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A Brief Word...

If the latest housing start data is correct and has increased in the Autumn, does this mean recovery is imminent?

I recommend that all of you go out and read the latest book by Niall Ferguson. The Great Degeneration: How Institutions Decay and Economies Die looks at how the crunch came and why it isn't going away as quickly as we all would like. There are lessons in his argument for both the macro and micro economies of us all.

A thread of his analysis may be applied to your business model. Have you needlessly complicated the daily machinations of your organisation with convoluted accountancy or other administrative practices? Have you taken discretion out of the hands of your competent people and replaced it by the rigidity and inflexibility of infinite rules?

I recently discovered a municipality who has unshackled itself from the conflict between council chambers and corporation operations. Operations was devolved into an independant business identity with responsibility for its' own P/L statements and decisions.

Unlike what I have seen elsewhere, there was no wholesale sell off of material and equipment. No half-hearted multiplicity of contracts and contractors. No balance sheet up and customer service down dichotomy.

This entity is a wholly owned (by the council), independent business which fulfils all the obligations of operations, but also can compete in the "real world". The management and workforce are entrusted to make the right decisions for the long-term viability of the entity. Their jobs and rate payers money are both aligned toward success rather than conflict, and the business has grown and thrived. So has competition.

Infrastructure is better maintained, costs are better controlled, accountability is clarified, employment is positive and taxes are controlled (profit, like any business goes back to the owner: the council). In other words the future of the entire municipality is stabilised.

Rather than short term limited success, the benefits of growth becomes long term and stable, generational if you prefer.

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On the cover:

with the XXII Olympic Winter Games scheduled to take place from February 7 - 23, 2014, in Sochi, Russia, we thought that an image showing part of the construction work related to the event would be of interest.

SANY AMERICA NAMES CAN-AMERICAN ENTERPRISES NEW DEALER IN SASKATCHEWAN

Can-American Enterprises Inc. has been named a SANY America excavator dealer representing SANY in Kelliher, Saskatchewan.

"There is vast land and difficult terrain in this part of Canada, making the need for tough, dependable excavators even more important to this market," said Bill Step,

regional manager at SANY America. "We look forward to a prosperous relationship with Can-American Enterprises, as together we help customers handle their diverse and growing needs, from traditional earthworks to emerging markets."

Since 2004, the family-owned and operated Can-American Enterprises has been focused on providing the construction, agriculture and mining sectors with a wide range of products and services

geared toward meeting every one of their needs. Located in Kelliher, Saskatchewan, Can-American specializes in new and used equipment sales, rentals and financing, along with full service and support including parts. The company is also SGI safety accredited for truck and trailer inspections.

In addition to carrying the full line of SANY excavators, Can-American also carries a wide range of other equipment types, including wheel loaders, backhoe loaders, telehandlers, dozers, compaction equipment, concrete equipment, pumps, generators, light towers and skid steer loaders. In addition, the company is one of the largest sources of equipment attachments in Western Canada.

"We've always said that if we don't have it, we will get it," said Conway Maydonick, president of Can-American Enterprises. "And SANY was the excavator for us to get to meet our customers' demands. We like SANY for the value, the warranty and because as a product, it is well-built all around."

SANY America's excavator offerings include the 7.5-ton SY75C, the 13.5-ton SY135C, the 21.5-ton SY215C and the 23.5-ton SY235C. Additional models will be introduced in North America in the coming year. SANY excavators feature low overall owner operating costs, ease of operation, low operating noise and solid excavator performance.

Source: SANY America

GOMACO APPOINTS MONTREAL TRACTOR FOR PROVINCE OF QUEBEC

GOMACO Corporation announces the recent appointment of Montreal Tractor Inc. as the authorized GOMACO distributor for the province of Quebec in Canada. They will provide sales and service for GOMACO's full line of concrete construction products. The appointment was made by Kent Godbersen, vice president of Worldwide Sales and Marketing, GOMACO Corporation. Travis Brockman is GOMACO's district manager for the province.

"We are excited about Montreal Tractor joining our distributor network," said Mr. Godbersen. "They are a well established and highly respected supplier of construction equipment and we're confident they will be excellent representatives for the GOMACO product line to our customers in Quebec."

GOMACO Corporation, headquartered in



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Ida Grove, Iowa, makes slipform concrete pavers that are used on streets and highways, airport runways, curb and gutter, sidewalks and recreational trails, safety barrier, bridge parapet, and irrigation canals. The company also offers equipment to finish flat slabs, bridges, and slopes.

Source: GOMACO Corporation

BOMAG ANNOUNCES NEW PRODUCTS NOW AVAILABLE THROUGH ITS CANADIAN DISTRIBUTORS

Further to the BOMAG (Fayat Group) acquisition of the Cedarapids Pavers and CMI Stabilizers/Recyclers in early 2013, BOMAG (Canada) Inc. is pleased to announce that the BOMAG/Cedarapids and BOMAG/CMI products are now exclusively available through the current Canadian BOMAG distributors.

BOMAG dealers are pleased to welcome the BOMAG Cedarapids/CMI products (asphalt pavers, reclaimers/stabilizers, material transfer vehicles/devices) as part of their BOMAG offerings.

Brandt Tractor (www.brandt.ca) and BOMAG have been partners for the past 14 years. Offering 26 Brandt locations across western Canada and the Maritimes, BOMAG Cedarapids Pavers and BOMAG CMI Recyclers/Stabilizers and parts are now conveniently located near you. In addition, Brandt's trusted service technicians and 200 service trucks mean quick and easy access to the service you need.

Nortrax (www.nortrax.ca) and BOMAG have been partners for over 12 years, using collective strengths to more efficiently serve Canada's road building customers. With Nortrax as the new and exclusive dealer for the BOMAG Cedarapids and CMI products, and currently operating 20 locations throughout Ontario, Quebec, Newfoundland & Labrador, its customers will benefit from increased access, service and value.

Equipments Sigma (www.eqsigma.ca) has been the BOMAG distributor for the eastern portion of the province of Quebec for the past 7 years. Sigma brings over 30 years of experience in heavy machinery and product support to its

customers through its 8 branch locations: Trois-Rivières, Saint-Georges, Quebec City, Mont-Joli, Dégelis, Chicoutimi, Chibougamau and Baie-Comeau.

Wherever there is road building projects, reclaiming, milling, compaction or asphalt paving, BOMAG's distributors have the solutions you need to be productive and profitable.

Source: BOMAG (Canada) Inc.

C.E.M. HEAVY EQUIPMENT APPOINTED HYUNDAI DEALER IN ALBERTA

Hyundai Construction Equipment Americas, Inc. is pleased to announce the appointment of C.E.M. Heavy Equipment as an authorized dealer for the province of Alberta.

For over 17 years, C.E.M. has provided Hyundai Construction Equipment sales and service support from its Taber location. In order to support the entire province,

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C.E.M. has opened a temporary 1,000 m² full-service branch location in Nisku with a new permanent 2,000 m² location scheduled for completion in December 2014. The new Nisku location gives C.E.M. customers access to Hyundai's entire line of quality construction equipment throughout the province. The Hyundai Construction Equipment line consists of crawler excavators, wheel loaders, wheeled excavators and mini-excavators.

"This is a natural area of growth for

our company," says Jennifer Valgardson, owner of C.E.M. Heavy Equipment. "Our northern Alberta customers will be pleased to know that we will now offer Hyundai Construction Equipment sales and support from our new Nisku branch location."

C.E.M.'s sales staff has been fully trained in the application, sales, parts and service of Hyundai Construction Equipment products and offers prompt and professional parts and service support.

In 1978, C.E.M. was started by Ed

Valgardson with one service truck based out of Pincher Creek, Alberta. In 1980, a second service truck was added by Ed's brother Pete and C.E.M. was then moved to be based out of Taber. With Ed's unfortunate passing in 2003 it has become more important than ever to maintain and build on "the foundation built on trust" that is an integral part of the daily actions of everyone at C.E.M.

Source: Hyundai Construction Equipment Americas, Inc.

Greater Capacity, Less Damage Potential

With Custom Equipment's Hy-Brid HB-1430 low-level scissor lifts, contractors and maintenance technicians can complete nearly any project at working heights up to 6 m. In addition, the all-purpose lifts allow end users to handle jobs that include multiple applications from start to finish in industries as diverse as construction, drywall, electrical, HVAC, industrial manufacturing, painting and plumbing.

HB-1430 lifts are heavy-duty, safe and lightweight, with low wheel loads that allow users to maneuver them over delicate floors and get onto green concrete sooner. They also provide an exceptional working area, with platforms that are 63 cm wide by 152 cm long and 76 cm slide out extensions for increased platform length. The lifts can accommodate two people at a time and hold up to 300 kg, so users can place tools and materials like drywall and ductwork on the platform and reduce the number of trips up and down on a project. The extensions have a maximum capacity of 114 kg.

In addition to enhanced safety as compared to other lift designs, the HB-1430 provides a safer, more efficient alternative to ladders and other manual methods commonly used to perform maintenance and industrial work in low-level access areas. The potential for falls with traditional ladders is virtually eliminated, providing a safe environment for operators to maneuver tools and materials. It also reduces the number of trips up and down to secure tools, and the larger platform enhances efficiency by reducing the number of times a user needs to reposition as a project progresses.

The Hy-Brid HB-1430's platform is operated up and down by the unit's hydraulics, while the electrical drive and steering system is powered by two 12 V, deep-cycle batteries. Since the system is electrical rather than hydraulic, it draws fewer amps and requires less overall power. Electric drive and steering is standard for the HB-1430, but is not available in other manufacturers' lifts. This, combined with lightweight construction, allows the units' battery power to last up to two times longer, or as long as 10-16 hours.

