 2007, the I-35W Bridge collapsed during rush hour, killing 13 people, injuring 145, and bringing massive economic disruption to the Twin Cities metropolitan area. The November 2008 National Transportation Safety Board (NTSB) report, which followed fifteen months of investigation, advised the public and transportation officials around the country that the bridge collapse was a one-time occurrence, caused by a simple design error that had gone undetected at the time of construction.

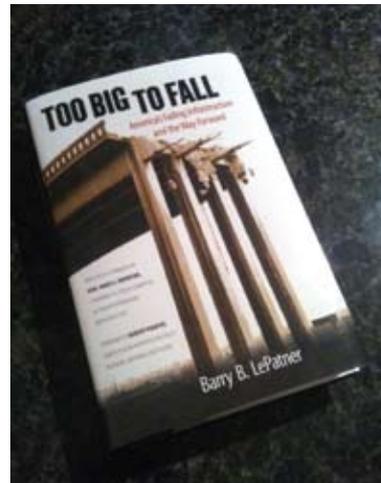
In short, the collapse was a one-off from which no lessons could be learned to avoid future failures. Barry LePatner says

that just is not true. He suggests the NTSB report whitewashed the true causes of the bridge collapse, and he stresses the need for reform in the way we fund and maintain the nation's infrastructure.

"NTSB's final report tellingly ignored a host of critical factors that were not disclosed to the public or other state bridge operators, which sadly delegitimized the efficacy of the report," says Mr. LePatner, author of the new book *Too Big to Fall: America's Failing Infrastructure and the Way Forward*. "A careful analysis of the NTSB report shows that it masked far more than it revealed about how the bridge was

maintained, funded, and operated."

Barry B. LePatner is founder of the



New York City-based law firm LePatner & Associates LLP. For three decades, he has been prominent as an advisor on business and legal issues affecting the real estate, design, and construction industries. He is recognized as one of the nation's leading advisors to corporate and institutional clients, real estate owners, and design

professionals.

*Too Big to Fall: America's Failing Infrastructure and the Way Forward* (University Press of New England, 2010, ISBN: 978-0-9844978-0-5. [www.TooBigToFall.com](http://www.TooBigToFall.com)

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## Strongco Adds Purpose-Built Material Handlers to Atlantic Canada Fleet

SENNEBOGEN material handling equipment has established a strong new presence in Canada's Atlantic provinces with the recent appointment of Strongco Corporation as its exclusive distributor in Nova Scotia, New Brunswick, Prince Edward Island and Newfoundland.

Constantino Lannes, president of SENNEBOGEN LLC, announced that as of August of this year, Strongco has been appointed to represent SENNEBOGEN green line machines through its three Maritime locations.

"We have seen how Strongco built itself into a model distribution company through its real commitment to service and teamwork. When it comes to providing customer solutions, they truly 'walk the talk' by working closely with both the customer and the OEM. That's our idea of an ideal basis for delivering on SENNEBOGEN's promise of purpose-built, customer-driven equipment," said Mr. Lannes.

With more than 500 employees and 26 locations nationwide, Strongco is one of Canada's largest equipment distribution companies. Strongco Corporation operates an equipment group supplying construction machines and cranes. The company is widely known across Canada as the authorized distributor for Volvo Construction Equipment and is the largest Volvo Dealer in North America.

According to Anna Sgro, vice president, Multiline Equipment Division at Strongco, customers in the Maritime region were the force behind the company's decision to pursue and take on the SENNEBOGEN line. "Our customers look for First in Class product lines when they think Strongco. SENNEBOGEN's reputation for quality and reliability helped to pursue a partnership in scrap and material handling. SENNEBOGEN fits our business model well and we're excited about the future."

Strongco's general manager in the Atlantic region, Stephen George, acknowledges that the distinctive green line machines are getting a warm welcome in his territory. "Strongco is extremely well-connected in SENNEBOGEN's primary markets: recycling and steel, logging, ports and transfer stations. Some of our larger customers are already using SENNEBO-

GEN equipment at their facilities in other regions. We're very encouraged by their interest in having Strongco and SENNEBOGEN working with them here and have already completed a sale to a steel mill in the region."

Positioning itself as "strong people, strong brands, strong commitment", Strongco is active in every aspect of heavy equipment service, from new equipment sales to rentals, remarketing, OEM parts and planned maintenance. Its service team includes more than 300 factory-trained shop technicians, field technicians and parts specialists. Each Strongco location

is encouraged to tailor its local offering of product and services to the customers and applications in its area.

Source: SENNEBOGEN LLC



## New V4500 Rounds Out Tramac Heavy Breakers

Tramac has announced the newest addition to its respected line of heavy breakers: the V4500. Distribution of the V4500 to dealers throughout the United States and Canada is already under way.

