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CONSTRUCTION • PUBLIC WORKS • NATURAL RESOURCES

Volume 11 • Number 10 • November 2008 • *English Edition*



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EDITOR / PUBLISHER
Jean-François Villard
editor@infrastructures.com

CONTRIBUTING EDITOR
Rob Holden

PRODUCTION
Louis B. Brault

ADVERTISING SALES
MONTREAL
Jean-François Villard
Gilles Beaudin
(514) 233-1295
montreal@infrastructures.com

QUEBEC CITY
Gilbert Marquis
(418) 651-1176
quebec@infrastructures.com

TORONTO
Jean-Philippe Charron
Julie Turcotte
(905) 633-7634
toronto@infrastructures.com

TELEPHONE
(514) 233-1295
(613) 862-1295

FAX: (514) 528-9932

MAILING ADDRESS
4330 Saint-Hubert Street
Montreal (Quebec) H2J 2W7

E-Mail
editor@infrastructures.com

INTERNET
www.infrastructures.com

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A Word From the Publisher

This month, InfraStructures features a wide selection of articles on subjects that range from quarrying to road maintenance, and everything in between.

This simply reflects the numerous specialties of the industry that rely on heavy machinery and specialized equipment to get their job done. We must take into account that only a third of the construction industry use this type of machines. On the other hand, these are used in many other applications such as public works and natural resources.

Our definition of specialized equipment also includes vocational trucks. These trucks are seen in lifting, concrete, refuse, and many other of our readers' fields of activity.

InfraStructures is the only magazine in Canada to offer such a wide focus. This way, we can offer advertisers a truly unique package to reach their customer base. We work tirelessly to make sure that our readers get the most complete and varied editorial content.

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On the cover:

when time came to change one of their wheel loaders, the management of Carrières Marchand Inc., an aggregate producer based in Dunham, Quebec, did not hesitate to acquire a Kawasaki loader.

The new machine, a 85ZV joins another Kawasaki loader bought by Carrières Marchand Inc. ten years earlier.

INGERSOLL RAND TO ACQUIRE GEITH INTERNATIONAL

Ingersoll-Rand Company Limited, a diversified industrial company, recently announced the signing of a definitive agreement to acquire Geith International, a leading provider of attachment products for construction equipment, from management shareholders and two venture capital funds managed by Bank of Scotland (Ireland) Ltd. The acquisition is expected to close in the fourth quarter

of 2006. Terms were not disclosed.

“Geith represents a key element in our strategy to grow our global attachments business, and augment our base of recurring revenues,” said Herbert L. Henkel, chairman, president and chief executive officer of Ingersoll Rand. “Geith’s brand reputation, distribution channel and diverse line of attachments complement and extend the established attachments offerings of our construction and compact-equipment businesses. In addition,

Geith’s technologies will enable us to more quickly and cost-efficiently bring to market innovative products across our attachment business.”

Founded in 1950 and based in Slane, Ireland, Geith develops a wide range of attachments for equipment used in general construction, excavation, demolition and scrap handling industries. In addition to its facility in Slane, Geith operates production, sales and service facilities in Tredegar, Wales, and Petersburg, Virginia, and a sales office in Pierrelaye, France. For its fiscal year ended March 31, 2006, Geith generated revenues of approximately €42 million (\$60 million). The company has approximately 290 employees.

Geith International will operate as part of the attachments business unit within the Ingersoll Rand Construction Technologies Sector, which designs, manufactures, sells and services road construction and repair equipment, portable power products, general-purpose construction equipment, attachments and portable light towers and compressors.

Source: Ingersoll Rand

OSHKOSH TRUCK TO ACQUIRE JLG

Oshkosh Truck Corporation today announced it has signed a definitive agreement to acquire JLG Industries, Inc., the global leader in aerial work platforms and telehandler vehicles. Oshkosh will acquire all outstanding shares of JLG for \$31.50 (US\$28) per share. Total consideration, including transaction costs and assumed debt, is \$3.6 billion (US\$3.2 billion) in cash on a fully diluted basis.

“We have consistently executed strategies to grow this company, creating significant shareholder value during the last decade,” said Robert G. Bohn, Oshkosh’s chairman, president and chief executive officer. “The acquisition of JLG is the latest broad-based initiative in the continuing transformation of Oshkosh Truck Corporation. It is aligned with our historic acquisition strategy as we expand into complementary markets and it will be instrumental in building our global focus and scale that are increasingly needed to continue to be successful. It also meets our major acquisition criteria, which include market leadership, strong management, double digit growth opportunities and the expectation of earnings in excess of our cost of capital.”

JLG has the top market position in North America and Europe for aerial work platforms



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- 66 in (1.7 m) discharge height





Vermeer also offers a full line of equipment for all your landscaping jobs

and is the top producer of telehandlers in the United States. The JLG portfolio of leading brands - JLG®, SkyTrak®, Gradall® and Lull® - is renowned for its premium quality, low total cost of ownership and advanced technologies. The company also provides aftermarket support, including parts, service and reconditioning.

