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Volume 19 • Number 7 • August 2014 • *English Edition*



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A Brief Word...

Well Winter is here! Well, at least InfraStructures Snow issue is.

Of course, in Australia winter is well underway and I spoke with their largest snow removal contractor the other day. They have been busier than typical in recent years this season.

Australia gets more snow than Switzerland according to a BBC News item I read recently.

For us here in Canada, The Great White North can be very unpredictable. Remember last year? If you do, then read-on, because you need to get prepared for the coming season which will be here before we know it.

InfraStructures has always worked hard to prepare you for the jobs you have to do by informing you of the latest news and developments in the equipment industry.

That's why we are always ahead of the curve, especially when it's an icy, snow covered curve.

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BOBCAT OF KINGSTON, A DIVISION OF TALLMAN TRUCK CENTRE

Tallman Truck Centre recently announced it has secured the distribution rights for Bobcat Equipment for the Kingston, Ontario market. Tallman Truck Centre will be operating this new business as "Bobcat of Kingston", a division of Tallman Truck Centre Limited. Bobcat of Kingston will be an authorized dealer of Bobcat mini-excavators, skid steer loaders,

and compact track loaders and will operate out of their Kingston facility.

"We are excited about our new partnership with Bobcat. This new business venture is consistent with our strategy of partnering with Industry Leading Equipment Brands, to bring our customers best in class products. In the skid steer and mini-excavator business, Bobcat is by far the best and most well-known brand in the industry. We look forward to selling and

servicing Bobcat equipment in our new market" says Kevin Tallman, president of Tallman Truck Centre.

Source: Bobcat of Kingston

INDOOGOO HERALDS ARRIVAL OF HEAVY INDUSTRY'S FIRST SOCIAL AND TRADING NETWORK

Indoogoo is the social network dedicated to trading within heavy industry. Headquartered in Dubai, Indoogoo is a global platform that combines the networking benefits of websites such as LinkedIn and Facebook while also offering the capacity to rent, hire, buy and sell heavy equipment. Encouraging relevant connections and offering transparent, secure online trading, this platform gives users the opportunity to vastly expand their trading and business network online.

Indoogoo's fully responsive website (www.indoogoo.com) can be accessed from a variety of platforms and devices, allowing users to access their equipment listings and trade network whenever, wherever.

On the "sell" side, Indoogoo allows users (who can range from individual traders to multinational rental houses) to create an online profile for their companies, showcasing available products and services. Users can create unlimited listings, including up to 10 photos and 4 videos per piece of equipment, as well as a comprehensive resource library. On the "buy" side, users looking to purchase items are able to create an RFQ (request for quotation) to help them source exactly the equipment they need.

All the current services Indoogoo provides are 100% free. With over 15 years' experience in heavy equipment trading, the site's founder and CEO, Mark Turner, is no stranger to the demands of the industry. In 2012, while operating his own successful crane brokerage and trading business, he recognized the opportunity to create a new platform for trading and networking.

"The idea behind the site came from my own experience in the industry," he explains. "As a trader I was aware of the limited scope for marketing my equipment. The maturing social network structure expands the reach of clients exponentially, both geographically and in absolute user terms. By adapting the social media model to the equipment market, Indoogoo can benefit all industry professionals, whether

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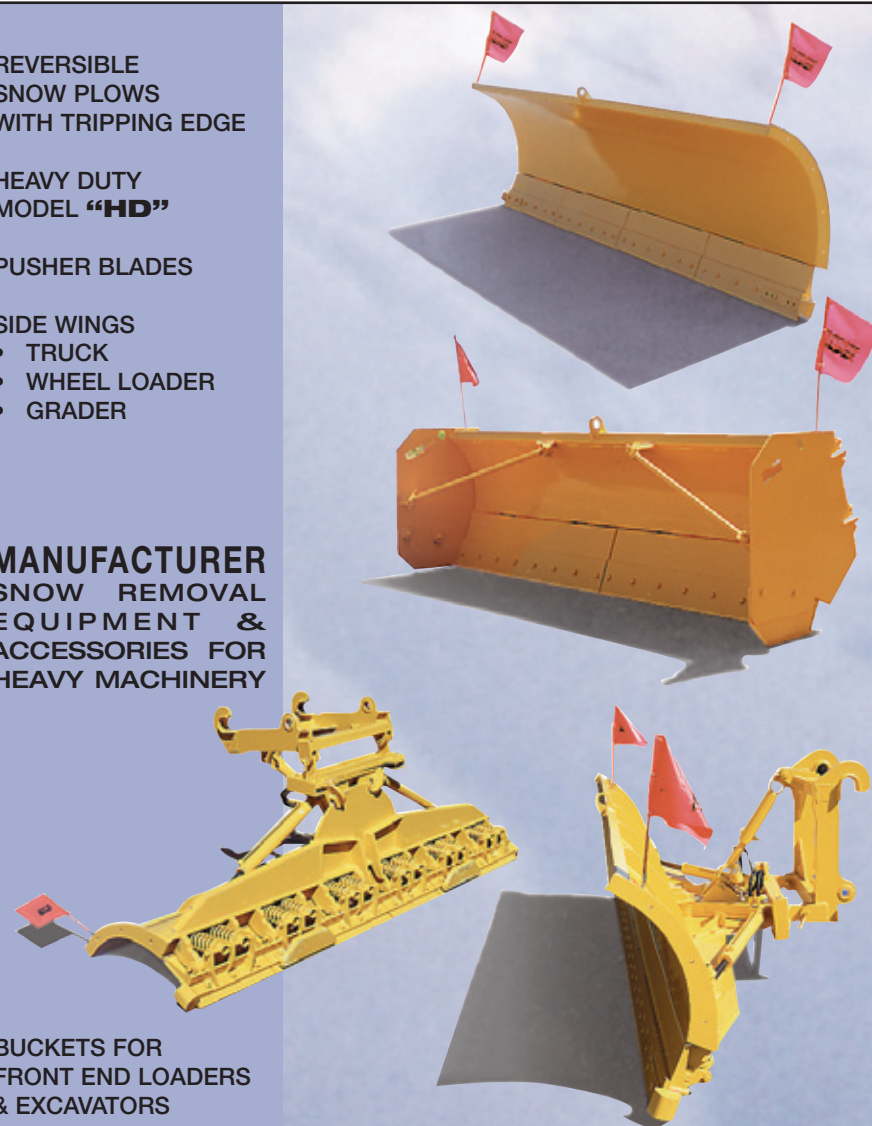
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buying or selling.”

Just as with other social networks, Indoogoo allows users to find new customers and suppliers, and to stay in touch with colleagues around the globe. But unlike Facebook and others, Indoogoo is based on the principles of trading in heavy industry – with the site’s strict privacy policy not allowing connections and contacts to become public. This gives users all the benefits of a social network with the security of their own personal, private trading network. When creating a listing, users can choose to withhold profile information. Those users interested in these anonymous listings are required to complete a Contact Questionnaire – much like the standard ‘vendor prequalification questionnaire’ – before they are considered “bona fide” by the seller.

Indoogoo creates positive leads for users by informing them who has been viewing their listings. If no contact request is made by the interested party, the user is able to contact them directly to offer more information.

Even though just launched, the testing “beta” site of Indoogoo has already attracted international interest. Current users include Hertz Equipment Rental in the U.S., which has listed over 5,000 pieces of equipment, U.S. company F&M Mafco, PRIMA Equipment in the Netherlands and Allcargo Logistics from India.

Source: Indoogoo

WATERFRONT TORONTO OFFICIALLY OPENS CORKTOWN COMMON

On July 10, Waterfront Toronto and its government partners celebrated the official opening of Corktown Common with a ribbon cutting ceremony in the park.

Corktown Common, Waterfront Toronto’s signature new park in the emerging West Don Lands, is a destination park that both protects Toronto’s eastern downtown from flooding and serves as a multi-use urban green space. With spectacular views of Toronto’s skyline and a wide range of leisure and recreational features, Corktown Common is the centerpiece of the new community.

High-quality parks and public spaces help create a sense of identity and place and are critical to the successful development of new neighborhoods. By taking an abandoned, post-industrial site and turning it into a must-see destination, Waterfront

Toronto has created a valued community asset that serves the new West Don Lands community and the surrounding area.

At 7.3 ha, Corktown Common is the largest park in the area and one of the largest parks being built as part of waterfront revitalization. The park is innovatively positioned atop the area’s flood protection landform that protects more than 200 ha of downtown Toronto – including a portion of the city’s financial district – from flooding. Utilizing the flood protection landform for a large community park is a creative and sustainable use of critical infrastructure and is an example of Waterfront Toronto’s approach to combining valuable infrastruc-

ture with community assets.

