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Volume 11 • Number 7 • August 2008 • *English Edition*



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A Word From the Publisher

It may seem funny to those who have suffered from record-high temperatures in the last few weeks but, for many years, the August issue of InfraStructures has focused on snow.

We feature articles and news releases on winter maintenance equipment and technology at a time of the year when summer vacations are still on the mind of most people. For those who do not have to worry too much about Winter's harshness, we also feature the usual diverse mix of topics you have come to expect.

It is in response to requests from snow removal equipment manufacturers that InfraStructures started covering this topic to such a great extent. Suppliers in this field wanted to raise awareness on the fact that it is never too soon to prepare for Winter. Their clients used to wait until just a few weeks before the first snowfall to order their equipment, leaving them with very little time to proceed with installations and deliveries.

InfraStructures is the only publication that covers the industry in both official languages and with coast to coast coverage.

In September, we will focus on EXPO Grands Travaux, the first heavy equipment show in years to be held in Montreal. We will also print extra copies of InfraStructures that will be distributed at this event.

In the meantime, enjoy the warm weather...



Editor/Publisher



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On the cover:

The multifunctional mini-loader MultiOne is the ideal machine for construction and public works. Over 50 attachments allow for one machine to be used in multiple applications.

NAPA LAUNCHES ONLINE TRAINING IN PARTNERSHIP WITH PAVIA SYSTEMS

The National Asphalt Pavement Association (NAPA) announces the launch of a program of online training created in conjunction with Pavia Systems. The offering will make it possible for organizations to conveniently deliver a complete set of high-quality training programs tailored for the asphalt pavement construction industry.

The first learning modules to be made available include "Components of Compaction," "Cool-Weather Paving," and "Safety

in Confined Spaces." Additionally, Pavia Systems will be providing a Hot-Mix Asphalt (HMA) Fundamentals learning series that includes topics such as "Construction," "Materials," and "Mix Design," among others. Complete course descriptions are available at www.hotmix.org and www.paviasystems.com.

The 30- to 60-minute courses are designed to engage the user in the learning process using compelling interactive media content and researched learning methods. Each course employs sophisticated tools, including video, animation, and intuitive, easy-to-use

navigation. A quizzing system which is part of each module is designed to reinforce and validate learning. Where appropriate, voice-over narration is included to guide the user through the lesson. All elements of the training program are integrated to help in the learning process and encourage knowledge retention.

Online delivery of courses gives individuals a personalized training experience which they can access from anywhere at any time. The system allows the user to keep track of his own progress through the material. When

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Massive Pumps for Flood and Levee Protection



Patterson Pump Company, based in Toccoa, Georgia, a wholly-owned subsidiary of The Gorman-Rupp Company, has manufactured and shipped the first of six massive pumps for flood control and levee protection in two watersheds of the Velasco Drainage District headquartered in Clute, Texas. The remaining five pumps and related components are scheduled to be shipped later during 2006. The amount of this order is in excess of US\$6.9 million.

Each pump can move 984 000 l/min and is powered by a 2000 hp engine.

The Velasco Drainage District includes industrial coastal floodplain on the Gulf of Mexico that has sustained storm-surge flooding as a result of hurricanes in recent years. Two of the District's watersheds are located behind 85 km of levees. Studies showed that expanded pumping capacity would be necessary to protect the areas from flooding resulting from a Category 3 or higher hurricane. The District authorized a US\$33 million project to increase the capacity of two of its pumping stations from 6,39 million l/min to 12,07 million l/min.

Albert Huber, president of Patterson Pump Company said, "Patterson is pleased that it could participate in this important flood and levee protection effort." He also noted that Patterson has produced pumps capable of moving up to 1,2 million l/min and is one of few companies in the world capable of producing pumps of this size.

Source: The Gorman-Rupp Company

You can download the complete media kit for **InfraStructures** on www.infrastructures.com

the user completes a lesson, the system furnishes a certificate of completion. In addition, the user's organization, whether a for-profit company or a government agency, can easily track employees' progress and performance through the learning path.

"Online training truly is the wave of the future," commented Mike Acott, NAPA president. "One of the most difficult challenges faced by both agencies and the hot-mix asphalt industry today is that of attracting, recruiting, and retaining an excellent work force. Online training is a tool companies and agencies can use to improve workers' skills. In addition, research shows that companies that invest in training have better employee retention and lower turnover rates. Online training will help the industry improve the quality of the finished product and the overall performance of both companies and agencies."

Both NAPA and Pavia work with industry experts to ensure that high-quality, technically accurate course content is produced. Courses are updated and kept fresh to ensure that the best practices of the industry are reflected. "Online training offers many inherent benefits and can be a powerful complement to an organization's existing training program," said Pavia Systems president Si Katara. "The courses are available 24 hours a day, from the user's computer at the office or at home, so no travel is necessary. The learner can revisit courses multiple times to reinforce the concepts being learned. And a learner's progress and performance are easily tracked and reported through a convenient online interface."