"This transaction is a good fit for JLG," stated William M. Lasky, chairman, president and chief executive officer of JLG. "Oshkosh has a similar philosophy of offering premier products, creating strong market positions and delivering after-sales service and support. For the JLG team, this combination offers additional growth opportunities. For our customers, JLG will become an even stronger partner in their future success. We look forward to working with the Oshkosh management team to ensure a rapid and seamless transition."

"We are excited about the addition of this market-leading, global company and expect a smooth integration into the Oshkosh family. At the same time, we expect to realize substantial purchasing and logistical synergies, while benefiting from JLG's already outstanding manufacturing operations. We have a long history of successful acquisitions and expect to build on that history," Robert G. Bohn added.

Upon completion of the transaction, JLG will become the largest of four business segments of Oshkosh. It continues the diversification of the company.

Source: Oshkosh Truck Corporation

NEW DISTRIBUTION AGREEMENT FOR MILLER TOWING EQUIPMENT

The management of Les Équipements Twin (1980) Ltée is pleased to announce that it has finalized an agreement with Suspensions & Ressorts Michel Jeffrey, of Sainte-Foy, Québec, for the sale, installation and repair of its line of Miller towing equipment, sold under the Vulcan, Century, Challenger, Holmes, Champion and Titan brands, for the territory of Eastern Quebec.

Source: Les Équipements Twin (1980) Ltée

TOP LIFT ENTERPRISES JOINS DOOSAN INFRACORE DEALER NETWORK

Doosan Infracore America announces Top Lift Enterprises as its newest dealer. Serving Ottawa and Southeast Ontario, Greater Vancouver and Southeast British Columbia, this 15-year-old company will offer the Doosan line of wheel loaders and excavators.

Top Lift is a privately owned Canadian company that distributes specialized machinery for the railways, ports and terminals, forestry, aggregates, road building, municipalities, government and construction.

The Doosan line of equipment will complement the other lines they represent. The company also provides after-sales service, 24 hours a day, seven days a week, for emergencies through factory-trained technicians. Top Lift's main office is in Stoney

Creek, Ontario, with branches in Montreal and Vancouver.

"With the addition of Top Lift Enterprises, Doosan now has over 12 dealers in Canada and more than 120 throughout North America," said Meghann McKinley, marketing manager, Doosan Infracore. "We plan on continuing this exponential growth by adding quality dealers to our network."

Source: Doosan Infracore America Corporation

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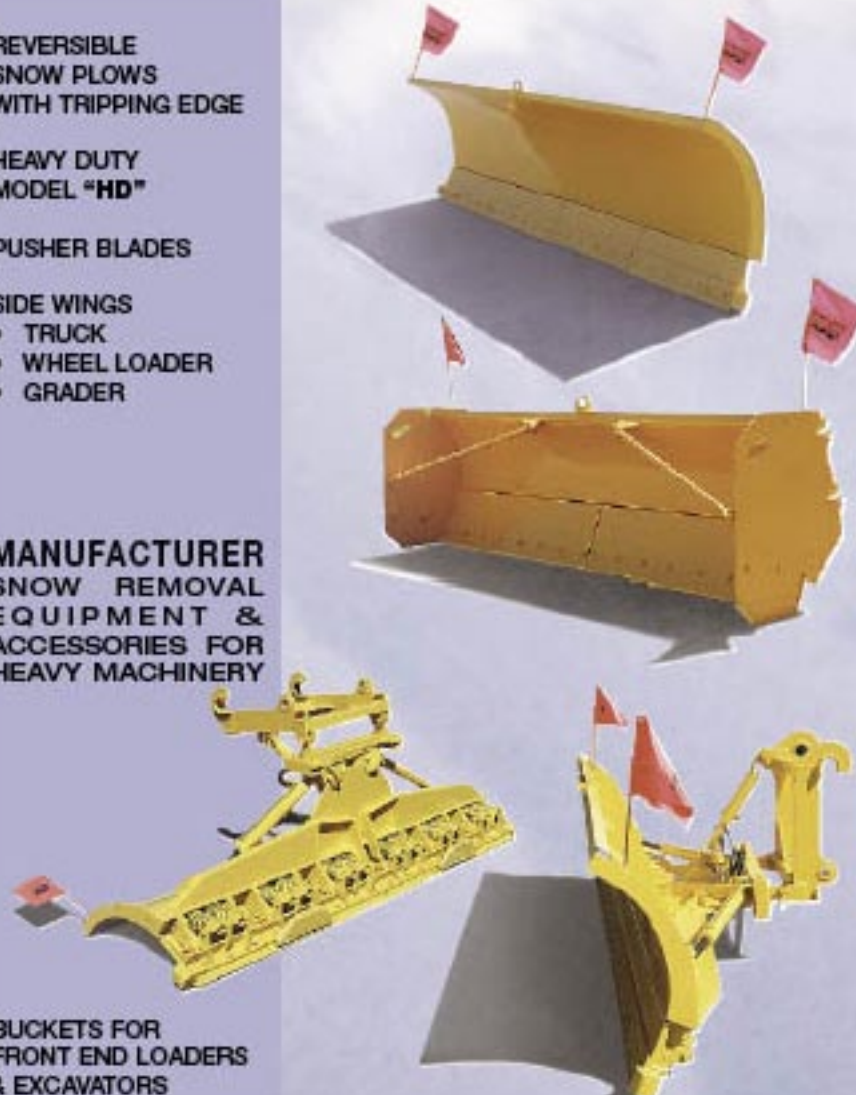
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MAXWELL SYSTEMS ACQUIRES CHEETAH ADVANCED TECHNOLOGIES