"Our customers wanted us to take the next step with our heavy breaker products," said Joe Forth, general manager of Tramac. "It was specifically engineered to provide a higher energy per blow so that it can outperform other companies' breakers in this category."

The V4500 boasts the same well-engineered, high durability platform found in the V1800 and the V2500, and shares in the unique features of Tramac's heavy breakers such as: blank-firing protection to prevent metal on metal contact, extending carrier, breaker and tool lifespan; pressure regulator valve to prevent overpressure and accidental overflow; reinforced suspension to absorb vibration that leads to premature wear to the boom; automatic pressure regulator ensures constant operation despite variations in flow or temperature; automatic frequency adaptation system for optimal beat per minute and strike force for the material being worked on; increased striking from an energy recovery feature that captures rebound energy and delivers it in the next blow; and automatic greasing system prevents heat damage with no work stoppage to apply grease.

Source: DII Attachments



# New V-Floor Trailer from Titan Gives Aggregates Hauler Bigger Payloads with Less Operating Cost

When Titan Trailers was ready to demo its newest ideas for aluminum live-floor trailers, Bre-Haul Trucking was the logical place to call.

Mike Kloepfer, the president and lead designer at Titan Trailers, had custom-built the new Titan V-Floor® 5-axle trailer to suit Bre-Haul's specialty: hauling gravel and other aggregates. Responding on the need to improve on the more familiar belt-out conveyor trailers, Mr. Kloepfer designed his new aggregates trailer to combine the lightweight strength of aluminum THINWALL® bodies with the simplicity and stability of the latest live floor systems from KEITH Mfg. Co.

Located just a few miles from the Titan factory in southern Ontario, Bre-Haul has been hauling gravel, sand and salt in the area for more than 25 years. More importantly, Titan knew that Kevin Brezinski was always open to new ideas, and he has the experience to recognize a useful innovation when he sees it.

The Bre-Haul fleet is ready to move stone any way customers want it. Depending on the contract, Kevin Brezinski can deliver with a choice of end-dumps, semi-dumps, gravel hoppers and belt-out trailers. His fleet even includes the very first Titan THINWALL tub-dump ever sold, still going strong nine years later. Mr. Kloepfer and Mr. Brezinski both hoped Titan had come up with another winner.

"The industry has been looking for level unloaders like the V-floor system lately," says Mr. Brezinski. Site managers across the country prefer not to see dump trailers elevating on uneven ground. They feel that the instability can create an unsafe situation.

Aggregate haulers traditionally have relied on conveyor-type trailers when the job requires a level self-unloader. Mr. Kloepfer sees inherent problems with belt-out systems. "Belts take a lot of upkeep," he says. "When they have a problem, they have a lot of parts under there to deal with. That's time the customer could be using to move more material."

"Building a trailer with a belt conveyor in the bottom of it also limits what you can do with it. One reason we like the V-Floor system so much is that it's so versatile.

You can haul anything in a V-Floor trailer. This gives you more choices to adapt with

give it a bigger box?"

The new Titan trailer rides about 30 cm



*The Titan V-Floor aggregates trailer gives Bre-Haul Trucking 900 kg more payload than its belt trailers, plus versatility for varied backhauls and off-season contracts.*

changes in your local market requirements."

## A TRAILER THAT'S A TON BETTER!

For Kevin Brezinski, the main advantage of the Titan aggregate trailer was instantly apparent. "Mike's trailer is very lightweight compared to our belt trailers," he observes. "You save a fair bit with having an all aluminum trailer. We can really max up on the loads, and it saves fuel costs on the way home."

According to Titan engineering, the V-Floor aggregates trailer weighs in a full ton lighter than comparable conveyor trailers. Mike Kloepfer attributes the 900 kg of added payload capacity to its overall design, as well as his patented THINWALL extruded aluminum body. "By going with V-Floor, we eliminate the weight of a conveyor subframe," he explains. "We also took out some weight by streamlining it with a narrow box, just 172 cm wide. Aggregate trailers reach their legal load limit before they run out of cubic anyway – why

lower than a belt trailer which makes it more stable. The lower ride and narrow body reduce wind resistance, so it saves fuel costs.

"The smoothside body doesn't have any posts catching the wind, and there's no bowing in the panels, even with a full load." He also credits the new hydraulic tailgate from Titan for enhancing its



*The low sides and 172 cm width of the aluminum V-Floor trailer improves road stability and allows loading with smaller equipment.*

strength and stability. "Most tailgates just swing out when they open, but this one lifts up, then out. When you close, the tailgate slides down and ties right into the body. It helps to keep the whole box rigid."

Source: Titan Trailers

# The Winning Choice of Those Who Rely on MB

It is precisely when the construction market is shaky and uncertain that MB's crusher buckets offer the best solution. They offer many advantages and allow companies to cut costs and, in the meantime, to save time and money.