Finally, Custom Equipment designed the lifts for easy maintenance. They feature an on board battery charger that self monitors the current and stops it once the battery is fully charged. Custom Equipment also offers optional absorbent glass mat (AGM) batteries that make the HB-1430 virtually maintenance free because they never require users to add water.

Source: Custom Equipment, Inc.



JCB ANNOUNCES NEXT STAGE IN ENGINE STRATEGY DEVELOPMENT

JCB recently announced the next stage of its engine strategy with the news it has forged a partnership with a leading global manufacturer to produce engines for its compact equipment.

JCB has gone from a new entrant in engine manufacturing to an innovative global producer, with the first JCB engine rolling off the production line in the UK in November 2004. Since then, production has been extended to JCB India's headquarters at Ballabgarh and to date more than 250,000 engines have been produced globally.

JCB went into production this year with the innovative JCB Ecomax engine, which meets EU Stage IIIB/US Tier 4 Interim emissions standards without the need for a diesel particulate filter (DPF) or external exhaust after-treatment.

Now JCB has announced it is adopting a range of fuel-efficient Stage IIIB/Tier 4 Final engines from Kohler's Global Power Group, for many of its compact machine lines. The water-cooled Kohler Direct Injection (KDI) engines - which will be branded JCB Diesel by Kohler - meet the next stage of emissions regulations without the need for a diesel particulate filter (DPF).

The first JCB machine to be fitted with the new engine - a JCB 35D 4x4 Teletruk - was unveiled recently at the RWM waste management show at the NEC in Birmingham. The Teletruk is JCB's innovative and award-winning telescopic forklift, saving customers time and money with its unique ability to reach forwards, enabling single side loading and accurate placement of loads.

"The decision to partner with Kohler to develop engines for JCB compact machines was driven by the synergy in the technologies used by JCB and Kohler



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to achieve stringent Tier 4 Final emissions legislation," said Alan Tolley, JCB's director of Engine Programme. "Kohler's achievement of Tier 4 Final without the need for a bulky DPF is fully in line with our own engine strategy and allows our designers maximum flexibility when it comes to meeting machine design and packaging requirements. These highly efficient engines will offer our customers improved performance and lower fuel consumption."

The European-built engines will be progressively introduced in JCB products, including midi excavators, the Teletruk TLT35D, 406 and 409 compact wheeled loaders, the 190 and 205 skid steers and 190T and 205T compact tracked loaders, smaller 135, 155 and 175 skid steers and TM180 and TM220 articulated wheeled loading shovels.

The KDI engines use a Common Rail fuel injection system working at 2,000 bar pressures, cooled exhaust gas recirculation (EGR), four valves per cylinder and a diesel oxidation catalyst (DOC) within the exhaust system. Fuel consumption is up to 15% better than a similar output engine equipped with lower injection pressures and a DPF.

There are two 1.9 l three-cylinder engines, the KDI 1903M and the KDI 1903TCR, delivering 41 hp with 98 lb ft of torque and 56 hp with 166 lb ft of torque respectively. The 2.5 l, four-cylinder KDI 2504M and KDI 2504TCR deliver 48.8 hp with 125 lb ft and 74 hp with 221 lb ft. The engines meet all JCB standards, with 500 hour maintenance intervals available on all models. Strong, low-rpm torque characteristics will result in improved machine performance and added

engine response, delivering improved productivity for JCB customers.

"Innovation is a common thread running through the design of this completely new family of engines by Kohler," said Giuseppe Bava, CEO of Kohler's diesel engine Business Unit. They feature highly advanced technology for clean combustion and limited emissions without the use of after-treatment systems. The KDI engine family is designed to be compact, yet providing best in class performance."

"Kohler is extremely proud to be appointed as JCB's engine supply partner for a wide range of construction equipment with the Kohler KDI engines. Reflecting the significant investment made by Kohler within diesel engine innovation and technology, these compact engines enable the machines to meet the stringent EU Stage IIIB and EPA Tier 4 Final emission regulations without the use of a DPF, while delivering significant fuel savings for JCB customers. This aligns perfectly with JCB's wider engine strategy," added Tom Cromwell, president at Kohler Engines.

Source: JCB

CARLISLE TO SELL CARLISLE TRANSPORTATION PRODUCTS

Carlisle Companies Inc. recently announced the signing of a definitive agreement to sell Carlisle Transportation Products (CTP) to American Industrial Partners of New York, NY, for cash at an enterprise value of \$375 million. The transaction is subject to customary closing conditions, including regulatory clearances, and is expected to close in the first quarter of 2014.

With 2012 sales of \$778 million, CTP manufactures and distributes bias-ply and radial tires, stamped and roll-formed steel wheels and tire and wheel assemblies to non-automotive customers, and power transmission belts and related components to industrial customers globally.

Carlisle announced on July 23, 2013, that it recorded a non-cash pre-tax loss of \$100 million at CTP for goodwill impairment during the second quarter and engaged SunTrust Robinson Humphrey as a financial advisor to assist in evaluating strategic alternatives for CTP.

"While we believe the significant restructuring of CTP in recent years has stabilized the business and provided a foundation for a favorable outlook, the business is not

Ruthmann Aerial Lifts Come to North America



Ruthmann GmbH & Co. KG, has teamed up with TIME Manufacturing Inc. to market Ruthmann truck-mounted aerials in North America, along with Time's own Versalift and Condor aerial lifts.

TIME rolled out the first model – a Ruthmann T 175A mounted onto a 2014 Freightliner 114SD three-axle chassis – at the ICUEE trade show, held in Louisville, Kentucky in October. The Ruthmann T 175 A is a kit version of the HEIGHT performance-STEIGER® T 540 – the current IAPA award winner. The kit (customized for the North American market) now complies fully with North American ANSI standards.

The new T 175 A offers 51.5 m maximum platform height and 870 kg maximum platform capacity, as well as 36.5 m maximum outreach with 100 kg of platform capacity. It also boasts easy roadability, lightning-fast setup, and lots of advanced features.

Ruthmann says the big aerial is aimed at any high-reach or long-reach aerial application, for example building inspection, masonry work, glazing, sign work, industrial maintenance, electric transmission line construction and maintenance, or any similar kind of work.

Source: Ruthmann GmbH & Co. KG



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



The Autocar Xpert is designed to ensure the best sight lines in any cabover or conventional truck. The spacious cab features a huge windshield, side, and rear windows.

The Autocar Xpert can be equipped with an OEM dual steering system. With all controls placed either in the middle, or duplicated and mirrored on both sides.

The high performance dual steering gear system is designed for an extra tight turning radius, and the electrical system is designed for dual steer from the ground up, with no third party splicing into a wire harness.



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core to Carlisle's growth strategy nor supportive of our long-term operating profit goals and expectations. The sale of CTP is a major step in furtherance of Carlisle's initiatives to focus on and invest in higher-margin, faster growing businesses. I want to thank the customers of CTP for their loyalty. As importantly, I also want to thank the employees of CTP for their dedication and hard work over the years to make CTP a world class industrial business," said David A. Roberts, Carlisle's chairman,

president and CEO.

Source: Carlisle Companies Inc.

GENERAC ACQUIRES GENERATOR BUSINESS FROM BALDOR ELECTRIC COMPANY

On November 1st, Generac Holdings Inc. announced the closing of the purchase agreement with Baldor Electric Company, a wholly-owned subsidiary of ABB Group, to acquire substantially all of the assets of Baldor's generator products division.

Located in Oshkosh, Wisconsin, Baldor

Generators offers a complete line of portable, mobile, standby and prime power generators ranging from 3 kW to 2.5 MW throughout North America. For almost 50 years, Baldor Generators and its predecessors have served the power generation market with a comprehensive, reliable product offering and flexible operating environment.

"Acquiring Baldor Generators is a great strategic fit for Generac's business, providing us immediate access to

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TT Technologies Introduces Largest Pipe Ramming Gear Inventory Available in Industry

TT Technologies recently introduced the world's largest, in-stock inventory of pneumatic pipe ramming gear able to accommodate 4-inch through 120-inch casing installations. TT Technologies expanded its large diameter inventory to now cover direct connections to 274 cm (108") and 305 cm (120") steel pipe.



TT Technologies Equipment Specialist Kevin Nagle said: "The key to pipe ramming success is in the direct heavy connection to the steel pipe. We are excited to now offer the most extensive ram gear inventory available, in-stock. This means that contractors and municipalities no longer need to wait for inventory or fabricate large step up adapters in order to accommodate their pipe ramming projects, especially large diameter projects."

During the ramming process the rammer is attached to the rear of the casing. The tool then drives the pipe through the ground with repeated percussive blows. Ramming tools, in general, are capable of installing 10 cm through 373 cm (7"-147") diameter pipe and steel casings. Ramming has proven effective for horizontal, vertical, and angled applications. Ramming provides accurate installation of casing in a wide range of soil without surface slump, making it ideal for installations under railways and roads.

Source: TT Technologies

a larger industrial product line to better support the North American and global power generation markets," said Aaron Jagdfeld, president and CEO of Generac. "By offering additional power solutions up to 2.5 MW, this acquisition improves our competitive position in the marketplace by increasing the addressable market that our distribution partners can serve."