Maxwell Systems, Inc., a leading provider of business management software to the construction and commercial property management industries, has acquired Cheetah Holdings, Inc. and its subsidiary, Cheetah Advanced Technologies, Inc., to become the leading provider in the Heavy Highway market. Through this transaction, Maxwell Systems will acquire, develop and market

StreetSmarts, Cheetah's flagship heavy construction software suite, and its accompanying services.

"As the construction software industry continues to evolve, we believe the combination of Maxwell Systems and Cheetah Advanced Technologies will deliver increased value to its customers and to the market," said Jim Flynn, president and chief executive officer of Maxwell Systems, Inc. "The addition of Cheetah's StreetSmarts product

to our offerings creates the strongest heavy construction software solution available in the market today. Bringing together the talent and industry expertise of both organizations establishes the scale and knowledge necessary to accelerate the delivery of innovative solutions, as well as world-class professional services and support, to the heavy construction market."

This acquisition further strengthens Maxwell Systems' domain expertise in the construction industry as a whole, while complementing its knowledge of the Heavy Highway, Utilities and Materials Management sectors. Maxwell Systems has more than 30 years of experience in the construction and property management industries and serves more than 5500 customers and 30 000 users, representing more than \$50 billion of contracts in construction market. The Maxwell and Cheetah combination assembles a new customer base of more than 600 Heavy Construction companies using Maxwell products.

"Cheetah is very excited to join the construction-industry leading software company," said Bruce Greiner, chief executive officer of Cheetah Advanced Technologies. "For Cheetah customers, this acquisition gives them an even stronger partner – a partner that has invested significantly in providing high quality, highly available customer support, a robust network of professional services staff and providers, and a broader market presence for growing StreetSmarts' penetration in the market."

"Cheetah customers should be certain of a bright future," added Mr. Greiner. "They not only gain the financial strength and stability of a leading construction solution provider, but also the support of Maxwell's technology experts, extensive research and development resources, and advanced technology options to help increase their bottom line.

Source: Maxwell Systems, Inc.

EQUIPMENT IN PANAMA SELLS THROUGH IRONPLANET ONLINE AUCTION

IronPlanet, the third-largest heavy equipment auction company in North America, sold over \$7 million of equipment and trucks during its October 5 auction.

The auction featured nine items located in Colon, Panama. Bidders participated from as far away as British Columbia, New York and Tennessee with the highest bidders in Trinidad and Tobago and Columbia. The equipment included Caterpillar excavators



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and skid-steer loaders.

Alberto Perugini, Latin America region manager for Caterpillar Redistribution Services Inc., who consigned the Panama equipment, commented, "It was very good to see the diversity of IronPlanet's customer base. Certainly I consider this auction result very positive."

Over 6000 auction attendees from across the U.S. and 18 other countries registered to bid on over 300 truck and construction equipment items at the online auction. Detailed auction results, including equipment and buyer locations, are available on the company's website.

Source: IronPlanet, www.ironplanet.com

PILECO, INC. CELEBRATES 40 YEARS IN THE FOUNDATION INDUSTRY

Pileco, Inc. and California affiliate Pilemac, Inc. have experienced unprecedented growth since merging with German-based Bauer Maschinen GmbH almost one year ago – and this month celebrate their 40th anniversary in the industry.

Special events marked the company's 40 years in the foundation industry including an open house at Pileco, Inc. Houston headquarters, featuring tours of the newest plant expansion and a tribute to Pileco founder Otto Kammerer.

Mr. Kammerer founded Pileco in 1966 and launched the company onto the global scene with a vision that continues to guide it. Today, he is chairman of the board of directors.

"This celebration is an opportunity for us to say thanks to everyone in the industry who has played a role in what the company has become. There is much respect and appreciation," said Pileco president and CEO George Smith.

"It has been a great 40 years, and we're excited about the opportunities our merger with Bauer Maschinen now affords us. Our team is eager to find new ways to meet industry needs. This combining of talent and innovation – together with quality products and a superior level of service – assures another 40 years of success!" Mr. Smith added.

Source: Pileco, Inc.

NEW SPIN-ON FILTER FOR CHARGE PUMPS AND HYDROSTATIC TRANSMISSIONS

Diversified industrial manufacturer Eaton Corporation is offering a new spin-on filter with a high-pressure rating. Eaton's new OFRP35 spin-on filter is rated at 500 psi — a high rating for a spin-on filter with a rated flow

of 160 l/min.