The new online training modules are now available. Orders for the modules may be placed through NAPA's online store at www.hotmix.org and/or through the Pavia Web site at www.paviasystems.com. The programs currently available are priced at US\$55 to US\$149, depending on length and complexity. Discounts are available for bulk purchases and for NAPA members.

Source: The National Asphalt Pavement Association

A MAJOR HYDROELECTRIC CONTRACT FOR DESSAU-SOPRIN IN CHILE

Dessau-Soprin has recently secured a major contract for the design and engineering of the Rucatayo hydroelectric power plant in southern Chile for Hidrosur S.A. The project is estimated at more than US\$70 millions.

The station will include two groups of

turbo-generators providing a total nominal capacity of 60 MW. The station will produce more than 300 GWh of electricity per year. The contract also includes the design of a 220 kV power line, on a distance of approximately 36 km, that will link the power plant to an existing substation.

The project will be design by the Chilean firm Ingentra, a subsidiary of Dessau-Soprin, in consortium with EDIC Ingenieros of Santiago. Work was schedule to begin last month

and will be completed by Summer 2007.

Source: Dessau-Soprin Inc.

SM GROUP INTERNATIONAL TO OVERSEE A MAJOR PROJECT IN ALGERIA

The SM Group International (SMI), one of Quebec's most internationally active engineering, project management and systems integration firms, has just been awarded a major contract by the Agence nationale des barrages et transferts (ANBT) in Algeria.

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SMI will supervise construction work on the Kerrada dam, an aqueduct, and a water treatment facility. The total value of the project is estimated at more than \$500 million, and the SMI contract represents more than \$8 million in professional fees.

"We are proud to have received this very important mandate, which consolidates our presence in the North African region and gives our firm greater international exposure in the area of major projects," noted Bernard

Poulin, president and CEO of the SM Group.

The SM Group International will support the ANBT with subcontractor coordination, by handling the task of definition and general planning for each lot, monitoring supervision activities, and ensuring work is executed properly as well as insuring that modifications to plans meet specifications are carried out properly. The SM Group International will also supply project management as well as designing the fiscal aspect of the project.

Lastly, the Group's scientific and technical experts will advise the ANBT regarding technical and legal aspects of the project. The mandate requires a permanent team of experts to be present on-site in Algeria.

The ANBT project will secure a supply of drinking water for twelve municipalities located along the Mostaganem-Azew-Oran corridor in Northwest Algeria. Oran, situated 450 km from Algiers, is the second largest city in Algeria. The project calls for the building of an 85 m high earthwork dam requiring 4,7 million m³ of earth, an 88 km-long 4,92 m³/s-capacity water conveyance made from piping varying in diameter from 1,4 m to 2,2 m, fitted with ten intakes servicing twelve urban centres, and including 120 000 m³ and 300 000 m³-capacity reservoirs, as well as the construction of a water treatment plant with a capacity of 6,5 m³/s. The work will be carried out over a period of two years, from 2006 to 2008.

Source: SM Group International

ATLAS COPCO SECOROC CELEBRATES ANOTHER BIT OF EVOLUTION!

As of the 15th of August 2006 all Atlas Copco Secoroc rock drilling tools delivered will be dressed in yellow. This is yet another step in strengthening the visual identity of being a vital part of the Atlas Copco Group.

Atlas Copco Secoroc possesses over 600 years of rock drilling wisdom. Today it is the number one supplier of rock drilling tools in the world – and a vital part on the Atlas Copco Groups Construction and Mining Technique business area.

The 15th of August 2006 will mean business as usual for all of its customers, as far as drilling and productivity are concerned. However, from this day on the company will start delivering yellow rock drilling tools from its facilities in Ockelbo and Fagersta







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Atlas Copco Secoroc will continue to work closely together with its customers. The company will go on supporting its large customers with productivity focused solutions and on-site service and support. Atlas Copco Secoroc will also keep growing in operations focused on smaller customers. It has a lot in common with these types of businesses – companies run by the same person who operates the rig. They are in many aspects the embodiment of what Atlas Copco Secoroc stands for – hands on the rig, passionate and tough – professionals doing a great days work.

Atlas Copco Secoroc will continue having an active role in drilling, building our skills, knowledge and expertise – continuing to be our customers’ number one partner. Remaining First in Mind – First in Choice™.

Source: Atlas Copco

BEHLMAN ELECTRONICS POWERS AC EQUIPMENT 5 MILES DOWN DRILL HOLES

Behlman Electronics Inc., known for its leadership in providing power products for industrial, commercial and military applications, has been awarded another large follow-on contract by a major company for Behlman Model BL1500 Power Supplies used in oil and gas exploration.