The operating process of a crusher bucket is extremely simple. First of all, the material can be processed directly on a jobsite or at any other location. After the material is prepared for the work cycle by means of grabs and jackhammers, the crushing process begins. The material is picked up

and grounded at the desired thickness. The resulting material can be reused for other



jobs at the same worksite or be taken to other worksites and used to build yards,

road embankments, drainage systems and for filling in various excavations.

For anyone operating in the earth moving sector, the MB crusher bucket becomes an essential piece of equipment. MB's crusher bucket saves time, energy, resources and man/hours.

There are many accounts by entrepreneurs who have realized that the profitability of the crusher bucket is comparable to, if not higher than, a regular movable crusher. With the added advantages of easy installation and unbeatable ease of use.

Moreover, the impact of the crusher bucket is quite different from that of a fixed or movable crusher, especially when used in city centers: the use of a traditional crusher is often hindered by its size, which limits its use in many urban areas. The crusher bucket, on the other hand, used in conjunction with the excavator, can be employed at all urban worksites, including those located in tight spaces as well as in mountainous or hilly areas, where the use of a traditional crusher would not be feasible if only for the difficulty in transporting it to the site.

In any event, it should be taken into account that traditional installations always require an excavator for loading the crusher and another piece of equipment to clean the machine, without counting the preliminary operations of logistically setting up the material to be crushed.

Therefore, choosing a crusher bucket turns out to be a consistent choice for cost savings as well as for more "environmentally-friendly" operations.

Source: MB S.p.A.

## Low-Profile TeleStacker® Conveyor with Onboard Power

Superior Industries offers a range of low-profile TeleStacker conveyors including its latest 52 m unit. With a low-level loading hopper, these telescoping radial stacking conveyors reduce equipment required to transfer material, minimize the number of loads in a transport, allow for faster, easier relocation and reduce space requirements.



To carry out a request for onboard power, this particular TeleStacker conveyor was engineered with a 200 kW gen-set unit. The self-contained telescopic conveyor will load ships and stockpile material at the Lake Erie Port of Toledo in Ohio. In addition, the stacker was designed with Superior's patented FD axle assembly. Key to its mobility, the FD axle's hydraulically operated stacking wheels allow for the quickest transition between transport and stockpile or ship loading modes.

Source: Superior Industries

 booth S-640



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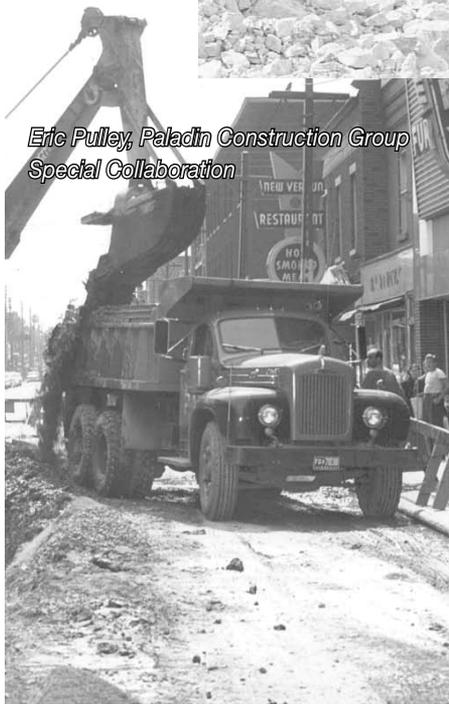
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# The Productive Excavator Partner



*Eric Pulley, Paladin Construction Group  
Special Collaboration*

Add a quick coupler to an excavator and turn it into a multitasking, time saving advantage. Contractors want them light, yet robust, fast and easy to engage with attachments—at the same time providing top safety features to ensure that their high-dollar equipment investments and workers are safe. Our newest excavator partner, the JRB VersaLoc® quick coupler, provides three safety advantages while offering the lowest offset in the industry. This coupler did not evolve overnight though. Since 1988, JRB has pioneered the manufacturing of excavator couplers through ongoing design enhancements in the key areas of safety, speed, reliability, versatility and cost.

## **COUPLERS WERE NOT ALWAYS POPULAR**

When JRB started manufacturing excavator couplers, contractors were still trying to grasp the concept. A contractor's only coupler choice was a dedicated pin spacing coupler that attached to one particular pin diameter and pin spread, or the center line of one pin to the center line of the other. This was great for picking up similar types of attachments or multiple attachments within a brand, which often worked well because many contractors were still

dedicated to one or two main brands.

JRB's dedicated pin spacing coupler evolution began...

1988 – CamLoc®: The locking mechanism rotates on a cam-like device to grab and lock around the link pin. Contractors can stay in the cab and switch between multiple attachments without having to manually knock out or align pins.