It is ideally suited for charge pump applications and hydrostatic transmissions. The combination of a die-cast aluminum head with a cold-rolled steel bowl provides excellent product integrity.

The spin-on feature makes replacements as easy as replacing a car filter — simply spin off the old filter and spin on an OFRP35 filter.

Source: Eaton Corporation

IT'S A HOME RUN! – THE BEST GARDEN EXPO/FLOREST EXPO EVER!

"Our concept of one-stop shopping for the trade involved in lawn, garden and outdoor living was a real success," said Paul Day, show manager. "We organized three shows under one roof, The Garden Expo, The Florist Expo and The National Hardware show. Attendees not only saved time and expense, but for the first time they could coordinate all of their buying for the season in the three



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main areas of their business.”

This strategy worked well as attendance to The Garden Expo/Florist Expo tradeshow ballooned to almost double (5637 attendees) what it has been in the previous year. The exhibitor isles at The Toronto Congress Centre were filled during the two days of the tradeshow.

During the tradeshow two distinguished awards were presented by Landscape Ontario; the first was the Consumer's Choice Award. The voting public bestowed the award upon Canadale Nursery in St. Thomas, Ontario as being the best garden centre; and the grand prize – the Judge's Choice Award, went to Willowbrook Nursery in Fenwick, Ontario. This award is unique because the selection process is stringent and voted on by industry experts and peers.

The ending of Garden Expo/Florist Expo signifies the gears shifting for the show coordinators to the upcoming CONGRESS, Canada's largest award-winning Horticultural Lawn and Garden Trade Show that will be held on January 9, 10, 11, 2007 at the Toronto Congress Centre.

INDUSTRY LEADERS PROVIDE LEADING EDGE INFORMATION, TRENDS AND TECHNIQUES AT CONGRESS 2007

Congress 2007 tradeshow and conference is Canada's premier attraction for those in the horticultural lawn and garden trade. The show provides the latest in technology, the most current trends and a learning environment for those in the trade through over 750 exhibitors, interactive displays and seminars given by the industry's top-rank professionals.

“We are anticipating more than 250 new products to be introduced at this year's Congress trade show, many of which will be in the New Product Showcase,” said Paul Day, CDE, tradeshow manager for Landscape Ontario. “What's amazing about these products is that they will be on the store shelves just in time for the consumer growing season.”

Pat Hillmer, Conference Coordinator, added, “The speakers at our concurrent conference are industry leaders. We have created education tracks to follow depending on an attendee's interests. What better way to learn more about our trade.”

“New this year – we added a full-day landscape design conference, an IPM Symposium and a full-day of Irrigation seminars on Warm-up Monday, January 8, the day before Congress starts officially,” Pat Hillmer explained. “Continuing education is key to

business success.”

Garden Expo/Florist Expo and Congress are produced by Landscape Ontario, Canada's largest horticultural trade association with over 2200 members.

Source: Landscape Ontario

CIMLINE ACQUIRES EQUIPT MFG. AND DURACO INDUSTRIES

In the past month, Cimline, Inc. announced two major acquisitions. The company acquired EQUIPT Manufacturing, Inc, based in Waconia, Minnesota, a leading builder of products for the sealcoating industry and Duraco Industries, Inc., based in Jackson, Mississippi, the manufacturer of the Dura Patcher®, the top selling injection type road repairing machine. This product line will join Cimline's industry leading Magma Series melter/applicators, EQUIPT sealcoating systems and other products used for pavement restoration and repair. The purchase will elevate the combined companies to the number one position in worldwide distribution and service.

“Applying new technology to established

methods is a trademark of Cimline,” explained Mark Hefty, Cimline president, “And we were attracted to EQUIPT because they have applied industry-leading designs to their products.” A unique innovation of the EQUIPT machine is the patented high-density polyethylene tank system. This durable tank system eliminates rust, weld failure and cleaning issues associated with the steel tanks found on most other models.

EQUIPT founder and continuing president Craig Erickson said, “Our product stands out in the industry as a premium machine that is a good investment.” Proof of the market's acceptance of the EQUIPT design are multiple owners in all 50 states, Mexico and Canada. New models with additional industry-leading improvements are expected in 2007.

“The Dura Patcher® is a natural fit with our existing product line and enjoys the same industry leading technology as our Cimline products,” according to Mark Hefty. Echoing Mr. Hefty's enthusiasm, continuing Duraco president and founder Bob Gilchrist, added, “This is a great opportunity for the Dura Patcher® line to move forward with a

A Unique Hang-Out for Truckers

Sitting on 30 acres of land in Arnprior, Ontario, is a unique Western Star dealership. Besides the usual glistening showroom and service bays, Antrim Truck Centre also boasts a restaurant, bakery, convenience store, gas station, paint shop, and parking for more than 100 trucks. Needless to say, this dealership offers something for everyone.



Beginning as a truck stop in nearby Antrim, Ontario, in 1978, Antrim Truck Centre began selling Western Star® trucks in 1988. After moving to its expanded facility in 2004, it offers an even greater variety of customer services that cater to people from all walks of life, from business owners shopping for a new truck to long-haul owner-operators stopping in for maintenance and local residents dropping by for dinner.