The Behlman BL1500 Power Supply is a ruggedly-built, highly-reliable AC source that delivers 0-700 or 0-1400 V of clean regulated AC at the output, to enable field crews to power down-hole tools, motors and sensors up to five miles from the power source. The Behlman BL1500 has a number of unique features including master/slave capability that can parallel up to three units for higher power requirements, adjustable voltage and current limit, dual range output, remote control via RS-485 and alarms.

“Receiving an additional order for our Model BL1500 Power Supplies is confirmation that by accelerating the production of our deep-hole power sources we are helping major oil and gas companies meet the challenges they face around the world.” said Ron Storm, Behlman Electronics’ vice president of Sales and Marketing. “With this new contract, more than 1300 of these units have been ordered by oil and gas companies,” he continued. “In fact, Behlman Power

Supplies are available to any industry that needs to deliver regulated operating power to instruments or tools at great distances from the power source.”

Source: Behlman Electronics Inc.

ACQUISITION OF MEYER MATERIAL COMPANY IN ILLINOIS

Aggregate Industries, a wholly owned subsidiary of Holcim Ltd, has agreed to acquire 100% of Meyer Material Company

for US\$231 million from U.S. Equity Partners, L.P. and Park Avenue Equity Partners, L.P. Completion of the acquisition is subject to regulatory approval.

Meyer, based near Chicago in Illinois, is a leading supplier of aggregates, ready-mix concrete and concrete paving products. The company’s primary markets are located in the Northwestern part of Metropolitan Chicago and Southeastern Wisconsin. Meyer operates 6 sand and gravel pits as well as 25 ready-

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mix concrete plants and a modern concrete paving products manufacturing facility. Meyer has 125 million t of reserves as well as considerable underground reserves which may be considered for future development. The company employs about 750 people.

Last year, Meyer sold approximately 5 million t of aggregates, 1,5 million m³ of ready-mix concrete and 0,5 million m² of concrete paving and retaining wall systems. In 2005, net sales reached approximately

US\$190 million.

The acquisition of this well positioned construction materials company strengthens Aggregate Industries' aggregates and related businesses positions in the US. Meyer provides a new platform for the future growth of the Holcim Group in the fast growing suburbs of Chicago, the third largest city in the US. In addition, Holcim expects to achieve significant synergies from more efficient cement logistics and product optimization at

Holcim US. Meyer is to be fully integrated into Aggregate Industries' US operations and will be managed as a new region. This acquisition reinforces Holcim's dual product strategy centering on cement and aggregates in the US.

Source: Holcim

ANTI-ICING OVERLAY

Cargill, a well known manufacturer of thawing, dust control and other related chemicals, has developed a new pavement overlay that is capable of creating a near ice-free driving surface.

Intended primarily for bridge decks and other structures where temperature variances can create localised icing, the overlay releases thawing agents gradually to combat ice from forming. The mix consists of limestone aggregate and epoxies that create an absorbent surface in which liquid de-icing material can be stored.

"The chemicals will stay in the surface 4 to 10 times longer than a traditional concrete or asphalt surface." According to Bob Persichetti of Safeline Overlay at Cargill De-icing Technologies. "Increased traction helps reduce collisions. There are also diminished costs associated with equipment call-outs during inclement weather. As the overall consumption of thawing agents is decreased there are additional potential cost savings. The reduction in chemical on the roadway also reduces run-off, adding to the environmental benefits of this technology."

According to Transport Canada, snow and freezing road conditions were responsible, at least partially, for 1147 deaths and 81 404 injuries between 1999 and 2003. The Transportation Association of Canada (TAC) estimates the cost of spreading operations at approximately \$1 billion per annum. In Ontario the use of road salt is estimated by the Ministry of Transports at between 500 000 and 600 000 t per year.

Many jurisdictions and contractors in Canada have been hesitant to embrace new technologies in materials, equipment and practices. This has resulted in minimal comparable data being available for analysis of progressive methodologies in the fight against ice and snow. According to Harlan Mushumanski of Manitoba Transportation and Government Services... "We will be watching the results of the Safeline testing with interest."



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Oshkosh Truck Introduces New H-Series™ Snow Chassis

Oshkosh Truck Corporation introduced its next generation Oshkosh® H-Series™ snow chassis at the Airfield Operations Area (AOA) annual conference in Milwaukee, Wisconsin. The H-Series redesign focused on three priorities derived through comprehensive interviews with airport snow removal operators: improved visibility, safety and comfort. Built specifically for airport snow removal operations, this latest design adds to the reputation of the most popular airport snow removal chassis in history.