Corktown Common is a key part of the transformation of the area from former industrial lands into a dynamic, sustainable and inclusive mixed-use community. The award-winning park has been a catalyst for neighborhood regeneration and economic development and a major draw for local developers Urban Capital and Dundee Kilmer.

Corktown Common is located between Bayview Avenue and the GO/CN railroad lines, from King Street to the rail corridor in the south in the West Don Lands. The public can access Corktown Common from Bayview Avenue at Lower River Street

McNeilus Launches Pacific Series Ultra Front Loader

McNeilus Companies, Inc., an Oshkosh Corporation company, displayed a total of 12 refuse vehicles at Waste Expo that ended May 1st in Atlanta, Georgia. Headlined by the new McNeilus® Pacific Series® Ultra Front Loader and a reengineered Zero Radius (ZR) side loader, this is among McNeilus’ largest vehicle presentations at Waste Expo.

The Pacific Series Ultra Front Loader showcases several new technologies and enhancements that reduce weight without sacrificing durability. The Ultra body is built to maximize federal bridge payload up to a maximum GVW of 26 000 kg. Other innovative technologies to be featured at Waste Expo include the McNeilus Zero Radius arm, now available with a longer 3,66 m reach.

There were a total of 6 vehicles on display in the McNeilus booth. In addition to the Pacific Ultra Front Loader and the Zero Radius Automated Side Loader, the display showcased a McNeilus Standard Rear Loader configured for export markets. Other vehicles on-hand include a McNeilus AutoReach® Automated Side Loader powered by compressed natural gas, a McNeilus Split-Body Rear Loader, and a Manual/Automated Side Loader.

Other McNeilus vehicles spotlighted in prime locations throughout Waste Expo included 2 McNeilus Standard Rear Loader vehicles in the Freightliner and Kenworth booths. There is a McNeilus Atlantic Series Front Loader® in the Mack booth and another in the Rush Refuse Systems booth. A McNeilus Contender Series Front Loader was featured in additional McNeilus booth space near Waste Expo’s reception area.

Finally, a McNeilus Atlantic Series Front Loader was featured at the Environmental Research & Education Foundation (EREF) booth, where it was headlined in a live auction benefitting EREF’s scientific research and educational initiatives for waste management practices. McNeilus will participate at the Canadian Waste & Recycling Expo in Toronto, on November 19-21, 2014.

Source: McNeilus Companies, Inc., London Machinery Inc. [canadian waste & recycling expo](http://www.canadianwasteandrecyclingexpo.com) booth 1125



or from the Don Valley Trail at the Bala Underpass.

The West Don Lands – a 32 ha site being transformed from former industrial lands into a sustainable, mixed-use, pedestrian-friendly, riverside community – is one of the first communities being developed as part of waterfront revitalization.

Designed and built as part of the revitalization of Toronto's waterfront, ownership of Corktown Common will be transferred to the City of Toronto when complete. Once transferred, the park will be operated

and maintained by the Parks, Forestry and Recreation Department.

Source: Waterfront Toronto

EUROVIA REINFORCES ITS PRESENCE IN WESTERN CANADA

Eurovia, a subsidiary of the VINCI Group, has acquired Imperial Paving based in Vancouver, British Columbia.

Imperial Paving delivers road construction works for local authorities located in the Great Vancouver Area.

With this acquisition and that of BA

Blacktop, made in 2009, Eurovia should now generate in British Columbia an annual revenue of about \$150 million with seven asphalt plants and more than 400 employees.

Eurovia is one of the world leaders in construction and maintenance of transport infrastructure and urban development. Its strategy aims at expanding its footprint in geographies with strong growth potential like Canada, where the VINCI Group will generate annual revenue in excess of €600 million (\$870 million).

Eurovia is present in 16 countries and employs 41,000 people. In 2013, it achieved sales of €8,600 million (\$12.5 billion).

Source: VINCI Group

Faresin Conquers Australia

In the "land of kangaroos" Faresin Industries makes a big leap forward to conquer the market.

The Italian company from Breganze has received an important order of 38 new machines from Chesterfield Australia. The recently appointed distributor, Chesterfield Australia is the exclusive Faresin Industries importer for New South Wales and Queensland regions.

The partnership between Faresin Industries and Chesterfield Australia was born from a



similar business concept: the Australian company, like the company from Breganze, has always maintained a solid family guidance since 1963.

That "elective affinity" is also confirmed in the chromatics preferences in common. Chesterfield Australia already sells green machines such as Faresin mixer wagons and John Deere tractors and agricultural machinery. A preference that Faresin Industries has certainly supported also for the telescopic handlers manufactured for Chesterfield, customized with the green color instead of the red color generally used for this range of products.

Of the 38 mixer wagons and telescopic handlers that will leave Breganze for Australia: 26 machines are already on their way and 12 will be sent in the next months. The machines will be displayed throughout the numerous Chesterfield Australia branches and will be available for testing and demonstrations "in the field".

Alongside the machines manufactured for Chesterfield Australia, Faresin Industries has also supplied some 22 machines in the last months to AML Equipment. AML Equipment is the exclusive importer for Faresin Industries in Western Australia and the Northern Territory. Also a privately owned family business AML Equipment has been a market leader in the Construction and Mining sector supplying cranes and lifting equipment for over 10 years.

Due to this successful double distribution channel, the company is starting to be known and appreciated in every corner of the Australian continent, no doubt one of the most strategic markets for the future.

Source: Faresin Industries

HEXAGON ACQUIRES NORTH WEST GEOMATICS LTD.

Hexagon AB has acquired the remaining 90% of the shares in North West Geomatics Ltd., making the company a fully owned subsidiary of Hexagon. Hexagon acquired 10% of North West Geomatics' shares in 2012.

North West Geomatics, also known as North West Group, provides high-quality aerial mapping and related spatial data services to engineering and mapping firms, environmental consulting organizations and government agencies. In addition to housing the single largest library of high-resolution imagery and LiDAR (Light Detection and Ranging) data in Canada, North West has been a pioneer in developing various techniques to maximize efficiency and productivity in photo acquisition and subsequent photogrammetric tasks. Valtus – North West's content database – enables the seamless integration of any customer's privately owned content through a hosting service. By dedicating a significant portion of resources to continuing research and development, North West remains at the forefront in the aerial photography industry.

"North West brings valuable expertise in selling data content as a service (CaaS) through its Valtus database, which enables crowdsourcing of data content. Together with advances in sensor capabilities and the acquisitions of AHAB, Aibotix, GeoSoft and Tridicon, North West will be an instrumental part in Hexagon's ambitions within this field," said Hexagon president and CEO Ola Rollén.

Source: Hexagon AB

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SANIFLO PARTNERS WITH COLLEGE STUDENTS ON COMMERCIAL BUILD

Saniflo Canada, the worldwide leader in macerating toilet and drain water pumping systems, partners with Conestoga College for the construction and development of its first Mobile Training Centre.

Alongside leading professors from the plumbing, electrical and woodworking departments, students were offered the opportunity to participate in the design and construction of Saniflo's state-of-the-art training center, while earning credit

towards their program.

"Saniflo is pleased to announce the launch of its first Mobile Training Centre created in partnership with Conestoga College," said Ross Evans, national sales manager, Saniflo. "As a company that has strong roots in the Canadian marketplace, we feel that these types of partnerships are very important for our industry and its future. Fostering relationships with top schools such as Conestoga is one of many such partnerships that we anticipate. We hope to engage in future builds and proj-

ects, which will provide real-life practical applications to students."

The Saniflo Mobile Training Centre features 5 working models, a full product display and finishings. It will be used at trade shows, training sessions and exhibitions for consumers, contractors and wholesales alike to showcase the versatility and quietness of the Saniflo line.

Saniflo Canada offers a complete line of macerating and grinding toilet systems as well as waste water pumping systems for residential and commercial applications. Saniflo products are available at plumbing wholesalers locations throughout the country.

Source: Saniflo Canada

Finnish Research Improves the Reliability of Ice Friction Assessment

Sliding speed and ice temperature affect the surface friction of ice more than had previously been thought. The thermodynamic model developed by VTT Technical Research Centre of Finland research scientists shows that under certain conditions ice warms and melts when an item of material slides across its surface. The ice then becomes more slippery. Conversely, the friction coefficient can rise a hundredfold when sliding speed reduces and the temperature drops. Among other potential uses, the model can be employed in developing road and runway maintenance, and tires, footwear or winter sports equipment.

Ice friction was modelled by VTT's principal scientist Lasse Makkonen and research scientist Maria Tikanmäki.

They have discovered that earlier theories concerning ice friction have led in part to erroneous interpretation.