1993 – SlideLoc®: A linear wedge slides into a groove underneath the link pin for a tighter, safer hold. Contractors that switch out attachments semi-regularly find it very effective, while those that rarely change attachments find it can get stuck over time.

1996 – PinLoc®: It also uses a wedge that secures to the link pin, but it requires manual placement of a pin to prevent the wedge from getting stuck, providing the same tight hold without the need to retract the coupler regularly. This is still available today.

1996 – SmartLoc®: For contractors that do not want to get out of the cab, this is the ideal mesh of safety and convenience. Using the same wedge system, it has a spring-loaded arm that requires the contractor to curl the coupler up and make contact with the excavator stick. The mechanical arm pivots around a spring-loaded axle and secures the coupler until the operator unlocks it by pushing a button in the cab. This is also still available today.

## **IMPROVING COUPLER COMPATIBILITY**

As couplers became more popular, contractors wanted more versatility. Along came the modern day multi-pin grabber coupler, which has a pivoting jaw on the rear end that adjusts to any pin diameter, ear spread and pin spread within a specific class. Every manufacturer's coupler has different measurements, so this makes it easier for a contractor to find a wide array of compatible attachments.

JRB is leading the way in multi-pin grabber couplers...

2002 – RotoLoc®: A pivoting rear jaw locks hydraulically by utilizing a cam-like

device that goes over the stick pin. A gravity lock comes down in front of the stick pin and prevents the cylinder pivot from retracting. This lock also keeps the attachment from falling off should something happen to the rear lock arrangement.

## **NEW JRB VERSALOC COMBINES SAFETY & VERSATILITY**

Today, safety is the top concern contractors have about couplers, so in 2009, JRB developed the VersaLoc to put those concerns to rest. The multi-pin grabber coupler has three safety locking mechanisms:

Slide wedge style lock that captures the link pin, which is locked with a pilot operated check valve that locks the cylinder so it cannot retract if hydraulic pressure is lost.

Redundant (two) pivoting locking arms that pivot from side to side and into place to prevent the wedge from retracting.

Spring-loaded detent lock for the stick pin and link pin for redundant locking in the front and back. This virtually eliminates accidental retraction in the case of operator error.

The JRB VersaLoc offers the lowest offset in the industry, with the least amount of distance from the new pin location from its original pinpoint. This ensures that the contractor will achieve maximum lifting strength and range of motion with every attachment.

## **GUARANTEED ACCIDENT PREVENTION**

JRB's quick couplers are the safest in the industry. But no matter what coupler you use, here are a few safety tips that – if followed – will virtually eliminate all accidents:

Never touch the switch or control buttons to lock or unlock the coupler until the attachment and coupler is fully curled.

Never lift or connect any attachment from any other point except the lift eye.

Perform a ground test every time you connect an attachment:

With the excavator stick in the vertical position, lift the attachment 10 - 15 cm off the ground in a safe, clear area. With mid to high RPMs on the engine, try to uncurl the attachment and push the stick out at the same time. If the attachment stays attached, an accident will not occur.

Ensure that the control box is located where the operator can see the appropriate lights and hear the buzzer at all times.

Anytime maintenance is performed on the hydraulic hoses or cylinder, or when you attach a new coupler, lock and unlock the hydraulic cylinder 25-30 times without an attachment to ensure it works properly.

Inspect your coupler and attachments every day for obstructions (rocks, sticks, etc.) or fatigue, cracking and welding issues.

JRB regularly offers safety training through its qualified dealer network free of charge. Operators, ground people, supervisors, parts staff and mechanics can all use these classes to prevent accidents before they happen.

#### PROVIDING THE IDEAL EXCAVATOR

As a leading manufacturer of high-quality quick couplers and attachments for construction, utility, demolition, government, military and related markets since 1983, JRB knows how to get the most out of excavators. Its CustomWorks operations in Davenport, IA; Chattanooga, TN; and Kernersville, FL, are structured to provide its manufacturing partners with a fast, cost-effective way to meet the production goals of the contractor with the addition of a coupler. These facilities customize excavators according to specific dealer/manufacturer requests so they ship fully equipped with the coupler and attachment(s) ready to work.

#### THE FUTURE OF COUPLERS

After recently becoming part of Paladin Construction Group, JRB now has the financial backing, support and more than 25 years of engineering experience to continue manufacturing the safest, most versatile quick couplers available. JRB will soon introduce an excavator coupler with hydraulic controls integrated into the coupler cylinder, which will reduce install time, ease of install and increase reliability.

## Topcon Introduces QS Robotic Total Station Series

Topcon Positioning Systems, Inc. introduces its new generation of robotic total stations, the QS Series (Quick Station).