“The improvements to the H-Series chassis were the direct result of operator input,” said Robert G. Bohn, Oshkosh’s chairman, president and CEO. “Oshkosh Truck has pushed the envelope in terms of performance and again demonstrated our commitment to be an innovative force in every industry we serve.”

Operator visibility is improved with close to 40% more windshield glass over the new chassis’ predecessor – already the industry leader in that category. The improvement

was accomplished by designing a wraparound front windshield without the typical blind spots created by corner posts. Enhanced wiper and defroster

systems improve window coverage. In addition, rear three-quarter windows were added to improve rearward visibility and lower front cab windows were added to give the operator a birds-eye view of attachments and mounts.

Safety and maintenance were improved through the use of onboard diagnostic displays and a network of safety interlocks. The display and conveniently-located wraparound controls in the cab create a more focused and safe driving environment for the operator. Additionally, a second seat has been added to accommodate a supervisor or trainer.


Long hours in a snow removal chassis require a comfortable cab. The H-Series




chassis has been upgraded significantly in this regard beginning with an additional 30 cm side-to-side and front-to-back of interior space. The cab can be accessed through doors on both sides of the vehicle. Powered windows, digital climate controls and even two cup holders were all added based on customer input.

The next generation H-Series snow chassis seamlessly integrates with a variety of blowers, plows, scrapers and brooms to give airports maximum flexibility in their snow operations.

Source: Oshkosh Truck Corporation




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Mack To Add SCR To Meet EPA 2010 NOx Emissions Requirements



Mack Trucks, Inc. announced today that it will use a combination of proven exhaust gas recirculation (EGR) technology and selective catalytic reduction (SCR) to satisfy the nitrogen oxides (NOx) portion of the federal diesel engine emissions regulations scheduled to take effect in 2010.

The 2010 regulations, developed by the Environmental Protection Agency (EPA) in the United States, call for NOx emissions levels to be reduced more than 80% from the standard set to take effect in January 2007.

The base engines for Mack's 2010 solution will be its MP series, which utilize High-Performance Exhaust Gas Recirculation (HEGR) to meet current and 2007 NOx standards.

Mack also confirmed that its EPA 2010 solution will feature the diesel particulate filter (DPF) being deployed for 2007, as the required particulate matter emissions levels remain the same for 2010.

SCR is an aftertreatment system that involves injecting a liquid urea solution into

the engine exhaust stream to break down NOx.

Manufactured primarily from natural gas, urea is a readily-available, soluble nitrogen-based compound widely used in agricultural fertilizers and considered a nonhazardous substance by the EPA.

"We're confident that the combination of HEGR and SCR is the best choice for our customers," said Mack president and CEO Paul Vikner. "This solution offers an efficient and effective means of meeting the required NOx emissions levels in the EPA 2010 regulations. We intend to continue working closely with EPA and other stakeholders to finalize the infrastructure to ensure the widespread availability of urea to our customers."

Mr. Vikner added that Mack has been successfully running SCR systems on prototype trucks since 2000, logging more than two

million miles on ten customer vehicles. He also noted that Mack's parent, the Volvo Group, has logged more than 23 million miles of SCR road testing in Europe, and this year began production of SCR-equipped vehicles to meet the Euro 4 emissions standards that take effect October 1st, 2006.

"Our experience indicates that vehicles utilizing SCR can achieve better fuel economy than those using only EGR for NOx control, while at the same time meeting the dramatically lower emission standards coming in 2010," Mr. Vikner said.

Source: Mack Trucks, Inc.

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AORS Municipal Trade Show

The Association of Ontario Road Supervisors 2006 Municipal Trade Show was hosted by the District 8 Road Supervisors Association, in Napanee on June 7th and 8th.

The District 8 Road Supervisors Association takes its name from the old name for Kingston District of the Ministry of Transportation of Ontario which was known as "District 8". It started in Lennox and Addington County in 1967. In 1968, the Road Supervisors from Frontenac County joined the group. Members from Hastings, Leeds and Grenville, and Prince Edward Counties joined the District 8 Association in subsequent years.

The Association of Ontario Road Supervisors Municipal Trade Show for 2007 will be hosted by the Wellington County Road Supervisors Association on June 6 and 7, 2007 at the Centre Wellington Complex, in Fergus, near Guelph, Ontario.

Source: Association of Ontario Road Supervisors
www.aors.on.ca



Bobcat Snow Pusher Attachment Offers New Solution For Snow Removal

When needing to clear a large amount of snow from parking lots, industrial grounds, and construction sites, operators have a new snow removal solution – the snow pusher attachment from Bobcat Company, a business of Ingersoll Rand.

The new snow pusher attachment enables compact equipment operators to push a larger volume of snow, thus allowing them to do more work in less time. The end wings on the attachment keep the snow within the width of the attachment and prevent it from spilling over the sides, consequently eliminating any additional cleanup.