However, selling and servicing trucks remains the primary focus of Antrim Truck Centre. “Our truck customer base is about 50% on-highway and 50% vocational,” said Jack Cameron, dealer principal. “Western Star vehicles are great because they offer our customers a premium, quality truck with a tough, off-road reputation.”

With 80 employees, Antrim Truck Centre is still a family-run business. Cameron's wife, Gail, is the restaurant and office manager; daughter Tiffany is the restaurant supervisor; son-in-law Clint is the sales manager; son Al is the service manager; and daughter-in-law Emily is the credit manager.

“My entire family was brought up in the business,” said Mr. Cameron. “In business, you need people you trust. It's nice to have my family for that.”

Source: Western Star Trucks

company that embodies the same values of quality, technical superiority and world class service that built Duraco.”

Dura Patcher® is a proven method of road repair used by owners worldwide. It uses emulsified asphalts with aggregate to make a water repellant, permanent patch. The Dura Patcher® dispenses patch material through its operator friendly boom system repairing potholes, alligator cracks, shoulders, wash-outs, and parking lots. The unit is available as a truck-mounted, trailer-mounted or the new one-man, cab operated Dura Maxx® model. The Strategic Highway Research Program (SHRP) proved the spray-injection method has the longest lasting patches of all methods researched.

Source: Cimline, Inc.

XSTRATA COMPLETES ACQUISITION OF FALCONBRIDGE

Xstrata is pleased to announce that, as November 1st, 2006, it has acquired all of the remaining outstanding common shares of Falconbridge Limited, pursuant to the statutory compulsory acquisition procedures.

Each shareholder of Falconbridge whose common shares were deemed to have been acquired under the acquisition will receive the equivalent of Xstrata's offer price of \$62,50 in cash for each common share. The aggregate cash consideration for the common shares acquired under this step of the compulsory acquisition is approximately \$19,6 million.

Furthermore, Xstrata's subsidiary, Falconbridge, completed the redemption of all of the outstanding cumulative redeemable preferred shares, series F and G, and cumulative preferred shares, series 1 for an aggregate cash consideration of approximately \$306 million.

Source: Xstrata

JOHN DEERE CONSTRUCTION & FORESTRY DIVISION MARKS 50TH ANNIVERSARY

It was 50 years ago when John Deere created its Industrial Equipment Division to provide a springboard for the company to enter the construction and forestry market. Today, the John Deere Construction & Forestry Division – so named in 2000 – distributes its construction, forestry and worksite products through a network of more than 1300 dealer locations worldwide.

In the early years, the division produced wheel tractors, crawler dozers, and elevating scrapers. In the '60s the division added backhoe loaders, forklifts, excavators, wheel loaders, skidders, and motor graders.

Deere still operates by the four core values its founder first exhibited: integrity, quality, commitment and innovation. In fact, the pioneer blacksmith is well known for saying, “I will never put my name on a product that does not have in it the best that is in me.”

This philosophy is evident when one considers the industry-changing technologies John Deere has introduced over the years. The company pioneered a number of breakthrough machines, including the industry's first articulated, fully hydraulic motor grader in 1967 – this machine was the first to rotate the blade into a vertical bank cutting position by the operator without leaving the operator's station; the industry's first hydrostatic drive crawler dozer and loader in 1976; and the industry's first elevating scraper with a micro-processor-controlled transmission in 1982. In 1979, John Deere introduced motor graders with microprocessor-controlled hydrostatic front wheel drive, which allowed the machine to pull loads and bank cuts on steep slopes. This technology converted the motor grader from a finish and maintenance machine into a complete road construction machine. More recent innovations include the single-lever, all-electronic speed and steering controls on Deere hydrostatic crawlers, introduced in 1995, and the Quad-Cool™ cooling system

for waste handlers in 2003, which features coolers that are arranged side by side, rather than stacked, to allow easy cleaning access to both sides of each cooler.

“These technologies are only a few of those introduced by Deere that have since become industry standards and copied by other manufacturers,” Bob Brock said.

John Deere construction and forestry equipment is manufactured at a variety of factories around the world. The Deere Dubuque Works factory, which opened in 1947, stretches over 1,6 km on almost 600 ha and manufactures crawler dozers, compact track loaders, skid steer loaders, backhoe loaders, knuckleboom loaders, tracked feller bunchers, winches, and components for various heavy equipment products. John Deere's Davenport Works facility began production in 1974 and today manufactures articulated dump trucks, four-wheel drive loaders, motor graders, log skidders, wheeled feller bunchers, forestry saw heads, and cabs. The Davenport Works factory was the first U.S. construction equipment factory to be registered ISO 9000, and later both Dubuque and Davenport were registered ISO 9001, which is the highest standard achievable for recognizing a company's quality systems.

Source: Deere & Company

VT LeeBoy Relocates to New Facility



VT LeeBoy Inc. recently announced the opening of its new production facility in Lincolnton, North Carolina. Located just north of Charlotte, the 20 350 m² purpose built leased facility serves as the company headquarters and houses its parts, service and production operations. With 250 employees, the plant will produce approximately 35 different models of LeeBoy road construction and maintenance equipment.