The QS Series – featuring the X-TRAC 8 prism tracking technology – is designed to “provide unprecedented power and speed to dramatically enhance productivity and save time and money on every job,” said Denny Welch, senior vice president of the TPS survey business unit. “The QS Series can be summed up in four words: Faster. Smarter. Farther. Stronger,” he added.

With the new X-TRAC 8 technology, strong tracking and quick prism re-acquisition in any work site condition is assured. The QS represents around-the-corner design and technology that provides increased performance in even the most obstructed sites. Topcon continues to be an industry leader with long-range power (2000m / 6500 feet reflectorless EDM technology). The QS is built to withstand the most adverse working conditions and the toughest job site locations.

The X-TRAC 8 technology incorporated in both the QS instrument and RC-4 Quick-Lock rover device dramatically increases power for prism tracking. Employing entirely new optics, laser system, and further advanced algorithms, X-TRAC 8 provides the QS instruments with an unsurpassed ability to keep tracking a moving prism no

matter the job site obstacles.

The RC-4 remote has dual laser emitters, which significantly expand remote control coverage to speed up prism search and lock operations. A built-in spread spectrum radio provides a convenient data link between the QS and the field controller, eliminating the need for an external radio system or integrated controller system.

Topcon has further enhanced the EDM processing engine in the QS that dramatically reduces measurement time for the hard-to-measure objects such as wet road surfaces or manholes, darkest colored slopes or rocks. The QS system is complete with the addition of Topcon Tools and TopSURV software.

In combination with the 2000 m super-long-range non-prism capability, the QS provides ultimate power in distance measurements to ensure maximum productivity.

Completely cable-free, the QS comes one-, three- and five-second accuracy options, and has a full-color, graphical Windows® CED interface.

Topcon Positioning Systems, Inc. designs and manufactures precise positioning products and solutions for the global surveying, construction, agriculture, civil engineering, mapping and GIS, asset management and mobile control markets.

Source: Topcon Positioning Systems, Inc.



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# Universal Inclinometer, CANopen® Series from Axiomatic

Axiomatic's family of rugged inclinometers and tilt sensors has a series of new low cost sensors that can measure  $\pm 90^\circ$  or  $360^\circ$  angular rotation. The AX06025X series features CANopen networking, a RS-232 port or 3 voltage outputs for communicating the angular measurement. The inclinometer series also supports the SAE J1939 CAN interface under the p/n's AX0602XX. The J1939 inclinometer is fully configurable using the Axiomatic Electronic Assistant® programming tool for PCs. All units are packaged for an IP67 rating with M12x2 5-pin connectors or M12 x1 5-pin. A mating plug with CAN termination resistor is available.

The inclinometer is designed to measure inclination angle in two orthogonal sensing directions X and Y in the range of up to  $\pm 90^\circ$ . If vertically installed, it can measure an inclination angle in one sensing direction in the  $\pm 180^\circ$  (0-360°) range.

The angles are measured by a two-axis MEMS sensor, which senses acceleration

caused by the gravity force.

The output signals from the MEMS sensor are normalized and processed by a microcontroller to receive inclination angles. The resolved angles can be then sent to the CAN bus, RS232 port or output as three 0-5 V signals.

Due to a powerful microcontroller, the inclinometer can perform pre-processing of the angular information according to the users' needs. Its internal architecture is user-programmable and allows users to define their own custom functionality using a set of predefined internal functional blocks. For J1939 models, application programming is performed through the CAN interface by the PC-based Axiomatic Electronic Assistant® software. For CANopen® models,

application programming is achieved via standard and commercially-available tools for CANopen®.

In a tilt sensor application, an out-of-range state can be transmitted as one of its outputs. The AX06025X series can be used as an integral part of a position control system or subsystem for construction equipment (excavators) and after-market excavator attachments. It can also provide out of level indication for lift equipment and other machines.

Axiomatic provides electronic machine controls, components and systems to the off-highway, military, power generation, material handling, industrial and alternate energy OEM markets.

Source: Axiomatic







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# Subaru Introduces Vertical Shaft OHC Engine for the Lawn and Garden Market

Featuring a vertical shaft configuration, Subaru's new EA190V Engine is the first to offer chain-driven overhead cam (OHC) technology to the small, air-cooled, vertical shaft engine market. The 189 cm<sup>3</sup> displacement engine is designed to be lightweight, yet durable and rugged enough for a variety of lawn and garden equipment including pressure washers, walk-behind string trimmers, aerators and lawn vacs.

By incorporating industry-leading OHC technology, the EA190V offers easier starts, quieter operation and more power than same-class competitive engines. A highly efficient hemispherical combustion chamber combines with OHC technology to optimize engine performance by allowing the intake and exhaust valves to be positioned to offer lower resistance for the air/fuel mixture flow. The EA190V engine effectively utilizes a high compression ratio, thus producing higher power and torque.