The attachment is available in two sizes – 94 and 120 in widths.

Among its features is a free floating blade, which allows the snow pusher to follow the contour of the ground. The snow pusher's blade is capable of floating up to 2,3 in vertically and tilting

12° with a $\pm 4,5^\circ$ oscillation. In addition, the attachment is equipped with abrasion-resistant skid shoes and a rubber cutting edge to protect pavement surfaces. A rear cutting-edge support provides maximum durability by not only strengthening the cutting edge, but also the entire moldboard.

Attaching the snow pusher to loaders or

Tach™ mounting system enables operators to switch between attachments, such as the snow pusher, bucket, or angle broom, without leaving the comforts of the cab.

Ingersoll Rand is a world leader in the field of compact vehicles and equipment. Its widely known Bobcat® brand includes an extensive line of powerful, nimble compact



Toolcat utility work machines can be done easily and quickly with the Bob-Tach™ mounting system. An optional Power Bob-

construction equipment and attachments. Source: Bobcat Company



The Grundodrill in Slovenia, On The Trail of Karl May



Carola Schmidt, Tracto-Technik GmbH

rows of lit-up cave halls and underground pathways. The battery operated cave paths are regularly reloaded at a central loading station.

After years of operation the sanitation of the loading station was to be carried out. For practical reasons the cave administra-

tion team decided to relocate the loading station from the inside to outside the cave. In order to do this a connection line had to be produced. The open-trench method could not be taken into consideration, due to the installation length, the awkward installation paths and the extremely stony ground. The

handed the project, who have specialized in horizontal bores and trenchless pipe renewals for 10 years. The company has 60 employees and is not only well known for its exceptional quality in Slovenia, but also in Croatia, Serbia and Montenegro.

The horizontal bore unit type Grundodrill



Starting the cable-guided pilot bore



Arrival of the Grundorock-Mudmotor

The secret, underground chalky world in Postojna is an area, which used to form the sea in the south-west regions of Slovenia. The cave labyrinth, stretching over 27 km, with its stalactites and sintering pillars, is known as one of the most impressive natural wonders in Europe and a main tourist attraction in Slovenia. The cave offers the

tion team decided to relocate the loading station from the inside to outside the cave. In order to do this a connection line had to be produced. The open-trench method could not be taken into consideration, due to the installation length, the awkward installation paths and the extremely stony ground. The

13X was applied for this task. "We bought this bore rig in 2002 and it is the best we have," according to company owner Viljem Kolar.

It was the first large-scale rock drilling task for Vilkoograd and they therefore called for René Schrinner, the bore tool specialist from



The bore hole with bore remains



Expanding process with a 10" hole-opener



The Olymp ramming the steel pipes

ideal environment for the cave lurch, an endangered species of amphibian.

Even the producers of movies based on the works of Karl May could not withstand the charm of this scenery and decided to film some scenes for the German film classic "Winnetou" in the sixties.

The cave tour starts by entering the cave by rail, followed by a round tour through the

responsible planners therefore decided on a direct connection. This required two rock drillings through the cave wall, each at 30 m lengths at a distance of 1m from the outside to the inside. It was also planned to install steel pipes as protection pipes into the expanded rock bore hole in order to retain the power cables.

Vilkoograd, the contracting company, was

Tracto-Technik, to support their bore team.

To determine the optimal starting point, the direction and the inclination percentage were measured beforehand with a laser-theodolite. A Grundorock-Mudmotor was applied to accomplish the pilot bore through the extremely hard chalkstone, which took approximately 30 - 40 min for the 3 m long drill rods. The advantage of the Grundorock-Mudmotor is

basically the fact that only a relatively small quantity of drilling fluid is required for the operation. The relevant drilling fluid was lead out and later disposed of. The roll and pitch of the mud motor was controlled precisely with the cable guided measuring system.



Entrance to the Postojna caves

The expanding bore then followed with a 10" hole-opener (equals a diameter of 250 mm). Then the steel pipe ND 219 was built into the bore hole with the support of an Olymp rammer. Due to the surroundings, only short steel pipe lengths could be rammed in at a time, which had to be welded, one after the other. Last, but not least, the power



Grundodrill bore rig during the pilot bore

cable was installed and connected to the new loading station.

Already, after 6 days of work, the construction work around the rock drilling was completed without too much fuss, as one has become expect, by the Vilkograd company.

Technology – How Cold Is That Pavement?

Public works departments and other agencies are working on minimizing their use of road salt while continuing to keep roads safe for winter driving. In recent years, they have implemented innovative techniques such as combining rock salt with pre-wetting liquids to ensure the salt adheres to the pavement, and adjusting application rates more precisely to differing temperature and snow conditions.