Following the close of the transaction, the employees of Baldor Generators will become employees of Generac and the Oshkosh facility will become part of Generac's manufacturing footprint. Although the Baldor brand name is not included past a transitional period, Generac will continue to support Baldor Generator's existing customers and distribution network going forward. The acquisition is expected to close in the fourth quarter of 2013, pending standard closing conditions. The terms of the transaction were not announced.

Source: Generac Holdings Inc.

FRIEDRICH SCHWING, SR. INDUCTED INTO AEM HALL OF FAME

The Association of Equipment Manufacturers (AEM) inducted Friedrich Schwing Sr. (1909-1992), founder of Schwing GmbH, into their prestigious Hall of Fame. Ceremonies were held at the Association's Annual Conference in Orlando, Florida. The Schwing name will join a list of notable past recipients, including Case, Barber, Deere, Grove, Harnishfeger, Liebherr and many other innovators who "Individually and collectively represent some of the best, brightest and most influential minds in the history of the off-road equipment industry." Nominations were judged on the candidate's history of innovation, industry contributions, leadership, corporate citizenship/social responsibility and sustainability.

Mr. Schwing excelled in all categories judged by a panel of 12 industry experts. He has more than 100 patents relating to innovations in material handling and construction equipment. Schwing GmbH continues to be a worldwide force after being established in 1934. Schwing America, a subsidiary, will celebrate its 40th anniversary in 2014. Friedrich Schwing began his career by designing a climbing crane that was embraced by the construction industry. That success inspired him to invent the modern concrete pump after witnessing the inefficient cycling of concrete by buckets. The Schwing all-hydraulic,

twin-cylinder concrete pump design powers the majority of modern concrete pumps today. The result of Mr. Schwing's invention is construction efficiency without the manual labor and extraordinary speed of placement never before achieved by other methods. Witness the pumping efficiency demonstrated at One World Trade Center (Freedom Tower) that topped out at 500 m thanks to Schwing concrete pumps at ground level.

Mr. Schwing truly lived for the customer. Never content with the status quo, he sought the theoretical optimum for his products. In order to maintain his continuing desire for design progress he encouraged his sons Friedrich and Gerhard to seek educations that would allow them to handle day-to-day operations of the company. He turned over the executive powers of the company to his sons in 1982. His leadership style was to delegate functions better left to his employees so that his pursuit of solutions through engineering would not be distracted. He led by example with a work ethic and modesty that meant he wore the oldest suit and drove a twenty-year old car. Upon receiving advice from his doctor to go home for the day on May 25, 1992, Friedrich Wilhelm Schwing instead went back to the office where he died. His contributions were acknowledged by the president of the American Concrete Pumping Association (ACPA) who wrote in the Winter 1992 edition of the association's magazine, "I have always been amazed at F.W. Schwing's dedication, drive and continuing interest in the concrete construction industry up to his last years. In our industry, he will be remembered as a pioneer, a Thomas Edison of the modern

concrete machinery business. To his family, we the members of the concrete pumping and construction industries offer our continuing respect for the man who shaped, in some way, all of our lives."

Mr. Schwing's engineering expertise was not only aimed at product performance but also operator safety. Concrete pumping enjoys a remarkable safety record thanks to the design innovations of Mr. Schwing that have been adopted by the Concrete Pump Manufacturers Association and adopted by most concrete pump manufacturers. The generous amount of time donated by Schwing America to establish safety guidelines, host safety seminars and provide a safer work environment for all concrete pumpers is a direct result of Mr. Schwing's corporate policy. This corporate commitment to the industry extends to the ACPA with direct support through sponsorships of safety and marketing materials and hundreds of hours of donated employee time on committees and boards that continues to this day.

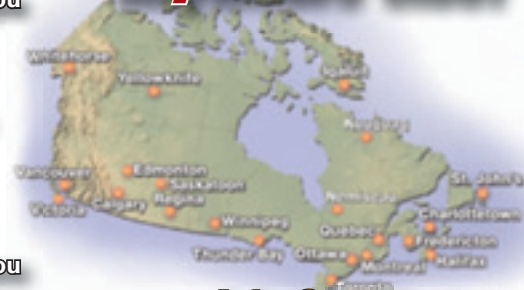
In accepting the award for Mr. Schwing's accomplishments, Schwing America's CEO Brian Hazelton, said: "It is hard to imagine that one man could improve construction methods in such a profound way. It is my honor to accept this award on behalf of the Schwing family that still embodies the work ethic and corporate responsibility of Mr. Schwing, Sr. His son, Gerhard, is directly involved in the company to this day and I am proud to be a part of an organization that carries on the Schwing family tradition of innovation, integrity and quality. Thank you."

Source: The Association of Equipment Manufacturers (AEM)

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Aquajet Provides the Solution for Difficult Dutch Rail Construction Project

*John Hooper, Joem Promotions,
on behalf of Aquajet AB
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Post-tensioned cables prove no problem for hydrodemolition specialist Aqua Demolition Services (ADS) when exposing the steel cables to allow inspection before connecting a new elevated concrete deck and rail tracks in Amsterdam; eliminating the need for up to 10 hand lance operators



and saving almost 2 weeks lance operations.

An existing elevated rail decking in Holland presented demolition problems

for the contractor BAM Civiel bv in making ready for joining it to a newly constructed concrete deck and new twin rail track.



Fabricated some 20 years ago in readiness for future expansion, the old reinforced concrete deck - above the busy A10 highway through the southern suburbs of South Amsterdam- included two post-tensioned cables.

After removing a balustrade/end wall at one end of the old deck, using a conventional concrete wire saw, it was necessary to further remove the deck concrete to expose the rebar for reinstalling to the new adjoining deck.

However, a bigger problem was exposing the post-tensioned cables for inspection and recasing in new concrete, without any damage whatsoever to the steel cables and rebar.

Specialist contractor Velsen - Noord-

based Aqua Demolition Services (ADS) provided the solution with hydrodemolition techniques using two Aquajet Systems



AQUA CUTTER 710V evolution robots.

"Without using the AQUA CUTTERS, possibly the only other solution would have been to use hand lances - taking 8-10 operators at least 2 weeks to clear all the specified concrete safely," confided ADS director, Arjan de Waard. "Using Aquajet's hydrodemolition techniques allowed us to complete the job inside 1 ½ days including set up times."

The first post tensioned cable was located 50 mm below the surface of the 12 m wide x 27 m long concrete deck.

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Comprising some 12 bundles of cable to give a 140 mm diameter, the post-tensioned cables were “tied” in to a steel plate. Once exposed and inspected, the cables will be re-cased in new concrete and the steel plate removed.

“We were extremely worried about initially removing the concrete as the client, the rail authority O.V. Saal had specified there must be no damage to the steel cables. But the fears proved unwarranted as the AQUA CUTTERS removed



all the concrete cleanly and left the steel cables totally exposed and undamaged,” said Bam Civiil project manager Leen van Anrooij.

A second, similar sized post-tensioned cable was also located some 600 mm below the first cable.

Access to this one however was close to the elevated deck’s columns and beam above the pile cap and, once again, the client specified no damage to the beam behind the contoured deck.

“We therefore opted to tackle this problem by using a second AQUA CUTTER 710V evolution robot installed with a 7 m vertical mast” explained ADS CEO Hans ‘t Geloof.

“Not only did it ease the demolition process from the front of the 900 m deep deck, it also allowed us to progress at a fast rate and, with no damage to the beam wall.”

Hydrodemolition works by pressurising and widening existing pores and micro-cracks in a concrete structure using high-pressure water penetration.

The rate of removal is dependent on

the amount of water directed towards the concrete surface, and consequently the area and depth of removal can be closely controlled. Using a high pressure water jet also makes it easy for the operator to work around obstructions; particularly when compared with, for example, conventional jackhammer methods.

“With hydrodemolition, once programmed the jet moves rapidly and continuously over the selected area for

removal,” explained Mr. Geloof. “There is no percussive effect on the surface, with the water jet penetrating the deteriorated concrete, and there is no modification of the concrete microstructure or pore structure. Apart from very effective cleaning there is also no effect on the rebar.”

Both AQUA CUTTER’s, from Swedish specialist manufacturer Aquajet Systems, operated at a pressure of 1040 bar and 261 l/min of water.

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In accordance with all environmental specifications ADS was responsible for bringing to site its own water supply and, using eight 35 m³ tanks to remove contaminated water off-site for cleaning treatment.

Bam Civiel's contract was awarded two years ago and has a completion date of 2015.

Comprising a 7 km section of the new proposed 18.5 km link from Amsterdam South to Duivendrecht, the contract featured laying twin rail tracks both at grade and on seven new elevated bridges alongside the existing rail network. It also includes a station extension at Rai.

The new line is intended to form a vital link in public transport plans between Schiphol and Lelystad aimed at doubling the number of passengers each day to almost 80,000 people by 2020.

It is planned to double the number of trains for 6 to 12 per hour by 2016 and introduce a "travelling without timetable" service.

In addition to improving the service to Schiphol, the new track between Amsterdam South and Utrechtboag will also improve services to Utrecht and beyond.

World of Concrete Europe

S.E. Intermat, owner and organizer of the INTERMAT trade shows, and Hanley Wood, LLC, and organizer of World of Concrete, recently signed a Memorandum of Understanding to develop a new event, "World of Concrete Europe."

This partnership gives S.E. Intermat and Hanley Wood, LLC a leading position on the concrete industry market in Europe.

Tom Cindric, vice president of Hanley Wood Exhibitions, said: "We are very excited by this partnership which is another major step in the worldwide development of World of Concrete subsequent to the launch of World of Concrete India. Our Las Vegas show is an annual event with international reach, and so it is only natural for us to get together with one of the construction industry's leading exhibitions and unite our know-how as organizers."