Mr. Makkonen says that one of the key observations in VTT's research is that of friction melting the ice when the temperature rises to form a water film between the ice and the sliding material. They discovered that the film has multiple contact points, whereas previously it was assumed to cover the surface evenly.

"Now we can make a proper calculation of the friction coefficients," says Lasse Makkonen. "We have been able to confirm the functionality of the model through measurements. At the same time our research shows that many earlier laboratory measurements are useless for theoretical interpretation and fail to represent what is happening in practice."

Ice friction has been a subject of investigation for close to 150 years. The early explorers charting the Polar Regions were among the first to notice how extreme cold made their journey akin to dragging their sleds across sand rather than gliding over ice. Mr. Makkonen says VTT's new thermodynamic model offers a method for determining friction between ice and practically any kind of material, under any conditions. Uses for the model include applications connected with the maintenance of roads, runways and pedestrian routes, or in developing tires, footwear and winter sports equipment.

"A novel aspect is the modelling of the reciprocal contact between blocks of ice, which promises benefits in icebreaker development, among others. We are now also able to model ice topped by melt water or rain water."

The research conducted by Lasse Makkonen and Maria Tikanmäki was recently published in the Cold Regions Science and Technology journal, the best-known publication in the field. The research was funded by the Academy of Finland.

Source: VTT Technical Research Centre of Finland



LARGE-SCALE GAS-TO-LIQUIDS FACILITY IN MOZAMBIQUE

Sasol Limited recently announced a joint pre-feasibility study for a large-scale gas-to-liquids (GTL) plant, which will be based on gas from the Rovuma Basin in Northern Mozambique. The study, which is being conducted in conjunction with Mozambique's national oil company, Empresa Nacional de Hidrocarbonetos (ENH) and Italian multinational, Eni, will assess the viability and benefits of such a plant to the region.

The announcement comes as Sasol celebrates a decade of gas infrastructure development and value-add in Mozambique, which, in turn, has contributed to the country and the region's economic growth and advancement. Sasol's in-country experience, an extensive market distribution footprint in the region and proven GTL expertise, place the company in a strong position to develop the country's first GTL facility, depending on the results of the study.

Eni is operator of the block called Area 4 in the deep waters of the Rovuma Basin, which is estimated to hold up to 2.4 trillion m³ of gas.

"The proposed GTL facility firmly aligns with Mozambique's Gas Master Plan goals, and, if successful, will go some way to accelerate socio-economic development in the country and the broader region. Our GTL aspirations highlight our commitment to partnering with the Mozambican government and Eni in the responsible development of the country's natural resources," said David Constable, CEO, Sasol Limited.

Source: Sasol Limited

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MTG ANNOUNCES INVESTMENT PLANS FOR THE EXPANSION OF ITS PLANT IN MONZÓN, SPAIN

The company announces an investment of €13.5 million (\$19.6 million) to enlarge its plant in Monzón, Spain, creating approximately 80 new jobs in the next 2 years. The foundry, one of the most modern in Europe, is equipped with state-of-art technology for the production of wear parts for mining and construction earth moving machinery with a current production of 5,000 t/y. The investment will be distributed between 2014 and 2016 and will go to new infrastructures and machinery to increase the production capacity

up to 14,000 t/y. During this expansion phase, the company foresees the creation of 80 new jobs in Monzón, to be added to the current crew of 86 workers. Since its inauguration in 2012, the balance of the factory in Monzón has been very positive. The plant is specialized in the production of large wear parts, something very special in the wear parts market given the huge investment in technology necessary to produce such parts. This investment endorses the company's good business perspectives, mostly to continue serving the construction and mining global markets. 98% of the company's sales are exports to countries such as Sweden, Indonesia,

Australia or Canada. These expansion plans will help consolidate the strategic plan of the company towards the future.

Source: MTG

HANLEY WOOD LAUNCHES WORLD OF CONCRETE "CREWS THAT ROCK 2015"

Hanley Wood Exhibitions recently announced the launch of the 4th annual World of Concrete (WOC) CREWS THAT ROCK competition. Sponsored by BASF, CREWS THAT ROCK honors concrete and masonry construction crews for their teamwork and contributions to the industry. The 2 winning crews will receive a trip to WOC 2015, prizes, and widespread industry recogni-

Money In Motion 25 Years and Counting: A Success Story

Alfred (Alf) and Susan Chisholm had a simple yet remarkable idea 25 years ago: they wanted to help out small business owners with their equipment financing when conventional sources said no. Alf had worked in the leasing industry for over 10 years and saw that equipment owners were being turned away for financing since they simply did not fit conventional financing that was available at the time. With a true passion for trucks and equipment coupled with a love for helping people, they set up shop as Money In Motion. Today, Money In Motion is one of the largest equipment leasing agents in Canada with 7 different branch locations.

Alfred and Susan Chisholm started their professional endeavour by setting up an office overtop a small town restaurant, Gloria's, in the heart of Sudbury Ontario. Alfred managed the sales end and Susan looked after administration and building the company culture. Being new business owners came with considerable responsibilities and pressure. However, both Alfred and Susan saw the niche market they originally believed was there. With this now confirmed, their entrepreneurial spirit kicked in. They started to build what we see today. They were told by many competitors that they were going to fail and that their company had no future. The

two of them pressed on focusing on and meeting the needs of their customers and they have never looked back.

Alf's thorough knowledge of the equipment industry coupled with excellent contacts in the financial funding arena assisted them in seeing opportunities that led to dramatic growth. "We have focused very heavily on providing the client with a competitive flexible product coupled with a delivery system through outstanding sales people that truly care about their clients." – Alf says about his strategy.

Mr. Chisholm believes that the secret of their success consisted mainly through their relationships with their clients and their funding partners and staying on top in their market means delivering leasing/financing products to their customers that truly meet their needs. The biggest part of this is truly listening to what the client needs. "We have no room for arrogance in our group and we are truly thankful for each and every client we have and we want them to know that, to understand the importance of the relationship for both parties. We're not much for suits and ties and enjoy a casual business relationship with our clients. We want to learn about their business and then help them grow it as they see fit."

"At Money In Motion, we wear our hearts on our sleeves when it comes to people who are less fortunate than ourselves. Our team focuses on a variety of children's charities, we are solid sponsors for World Vision, Operation Smile and the



Make-A-Wish Foundation internationally and locally we are strong advocates of KICX for Kids. In fact the celebration of the company's 25th anniversary event is being organized together with KICX for Kids to support its ongoing campaign for pediatric care in the North in November."

It has been an amazing trip over the past 25 years and the group is very fortunate to have a natural succession plan in place with Erin and Kurtis Chisholm to take over the helm of the operations as Alf and Susan start to move towards retirement. The company has an excellent management team and a strong and versatile team that coupled with the second generation of the Chisholm family stepping up there are considerable growth plans in mind for Canada.

The team of Money In Motion is confident that the genuine, caring approach that the company has practised for decades will keep them ahead of their competitors for many years to come.

Source: Money In Motion

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tion.

Dean & Derek, popular radio and TV hosts of DIY Network's "Rock Solid" and "Indoors Out," as well as PBS's "Victory Garden," have been invited to participate in the CREWS THAT ROCK contest at WOC 2015. Dean & Derek (www.deanandderek.com) are a perfect fit to not only host the CREWS THAT ROCK Winners' Reception at WOC 2015, but also to take part in the Experts' Choice panel, helping to select the winning crews along with online votes.

Crews can submit their entries online at www.crewsthatrock.com, along with images capturing projects completed January 1, 2014, through November 21, 2014. Projects can be entered in one of 2 categories: Community Service/Not-for-Profit and Commercial/For-Profit. All entries must be received by November 21, 2014.

The winner in each category will receive:

- Up to \$2,000 airline credit to fly the winning crew to WOC 2015 (flights to be booked through WOC Housing; details will be provided to winners).
- A \$500 American Express gift card awarded to each winning crew.
- Each winning crew receives 3 complimentary rooms in an official WOC hotel during WOC 2015 (based on double occupancy – 3 nights per room maximum for no more than 6 individuals).
- 2 complimentary seminars per person (90-minute or 3-hour).
- Gift bag of branded merchandise from WOCGEAR and BASF.

The winning crews will be honored at WOC 2015 on Wednesday, February 4, from 3:00 pm – 4:00 pm in the Concrete Construction Live Booth.

World of Concrete is the industry's ONLY annual international event dedicated to the commercial concrete and masonry construction industries. Featuring indoor and outdoor exhibits with the industry's leading suppliers showcasing innovative products and technologies, exciting demonstrations and competitions, and a world-class education program. Visit www.worldofconcrete.com for complete show details.