To apply these methods, it is essential for road managers to receive accurate and timely information about, among other things, pavement temperatures. It is within this framework that the Integrated Center for Monitoring (ICM) was created by the Ministry of Transports of Quebec (MTQ), back in 2003.

The Ministry of Transport of Ontario (MTO) is developing software to improve maintenance operations that will automatically display pavement temperatures on a web-based



mapping program. The system can be used to make decisions on whether to adjust salt application rates, and if so, by how much.

Fixed antennas or an automatic vehicle location (AVL) system, mounted on patrollers' trucks, retrieves pavement temperature readings that were measured by

infrared thermometers. The pavement temperature information is relayed to a central computer every few seconds by a GPS-based cellular communication link. The temperature data is then recreated on a

map that is accessible by the road manager. Pavement temperature ranges are plotted in different colours along the route (temperatures above +2°C, temperatures in the +2°C to -2°C) to help determine the need for road salt.



The automated display of pavement temperature will provide the necessary information regarding road and weather conditions which can even be transmitted directly to the spreader to adjust the rate of application according to predetermined ratio.

These advancements in technology have many impacts. They can improve highway safety, reduce costs and minimize environmental pollution.

Source: Ministry of Transports of Ontario
Ministry of Transports of Quebec

Signalisation Post Driver

Magneto-Laval inc., a member of the Magneto Group, is proud to team up with Garco inc. in the fabrication of post drivers. After many years of research, development and improvement, the post driver is finally ready for the market.

The first unit has been sold and delivered two years ago. The results obtained since, demonstrate that the level of performances attained is most satisfying. With a regular follow up over the past 2 years, we can now claim a level of 95% efficiency and more.

This unit, specifically dedicated to the installation of signalisation posts can be adapted on a new chassis or an existing chassis (under certain conditions).

Before the advent of this machine, two different tools were required to do the work, one for drilling, which was not designed for this type of application, the second for hammering. That used to require, most of the time, handling both tools with physical assistance from the workers.

The G28F drilling hammer from Garco,

exclusive in its domain, was designed specifically for the installation of road post signs.

The G28F can drill, when required, without having to be moved in order to insert other tools. It was designed to minimize the physical efforts of the workers.

The hammer, fixed to the mast sliding system, gives an incomparable stability and practically instantaneous levelling.

It is assisted by two hydraulic jacks of 9 cm (3,5 in) in diameter for hoisting, giving it maximum power for hammering or drilling.

A hook applied on the hammer's carrier allows the extraction of a broken post safely and without any effort from the operator.

The crane can handle the mast over a rotation of 180° to the sidewalk.

A hydraulic stabilizer permits to work in total security by keeping the truck stable.

All the hydraulic cylinders are equipped with safety valves, preventing untimely movement, in the event of a hydraulic circuit failure.

A state of the art hydraulic system devel-

oped and conceived by Groupe Magneto is used for all functions.

On the mast, a foldable mini platform can serve as an elevator to change panels up to 3,65 m (12 ft) high.

The G28F Drilling Hammer from Garco is entirely manufactured in Montreal and sold exclusively, with the post driver unit, through Magneto-Laval Inc.

The complete installation of a sign post can be done within 6 to 10 min regardless of the type of ground (concrete, rock, asphalt or other). The operator no longer needs to lift heavy, difficult to handle, tools.

After using the prototype for over two years, our client declared "Ever since I own this unit, backaches are a thing of the past. Time losses have diminished considerably."

The post driver will be on display at the Expo Grands Travaux, at booth #3027, on September 22-23, 2006, at the Olympic Stadium in Montreal.

Source : Magnéto-Laval Inc.

Pierre Benoit, 450-687-4040



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New Pump Kits for Schwing KVM 32XL and KVM 34X Boom Pumps

The KVM 32XL and 34X truck-mounted concrete boom pumps from Schwing America now come standard with the new high-output, high-pressure Generation III 2025-5 pump kit. The 2025-5 concrete pump brings increased performance and smoothness with 250 mm material cylinders, a 2 m stroke, and twin circuit hydraulics with MPS (Multi Port Shifting).

Also standard on these models is the Big Rock. Offering all of the reliability and low-maintenance benefits of the Schwing patented Rock Valve™, the Big Rock features a larger feed area to the extended valve, ideal for feeding harsh mixes at high volumes. The hydraulically driven agitator with optional hopper vibrator assures continuous, smooth flow of concrete to the pumping cylinders.

With the 2025-5 pump kit, the KVM 32XL and 34X concrete pumps achieve up to 136 m³/h output at 23 strokes per minute. Fewer strokes means less wear. The four-section Overhead Roll & Fold® boom design



allows maximum utilization for a wide variety of applications.