OHC engines have fewer moving parts, and, as a result, produce less mechanical noise than competitive technologies. Additionally, the EA190V features a low-tone muffler to further reduce noise levels. This combination makes the engine a full 3 dBA quieter in exhaust tone than other same-class engines.

The EA190V's modern OHC design enhances starting ease when compared with older overhead valve (OHV) engine designs. A larger recoil reel offers the operator greater pulling leverage and an automatic decompression system reduces the required recoil pulling force by 30-40%. In conjunction with the optimized

combustion chamber design, starts are fast and easy – even in temperatures as low as -10°C – with no perceptible kickback.

Engine failure is primarily caused by excessive heat. Both the cooling fins and air circulation have been specially engineered on the EA190V to optimize cooling capacity and prolong engine life. The combined offering of easy starts in cold weather and superior cooling provides the ideal balance of features and further position this engine as an efficient and practical solution for multi-seasonal lawn and garden equipment.

Source: Robin America, Inc.

 booth 18211





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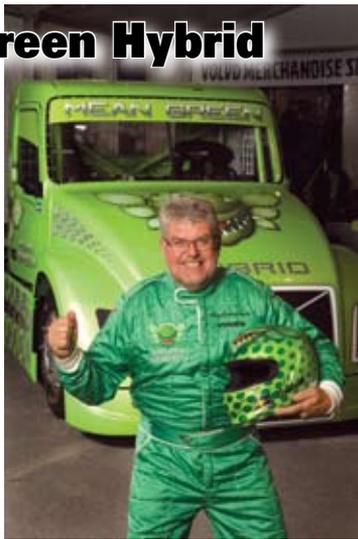
## Mean Green Hybrid

On June 9, 2010, a new world record for the standing kilometre was set at a two-way average speed of 166.7 km/h. Top speed was in the region of 260 km/h.

This November the "Mean Green" hybrid truck will undergo testing and fine-tuning at the Volvo Hallered test track. Come spring next year, it will try to set a new FIA-approved world record for the standing kilometer run.

The addition of twin turbos from Volvo Penta brings the standard D16 Volvo engine to 1900 hp. Its electric motor adds an extra 200 hp and 811 ft lb. "It's like a champagne cork, but without the sound effects," says driver Boije Ovebrink.

Source: Volvo Truck Corporation



## Autocar Delivers CNG Refuse Trucks to Culver City

The City of Culver City, California, is pleased to announce the second cycle of dedicated Compressed Natural Gas (CNG) powered front loading refuse trucks to its fleet. These new trucks were purchased from James K. Blakely at Carmenita Truck Center and will complement the City's growing fleet of Autocar refuse chassis equipped with Amrep bodies and AFV fuel systems. Mr. Blakely and his vendor team worked closely with City staff to ensure the needs of Culver City were being met.

These new trucks are replacing 8 year-old CNG front loaders, making Culver City one of the first municipalities to replace CNG refuse trucks with new CNG vehicles. They use the Cummins ISL-G, CNG engine rated at 320hp. Los Angeles Freightliner will be providing the after sales service and support.

Culver City is a very progressive city in the use and application of CNG and alternatively powered vehicles, especially in the heavy-duty applications. Culver City was awarded the prestigious #1 Best Green Fleet Award in North America in 2009 for its leadership in alternative fuels, sustainability efforts and paving the way for new green synergies.

Source: Autocar LLC



## General Grabs the Construction Market with Wide Base

Captivating drivers of severe service vehicles, General Truck Tires has grabbed the market this month by introducing its first all-position wide base tire for NAFTA, the Grabber OA Wide Base in size 445/65R22.5.

Fleets operating in severe service and construction applications, such as fire service, waste hauling and concrete mixing, need confidence that their tires can handle heavy loads and stand up to off-road conditions. The Grabber OA (Off Road, All Position) Wide Base, designed for super single fitment for steer and trailer positions, addresses these needs with a high carrying capacity and reinforced shoulder to add protection against curbing and abrasions. The tire's 21/32<sup>nds</sup> of tread

depth, coupled with a cut- and chip-resistant tread compound, also assures these demanding customers that they can depend on this tire for long lifetimes, said Clif Armstrong, director of marketing for truck tires.

"The Grabber OA draws on nearly a century of tough General tire heritage to bring advanced durability to our on/off road customers," said Mr. Armstrong. "Now by adding wide base sizes to our product portfolio, these drivers can depend on the



Grabber OA Wide Base to handle even higher payloads and help them operate quickly and efficiently in severe conditions."

The Grabber OA Wide Base carries up to 5800 kg in a super single fitment. The deep grooves in the tread elements and an aggressive pattern help improve traction on soft soil and muddy roadways. The thick undertread also resists casing penetrations from stones and other debris often found in off-road applications, allowing for multiple retreads. While the 445/65R22.5 size will be available for orders this month, additional sizes (385/65R22.5 and 425/65R22.5) are scheduled for introduction in 2011.