Source: Hanley Wood

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New Flameless Indirect-Fired Heaters for "No Open Flame" Jobs

Wacker Neuson Climate Technology introduces the new HIF 690 and HIF 1200 flameless indirect-fired heaters. These Wacker Neuson heaters use a diesel engine to generate heat, so the flame is completely isolated from the surrounding environment. "Since the flame is isolated from the surrounding air by engine valves," says David Mencil, Climate Technology product manager for Wacker Neuson, "it will not ignite nearby combustible mixes. This makes these heaters ideal for potentially volatile applications such as oil and gas exploration, underground and aboveground mining, and restoration."

With Wacker Neuson flameless heater technology, cool ambient and/or recirculated air is drawn into the heater body and pulled through an exhaust heat exchanger and radiator, where it achieves significant heat gain. Air temperature increases further as it is drawn across the engine and heat plate. At the third and final heating stage, air is pushed through the shear plate oil heat exchanger, where it reaches its final temperature and is discharged through the outlet duct. "The HIF 690 and HIF 1200 offer a maximum air output temperature of 120°C with a maximum temperature rise of up to 83°C," adds Mr. Mencil.

Both heater models boast high CFM airflow and static pressure to optimize heat delivery in a rental-friendly, easy-to-use design. Featuring simple one-button operation, the HIF 690 and HIF 1200 also offer positive air and high temperature shutdowns. Automatic louvers help maintain desired operating temperatures, and a performance monitoring strobe light allows workers to see from a distance that all heating systems are operating properly. Maintenance of the heating system requires only a flush and refill of the high-performance mineral oil

lubricating the shear plate and a filter change every 1500 h.

The new Wacker Neuson HIF 690 flameless indirect fired heater is capable of heating up to 28,300 m³ spaces with its maximum input of 200 kW (686,000 BTU/h). The heater delivers up to 113 m³/s (4,000 CFM) airflow at a 11.8 kPa, and it can be equipped with the standard 508 mm air outlet or an optional dual 305 mm outlet. Air returns to the heater via a single 508 mm duct. Powered by a Cummins Tier 4i compliant diesel engine, the HIF 690 can operate more than 20 hours on a single tank of #2 diesel fuel when operating continuously at maximum capacity.

The powerful new Wacker Neuson HIF 1200 flameless heater will heat up to 48,000 m³ spaces with its maximum 353 kW (1,200,000 BTU/h) heat input. The heater supplies air to structures through standard dual 508 mm diameter outlets or optional 4 x 305 mm outlets at a maximum airflow of 184 m³/s at 13.5 kPa. Return air is channeled back to the heater through a single 508 mm return air duct. The new HIF 1200 heater is powered by a John Deere diesel engine and offers over 24 hours of continuous run time at full capacity with its 795 l fuel tank.

Source: Wacker Neuson



Wacker Neuson Offers Wheel Loaders Designed for Snow Removal

When it comes to snow removal, the job can call for removing a light dusting off a sidewalk or moving heavy snow from parking lots and roadways. Wacker Neuson offers wheel loaders that have proven to be extremely effective for snow removal from a dusting to a blizzard.

Wacker Neuson's WL 30 articulated wheel loader is the ideal choice for snow removal in confined area. When outfitted for snow removal, the WL 30 is the only wheel loader on the market designed to fit 1.2 m (48") wide sidewalks. Add

an optional salt spreader and contractors can plow and salt in one easy pass. The low profile machine also fits under sidewalk canopies. The universal skid steer attachment plate makes it easy to switch between, blower, broom or pusher. This



versatile machine is popular with snow removal contractors whose core jobs include malls, commercial parking lots, university campuses, hospitals, apartment complexes and municipal sites.



a high flow auxiliary hydraulics for enhanced attachment performance. With the optional 125 l/min - 32 km/h high flow, high speed package the WL 37 can easily operate high flow attachments such as

For larger jobs, contractors turn to Wacker Neuson's WL 37 for serious snow removal. Another unique machine from Wacker Neuson, the WL 37 is the only machine in its class to offer a true high flow option. This 3.7 t models features

high performance snow blowers and other attachments. The WL 37 has the pushing power and traction, plus the universal skid steer attachment plate to easily manage a variety of attachments including box blades.

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Wheel loaders are the preferred machine for snow removal for a variety of reasons. Productivity is often associated with operator comfort. Wacker Neuson wheel loaders offer a spacious heated cab, adjustable seat and ergonomic controls for longer operation. Excellent 360° visibility is essential during snow removal, especially in populated areas and parking lots. Snow removal applications often take place during night-time hours or low light conditions. Six working lights and rotating beacon further improve visibility for safer working conditions. Wheel loaders are also more cost effective to operate compared to skid steers. Owner/operators can see up to 30% savings in fuel costs and up to 75% tire savings, plus have an overall a longer working life.

Wacker Neuson wheel loaders can easily be transferred from snow removal machines to summertime work horses. These are the ultimate machines for all seasons. The WL 37 offers a straight load capacity of 2,688 kg and fully articulated tipping capacity of 2,228 kg using a standard 0.6 m³ bucket. Using palette forks, this unit can



move 1,360 kg pallets. Power comes from a 4-cylinder, 77.8-hp turbo charged Deutz diesel engine, which performs equally well in high altitude.

Besides snow removal, the WL 30 is ideal for landscape, general construction and agricultural applications. The four wheel drive with articulated steering provides for excellent maneuverability in tight spots. The WL 30 offers a straight load

capacity of 2,013 kg and articulated tipping load of 1,655 kg when using a standard 0.45 m³ bucket. This unit is powered by a 48-hp Perkins engine diesel engine.

Additionally, Wacker Neuson's versatile wheel loader line is available in a variety of sizes and options. Matched with the right attachments, these premium tool carriers are a perfect fit for any job.

Source: Wacker Neuson Limited

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The Polar Mechanic from LiuGong

Yan Wei, the first polar mechanic from LiuGong, tells his story about working in extreme environment in the Antarctic.

Yan Wei has three hard and fast rules when he's driving at work: don't lock the doors, keep the skylight open and always drive alone. "It's important to get out quickly if the vehicle slips into the sea – and if anything bad happens, being alone will keep the lives lost to a minimum," he says.

A senior mechanic at LiuGong, Yan Wei has worked in China's expeditions both in the Antarctic and Arctic, maintaining and operating the heavy machines that transport people and vital materials across the ice.

In the Antarctic, where safety is always the priority, unloading cargo on the sea ice is an extremely dangerous operation and driving on the ice dangerous, especially during summer, when the sea ice begins to

melt and becomes thinner.

Mr. Wei clearly remembers his first visit to the Antarctic at the end of 2008, when he saw a new vehicle fall into a crack while unloading the vessel Snow Dragon for China's 26th Antarctic expedition.

"The whole vehicle sank into the icy sea in just a few seconds. Everyone was yelling frantically at the driver, Xu Xiaxing," he recalls. "Luckily, Xu scrambled out of the skylight and climbed out of the crack in the ice."

Five years later, the voices in his intercom when unloading the Snow Dragon is still vibrating in his ears. "Snow vehicle 170, take your time! We will escort you!"

As he backed the snow vehicle towards the Snow Dragon and attached the sleds, team members on three other snowmobiles had been waiting to guide him back, he recalls.

"It's definitely team work. We watch

each other's backs on every mission," says the 43-year-old. "I drive almost every day in the Antarctic. The locations and even the width of the cracks are all in my mind, but every time when we unload the Snow Dragon, we prepare well in advance."

He usually visits the site many times to find the best route through the ice crevasses.



80 Years of Nokian Winter Tires

The Nokia rubber factory launched passenger car tire production in 1932 when the compressors and curing presses required for tire manufacture were ordered. The first Nokian tires featured four layers of fabric and a very flat surface, as if a board had been slammed on the tire.

In the very early stages of tire manufacture, Nokian engineers were quick to understand the need for a tire type that was specifically suited to the Nordic conditions. As a result, the first tread-patterned tire designed for winter use in trucks and lorries, or "weather tire" as it was called, was manufactured.



The first winter tire paved the way for the first Hakkapeliitta winter tire designed for passenger cars, later named Snow Hakkapeliitta. The tire tread showed a stepped, relatively sparse transverse pattern equipped with so-called suction pads. This tread pattern remained unchanged until the 1950s. Before the Winter War, Nokian manufactured 20,000 Hakkapeliitta tires in six different sizes.

The history of Nokian Hakkapeliitta

winter tires is colorful and prestigious. Manufactured since 1936, Hakkapeliitta tires achieved worldwide fame in the legendary Monte Carlo rallies in the 1950s and 1960s. Cars equipped with studded Kometa Hakkapeliitta tires were superior on snowy and icy mountain roads. Finnish drivers continued to do well in rallies, giving rise to the notion of "Flying Finns". Hakkapeliitta tires proved their unique features and were soon coveted by competitors



The teams work up to 16 hours a day unloading the cargo, as only about 40 days a year are suitable for construction in the Antarctic. If they work faster, it allows more time for the construction.