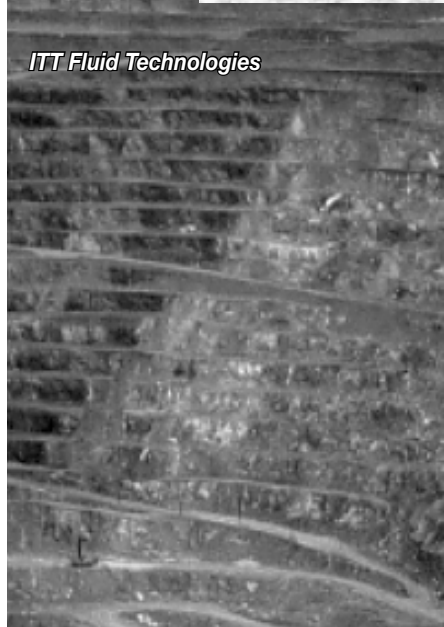
“This new facility will allow VT LeeBoy to better offer the quality services and products our customers have come to expect. The ability to easily expand the facility to meet our future growth will also allow VT LeeBoy to support growth domestically and internationally for years to come,” declared Kelly Majeskie, president and CEO.

VT LeeBoy, established in 1964 as B. R. Lee Industries, is a leading manufacturer of commercial class asphalt pavers. It also produces motor graders, compaction rollers, and other products for the asphalt industry. B.R. Lee Industries was acquired by Vision Technologies Land Systems, a wholly owned subsidiary of VT Systems, in June 2006 and reflagged as VT LeeBoy.

Source: VT LeeBoy Inc.

Slurry Pumps Handle Abrasive Iron Ore Slurry

ITT Fluid Technologies



At an iron ore outloading site in Australia, seasonal torrential downpours led to a tremendous volume of abrasive slurry that could not be handled in an effective manner by existing cantilever pumps. To resolve this situation, ITT Flygt unit provided the mining company with a complete solution built around its slurry pumps that finally solved a 30-year old problem. The final application and design has fulfilled the crucial elements stressed by BHP Billiton, such as reliability, cost effectiveness, low power consumption, effective slurry removal.

BHP Billiton is one of the world's largest diversified resources companies. Headquartered in Melbourne, Australia, it has an industry leading position in the aluminum, iron ore, copper, energy coal and metallurgical coal businesses. One of its facilities is the iron ore outload site in Port Hedland in the Pilbara region of Western Australia – a region where cyclones regularly visit the coastal plains between November and April with torrential downpours.

ABRASIVE SLURRY CAUSING PUMP BREAKDOWNS

When loading minerals on bulk carriers it is inevitable that lump falls from the conveyor belt. These lumps, mixed with massive

amounts of water from downpours, forms a very abrasive slurry that is collected in the site's pump sumps for further handling.

Over a 30-year period, the pumps on site – mostly of the old style cantilever models – had regular breakdowns due to mineral fines and solids build-up, causing pump wear, high maintenance costs and unreliable slurry handling. The pump breakdowns not only contributed to high costs due to repair and downtime, but also in getting the "left over" sucked up and removed by an independent contractor.

Due to these issues, BHP Billiton began to look for new equipment that could solve their problems with slurry accumulation, regular pump breakdowns and high maintenance costs. The worst and toughest problem at the outloading site were in the sumps located right next to the outload wharf where massive bulk carriers come in to be loaded with ore and where spillage is considered an environmental issue.

FLYGT OFFERS COMPLETE SOLUTION

BHP Billiton had employed ITT Flygt pumps in different processes so they turned to ITT Flygt in Australia with a request to provide them with pumps. However, ITT Flygt made it a challenge not only to replace the old cantilever slurry pumps but also to come up with a complete solution comprising sump design, pumping, agitation and sump cleaning. This meant using existing Flygt equipment as well as new innovative ideas on how to agitate and remove heavy iron ore slurries from the sumps.

An analysis of the problem indicated that larger than normal sumps were required. This was not only to collect run off from washdowns and rain, but also to be a storage facility when the inevitable downpour occurs during cyclone season. Each pump was to have a different duty but standardization was crucial due to the interchangeability require-

ments of on-site maintenance staff. Another priority was sump cleaning and the prevention of fines and solids buildup. For this tough application, ITT Flygt specified the submers-



Bottom mounted HVOF coated agitator on the ITT Flygt HP 5540 centrifugal pump

ible HP 5540 high chrome abrasion-resistant slurry pump. For this purpose, the pump was fitted with a bottom mounted, high chrome agitator. To guarantee good service life and effective agitation for a longer than normal



The optimum pump sump with the removable screen that makes cleaning simple

period, a special coating (HVOF) was applied to the propeller and shaft.