World of Concrete Europe will be piloted by Comexposium, a European leader in event management and organizer of INTERMAT trade shows. The next INTERMAT shows to be held will be INTERMAT Middle East in Abu Dhabi from January 14-16, 2014, and INTERMAT Paris from April 20-25, 2015.

INTERMAT exhibition director Maryvonne Lanoë welcomed the agreement: "Comexposium's Construction business unit is delighted to have started up this international partnership which will contribute to the global reach of INTERMAT through one of its headline sectors, the Concrete industry."

The trade associations CISMA and SEIMAT, members of the S.E. Intermat Board of Directors, support this move and are contributing their expertise and full involvement.

Source: Hanley Wood, LLC



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BOMAG Celebrates the 100th Compact Planer

In early September BOMAG celebrated the production of the 100th BM 500 compact milling machine at the company's headquarters in Boppard, Germany. At a special celebration, Jean-Claude Fayat, general manager of the FAYAT Group, congratulated the milling team and re-emphasised the Group's sustainable strategy for cold milling machines.

"In the two and half years since market launch, one in three milling machines sold in the 130 hp class is now made by BOMAG – an achievement which makes me very pleased and of which we can be proud", said Jean-Claude Fayat in his speech. In a short presentation Markus Lang, product manager of BOMAG cold milling machines, showed the latest sales figures in the various markets. Although BOMAG compact milling machines are being used all over the world, Germany is still one of the main sales markets and the benchmark for future developments in this product segment. "I believe that



Jean-Claude Fayat, general manager of the FAYAT Group (center) with the milling team and management celebrating the 100th compact milling machine produced in Boppard.

global success can only be achieved if you are also successful in the domestic market. The German sales figures are extremely important to us", emphasised Mr. Fayat.

These results do not mean that anyone at BOMAG is complacent. The pace still moves rapidly in the cold milling division as the success of the BM 500 and BM 600 is followed by the next project. "We are

currently in the trial phase with our new milling machine, model BM 1000/35, and will begin series production shortly. And of course we will be looking for a similar result as we have achieved with the compact milling machines," explains Ralf Junker, BOMAG managing director Production.

Source: BOMAG GmbH

Expanded Capabilities for the Argo

In response to market demand, Argo has extended its capabilities in the commercial sector with the introduction of the 8x8 XTD diesel-powered Argo, a load-tested Universal Mounting System (UMS), a utility box, an 8-wheel trailer, a heavy-duty



track system and a variety of factory-approved tools for specific industries.

Created with the same engineering excellence that has made Argo world-renowned for quality and durability, an 8x8 XT model is now available with a Kohler Lombardini diesel. The XTD will now share the same fuel as other machines on the worksite, eliminating the need to haul in gasoline. Its 3-cylinder, 24 hp engine provides optimal power at higher RPMs, making it an ideal choice for the heaviest duty cycle industrial applications.

Similar to the gas-powered 8x8 XT1 model, the XTD features a towing capacity of 907 kg and payload capacity of 608 kg.

Source: Argo Amphibious UTV

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BOMAG Tandem Vibratory Rollers Offer Enhanced Fuel Economy, Innovative Frame Design

BOMAG's BW141AD-5 and BW151AD-5 tandem vibratory rollers feature an innovative frame design for clear visibility and Tier 4 engines for increased fuel efficiency. The new rollers provide high VPM performance on a variety of asphalt compaction jobs, ranging from commercial sites and parking lots to highways.

A newly designed operator's platform features a spacious working area that provides ample room and comfort, while still offering optimal all-around views of the roller drums, asphalt mat and surrounding areas. The station's adjustable, multi-position seat rotates and slides laterally to both side positions, and a travel lever with integrated switches, the steering wheel, and other operating controls are arranged logically and within easy reach.

The new rollers are each powered by Kubota water-cooled diesel engines. Offering 150 cm and 167 cm working widths,

respectively, the BW141AD-5 and BW151AD-5 each deliver up to 8,055 kg of centrifugal force. The rollers feature ECOMODE, a system that aids the operator in conserving fuel by controlling the engine speed in relation to load, reducing fuel consumption by up to 30%.

The intelligent design of the rollers also features innovative component placement, such as a large water tank below the operator's station and the engine located in the rear frame, contributing to high maneuverability and reduced noise during operation. A pressurized water spray system includes a second pump and triple filters to ensure reliable drum sprinkling. The large engine hood provides easy access from either side of the machine.

A crab-steer feature allows operators to offset the rear drum of the rollers up to



17 cm in either direction. Other standard features include automatic vibration control, speedometer, V-belt protection, halogen working lights, indicator and hazard lights, back-up alarm, master battery disconnect switch, and tool compartments.

Optional features include a mat temperature display, ROPS cabin with heating or air conditioning, BOMAG Telematics, drum edge lighting and integrated edge cutter for the rear drum.

Source: BOMAG Americas, Inc.

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Ritchie Bros. Sells More Than \$95 Million of Equipment in Two Days in Edmonton

Ritchie Bros. Auctioneers conducted its largest two-day auction in Company history in Edmonton, Alberta, on October 29-30, 2013. More than 5,850 equipment items and trucks were sold in the public auction for more than \$95 million – all equipment was sold by unreserved auction, with no minimum bids or reserve prices. Multiple Ritchie Bros. records were set at this auction, including highest gross auction proceeds and most items sold in a two-day auction globally, most items ever sold in any Canadian auction and most sellers ever at any auction globally. Bids were made in person, online and by proxy.

“This is our fifth Edmonton auction of the year and usually our October auction is our second biggest sale next to our three-day April auction, but it's never been this big before – to sell more than 5,850 equipment items and trucks in two days is unheard of,” said Jim Rotlisberger, regional sales manager, Ritchie Bros.

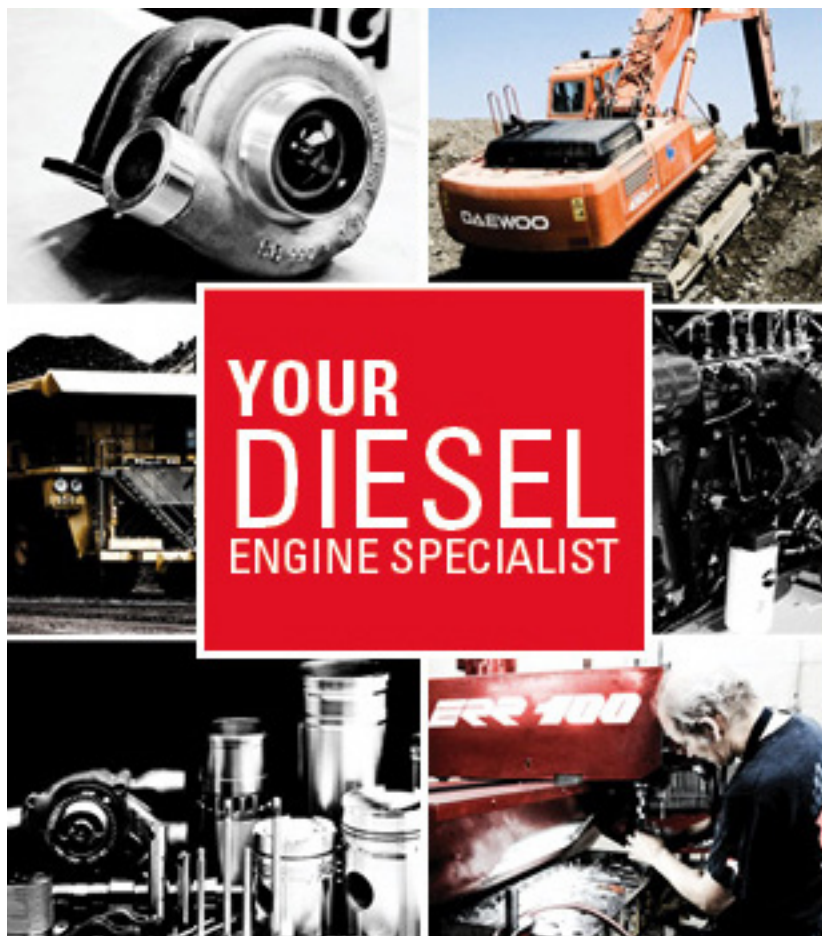


Auctioneers. “At this time of year many contractors are changing gears – selling off equipment used in the summer and getting new gear for the winter season. In this week's auction we witnessed strong competition for equipment in all categories from bidders around the world, which helped us achieve global market value for our sellers.”

“This was our first time selling with Ritchie Bros. and we would absolutely sell with them again,” said Ed Wrzesien,

director & CFO for Pipe-Watch Inc. “Our equipment received bids from on site in the auction theater and around the world through online bidding. The power of Ritchie Bros. online bidding cannot be overstated as it opens the auction up to a whole new market—a much larger audience of potential bidders. Throughout the entire selling process, Ritchie Bros. was open, honest and professional—everything went smooth and was done as expected.”

Source: Ritchie Bros. Auctioneers



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SKYFEST in Brazil

Skyjack Brazil used its recently opened facility in Indaiatuba, near São Paulo to welcome over 150 customers to celebrate a year that has exceeded expectations.

Local staff and most of Skyjack's senior management team enjoyed a memorable evening of Brazilian hospitality in the form of "SKYFEST". The normally functional industrial facility was transformed into a festive atmosphere. A key part of the event was the opportunity for Skyjack to show its commitment to the Brazilian market and the great strides that it has taken since the M&T show in May 2012.