Yan Wei was drawn to the work by the frozen beauty of the polar regions, and has spent a total of 17 months in Antarctica, working at China's Zhongshan Station and on the construction of China's first in-land base, Kunlun station.

"I learned of the polar exploration 20 years ago on the news. I was just amazed by the purity of the scenery and the wildlife like penguins. I dreamed about traveling there if one day I became very rich, but it was just a dream and definitely I never thought of working there."

His dream merged with his work when LiuGong started working with the Polar Research Institute of China (PRIC) in 2008.

"To a mechanic, operating machines in extreme environments is very challenging. Extreme low temperatures, high altitudes, strong winds and the intense ultraviolet light make the Antarctic a perfect extreme



environment. To me, such a challenge is really alluring, so I applied and worked very hard for the chance to join China's polar exploration team," he says.

Based on long term cooperation with the PRIC and Yan Wei's first hand information about the equipment's performance under extreme environment, LiuGong sent its modified excavator and loading machine to the Antarctic in 2012. The extreme environ-

ment is also a test of the construction equipment and its manufacturers.

"His experience is very important in developing construction equipment for extreme environments. The Antarctic is a very good test environment," said Ethan Yu, vice president of Guangxi Liugong Machinery Co., Ltd.

Yan Wei says working in the Antarctic has changed his life.

"It brings me close to the most advanced scientific research as well as the most primitive face of the planet. If you never go to the Antarctic, it's hard to believe how clean this world can be without the pollution caused by human," he says.

The Antarctic also inspired his love of photography. On QQ, a popular Chinese social network, he has posted pictures of the moon hanging in the clear sky, sunshine spreading through transparent air, penguins strolling around the station, and the melting ice.

"I was driven to capture on film the primitive strength and haunting simplicity of the last pure land on the planet. I have learned a lot from the scientists of our expedition team. The most important lesson in building on and exploring this land is that we must better protect the world we have."

Source: Read China (e-magazine from Xinhua News Agency)
Liugong Machinery Co., Ltd.

from many different countries.

The R&D principle has remained more or less the same for 80 years: the demanding objective is to develop tires for people driving in nordic conditions who value safety and who expect reliable tire performance in any situation.

The new world record for fastest car on ice was achieved by Nokian Tyres when test driver Janne Laitinen drove at a speed of 335.713 km/h on the ice of the Gulf of Bothnia in freezing winter weather. Grip and speed like never before were ensured by the new spearhead product for the world's leading manufacturer of winter tires – the Nokian Hakkapeliitta 8 studded tire (255/35R20 97 T XL).

The latest additions to the Nokian Hakkapeliitta family are the studded Nokian Hakkapeliitta 8 and the non-studded



Nokian Hakkapeliitta R2 and Nokian Hakkapeliitta R2 SUV. All tires have achieved several wins in tests conducted by both Finnish and international magazines.

The tires include many innovations that improve the grip in demanding weather conditions, reduce the rolling resistance and consequently fuel consumption and carbon dioxide emissions.

Nokian Tyres also makes tires for heavy machinery. A modern tractor tire carries heavy loads easily and is suitable for an impressive variety of tasks. In addition to efficient grip on different surfaces, the tire should endure higher speeds and

offer sufficient driving comfort. The Nokian TRI 2 is a reliable partner for the contractor working on hard surfaces all year round.

Source: Nokian Tyres



UK Contractor Makes Significant Savings on Underwater Bridge Columns Contract in Norway

UK contractor Rentajet Group (RGL) employed hydrodemolition techniques during underwater surface preparation on a bridge project in Northern Norway; ensuring significant cost savings and improved safety by eliminating the need for divers or other operatives, to be in the work areas whilst material was being removed. As no jackhammers were used, the quality of bridge repair was also improved.

Specialist high pressure water jetting contractor Rentajet Group Ltd (RGL) has taken delivery of a purpose-built Aqua Spine system from Aquajet Systems for a bridge contract in Northern Norway - requiring surface preparation work on the bridge columns using hydrodemolition techniques.

Constructed in the 1940's, the columns of the Arstein Bridge in Northern Norway had suffered excessive degradation of the concrete and steel reinforcement, particularly in the splash zone.

The concrete-constructed, single carriageway bridge includes 11 pairs of columns. Each pair of columns is joined at a low level, but above water, by a crosshead beam.

Below the beam, the columns are 1500 mm in diameter and, 1000 mm above the beam to the underside of the bridge deck.

The Norwegian contractor Multibetong appointed RGL to undertake the specified removal of all growth from around the columns, and any damaged concrete below the crosshead beam down to the Fjord bed level, a depth of approximately 16 m.

The columns were prepared ready for


stainless steel reinforcement to be fixed prior to reinstatement of a new concrete case.

The depth of damaged concrete ranged





between 25-150 mm and in total more than 1500 m² was treated.

Hampshire, UK-based, RGL, purpose



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ordered the new Aqua Spine system from Aquajet Systems UK distributor, Aquapower Ltd, together with a bespoke 1500 mm pile ring multi-modular frame system with special clamp legs to fix to the column..

Working remotely, from a barge, the operator was able to set the jet angle, number of passes and speed of travel of the hydrodemolition head. The system was set to make a controlled traverse in a complete circle of the column, before "auto indexing" to the next level and continuing until the cycle was completed – i.e. the length of the Aqua Spine at 6 m.

Divers then released the clamps, and the frame was lowered by crane to the next level and reclamped. The cycle then continued.

Jeremy Twigg, RGL's commercial director, confirmed that, had the company employed divers for the underwater preparation work, it would have taken 10 times longer.

Supplied with a Power and Control Unit, it features Aquajet's patented Intelligent Sensing Control (ISC). An advanced sensing system, it features no electronics,



such as sensors or cables, exposed to the moisture environs – resulting in a more efficient production with fewer stops due to problems with, for example, sensors.

"We particularly liked the Aqua Spine's wireless controller and ISC sensorless control," commented Jeremy Twigg. "It greatly helped towards ensuring continuous reliability in the harsh environment at Arstein; working in deep water and

temperatures below 4°C.

"We have found the Aqua Spine to be the ideal solution both to the project requirements and to the tight schedule. It certainly allowed us to reduce the planned timeframe," said Mr. Twigg.

Between 50-250 mm of concrete per pass was removed depending on the condition of the concrete, with only damaged concrete being removed. On average each



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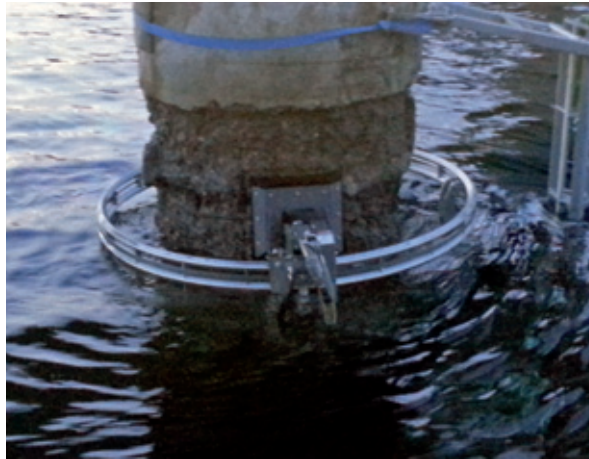
column was completed in 2-3 days.

The depth of the fjord was 16 m which meant as work progressed, underwater checks were carried out both by divers

on hand and through underwater camera surveillance to ensure that an even finish was achieved across each column.

The project ran for a total of three months with all 22 columns being completed.

Aqua Spine is a modular Hydrodemolition system for work on surfaces that previously had been inaccessible for the Aqua Cutter robots, such as very high constructions or difficult



locations requiring equipment to be accessed through, for example, manholes. It can be extensively used on offshore or onshore construction projects including

as hydraulic platforms, sky lifts, cranes or scaffolding. Two interchangeable rail systems are integral with the system's design – Dual or Triple.



hydro and nuclear power plants.

The Aqua Spine system can be positioned directly on the concrete surface by anchor bolts or supported by a carrier such

For more confined areas, or when it is necessary to fix several accessible attachment points to the rail, the Dual rail is preferred.

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Front view of assembly and wearing edge



Side view of wearing edge and rubber housing



Front view of one wearing edge removed

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The Triple rail system is used for longer free spans of up to 6 m between supports and it can be operated horizontally or vertically, as well as free standing.