Also available from Schwing America is the 32XL Detach, a truck-mounted concrete boom pump which gains added versatility with a detachable boom feature. This allows operators to utilize the boom as a separate placing boom in the morning, reattach it to the truck and place concrete miles away in

the afternoon.

The 32XL Detach features a Generation III 2023-5 pump kit with 160 m³/h cubic yards per hour output and 0,5 bar pressure on concrete. Equipped with the Schwing patented Rock Valve™, this concrete pump offers the lowest maintenance cost pumping the widest variety of mixes to 2,5" aggregate.

Source: Schwing America, Inc.

Concord is Tops in the Big-Boom Category

"The significance for the construction industry of this machine, is that 65 m will set a new standard in the 'big project' job category, justifying the shorter and shorter time frames demanded of contractors for pumping concrete," says Isidoro Flores, president of Concord Concrete Pumps Inc.

The challenge was to build a machine capable of performing under tighter deadlines on large pours. "This pump hits the nail on the head," says Mr. Flores, "not just because of its longer reach and 12,7 cm delivery line, but as a manufacturer you always want to give your customers more pumping power. This is an awesome machine."

The world's first 65 m boom was sold to Pumpco Inc., the second largest concrete pumping company in the world, based in Forest Park, Georgia. Pumpco already has two 60 m machines in service built by Concord in 2003. "The performance of these two machines has been nothing short of outstanding. We work them hard and they just keep pumping. Concord's design is a real winner in both the 'big-boom' and the 'reliability' category", says Jim Ainsworth, vice president of Pumpco Inc.

"Back in 2003 we had our concerns about committing so much to Concord. Concord was a relatively new company in the pump manufacturing industry. But after a couple visits to the factory, Concord certainly appeared to be a good value. The two 60 m ConCORDs we purchased absolutely have proved their value to us. These machines have done nothing but help our reputation in the field. The operators love them and the customers love them. Absolutely no regrets", says Mr. Ainsworth.

"Large scale projects are meat and potatoes for Pumpco," he continues, "I was so happy with the two 60's I asked, 'You guys got anything bigger?' Concord came back with the 65 m design. We could see the value and went ahead immediately. It's worth a million...but we didn't pay that," adds Jim Ainsworth.

Concord's 65 m is the only machine in the



big-boom category with standard 12,7 cm delivery line. The larger delivery pipe is also less expensive and lasts longer than a smaller one because the concrete has to move faster through a smaller pipe, which increases the wear factor.

"Pumpco has the largest boom pump in the world now. This is going to attract a lot of attention to their company," says Isidoro Flores. "They'll be able to grow the company with it, and command a higher price. With this machine you can simply reach a higher floor, or reach further across a warehouse pour, without the labor involved in laying hose down with a shorter boom," adds Mr. Flores.

Source: Concord Concrete Pumps Inc.

London Machinery Launches New Web Site With Innovative Configurator Tool

London Machinery, one of North America's leading manufacturers of concrete mixer trucks and replacement drums, has launched its new expanded web site at www.lmi.ca.

The all-new site features an industry-exclusive Configurator tool that provides ready mix producers the ability to design and build specs for a London® Standard Mixer, selecting from a range of chassis, drum sizes, pump mounts, controls, hatches, water tank sizes, chute extensions and much more. The tool also allows the customer to view and choose options such as a chute assist, LED lights, chute stopper, work lights and a rear deck cover. Once the form is completed and submitted, a London sales representative will then quickly provide a quote to the customer.

A second configurator tool for replacement drums allows ready mix producers to enter measurements for their existing drum and then specify the thickness, gearbox, inspection hatch, drum assembly and options such as surge blades.

The new site also provides information and links to McNeilus® refuse trucks, Oshkosh® S-Series™ front discharge mixers and CON-E-CO® batch plants. All of these brands are now exclusively available in Canada through London Machinery.

"Our new London web site reflects our tremendous growth and commitment to providing quality information and support to our customers," said Larry Magill, general manager at London Machinery. "The new Configurator tools have already proven themselves to be a valuable



resource in helping ready mix producers save time and improve productivity."

Source: London Machinery Inc.

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 Michel Deschamps : (613) 880-3653
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New Asphalt-Saturated High Performance Polyester Underlayment from Tarco is Wrinkle-Free & Water-Tight

Tarco today announced LeakBarrier® EasyLay™ Asphalt Saturated High Performance Polyester (HPP) underlayment, the ideal underlayment for residential roofing applications. EasyLay has the look and feel of traditional felt but is much stronger and lies flat despite weather conditions or other circumstances.

Its secret is DuraBase™, a durable PET (poly-ethylene terephthalate) base, nonwoven reinforcement material, created by Johns Manville's Engineered Products Group. This material is saturated with time-proven, moisture-resistant asphalt to improve weatherability and handling. Packaged like traditional felt, EasyLay is now available in 4-square, 36 in wide rolls.