In welcoming customers, Brad Boehler, president of Skyjack, noted: "Skyjack has enjoyed an enviable reputation for scissor type product, largely based on their simple reliability, quality and solid performance. That has led to a situation in 2013 where we will manufacture our 250,000th machine. A quarter of a million machines is something we are very proud of and an achievement that means we are the world's

leading scissor manufacturer. We look forward to expanding that reputation with our boom product."

Continuing that theme, Adriano Battazza, general manager of Brazil added: "In less than a year Skyjack has taken a leadership position in the market for scissor products in Brazil. For some time, Brazil has shown an interest in Skyjack products and a key part of our timing of the decision to come to the market has been to ensure that we supported the market and customers not only with well-designed and reliable products but with the appropriate aftermarket support. I am pleased to say our parts inventory and delivery performance is such that we have in excess of a 95% same day

pick rate."

The highlight of the event was the recognition of 30+ customers since 2012 with a series of banners with customer logos that lined the walls of the facility.

"We thought it was a nice way to recognize the partnerships we have with our customers. They encouraged us to come to Brazil, so much so that the walls are nearly full! We look forward to adding more banners... and if that means we need more wall space... well then that's a good problem to have!," said Mr. Battazza.

Source: Skyjack Inc.



Linden Comansa at the "Ruta del Sol"

To promote the competitiveness of Colombia and improve the country's infrastructure, the Colombian Government has declared of strategic importance up to 11 roads. Among all of them stands out the Ruta del Sol (Route of the Sun), a highway with a length of 1,071 km which will bring nearer the cities of the interior of the country, including the capital, Bogota, with Barranquilla, one of the main ports in the Caribbean. The project, one of the most ambitious in Latin America, has a budget of more than \$2,5 billion and will reduce the car journey between Bogota and Barranquilla from the current 18 hours to just 10.

Helios Consortium, formed by CAS, IECSA, ConConcreto and CSS Constructores, has been chosen to manage and build the Sector 1 of the Ruta del Sol. This is the shortest of the three stretches that make up

the highway, but also the most complex, since it will cross the Colombian part of the Andes range, a very mountainous area with many rivers and gorges. Therefore this sector, only 78 km in length, will feature nearly 3 km of tunnels and up to 6 km of bridges and viaducts.



For the construction of the bridges, the consortium has 6 Linden Comansa tower cranes, operated by Gigacon, Linden Comansa's official distributor in Colombia since 2010. These tower cranes, a 21LC400 18 t, two 21LC210 18 t, a LC5211 5 t, a 10LC140 8 t and another crane of the same

model that is about to arrive at the jobsite, are responsible for building a total of 7 bridges on this section, so when they end up on a bridge, they are disassembled, transported and erected again at another point to start with another bridge. Due to the demanding work schedule, some of



these cranes work in a double shift, always responding very efficiently.

"One of the biggest difficulties we have faced was the transportation to the rural area of the Magdalena Medio, which is crossed by this Sector 1 of the "Route of the Sun," says Fabio Cañón, sales and

Grove GMK7550 Shares Airspace with Dulles Flight Traffic

A Grove GMK7550 all-terrain crane did its part to transform the Washington Dulles International Airport flight tower terminal into a museum. The airport is less than 50 km away from downtown Washington, D.C. and is one of the country's busiest airports. The 450 t (550 ton) crane lifted a refurbished radar dome to the top of a tower, all while amid busy air space.



The crane was configured with 48.7 m of main boom with 48.7 m of luffing jib for the project. It lifted the 6.8 t dome 60.9 m high to the top of the tower. Working in

such close proximity to dense air traffic was a challenge. Air space was closed around the crane while it worked – lights and flags attached to the crane ensured it was visible. The project took one week to complete.

The fast highway speeds of the seven-axle GMK7550 enabled it to quickly move in and out of the busy airport. Once on the job site, the crane's all-wheel multiple mode steering enabled it to maneuver into place, a demanding task considering the amount of air and terminal traffic surrounding the crane. As the GMK7550 has the highest capacity of any all-terrain in the Grove line, it was able to lift the heavy radar dome with ease.



J. Wayne Poole, based in Greensboro, North Carolina, was the company contracted to erect the refurbished radar dome on top of the tower. The 34-year old company looked to WO Grubb, of Richmond, Virginia, to help select the perfect crane for the job.

Ray Hand, WO Grubb Alexandria branch manager, suggested the Grove GMK7550 for its capacity and reach, as well as its mobility. He said the crane performed well on the job site.

"The crane performed beautifully," Mr. Hand said. "The GMK7550 crane is the largest in our fleet and was chosen for its beneficial load chart, as well as its luffing jib length. It has proven to be conveniently mobile and simple to use."

WO Grubb is the 16th largest rental company in North America. Among its 6 branches are 8 Manitowoc cranes and 46 Grove cranes in its fleet. It has 2 Grove GMK7550 cranes that the company purchased from H&E Equipment in Baton Rouge, Louisiana.

Established in 1961, H&E offers a host of services for all of the Manitowoc crane brands, including crane rentals and sales, parts and services, and training. The company is also a certified EnCORE partner, providing the outstanding service and the highest quality remanufacturing and structural repair work for Manitowoc-brand cranes.

Source: The Manitowoc Company, Inc.

technical director at Gigacon. "It is a rather rugged and unpopulated area, 100 km away from Bogota, and the current road doesn't precisely meet the best conditions. For the erection of the crane we couldn't count with heavy mobile cranes, but thanks to the lightweight of the tower crane's sections, we were able to erect them spending a little more time than the usual. In addition, the high temperatures in the area (32 °C is the annual average) added another problem to our team's list when doing all the assembly works."

Gigacon is also responsible for the technical support and maintenance tasks on the cranes at the jobsite. Due to the distance to any urban location, Gigacon has a permanent maintenance team at the jobsite, able to quickly respond to any



electrical, mechanical or equipment maintenance problem. Gigacon also managed the training of the crane operators, staff selected from among the inhabitants of the area in an example of social responsibility from Helios Consortium. Gigacon has over 35 years of experience in the sector of construction and load lifting, and owns one of Colombia's most important fleets of cranes and lifting.

Source: Linden Comansa

Winners Announced in 13th Annual ACSA/AISC Steel Design Student Competition

Twenty-four architecture students from universities around North America were honored in the 2012-2013 Steel Design Student Competition. Administered by the Association of Collegiate Schools of Architecture (ACSA) and sponsored by the American Institute of Steel Construction (AISC), the program challenges architecture students, working individually or in teams, to explore a variety of design issues related to the use of steel in design and construction. A total of \$14,000 in cash prizes was awarded to the winning students and their faculty sponsors.

Students submitted designs in two categories that required steel to be used as the primary structural material and with special emphasis placed on innovation in steel design. The Building to Bridge category challenged students to design a pedestrian bridge that would enrich its location and provide a vital spatial connection, as well as include an ancillary function – a small pavilion – that supports the cause for the crossing. In the Open Category, students were given the opportunity to select a site and building program that included at least one long-span steel structure.

The award winners in each category are:

CATEGORY I - BUILDING TO BRIDGE

First Place: "Stream Line"

Students: Christopher Garrow, Heather Martin and Kaitlin Shenk

Faculty Sponsors: Donald Dunham, Brian Johnston, Thomas Kirchner, Lisa Phillips and Barbara Macaulay

School: Philadelphia University

Second Place: "Adaptive Connections"

Students: Vahe Markosian, Andrew Maier III, Mark Pothier and James P Stoddart

Faculty Sponsors: John C Cerone and Adam Modesitt

School: Columbia University

Third Place: "Building [Equilibrium] Bridge"

Student: Javier Bidot-Betancourt

Faculty Sponsor: Jose Lorenzo-Torres

School: Polytechnic University of Puerto Rico

Honorable Mentions:

[PORT]al Memorium

Students: Kamilah Acebal and Sophie Juneau

Faculty Sponsor: Edgar Sarli

School: University of Miami

The Introduction of Force to Minimize Material

Students: Jason Baiocchi and Jeremy Riback

Faculty Sponsor: Christopher D. Trumble

School: University of Arizona

Bridge Over I Pass Under

Student: Chad Guempel

Faculty Sponsor: Genevieve Baudoin

School: University of Kansas

Berkeley Bridge

Students: Jonathan Chiang and Jarvis Gene Lee

Faculty Sponsor: Gary Black

School: University of California, Berkeley

CATEGORY II - OPEN

Prize Winner: "Injection"

Students: Trevor Larsen and Ben Pennell

Faculty Sponsor: Thomas Fowler IV

School: California Polytechnic State University

Prize Winner: "Inverted Landscape"

Students: Byron Marroquin and Sal Vargas

Faculty Sponsor: Joshua G. Stein

School: Woodbury University

Honorable Mentions:

Synchronous Paths - Toward a Center for Autism

Students: Sarah Limbocker, Marcia Trein,

Lina Burnett and Sunyoung Kim

Faculty Sponsor: Bruce Johnson

School: University of Kansas

Quilt of enLIGHTenment

Student: Danielle Aspitz

Faculty Sponsor: Thomas Fowler IV

School: California Polytechnic State University

Inflate: An Expression of Information Use in Bayview, San Francisco

Student: Max Wisotsky

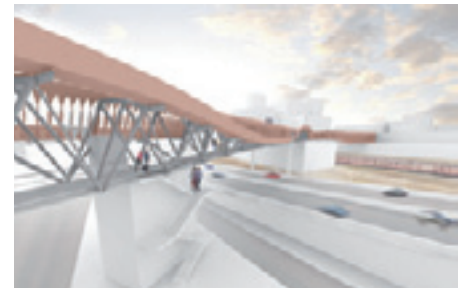
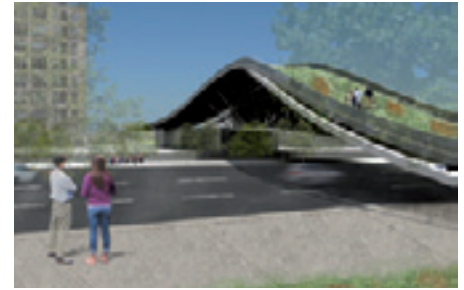
Faculty Sponsor: Thomas Fowler IV

School: California Polytechnic State University

About 250 project submissions from more than 1,000 students were received during this year's steel design competition, and nearly 100 faculty members served as student advisers for the competition. In total, 48 universities from across North America took part.