As a modular system, Aqua Spine can be tailor-assembled for each task with all sub-components fitting together. The system is suited for tough environments and features surface-treated welded steel to ensure an extended lifespan.

Any of the Aqua Cutter power heads can be selected for the systems frames. Additional power heads are also available for confined spaces. The Aqua Spine can also be powered and controlled by any type of Aqua Cutter robot.

The traverse beam is supported on the frame by a heavy duty carrier operating on the Spine rail by four V-shaped roller wheels. It can be rotated $\pm 180^\circ$ for better access in both ends.

HYDRODEMOLITION

Hydrodemolition works by pressurizing 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 or hand lance methods.

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

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.

Source: Aquajet AB

Grove GMK6400 Replaces a Fleet of Cranes for Guay

Grove recently passed a milestone, celebrating the sale of the 50th Grove GMK6400 all-terrain crane. One of those first 50 went to Quebec-based company Guay. Having had the crane for less than a year, Guay is putting it to the test on a variety of job sites across the country and reporting much success.

Guillaume Gagnon, vice president, said the 400 t Grove GMK6400 is a versatile crane and is cutting the cost of doing business.

Among the many jobs Guay is using the crane for is a wind energy project in Lac Alfred, Quebec. There, the company is repairing gearboxes on 80 m towers. Guay used the GMK6400's Mega Wing Lift and luffing jib to lift the 29 t load at a radius of 27 m. Guay credits the Mega Wing Lift and luffing jib attachments for securing a successful lift.



at Rivière-à-Pierre, Quebec. There the crane lifted construction materials that weighed up to 31.3 t at a radius of 28 m. Again, it was the reach and capacity of the GMK6400 that led to a successful lift.

The GMK6400 has a 60 m boom. When rigged with the luffing jib that extends from 25 m – 79 m, the maximum tip height reaches 134 m. With this setup, the crane can perform lifts no other 6-axle, or even 7-axle crane, can currently achieve.

A single engine drive system on the GMK6400 drives both the carrier and superstructure. This reduces its overall weight and improves fuel economy. Manitowoc's engineers reallocated the weight savings to other parts of the crane's design, further boosting capacity.

Headquartered in Quebec City, Guay is a family-owned company that was started by Jean-Marc Baronet in 1964. The company is pleased that Mr. Baronet continues in his role as president. Guay specializes in crane rental, rigging and transport, and has one of the largest crane fleets in North America. With 15 branches, the company owns 550 cranes, ranging from 2 t to 1,360 t.

Guay purchased its GMK6400 from Strongco, an Ontario-based seller and renter of industrial equipment for industries including construction, road building, mining and forestry. Strongco is one of Canada's largest construction equipment distributors with an extensive network of branches across the country and in the northeastern U.S.

Source: The Manitowoc Company, Inc.



Another project Guay is using the GMK6400 for is to construct a new Walmart in Blainville, Quebec. Using 55 m of boom at a 41 m radius, the company lifted construction materials in loads up to 16.3 t. Guillaume Gagnon said the capacity and reach of the GMK6400 made it ideal for the job, when in the past, the company might have had to use a much larger crane that took up more space on the job site.

And as another testament to the GMK6400's diverse array of applications, Guay used it to help construct a bridge

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Argo Tracks Maximize Traction on Extreme Terrain

Argo's track systems increase their reliability and performance in the most difficult terrains on earth. Unlike add-on track systems for UTVs and pick-up trucks, Argo engineers its track systems to work specifically with each model. Because Argos have 6 or 8 wheels instead of 4, they provide increased surface area to attach to the track systems, maximizing traction and reducing ground pressure.

For travelling in environmentally sensitive areas and over thick mud, muskeg or deep snow, tracks are a must. With the 457 mm track systems, a loaded Argo has a ground pressure of only 0.67 psi – that is considerably lighter than a person's footstep – so it will not damage plants or substrates. Low ground pressure makes it easier and safer to travel over frozen ponds or lakes.

Argo's wide variety of track systems allows customers to adapt their vehicles to suit specific tasks and terrain.

ARGO OFFERS A VARIETY OF TRACKS FOR PERSONAL UTILITY USE

Ideal for light duty use on snow, mud or flooded areas, the 330 mm standard tracks work with 610 mm Argo tires. These value-priced thermoplastic rubber tracks are equipped with integrated track guides and do not require axle extensions to install the tracks. This style of tracks works with any model equipped with 610 mm Argo tires on a variety of terrain. The 457 mm super tracks and 457 mm rubber tracks offer improved flotation and durability.

The 381 mm quad rubber tracks work well for medium duty use on extreme terrains. These solid continuous rubber tracks come with 4 segments and steel guides to fit over 610 mm turf tires. Because of

their rectangular profile, these tires offer increased surface area to grip the tracks and the ground. The quad tracks each fit over a pair of tires, enhancing the Argo's steering and climbing capabilities in rocky and uneven terrain.



ARGO GAINS TRACTION IN COMMERCIAL MARKETS WITH HEAVY DUTY TRACKS

Increasingly, Argos are going to work in the mining, oil and gas, utility and forestry

Stella-Jones Managers Agree that the SENNEBOGEN 830 M-T Is Built to Their Purpose

While the Stella-Jones pole processing plants in Prince George and Galloway, British Columbia both report to North America's leading provider of utility poles and railway ties, each facility is responsible for managing its own operation independently. When it came to choosing a replacement for their aging log-handling equipment, the 2 site managers, working 800 km apart, came to the same conclusion.

Today, the Prince George and Galloway facilities are both running new purpose-built SENNEBOGEN 830 M-T material handlers.

Bob Stewart was the plant manager in Prince George when the purchase of their 830 M-T was proposed to head office. "We looked at 3 or 4 different makes of machines last year, made our decision on SENNEBOGEN and put together the business plan to acquire it."

In Galloway, meanwhile, Richard Harkies was also shopping for new equipment. "We had already looked at the other

two big names in material handlers," he recalls. "Then Tom Truman (from the SENNEBOGEN dealer, Great West Equipment) came by and took us to see a SENNEBOGEN demonstration in Lavington. We hadn't actually heard of SENNEBOGEN before then!"

Before the year was out, Galloway had become a Stella-Jones operation and the purchase of the SENNEBOGEN machine went ahead. Great West Equipment delivered the first one of its 830 M-T's to Prince George in January, and the second was delivered to the Galloway Mill in June.

The 830 M-T is a purpose-built material handler for trailer pulling. It has an undercarriage and transmission configuration that is specially built to pull over 45,300 kg

log trailers. The 2 material handlers were then fitted with Rotobec log grapples. They were also customized to widen out the



tines and the tips to minimize damage to the wood. Each was then equipped with a live heel.

While the 2 sites differ in some ways in their specific application, their managers are equally satisfied that the 830 M-T was the right way to go.

sectors. These industries demand more robust, specialized track solutions.

"A lot of our new track systems have been developed to meet customers' requests," says Bernhard Wagenknecht, vice president Sales & Marketing, Argo. "On the commercial side, tracks can turn your Argo into a crawler, bridging the gap between quads, UTV and heavy machinery."

New for 2014 is a heavy-duty track system that is specifically designed for commercial use. These 457 mm HD rubber tracks are designed to fit the 8x8 XTI, 8x8 XTD and 8x8 Centaur models. Engineered to tackle extreme terrain with a maximum payload, these solid rubber, hinged tracks with steel guides and reinforced steel rims work hard in flooded areas, mud or deep snow and are available in tandem and quad styles.

For the most versatile vehicle in extreme snow, customers can equip their 8x8 Centaur with 559 mm snow tracks. These ladder-style, belted snow tracks with steel grousers offer optimal performance in very deep snow. Their extremely low ground pressure of only 1 psi means that the



Centaur almost floats over the snow. In the winter, the Centaur is usually the first vehicle out to groom trails for snowmobiles or other vehicles. All 559 mm and 610 mm track systems require axle extensions prior to installation.

Most tracks are also available for Argo's new 8-wheel trailer coming with either 610 mm or 457 mm tires. With tracks, trailers will not get stuck even on the roughest terrain, including muskeg, bogs and deep snow.

Argo extreme terrain vehicles and

optional track systems are marketed through a growing network of stocking distributors and dealers worldwide. Argo North America has more than 200 dealers and continues to grow at a steady pace.

Argo's unique durability, safety and versatility are driven by the renowned engineering capability of its parent company, Ontario Drive & Gear Ltd. (ODG). Since 1962, ODG has manufactured quality precision gears and transmissions.