Source: Continental Tire

 Booth 30821

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# UTV International's Achiever Tracked Digger-Derrick RT-02

UTV International proudly presents the 2011 version of the Achiever tracked Digger-Derrick RT-02. This powerful tracked vehicle is designed to save you time and money. With a ground pressure of only 13,8 kPa (2 psi) it will allow you to work in



ditches, hills, swamps, snow or backyard conditions.

The 3-in-1 RT-02 means a reduction of the number of vehicles required for utility pole work. It is usually configured to allow utilities to dig an 2,4 m hole with a 2 speed 40 cm auger that can work from 2,7 m to 5,8 m with 360° of continuous rotation.

Utilities can reach to 14 m in the retractable bucket to install a 18,3 m utility pole, do tree trimming and affix hardware such as anchors, cross arms and transformers.

It also features outlets on the deck and in the bucket to drive hydraulic tools.



Available options include different types of augers, insulated booms, winches and climate-controlled cabs.

The FPT N45 Series turbocharged diesel engine develops 125 hp and 388 ft lb of torque. The Achiever digger-derrick can easily transport up to four poles at up to 14,5 km/h and tow a cable wagon behind

the vehicle. It can climb 45° hills and navigate a side slope of 15° and can lift up to 2268 kg.

FPT engines are distributed by Genrep Ltd., from the newly opened Montreal, Quebec, branch.



UTV International also offers many different models of tracked vehicles for snow, swamps, hills and all kinds of rough terrain. UTV International will also design a special tracked vehicle for you if required.

Source: UTV International



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# GreatWest Kenworth Celebrates 40<sup>th</sup> Anniversary

For GreatWest Kenworth, the past 40 years have produced an outstanding success story driven by excellent customer support and growth.

Celebrating its 40<sup>th</sup> anniversary, the company has not only survived, but thrived during the business cycles and downturns the economy has thrown at it over the years.

"We're a third-generation family business, soon to be fourth generation. That heritage – coupled with our 165 employees, many have been with us for 25-plus years – gives us a solid working relationship with our customers," said Jeff Storwick, who serves as co-president of GreatWest Kenworth, along with his brother, Paul. "They know us and trust us in new and used truck sales, our PacLease franchise for leased trucks, and in our service and finance department."

Over the years, GreatWest Kenworth's excellence has been recognized by Kenworth and its peers – it is one of the truck OEM's most decorated dealerships having won Kenworth's Dealer of the Year award, while also consistently taking home Gold and Silver awards for excellence.

"GreatWest Kenworth is truly dynamic and they stay ahead of the curve in offering superior service and support of the Kenworth product line," said Gary Moore, Kenworth assistant general manager for marketing and sales who was on hand at the company's 40<sup>th</sup> anniversary celebration in September. "While Kenworth makes The World's Best® trucks, we feel we're represented by The World's Best dealership in Calgary, Red Deer, Medicine Hat, Grand Prairie, and Lethbridge. They set the bar high for others to follow."

"In the coming years, the medium duty marketplace is going to be even bigger for us thanks to the evolution of medium duty trucks from Kenworth," said Jeff Storwick. "From Class 5 to Class 7, the products have really found a home in our market thanks to their quality and durability. And we expect our vocational and oil field sales to remain strong," he continued. "Historically, heavy work trucks with custom specs have been our bread and butter. That will continue as our region further develops."

Source: Kenworth Truck Company



From l. to r.: Gary Moore, Kenworth assistant general manager for marketing and sales; brothers Paul Storwick and Jeff Storwick, GreatWest Kenworth co-presidents; and their father, John Storwick, who led the dealership for many years.



## Appointments

**Superior Industries** appointed **Tom Hesse** as its new conveyor components territory manager in Canada. Most recently, Mr. Hesse worked as a customer support and estimating agent inside the conveyor components division headquarters in Minnesota.

From British Columbia to Newfoundland, he will work with Superior's idler and pulley distributors throughout the country. Tom Hesse's two decades worth of experience in the industry will help to provide excellent service, knowledge and reinforce Superior's commitment to providing the highest quality idlers, pulleys and conveyor-related accessories to Superior's customers.

Source: Superior Industries



**Flip Screen Australia Pty Ltd**, a designer and manufacturer of an award-winning line of screening attachments, has appointed **Peter Bigwood** as president of its United States headquarters, Flip Screen USA. In his new position, Mr. Bigwood is responsible for North American sales operations, which includes identifying new market segments and applications, building a sales team, and developing new relationships with dealers and distributors. He will be attending the Association of Equipment Dealers (AED) summit in January 2011, with the goal of establishing new dealer and distributor partnerships.