This year's competition jurors were:

Terri Boake, professor of architecture at the University of Waterloo, Canada; Phillip Anzalone, director of the laboratory for



applied building science at the Graduate School of Architecture, Planning and Preservation at Columbia University; Peter Weismantle, director of supertall building technology at Adrian Smith + Gordon Gill Architecture (AS+GG) in Chicago; Jeremy Ficca, associate professor of architecture and founding director of the Digital Fabrication Laboratory [dFAB] in the School of Architecture at Carnegie Mellon University; Patricia Kucker, associate professor of architecture at the University of Cincinnati; and Kirk Martini, associate professor of structural design at the University of Virginia School of Architecture.

For additional information about the ACSA/AISC Steel Design Student Competition, visit www.aisc.org/studentdesign or www.acsa-arch.org/programs-events/competitions/2012-13-steel.

Source: American Institute of Steel Construction

New Breakers Now Available in North American Markets

Chicago Pneumatic Construction Equipment introduces two brand new handheld breakers to the North American market; the CP 1260 and CP 1290. The brand new breakers offer the same quality and versatility as previous pneumatic breaker models, but with updated features, more power, and a sleek, ergonomic look.

Known globally for their high-impact technology and durability, many of the same value-adding features of the CP 1230 and CP 1240 were rolled into the CP 1260 and CP 1290, respectively. Offering a variety of sizes, there is a CP pneumatic breaker option for every application.

"The CP handheld pneumatic breakers have traditionally delivered an efficient and powerful solution for any demolition application," explains Gus Armbruster, product manager for pneumatic tools. "The new CP 1260 and CP 1290 have carried through the important features of previous models, but have incorporated a number of features new to the handheld line." The list of added features include; ergonomically designed handles to reduce operator fatigue, a streamlined, flatter profile for improved operator visibility, and new durable polyurethane front head springs that reduce wear and extend the life of the breaker and its internal components.

In addition to various innovative features, the CP 1260 and CP 1290 offer even more power than previous models. "The CP 1260 and CP 1290 have enough power to make them an ideal solution for a variety of applications," adds Mr. Armbruster. "By improving upon past models versus starting from square one, we are able to provide truly versatile, powerful, and efficient tools."

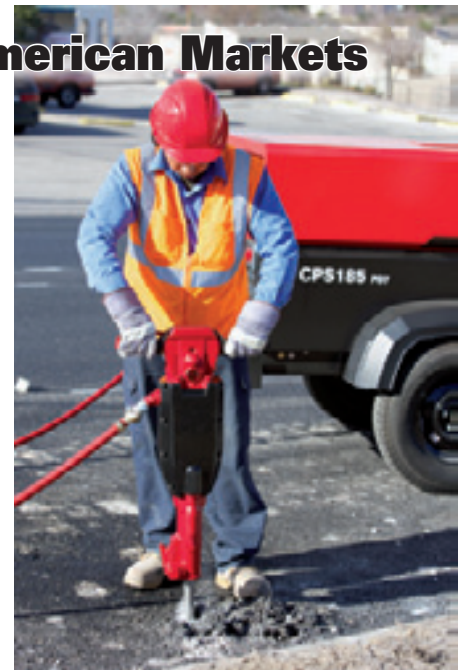
Another key feature of the CP 1260 and CP 1290 breakers is that many of the components are compatible with previous

generations of pneumatic breakers, so that if a problem should arise with the new equipment, repairs can be made quickly and easily.

At a little over two feet long, and an operating weight of 27 kg, the CP 1260 is compact enough to transport to any job site easily. Delivering 1,300 b/min, it is also powerful enough to handle a number of medium to heavy-duty applications.

The CP 1290 weighs in at 37 kg and has a length of 71 cm, making this a powerful tool for its compact size. The CP 1290 delivers 1,100 b/min. The most powerful of the CP handheld line, the 1290 is ideal for heavy-duty demolition work.

Source: Chicago Pneumatic



Chicago Pneumatic Launches CPG and CPDG Generator Lines

Chicago Pneumatic Construction Equipment officially launched the new emissions-compliant CPG iT4 70, 90, and 120 models and the brand new CPDG generator line for export at 2013 Power-Gen, the industry-leading trade show for the generation sector.

The new iT4 CPG 70, 90, and 120 feature John Deere power and Leroy Somer alternators on heavy-duty tandem axle trailers with over 24 hours of fuel autonomy. The CPG line is available with models from 20 kVA to 33 kVA for the US market.

The new CPDG product line boasts a myriad of features, including increased reliability, lower noise levels, and a robust engineering framework with a focus on job site safety.

"The CPG and the CPDG lines both provide a reliable and efficient power source wherever electricity is needed," explains John Vogel, executive vice president for Chicago Pneumatic Construction Equipment. "Although we have recently released them to certain markets, we're excited to be officially launching the units at a show like Power-Gen."

A number of customizable features can be included in the new CPDG line, including socket outlets, quick external fuel tank connections, and an integrated filter with a water separator to ensure fuel quality for



optimal performance.

The new CPDG models presented at Power-Gen International 2013 are built for lesser regulated countries and are currently available with rated power outputs between 13 and 245 kVA at 50 Hz and 60 Hz. The CPDG's encapsulated design guarantees high impact resistance, topped off with the corrosion-resistant, galvanized, powder-coated canopy. In addition, the lifting eye, tie-down hooks and large forklift slots ensure easy handling.

Power-Gen International took place in Orlando Florida from November 12-14. The show hosted over 1,400 exhibitors from 75 countries across the globe.

Source: Chicago Pneumatic

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Continental CST Broadens Solid Tire Portfolio

Continental Commercial Specialty Tires presents new solid tires for forklift trucks: the Continental CS20. It is built to significantly save on energy and features a closed shoulder design which minimizes vibrations and thus maximizes running smoothness.

The Continental SC20 Mileage+ is extremely durable and offers high mileage performance. It is especially suitable for usage on rough surfaces and in very demanding working environments.

"With the introduction of our new tires, we consequently follow our approach to develop solutions that specifically address our customers' needs," says Dr. Michael Andreas Maertens, managing director of Continental Commercial Specialty Tires.

Vehicles equipped with the new Continental CS20 save energy in their day to day usage. The closed shoulder design minimizes vibrations and thus maximizes quiet and smooth running which improves the ride comfort. The continuous tread belts of the CS20 help to deal with higher lateral loads and enhance stability when transporting heavy loads and performing frequent directional changes or turn maneuvers. The tread of the CS20 features the innovative double-L-design with a rounded groove contour for excellent traction and self-cleaning characteristics.

The extremely robust Continental SC20 Mileage+ broadens the successful SC20-Portfolio. Its innovative rubber compound extends the mileage and reduces service and maintenance costs. An advantage that is especially relevant when vehicles operate on demanding surfaces. "Tire wear is accelerated particularly in outdoor application with highly abrasive grounds such as interlocking pavers, cobblestones or objects on the surface. For vehicles operating in these conditions, our engineers have developed a new rubber compound with short chain sulphur connections. The SC20 Mileage+ is the first tire using this new compound," says Dr. Maertens. The tread area provides maximal resistance to punctures and cuts. These features result in a reduced wear and an enhanced service life.

The SC20 Energy+ features a low rolling resistance. The tire is especially suitable for battery-powered vehicles used in indoor application. Due to the low rolling resistance, vehicles consume less energy and battery lifetime is extended. The results are less downtimes and lower operating costs.



are Super Elastic tires that fit on industrial pneumatic tire rims. Additionally, they are available as non-marking version for industries where a clean environment is critical such as the food and electronic industries. To prevent static electrical charges on vehicles, SC20 tires are also available as conductive version. This minimizes the risks of uncontrolled electric discharge and thus of damaging sensitive loads such as electronic components.

Source: Continental Commercial Specialty Tires

In addition, the optimized rolling qualities reduce the heat development within the tire which results in excellent durability even when carrying heavy loads.

The Continental CS20 and the SC20 tires

Kalmar Introduces its Latest Forklift to the North American Market

Kalmar, part of Cargotec, presented its latest range of forklift trucks to the North American customers at Breakbulk Americas 2013 exhibition on September 23-26, in New Orleans, Louisiana. The DCG90-180 range is part of Kalmar's new "G" generation of counterbalanced equipment, which was introduced to the European audiences in 2011.

Like all Kalmar solutions, the new Kalmar DCG90-180 forklifts offer greater total lifetime savings by improving the synchronicity between truck and driver. Each model in the range is designed to keep truck uptime and driver productivity levels high while keeping lifetime operational costs low.

A choice of two new EPA Tier 4i emissions compliant diesel engines are offered from Volvo and Cummins. Kalmar also has the ability to offer a Tier III Cummins for those customers who select this technology until further notice.