Source: Argo Amphibious UTV

The Prince George plant processes both utility poles and railway ties, so its log handler has to manage moving and loading square timber as well as round wood. "We stack the ties in packs of 25 for air seasoning," says Bob Stewart. "Then we load the bundles onto gondolas for delivery. The 830 M-T pulls a tridem trailer loaded up to 34,000 kg. It could be a larger sized machine than we really need, but we wanted to be prepared for future demands, too. We anticipate that we'll get 10 to 15 years of service from this unit."

"It has a lot of hydraulic power," he continues. "It takes a fine touch to grab a large load without damaging the wood. These controls are very user-friendly and the hydraulics are very responsive. We also find that the stance of the machine, with its wide wheelbase, is much better for getting around even in soft ground than what we experienced before."

Richard Harkies also cites improvements in mobility among the advantages of the 830 M-T. "We have to drive a half-a-mile from one end of the yard to the other. With a separate transmission on each axle, it pulls smoother and it doesn't shift as hard and it's more stable."

Mr. Harkies notes that the extra stability is especially helpful when the operator's cab is elevated. "The high-lift cab is way better for loading rail cars, because you can see the top of the load. The operators can set it at the best height, for comfort, for whatever they are doing. In the Spring, after the snow, you can get pot-holes, which can make it a little rough up there! The wide stance and pneumatic tires smooth out the ride for them."

Bob and Richard are both confident that their concerns about the future reliability of their equipment have been answered. SENNEBOGEN's 9290 m² headquarters near Charlotte, North Carolina, maintains the largest inventory of material handling parts

in North America. Great West Equipment, their SENNEBOGEN distributor, also keeps a large stock of off-the-shelf parts for their



customers. And Bob Stewart acknowledged the importance of Great West's experience in the industry. "We have been dealing with (Great West representative) Dillon Healey for 8 or 9 years. We always feel that we get a good deal and they're always very helpful making sure that our equipment is perfectly suited to our application."

Source: SENNEBOGEN LLC

Saving Time and Money While Preserving Wetlands

According to the most recent Status and Trends Wetlands report issued by the U.S. Dept. of the Interior's U.S. Fish and Wildlife Service, America's wetlands continue to decline. While these losses have eased from 2004 – 2009 (the latest data available), this persistent deterioration highlights the need for ongoing preservation efforts and wetland mitigation nationwide. It was precisely for this reason that in 1989 then President George H. W. Bush established the national "no-net-loss of wetlands" policy. This executive order was issued with the goal of balancing any wetlands loss due to economic development with reclamation, replacement or mitigation efforts.

Stan Miller Inc., a Colorado-based excavation and deep utility contractor has often worked with local ski resorts to repair flood-damaged wetlands and creeks on federal lands. The company has also worked with private developers to replace low quality isolated wetlands with high quality contiguous wetlands.

RAINED OUT AND LOOKING FOR A WAY IN

Stan Miller project manager Mike Arbuckle recalls one such project. A local ski area, situated on U.S. Forest Service property, was inundated during a severe rainstorm, causing flash flooding that washed out a number of creeks in the area. This flooding impacted adjacent wetlands, which were damaged by the resulting debris. With the oversight of the U.S. Forest Service, Stan Miller was employed by the ski area to access this sensitive location and collect the debris, and to assist biologists with restoring the wetlands to their original state.

Part of the challenge in correcting the flood-damaged location was to gain access to the worksite while preserving sensitive areas not affected by the flooding. Accessing these sites often presents logistical issues where the existing conditions will not support the weight of the equipment

necessary to complete the repair. Past solutions have included construction of temporary roads using earth materials, aggregate products and geo-synthetic grids or fabrics. This solution was not only time consuming and expensive, but could potentially create more damage than was being repaired, compounding the related expense.



The Stan Miller team was impressed with how the system's easy installation provided access to the worksite within a few hours, and how its durability allowed equipment to remain on the mats during the installation process.

The interlocking design of the DURA-BASE system allows the mats to easily fit together with a patented, twist-lock

In the past, the Stan Miller team had attempted access to the worksite using wooden mats. Heavy and awkward, the mats were difficult to set and, more importantly, to keep in place. Repeated cycling of heavy equipment would force frequent resetting of the mats and cause delays to the schedule, especially when considering that access is usually limited to "one way in, one way out". Wooden mats were an inefficient solution to a difficult problem.

In the face of these challenges, the Stan Miller team had to find a new way of working, one that would ensure they could get the job done with limited damage and minimal cost. During their research, they discovered the DURA-BASE® Advanced-Composite Mat System from Lafayette-based Newpark Mats and Integrated Services (NMIS).

Intrigued by the product's unique interlocking design, precision engineering, and heavy-duty, yet lightweight construction, Stan Miller reached out to NMIS superintendent Kirk Black, who quickly set a time to visit the project location.

GETTING TO WORK REPAIRING WETLANDS

Once they arrived, the NMIS team worked hand-in-hand with the Stan Miller team, showing them how to properly deploy and install the DURA-BASE system.

system. This feature provided a smooth, continuous work surface while protecting the ground beneath. The system also eliminated the differential movement and gapping common to wooden mats; the DURA-BASE mats were able to effectively distribute the weight of the heavy equipment and trucks required to work in this environmentally sensitive area. "The locking system of the DURA-BASE mats and their terrain flexibility really makes a huge difference; it keeps everything together and prevents sliding," said Mr. Arbuckle.

Using the DURA-BASE system, Stan Miller's crew was able to access the affected region and repair the damaged wetlands quickly and efficiently, reducing the risk of injury or potential environmental damage.

While the U.S. Forest Service was very impressed with the system and the negligible effect that it had on the existing wetlands during the repair, according to Mike Arbuckle, they were even more pleased the following year when the access road showed no signs of impact.

Source: Newpark Mats and Integrated Services

New Innovative Companies Signing Up for the 17th edition of CWRE

Show floor is two-thirds sold with industry leading businesses showcasing the latest products and services. Companies from Canada, United States, Italy, The Netherlands, Korea and China have confirmed their participation.

OWMA rebrands the Canadian Waste Sector Symposium, introducing the Canadian Waste to Resource Conference at CWRE

Canadian Waste & Recycling Expo (CWRE), Canada's only trade event serving the waste, recycling and public works markets is already more than two-thirds sold with a host of new domestic and international companies joining the prominent exhibitor line-up. The 17th edition will be held in Toronto, Ontario, November 19-20, 2014.

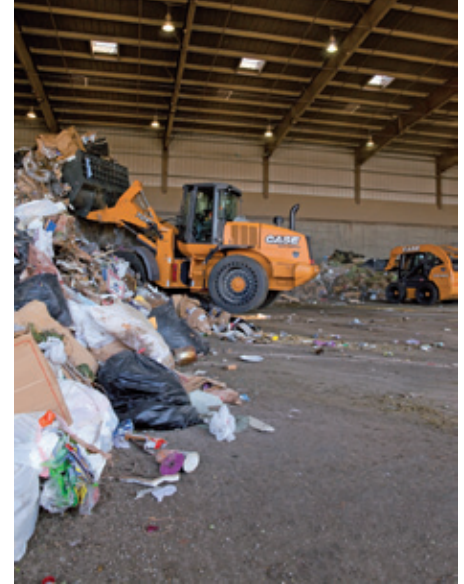
With the increase of new companies participating in the trade show, CWRE continues to solidify its position as a critical component in the waste manage-

ment and recycling marketplace. This list includes Enevo, leading provider of smart logistics optimization solutions; Tallman Truck Centre Limited, one of the largest commercial truck dealers in Canada and All Waste Removal, Inc.

"We are extremely pleased with the consistent growth of the show and the broad range of new companies affirming the value of this event," comments Arnie Gess, consulting show manager, Messe Frankfurt, Inc.

With everything from storage systems and transportation to recycling, public works, construction/demolition, landfill operations, composting services and waste treatment, CWRE will cover the entire industry reaching an international audience of industry professionals from across Canada and beyond.

In addition to broad range of products and services on display, the Ontario Waste Management Association (OWMA) will



be introducing its rebranded event, the Canadian Waste to Resource Conference this year as a co-located event with CWRE. This program will host a number of educational discussions along with the waste sector facility tours and other networking opportunities. For more information about OWMA or CWRC, visit www.cw2rc.ca

Find more details about the Canadian Waste & Recycling Expo at www.cwre.ca
Source: Messe Frankfurt

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2015 Chevrolet and GMC Pickups, SUVs to Offer 8-Speed Transmission

Chevrolet and GMC have confirmed a new 8-speed automatic transmission will be standard on 2015 Chevrolet Silverado, GMC Sierra and GMC Yukon Denali/Yukon XL Denali models equipped with the 6.2L EcoTec3 V-8.