The pump sumps were designed according to the new ITT Flygt TOP concept, i.e. with a sloping floor that increases turbulence, keeping solids in suspension, thus preventing the build-up of sediment. The top section of the sumps was equipped with inlet screens with 15 mm apertures to enable the pumps to effectively remove lumps that sometimes get washed into the sumps along with fines and liquids. The screens are removable for ease of cleaning and access if necessary. Each of the three pumps stations was delivered in a packaged form, consisting of two sections of concrete with the discharge connections, guide bar, chain hooks, lid and screen already in place. It was then a simple matter of installing the rest: pump, guide rail, internal discharge pipework and control gear.

By working closely with the customer and by letting ITT Flygt supply not only replacement pumps but also a complete solution, BHP Billiton's demands on an effective and environmentally safe iron ore slurry handling could be met.

ITT Flygt's slurry pumps have been designed specifically to handle the most abrasive slurries in a wide spectrum of tough



The BHP Billiton outload facility in Port Hedland, Australia.

industrial environments, from mining and mineral processing to the power generation and steel sectors.

The HP 5540 pumps supplied for this

application included hydraulic parts in high chrome material, a capacity of 75 l/s (1190 US gpm), and a 13,5 Kw (18 hp) motor.

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Goodyear's New Energy-Saving Conveyor Belt

Conveyor belt operators can be energy misers, too, thanks to Goodyear Engineered Products' innovative low-rolling resistant rubber cover compound.

The new Goodyear Easyrider conveyor belt cover has been field proven to reduce belt operating costs up to 12%, according to Mike Braucher, Goodyear marketing manager of conveyor belt products, who spoke recently at a conveyor belt distributor, fabricator and manufacturer convention, conducted by NIBA-The Belting Association.

With 300 km of Easyrider belts installed worldwide, energy savings is not an empty promise. "But it could be considered 'idle' talk, since energy savings occur where the rubber belt meets a conveyor system's idlers," said Mr. Braucher.

As a belt passes over an idler roller, energy is lost at the contact point, because an indentation occurs on its underside rubber cover. The cover eventually returns to its original shape, but the entire system has to work a little harder to convey its material past that

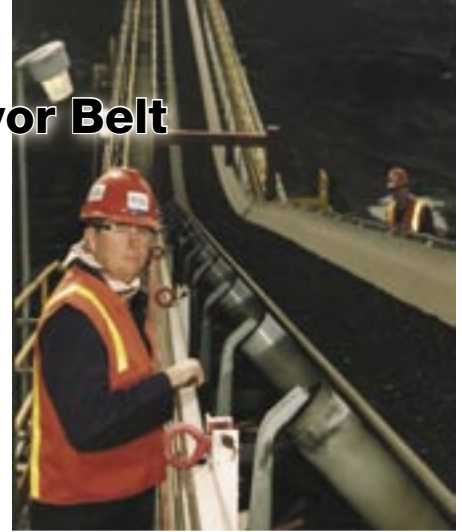
point as more belting moves into place in the continuous cycle.

Easyrider recovers its shape more quickly than conventional rubber compounds. The belt moves more efficiently over idlers, reducing the amount of energy required to run the system.

Lab tests show normal deformation from compression on a belt's idler cover side varies with material loads, but could reach 1,1 mm. "It doesn't seem like a lot, says Mike Braucher, but take the minuscule power loss from impact at one idler and multiply it over a typical system with up to 1300 idlers, and the energy loss is staggering."

"In fact, pulley indentation can be responsible for as much as 60% of the power consumed on a long horizontal conveyor system," said Mr. Braucher.

He said low-rolling resistant technology used in Easyrider's advanced rubber compound was developed by Goodyear tire scientists for a recently introduced line of truck tires designed for fuel economy.



With quicker shape recovery, more energy powers actual belt movement, instead of generating heat and noise at the idler indentation points. "It operates more efficiently and creates less heat, which extends belt life," said Mike Braucher.

Easyrider low-rolling resistant technology is intended primarily for long overland conveyor belt systems. "It's easy for us to show operators how this innovative technology can produce bottom-line savings for the long haul," said Mr. Braucher.

Source: Goodyear Engineered Products

Hulldins Launches Interactive Rototilt Website

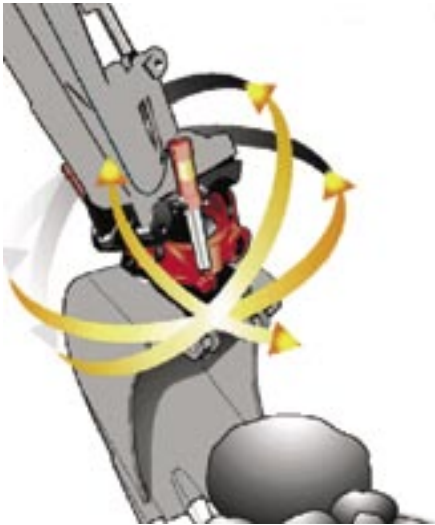
Rototilt is an exceptionally versatile excavator and backhoe attachment that combines continuous rotation, side tilt, and a hydraulic quick coupler all in one package.

It allows a bucket or another attachment to be rotated and tilted at the same time, making it simple to operate around or under obstacles, and for any type of ground contouring.