Source: Cargotec



WipWare ICAMP Sponsor

WipWare Inc. is proud to be a sponsor of the recently unveiled Innovation Centre for Advanced Manufacturing (ICAMP) facility at Canadore College's Commerce Court campus, in North Bay, Ontario.

ICAMP is a unique collaboration between the college, business and manufacturing sectors that offers development and expansion by allowing companies to test drive



new designs, prototype and improve products for the marketplace with state of the art technology.

"When we heard about ICAMP we knew right away it was a great fit for WipWare and we're proud to be part of such an innovative facility," said WipWare president Tom Palangio. "Having the ability to prototype designs with 3D printers can only spur product development in ways we are just beginning to understand."

During the grand opening, guests were invited to see live demonstrations of the center's 3D simulation software, projectors, scanners and printers as well as robotic devices. Small and medium enterprises will have access to technologies and automation to, encourage manufacturing best practices, product prototyping and entrepreneurial leadership and reduce environmental impacts.

"This facility brings innovation, applied learning, leadership and partnership to life," said Canadore president George Burton. "Just imagine conceiving a new product idea and then being able to test its viability before the need for significant investment. That's ICAMP, and we're very excited to be open for business thanks to the support of government and industry."

ICAMP is an incubator facility designed for industry to assist in technology transfer, act as a retention tool and stimulate business growth.

Source: WipWare Inc.

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FLO Components Launches "Lube Basics" Seminars

Automatic Greasing Systems specialist FLO Components Ltd. has announced the schedule for its 2013-2014 Lube Basics Seminars. Scheduled cities will include London, Mississauga, Ottawa and Sudbury.

In a study conducted by a major component manufacturer, improper lubrication accounts for 53% of all bearing failures, a major cause of equipment downtime and significant unnecessary maintenance costs. According to FLO's marketing specialist Gabriel Lopez; "FLO Lube Basics Seminars are designed to help you avoid common lubrication failures by turning your personnel into "Lubrication Specialists".



"Each 1-day seminar will have a balance of theory and practical – 50% of the time will be your traditional in-class training, 50% will be more "hands on" training. These seminars are designed and presented as an unbiased, 3rd party, vendor neutral lubrication training program - we don't bring people there to sell them on our products, we teach them what they need to know about dealing with everyday lubrication issues, so when they apply what they learn, their payoff is immediate and permanent."

Some of the topics to be covered in the seminars include:

- Basic principles of friction/wear, lubricants and lubricant types;
- Grease properties/compatibility/applications;
- Introduction to manual lubrication (fittings, calibrating grease guns, etc.);
- Lubricant handling/transfer and storage procedures;
- General Automatic Lube System operation, inspection and trouble-shooting procedures.

Established in 1977 and based in Mississauga, Ontario, FLO Components Ltd. is a lubrication systems specialist and a leading supplier of Total Lube Solutions and supplies to major construction, road building, aggregate, trucking, mining companies and manufacturers in Ontario. FLO has been a LINCOLN Industrial Master Distributor for over 30 years and is the largest SKF Lubrication Business Unit System House for both LINCOLN and SKF brands in Canada.

Source: FLO Components Ltd.

Two-Speed Air Compressor Decreases Noise and Idling

VMAC's RAPTAIR-MF Diesel Drive Stand-Alone air compressor is now two-speed equipped.

After feedback from clients suggesting a quieter RAPTAIR-MF could be beneficial to them in bidding on construction projects for utilities and in public works, VMAC responded by adding an idle-down feature to the system. The system now features 2 rpm speeds; low speed is 2,600 rpm and high speed is 3,600 rpm.

The low speed is quieter, burns less fuel and provides low engine speed at startup, providing added protection for the unit. The higher speed delivers more power when it is required to a maximum of 1275 l/min (45 CFM). The welder, generator and PTO port do not run at the lower speed, so when those options are chosen, the unit runs at the higher rpm.

No action is required from workers utilizing both speeds. When the air compressor function is chosen, the system simply responds with the appropriate amount of

CFM to run the tool. If more CFM is required, the engine will kick up to the higher rpm. This greatly reduces job site noise which, in addition to protecting workers, also reduces nuisance complaints when work is being done near businesses, schools, houses or other places that people may be disturbed.

The lower idling speed also protects the system at startup as it idles at low speed for five seconds before idling up. When the weather is cold, the low-speed idle lasts until the system is ready.

All other features of VMAC's popular RAPTAIR-MF unit remain the same. The PTO, welder, generator, battery booster and battery charger all meet the same specifications as before. The unit is 265 kg



wet and its Kubota diesel engine is Kubota-certified.

Source: VMAC

Silverado Cheyenne Concept: Mini Mass, Max Performance

The Chevrolet Silverado Cheyenne concept vehicle unveiled at the SEMA Show on November 4, embraces the adage that less is more. The performance-oriented version of the all-new 2014 Silverado regular cab combines a reduced curb weight with the performance of the new 420 hp 6.2 l V-8 for a strong power-to-weight ratio and exhilarating performance.

A lowered ride height, a rear stabilizer bar and Brembo carbon ceramic brakes complement the Cheyenne concept's high-performance character with enhanced handling and braking capability.

The unique lightweight features built into the concept vehicle include carbon fiber replacements for the bumpers, tailgate and inner cargo box, shaving approximately 90 kg from the 2,050 kg base curb weight of a 5.3 l-equipped Silverado regular cab with a 2 m box.

Cheyenne designers matched the form of the lightweight components with their low-mass function. The carbon fiber front bumper includes racing-inspired ground effects styling complemented by carbon

body-side ground effects while the carbon fiber tailgate incorporates a spoiler. The hood features a Camaro Z/28-inspired extractor vent.

The Camaro Z/28 Brembo carbon ceramic brakes save more weight because the carbon ceramic-matrix rotors are significantly lighter than conventional steel rotors. On the Camaro Z/28, for example, they save more than 9 kg – and it saves unsprung weight, too, which enhances driving performance with more immediate and direct handling. The truck rolls on charcoal-painted 19-inch Camaro Z/28 aluminum wheels and high-performance tires.

The Cheyenne diet removes the trailer hitch, spare tire, interior center console and some of the sound-deadening material.



The truck also has a lightweight aluminum driveshaft and composite rear leaf springs.

Inside, the Cheyenne's performance theme is conveyed with Recaro sport seats and a flat-bottom steering wheel, similar to the steering wheel offered in the Camaro ZL1. Available safety features, including lane departure warning, front and rear park assist and a rear-vision camera, enhance safety without detracting from the truck's performance.

Source: Chevrolet

First Unimog Featuring Euro VI is Delivered to Customer

The first Unimog featuring Euro VI emission technology has now been handed over to its new owner. The vehicle is a Unimog U 423 equipped with a 231 hp engine, which is now all set to be put to work by Rosinsky Dienstleistungs GmbH, a services provider serving municipal authorities and construction companies.

The vehicle will be deployed to tackle winter maintenance duties. When the cold season comes to an end, the snow plow and salt spreader will be dismantled and replaced with an "embankment landscaping unit". With the aid of this device, the Unimog is able to build embankments at the sides of new roads by gathering together gravel and earth and compacting it. In addition, the vehicle will also be put to use on behalf of municipal authorities and road construction companies throughout Germany.

Located in Winsen an der Aller, in the Lower Saxony Bundesland of Germany, Rosinsky Dienstleistungs GmbH was



established by the current owner's father in 1985 with a Unimog U 411 as its first company vehicle which was used for winter maintenance services. Four years later the company became involved in the street cleaning business, for which it deployed a Unimog with sweeper unit – today it now has three such vehicles. In 1990 it also began transporting building machinery on low loaders. In the meantime the company has built up a staff of 60 employees and

boasts a fleet of more than 100 vehicles.

The new BlueEfficiency engines meet Euro VI, boast increased output – up to 300 hp – and provide a higher level of torque than previously. In addition, the Unimog features more power and control for implement applications thanks to optimized working hydraulics and more powerful "VarioPower" power hydraulics.

Source: Daimler AG

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Eriez® 5-Star Service® Center Offers Equipment Rebuilds, Repairs and Re-Certification

The skilled staff at the Eriez® 5-Star Service® Center, located at the company's Wager Road plant in Erie, Pennsylvania, keeps equipment operating at peak performance to reduce downtime and enable maximum profitability. The expanded facility is fully staffed and equipped to expertly handle customers' rebuild, repair and re-certification needs.

The Eriez 5-Star Rebuild Program provides complete testing, diagnostics, tear-down, inspection and updated electronics and assemblies. To ensure complete customer satisfaction, all re-built equipment leaves the 5-Star Service Center with an "as new" warranty.

Remanufacturing worn equipment can offer companies savings of thousands of dollars when compared to the costs of new equipment purchases. Typical rebuilt equipment includes vibratory feeders, drum magnet separators, wet drum separators and suspended electromagnets. Eriez utilizes original OEM parts for all jobs.

The Eriez 5-Star Lift Magnet Certification/Refurbishment Program includes certification, refurbishment and magnet exchange.

Eriez inspects lift magnets to ensure they remain in compliance with ASME standards. Every magnet repaired by Eriez is returned with a "Certificate of Compliance", guaranteeing the repairs and load tests of the magnet comply with ASME B30.20 as well as a one year "as new" warranty.

Eriez' Magnet Exchange Program, available on only certain SafeHold® models, provides pre-certified, refurbished magnets of the same make and model available from stock. Each exchange magnet includes a one year "as new" warranty. Contact Eriez for details.