Peter Bigwood has more than 25 years of experience in the industry. Prior to joining Flip Screen, he worked at Atlas Copco Construction Tools, LLC where he served as president for 16 years. Earlier in his career, he was president of Smalley Excavators Inc., a national distributor for a UK-based specialty excavator manufacturer.

Established in 2005, Flip Screen Australia Pty Ltd. manufactures an award-winning line of screening attachments. Since its launch, the company has experienced great growth and expansion, with units currently operating in over 20 countries.

Source: Flip Screen Australia Pty Ltd.



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## Not for North America – All-New Ford Ranger Debuts at the Australian International Motor Show

The all-new Ford Ranger made its world-wide debut on October 15, at the Australian International Motor Show.

Although not planned for introduction in the United States or Canada, the all-new Ranger will be marketed in 180 countries, making it one of Ford's farthest reaching products. This reflects the importance of compact pickup trucks to consumers in many parts of the world and the significance of the Ranger in Ford's global product portfolio.

Amongst the most high-tech in its segment, Ranger is the impressive result of an all-new global compact pickup truck platform from Ford – the latest to emerge under the company's One Ford initiative – and Mazda.

Ranger will be offered as a complete family of compact trucks – with three different cab body styles, 4x2 and 4x4 drive-trains, two ride heights and up to five series choices, depending on the market.

With an all-new chassis frame, front and rear suspension and steering system, Ranger delivers more payload and outstanding towing capability. Ranger looks very tough but not in the more chiselled style of Ford's larger North American F-Series trucks. Reflecting the diverse uses of compact pickups around the world, the all-new Ford Ranger product range will offer everything from basic work trucks with hose-out interiors to high-series models, such as the Ranger Limited and Ranger Wildtrak, both yet to be revealed.



### MORE MUSCLE UNDER THE "BONNET"



The all-new Ranger powertrains have been engineered to give customers an uncompromised combination of power and torque.

The Ranger will be offered with a 150 hp 2,2 l Ford Duratorq TDCi I4 diesel, a 200 hp 3,2 l Ford Duratorq TDCi I5 diesel or a 166 hp 2,5 l Ford Duratec I4 gasoline engine that can be configured for E100

flexible fuel capability or aftermarket upfitted to run on CNG or LPG.

The new Ford 6R80 six-speed automatic transmission features a Normal mode, for comfort and fuel economy, and a Sport mode which provides later shift points and manual downshift or upshift. It also features Grade Control Logic – it automatically downshifts on a downhill grade when sufficient brake pressure is sensed, adding to the all-new Ranger's towing and hauling capabilities.

Ranger can also be fitted with Ford MT82 six-speed manual transmission. The 2,5 l gas engine is offered standard with the proven Ford MT75 five-speed manual transmission.

Source: Ford Motor Company

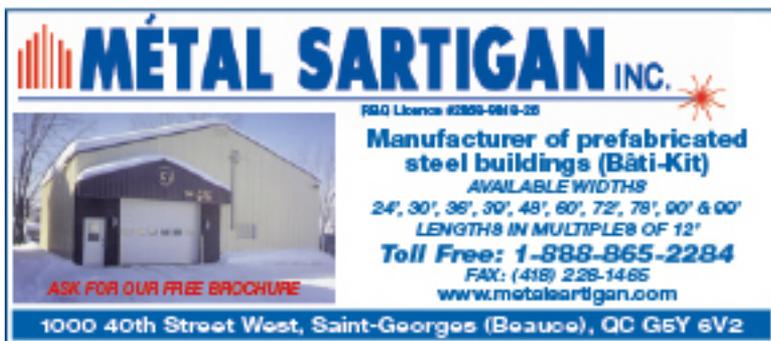


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## Agenda

**bauma China 2010**  
November 23 - 26, 2010  
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**Power-Gen International**  
December 14 - 16, 2010  
Orlando, FL USA

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

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

**BAU 2011**  
January 17 - 22, 2011  
Munich, Germany

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

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

**INFRAASSETS2010 - Exhibition on Infrastructure Asset Management**  
February 22 - 24, 2011  
Kuala Lumpur, Malaysia

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



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



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



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

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

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

**SMOPYC 2011**  
April 5 - 9, 2011  
Zaragoza, Spain



**Expomatec Spain 2011**  
May 17 - 22, 2011  
Madrid, Spain

**WINDPOWER Conference & Exhibition**  
May 22 - 25, 2011  
Anaheim, CA USA

**2011 International Bridge Conference®**  
June 5 - 8, 2011  
Pittsburgh, PA USA

**APEX 2011**  
September 14 - 16, 2011  
Maastricht, The Netherlands

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



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

**INTERMAT**  
April 16 - 21, 2012  
Paris, France

**DEMO International® 2012**  
September 20 - 22, 2012  
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