The GM-developed Hydra-Matic 8L90 8-speed is approximately the same size and weight as the Hydra-Matic 6L80 6-speed automatic. Its 7.0 overall gear ratio spread is wider than GM's 6-speed automatic transmissions, providing a numerically higher first gear ratio to help drivers start off more confidently with a heavy load or when trailering. The 8L90 also enables numerically lower rear axle ratios, which reduce engine rpm on the highway.

With 420 hp and 460 lb.-ft. of torque,



the 6.2L EcoTec3 V-8 is the most powerful engine offered in any light-duty pickup, and offers a maximum available trailer rating of 5,443 kg, based on SAE J2807 Recommended Practices. As with other EcoTec3 engines, it seamlessly switches to 4-cylinder operation under lighter loads to improve fuel economy.

Additional technical details and the EPA estimated fuel economy will be announced closer to the start of production in the fourth quarter of 2014.

Source: General Motors

SAE International Updates Trailer Towing Standards

SAE International has updated its trailer towing standards, a critical move for the automotive industry as light trucks, minivans, sport utility and crossover vehicles become increasingly prevalent on highways around the world.

A vehicle's trailer weight rating can be a major selling point for consumers. SAE International's trailer towing standards determine the trailer weight rating of all tow-vehicles and maintain fair competition among manufacturers.

SAE standard J2807 – "Performance Requirements for Determining Tow-Vehicle Gross Combination Weight Rating and Trailer Weight Rating" – defines performance requirements for measuring a vehicle's gross combination weight rating (GCWR) and trailer weight rating (TWR). These guidelines require vehicles to be tested under consistent conditions and parameters, giving consumers accurate information when comparing the trailer towing capacities of similar models.

The standard can be applied to passenger cars, multi-purpose passenger vehicles and trucks with a GVWR of up to 13,000 lbs. Standard J2807 was developed by SAE International's Tow Vehicle Trailer Rating Committee, which includes representatives from leading original equipment manufacturers and suppliers.

"We have a great committee with representatives from all over the auto and trailer industries who have put a lot of time and effort into developing standards for trailer weight ratings. I think trailering customers will really benefit from this effort," Robert J. Krouse, GMNA trailering engineer, BFO – Trailering, and SAE Tow Vehicle Trailer Rating Committee chairman, said.

The updated standard revises the standard trailer weight range descriptions and clarifies test setup, ballast procedures and test requirements in several areas.

SAE International is a global association of more than 133,000 engineers and related technical experts in the automotive, aerospace and commercial-vehicle industries.

Source: SAE International

Ram Adds Big Capability in a Small Package

The 2015 Ram ProMaster City is Ram's newest addition to its commercial vehicle line-up, and contributes to the expanding, purpose-built, van segment with a number of best-in-class, functional elements tied directly to commercial customer demand. The new Class 1 entry opens a door for incremental growth of Ram's brand sales volumes.

Joining the larger Ram ProMaster and Ram C/V van offering, the 2015 Ram ProMaster City will compete with small commercial and passenger vans such as the Nissan NV200 and Ford Transit Connect with best-in-class attributes in payload capacity, cargo area, performance and fuel economy.

Based on the successful Fiat Doblò the Ram ProMaster City will incorporate familiar Ram Truck design elements and offer features, systems and powertrains preferred by North American customers.

Powered with the the 2.4 l Tigershark I-4 engine matched to a 9-speed automatic transmission, the Ram ProMaster City will be offered in 2-seat Tradesman cargo van and 5-seat passenger Wagon configurations, with a payload of 854 kg.

Source: Ram





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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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Appointments

Astec Industries has named **Jeff Elliott** as group vice president of the Astec Aggregate Mining Group (AAMG). His responsibilities will include direct oversight of Kolberg-Pioneer, Inc., Johnson Crushers International, Astec Mobile Screens, and Telestack Ltd.

KPI-JCI and Astec Mobile Screens is an American manufacturer for the aggregate, recycling and construction industries. Telestack is a mobile bulk handling equipment manufacturer.

Previously, Mr. Elliott served as president of Johnson Crushers International, KPI-JCI and Astec Mobile Screens' Oregon manufacturing facility. Prior to that, he served as senior vice president of sales and marketing for Cedarapids, Inc.

Source: KPI-JCI and Astec Mobile Screens



Morbark, Inc., is pleased to announce the promotion of **Larry Voelker** to vice president of Engineering and Product Development. Over the past 2½ years, Mr. Voelker has served as director of Engineering responsible for the planning and implementation of all engineering activities and providing the strategic technical leadership in continuous improvement of equipment and process capability.

Prior to joining Morbark, Larry Voelker's extensive experience includes engineering, program and business manager positions at Moog – QuickSet International; IMM, Inc.; and AAR Mobility Systems.

Source: Morbark: Morbark, Inc.



Rexel announced recently the appointment of **Brian McNally** to the newly-created position of executive vice president and CEO of **Rexel North America**, effective August 1st, 2014.

In this role, Brian McNally will become a member of Rexel's Executive Committee and be in charge of Rexel's operations in North America, encompassing both the U.S. and Canadian businesses, which represent about one-third of the Group's total sales.

This leadership change will reinforce and strengthen Rexel's organization and management in North America. It comes in the wake of the previously announced decision by executive vice president and CEO of Rexel Holdings USA Christopher Hartmann to leave the company, as well as Jeff Hall's recent decision to retire as senior vice president and CEO of Rexel Canada Electrical Inc., after 21 years with the company. Both Chris Hartmann and Jeff Hall were members of Rexel's Executive Committee.

Source: Rexel

LiuGong Welcomes Douglas Lake Equipment to Its Dealer Network

LiuGong North America is pleased to announce Douglas Lake Equipment as a key member of the LiuGong North America dealer network.

Traditionally, up until this point, Douglas Lake Equipment has been a dealer for a single line of products. LiuGong's full line product offering will Douglas Lake will be have more products available to supply a broader section of the market.

Douglas Lake Equipment (DLE), headquartered in Surrey, British Columbia, Canada, has been in business for 15 years with over 105 employees. As a small equipment dealer, DLE has concentrated its focus on the owner operators who enjoy a more personalized approach to business. DLE offers first class products with great value and service to its customers.

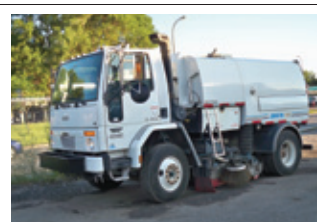
"We offer great products and we stand behind what we sell," says Garry Frelick. Douglas Lake's strength comes from their diversity in serving both the agriculture and construction equipment industries. Douglas Lake Equipment will carry LiuGong equipment at 3 branches, including Surrey, Quesnel, Kamloops.

Source: LiuGong North America N.A. LLC

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Agenda

- ISA International Conference & Trade Show**
August 2 - 6, 2014
Milwaukee, WI USA
- APWA 2014 International Public Works Congress & Exposition**
August 17 - 20, 2014
Toronto, ON Canada
- APOM Technical Day**
September 5, 2014
Asbestos, QC Canada
- Expomina 2014**
September 10 - 12, 2014
Lima, Peru
- Pacific Heavy Equipment Show / TRUXPO 2014**
September 19 - 20, 2014
Abbotsford, BC Canada
- International Mining Conference & Exposition (IMEX2014)**
September 23 - 25, 2014
Las Vegas, NV USA
- INTERROUTE & VILLE**
October 7 - 9, 2014
Lyon, France 
- WaterSmart Innovations Conference and Exposition**
October 8 - 10, 2014
Las Vegas, NV USA
- Water Infrastructure Conference & Exposition**
October 26 - 29, 2014
Atlanta, GA USA
- Expo-FIHOO 2014**
October 29 - 31, 2014
Montreal, QC Canada
- Canadian Waste & Recycling Expo**
Exposition canadienne du déchet et du recyclage
November 19 - 20, 2014
Toronto, ON Canada 
- bauma China**
November 25 - 28, 2014
Shanghai, China 
- Pollutec 2014**
December 2 - 5, 2014
Lyon, France
- Landscape Ontario's 42nd Edition of Congress**
January 6 - 8, 2015
Toronto, ON Canada
- World of Concrete 2015**
February 3 - 6; Seminars 2 - 6, 2015
Las Vegas, NV USA
- Work Truck Show**
March 4 - 6, 2015
Indianapolis, IN USA
- National Heavy Equipment Show**
March 5 - 6, 2015
Toronto, ON Canada
- World of Asphalt & AGG1**
March 17 - 19, 2015
Baltimore, MD USA
- inter airport South East Asia - Singapore**
March 18 - 20, 2015
Singapore
- INTERMAT Paris**
April 20 - 25, 2015
Paris, France 
- ICUEE - The Demo Expo**
September 29 - October 1, 2015
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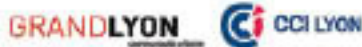
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