Unlike most underlayments, EasyLay can be left exposed for up to six months. When traditional felts are exposed in damp weather for just a few days, they tend to absorb moisture and wrinkle. EasyLay does not absorb moisture and does not warp, and

it provides an effective moisture barrier until permanent shingles, tiles, metal roofing or self-adhering cap sheets can be applied.

EasyLay is a high performance roll roofing product, combining a strong, tear-resistant polyester base sheet with a practical asphalt-saturated underlayment that is compatible with the realities of residential roofing. From the installer's point of view, no change of working habits is necessary. EasyLay underlayments can be installed in the same manner as the traditional saturated felts that they have been installing for years.

Roofing contractors report difficulties in handling many of the new synthetic



underlayments, such as all-plastic underlayments that tend to fold or wrinkle and do not seal well around fasteners. EasyLay resolves the problems that roofers are experiencing with the uncoated plastic underlayments. The EasyLay base material is made from a strong, durable, water-resistant PET polymer, popularly known as polyester. PET base reinforcement is highly compatible with asphalt saturation, which adds bulk and thickness for easier handling; better sealing around nails; and greater protection beneath shingles, tiles, metal roofing and other primary roofing materials.

Source: Tarco, www.tarcoroofing.com

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Peter Edmunds awarded the CIM Distinguished Service Medal

Peter Edmunds, Business Development manager for Atlas Copco Construction and Mining Canada, has been awarded the CIM Distinguished Service Medal, the highest honor given by the Canadian Institute of Mining, Metallurgy and Petroleum.

This gold medal was inaugurated in 1957 as an award for distinguished or meritorious service to the Institute and the mineral industry.

Canada's minerals industry has entered a new era of technology, sustainability and corporate governance, and the individuals leading the pack and leaving their mark were honored at the event. Thanks to visionary people like Peter Edmunds, the Canadian minerals industry maintains a competitive edge in the global marketplace.



Peter Edmunds (left) and CIM president Russ Hallbauer (right) at the awards gala held in Vancouver on Monday, May 15, 2006

Agenda

- 7th International Conference on Short and Medium Span Bridges**
August 23 - 25, 2006
Montreal, QC Canada
- Argentina Mining 2006**
August 29 - 31, 2006
Mendoza, Argentina
- SIVIC - International Industrial Vehicle & Body Trade Show**
August 29 - September 1, 2006
Saint-Jean-sur-Richelieu, QC Canada
- ROAD ENGINEERING - 2nd International Fair of Road Construction, Industry, Infrastructure, Construction Equipment and Special Vehicles**
September 4 - 6, 2006,
Kiev, Ukraine
- DEMOMAT 2006**
September 8 - 10, 2006
Mons, Belgium
- Electra Mining Africa 2006**
September 11 - 15, 2006
Johannesburg, South Africa
- Oil Sands Trade Show & Conference 2006**
September 12 - 13, 2006
Fort McMurray, AB Canada
- EXPO Grands Travaux 2006**
September 22 - 23, 2006
Montreal, QC Canada
- Third Annual Summit The Future of Canada's Infrastructure**
September 26 - 27, 2006
Toronto, ON Canada
- Garden Expo (buying show for the Green & Floral industry)**
October 17 - 18, 2006
Toronto, ON Canada
- Canadian Wind Energy Association 2006 Conference & Trade Show**
October 22 - 25, 2006
Winnipeg, MB Canada
- INTERROUTE 2006**
October 24 - 26, 2006
Rennes, France
- North American Quarry & Recycling Show**
October 26 - 28, 2006
Atlanta, GA USA
- 24th International NO-DIG 2006**
October 29 - November 2, 2006
Brisbane, QLD Australia
- Bauma China 2006**
November 14 - 17, 2006
Shanghai, China
- The International Winter Construction Symposium and Expo**
November 14 - 17, 2006
Edmonton, AB Canada
- CONGRESS 2006 (International lawn & garden show)**
January 9 - 11, 2007
Toronto, ON Canada
- Work Truck Show**
March 7 - 9, 2007
Indianapolis, IN USA
- World of Asphalt Show & Conference**
March 19 - 22, 2007
Atlanta, GA USA
- National Heavy Equipment Show 2007**
March 22 - 23, 2007
Toronto, ON Canada
- Bauma 2007**
April 23 - 29, 2007
Munich, Germany
- CIM Montreal 2007**
April 29 - May 2, 2007
Montreal, QC Canada
- WasteTech 2007**
May 29 - June 1, 2007
Moscow, Russia
- Hillhead 2007**
June 26 - 28, 2007
Buxton, Derbyshire, United Kingdom
- CONEXPO-CON/AGG 2008**
March 11 - 15, 2008
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