The state-of-the art Eriez 5-Star Service Center is completely equipped to remanu-

facture even the most complex systems. The service center employs trained technicians, and the machining, fabricating and welding capabilities necessary to rebuild all Eriez equipment.

Eriez can also bring its 5-Star Service to customers' facilities with available on-site field service.

Source: Eriez



Meritor Mobile™ iPad Application Updated for Improved Customer Service

Meritor, Inc. has released updated content for Meritor Mobile™, a sales and service iPad information tool for customers, featuring the company's complete North American product portfolio.

Meritor Mobile has been updated to enhance the effectiveness and efficiency of sales and service personnel in the commercial vehicle and industrial sectors. The application includes the following updates:

- Addition of Meritor defense, specialty and off-highway information;
- Comprehensive product portfolio grouped by business unit on the home screen;
- Increased aftermarket content;
- Social media button to include direct access to Meritor's Facebook, Twitter, YouTube and LinkedIn channels.

"Our customers need product information at their fingertips," said James Taylor, general manager, North American Field

Operations, Meritor. "DriveForce™, our sales and service team, has received positive feedback from users since the tool was introduced in 2011. As a result, we expanded the application to include all North American product content."

Meritor Mobile is the public version of the Meritor iPad application used by DriveForce.

The application, which is designed for easy navigation, includes sales brochures, maintenance manuals, parts books, technical bulletins, images and videos.

Meritor Mobile is available for free download through the Apple App Store and iTunes. The download takes approxi-



mately one hour to sync. While a network connection is not required for use, it is suggested that users connect with Wi-Fi when upgrading the application.

Source: Meritor, Inc.

New Global Heavy-Duty Engine Platform

Cummins Inc. recently announced a new global Heavy-Duty engine platform that it has developed to complement its existing global product offering. The G Series platform is an in-line six cylinder engine, and will be available in 10.5 l and 11.8 l displacements to meet a broad variety of on-highway and off-highway global market requirements and emissions standards. Initial engines are designed to run on diesel fuel.

Design and development of the engine has been led by a team in the U.S., and supported by global technical and marketing resources with deep knowledge of local market and customer needs. This global design approach utilizes the latest advanced technologies to develop an adaptive architecture, with each engine designed to meet unique performance and cost-of-ownership expectations for its target market and region.

The G Series minimizes engineering requirements for vehicle and equipment manufacturers with a common, compact installation envelope. A key design focus for the G Series has been to achieve significant weight savings in order to increase the power-to-weight ratio. A sculptured block retains high rigidity while removing

unnecessary mass. The use of composite material for the oil pan and valve cover provides further weight savings. With this innovative approach, the G Series achieves a remarkably low engine weight of just 862 kg while retaining all the structural strength and durability expected of a Cummins Heavy-Duty engine.

The G Series incorporates Cummins Xtra-High Pressure Injection (XPI) fuel system, derived from the larger and more powerful X Series engine. With multiple injection events driven by high-precision Cummins electronic controls, the XPI fuel system contributes to a very impressive peak torque for the G Series of 1,700 lb ft (2,305 Nm), together with a torque rise as high as 60% available. These attributes enable the G Series to deliver exceptionally fast response to increasing load factors from low engine rpm.

For on-highway markets, the G Series Heavy-Duty engine platform will be introduced as the Cummins ISG11 and Cummins ISG12. These engines offer a



power range from 290 hp to 512 hp.

One engine from the new G Series platform was unveiled at bauma, held in Munich, Germany, in April 2013, under the name QSM12, and will now be renamed QSG12 as part of this family of engines.

The G Series will initially be manufactured at the Beijing Foton Cummins Engine Co., serving customers on a global basis. Production will start during the first half of 2014.

Source: Cummins Inc.

New Electronic Open-to-Lock Differential for Dana 60 Front and Rear Axles

Auburn Gear, Inc. presented its new patent-pending electronic open-to-lock differential at the 2013 SEMA Show that took place November 5 - 8, 2013 at the Las Vegas Convention Center. The new differentials' case strength and unique gear geometry will make it the toughest and most efficient aftermarket differential on the market. Dependable electronic operation allows the driver to conveniently transition from an open to a locked differential mode as the need arises, all without leaving the driver's seat.

Auburn Gear has designed an aftermarket differential that instills confidence by eliminating the gear and pneumatic system failures that have been known to occur among those asking more of their Dana 60 axles and aftermarket selectable

lockers. Auburn created its new differential in response to marketplace demand for a more reliable solution and to consumer dissatisfaction with the status quo.

Typically, a selectable locker differential relies on a mechanically complex gear arrangement that is vulnerable to torque stress and has more parts to break. The mechanisms used to engage and disengage the lockers may fail as well. Lockers operating on compressed air can be a hassle to install and maintain and can suffer malfunctions from condensation in the lines that may render the controls inoperable.

Auburn's Dana 60 aftermarket differentials, model numbers 545022 (4.10:1 & down) and 545023 (4.56:1 & up), are expected to begin shipping on or about



March 15, 2014.

Source: Auburn Gear, Inc.

Appointments

McCloskey International has announced five appointments to the global sales team effective as of August 2013. The expansion is in response to worldwide customer demand for McCloskey's proven performance crushers, screeners and conveyors across a number of regions. These additions to the sales force will widen the availability of McCloskey equipment worldwide.

Darren Coen brings a background in Business Information Systems to his position as territory sales manager for South East Asia. He joined the McCloskey International team in May 2013 in Ireland and has now relocated to Kuala Lumpur covering South East Asia.

Roger Wilson has been appointed territory sales manager for East Africa. With over 20 years sales experience within the region, he has built a reputation in heavy machinery sales including diesel power plants, screening, crushing machinery, earth moving and lifting equipment. He is based out of Nairobi, Kenya and has a broad knowledge and interest in business within this region, with strong personal customer relationships within the construction and the mining and quarry businesses.

Mark Rankin has been appointed territory sales manager for the Middle East and India with McCloskey International. He has over 17 years experience in sales within the construction industry and aims to expand on the demand for McCloskey's screening/crushing equipment. He will use his skills and experience to develop sales in the region and enhance the availability of top-of-the-line McCloskey heavy equipment.

Adrian Hernando Ibanez has been appointed territory sales manager for North West Africa. He will leverage his background in International Business to continue to develop the current dealer network in the region delivering comprehensive services and products.

Suzanne Dynes has been appointed inside sales coordinator based in Northern Ireland, Coalisland. She has a background in Languages and Marketing, and has worked in Australia, Germany and Northern Ireland within the construction industry. She will further utilize her extensive experience to support the newly expanded sales team with dealer relationship management, organizing customer visits and training, completion of sales information and marketing.

The most recent appointments follow four appointments in the North and Central American markets, including **Angel Chavez**, territory manager for Mexico and Central America, **Liam Quinn**, dealer manager West Coast U.S., **Chris Carlson**, dealer manager Central U.S., and **Brendan Kieran**, Southeast U.S.

Source: McCloskey International Limited

WSI Brings the Water-Efficiency World Together in Las Vegas

More than 900 professionals from across the U.S. and around the world recently came together in Las Vegas to share ideas and experiences at the 6th annual WaterSmart Innovations Conference and Exposition.

Held October 2-4, 2013 at the South Point Hotel and Conference Center, WSI 2013 drew professionals from 35 states and the District of Columbia, and 11 foreign nations – Australia, China, Denmark, India, Israel, Liberia, Mexico, The Netherlands, New Zealand, Poland and the United Kingdom.

Attendees from public water agencies, private manufacturers, and academia participated in a full slate of professional sessions, insightful panel discussions and pre-conference workshops. A sold-out WSI expo hall highlighted products and services from nearly 70 companies and organizations.

The conference featured an opening keynote address October 2 by Kim Marotta, director of sustainability for MillerCoors. The U.S. Environmental Protection Agency's WaterSense Program and the Alliance for Water Efficiency again teamed up to present this year's WaterSense Partner of the Year Awards during a luncheon October 3.

Technical tours to the Clark County Wetlands Park, Hoover Dam, the Springs Preserve, and The Venetian Resort highlighted Southern Nevada's water-efficiency practices and water resources.

Save the date for the 7th WSI conference and expo, slated for October 8-10, 2014, at the South Point Hotel and Conference Center.

Source: Southern Nevada Water Authority



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Agenda

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

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

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

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



World of Concrete 2014
January 21 - 24, 2014; Seminars: January 20 - 24, 2014
Las Vegas, NV USA

10th Annual Shale Oil & Gas Symposium
January 28 - 29, 2014
Calgary, AB Canada

bauteC 2014
February 18 - 21, 2014
Berlin, Germany

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



NASCC: The Steel Conference
March 26 - 29, 2014
Toronto, ON Canada

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

Journée Expo-Bitume - Change of venue!
April 3, 2014
Shawinigan, QC Canada

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

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

Quebec Forestry & Construction Expo / Salon CAM Québec
April 25 - 26, 2014
Quebec City, QC Canada

BtpExpo
May 8 - 10, 2014
Liège, Belgium

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

AORS Trade Show
June 4 - 5, 2014
Arnprior, ON Canada

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

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

Hillhead 2014
June 24 - 26, 2014
Buxton, UK

WaterSmart Innovations Conference and Exposition
October 8 - 10, 2014
Las Vegas, NV USA

INTERROUTE & VILLE
October 7 - 9, 2014
Lyon, France



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March 18 - 20, 2015
Singapore

INTERMAT 2015
April 20 - 25, 2015
Paris, France



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