The unique combination of continuous rotation and side tilt lets you approach your job from any angle and in tight work areas.

Go to www.rototilt.ca and watch the Rototilt in action on a variety of Canadian work sites, get the specs on all 5 models, and have a look at typical installations and applications in the photo gallery.

Source: Hulldins Inc.



E80 & E130 Excavator FlipScreen

The Excavator FlipScreen is the only truly portable screening plant handling materials in construction, earthmoving, mining, quarrying and other areas of industry where sizing is required.

The E80 Excavator FlipScreen, suitable for 18,5 – 25 t excavators, is ideal for contractors wanting to maximize their productivity.

The E130 is suitable for 25 – 30 t excavators and can screen over 200 t/h material.

Any size mesh can be fitted to the FlipScreen and are easily interchangeable – requiring only one man and no tools.

For over 24 years, The St. George Company has searched for and brought to market, unique and innovative equipment to make work safer and more productive. The company sells and services equipment for use in farming, construction and forestry.

Source: The St. George Company



New Atlas Copco MB 1900 Grapple

“Whatever gets between those grapples is held absolutely tight” is what Abram Block, excavator operator of Messrs. Hagedorn GmbH from Gütersloh, a town in North Rhine-Westphalia in Germany, is saying about the new Atlas Copco MG 1900 Multi Grapple. He was testing the unit which is part of a completely new series of grapples and was very pleased with its performance. “The work can be easily surveyed, the grapple gets into every corner, the power, and the jaw opening to grapple width ratio is also OK”, said Mr. Block.

With the MG 1900 from the Essen-based Atlas Copco Construction Tools the engineers are resolutely pursuing their objective to reduce the number of movable parts, thus minimizing possible sources of malfunctions, cutting down the maintenance costs and reducing downtime for the operator.

One of the logical consequences of this orientation is the concept of using only one central hydraulic cylinder to reduce possible malfunction sources and improve reliability.

The grapples have a straight-forward design and plates with elongated holes to prevent the rubble from getting stuck. The two cutting blades on each side can be easily and quickly reversed 3 times. Amply dimensioned bearings provide a stable support and ensure minimum wear.

The housing, too, has been modified. Its simple but sturdy design gives the multi grapple the robustness it needs for heavy work.

And the rotation gear has also been improved. An oil directing plate integrates both connections so that hose couplings are no longer needed inside the rotation gear.



The MG 1900 replaces the MG 2200 D in Atlas Copco's lineup. It has a service weight of 1900 kg and a 350 bar static end pressure to better match modern carrier units in the 20-30 t class.

Source: Atlas Copco

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Landfill costs for construction, demolition and land clearing debris continue to rise. As the landfill sites themselves become more heavily regulated it makes increasing economic sense to seek alternative means for disposal of materials such as the concrete from these construction and demolition operations.

More disposal sites are opening up and contractors are incorporating recycling into their operations to decrease disposal costs. Recycling the concrete from demolition projects can result in considerable savings since it saves the costs of transporting concrete to the landfill and eliminates the cost of disposal. As well as providing a cheap aggregate!

In terms of the overall environmental im-


pact, recycling concrete greatly saves energy compared to the mining, processing and transporting of new aggregates. And whilst not considered environmentally damaging, the large volume of concrete waste generated during demolition makes it difficult for landfills to accommodate the material. One such company that has benefited from the opportunity to recycle leftover demolition material is Priestly Demolition Inc, from Aurora, Ontario.

Priestly Demolition Inc, a family-run business, has been one of Ontario's leading contractors. For over 35 years Priestly has been providing safe and reliable demolition, abatement and remediation services to many commercial and governmental clients across Ontario. In becoming one of the areas major



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demolition companies Priestly takes great measures to ensure that all material removed from the demolition site is completely recycled as best as possible, with Priestly's goal to recycle at least 97% of all material extracted from every project.

Priestly is well positioned to deal with any demolition requirement thanks to their specialist range of equipment which includes, hydraulic excavators, loaders, skid steers, dozers and an Extec Mega-bite track mounted jaw crusher. The crusher was purchased in 1999 to recycle concrete from the demolition operations. In order to process more materials and produce more resaleable products, Priestly decided to look for more efficient and cost effective ways to improve their recycling operations. After an intensive internal audit of capabilities, a new screening system was required that would increase the company's profitability.

Following a review of current market offerings that would meet the requirements of Priestly's recycling operations Ryan Priestly, president of the company, turned to Paul King of McCloskey, Extec's agent in Canada. Mr. Priestly explained that the three main considerations for the required screener at the purchasing stage were: consistent product gradation, sufficient parts inventory, and after sales service.

"We chose the Extec E-7 based on Paul King's encouraging after sales support and professionalism. The E-7 has been performing very well, segregating and sorting huge quantities of consistent graded products, which have significantly increased our overall recycling output and efficiency", Ryan Priestly explained.

The Extec E-7 screen is a heavy duty-track mounted, self-propelled, open flow screening and stockpiling system, offering users tremendous performance and productivity for the efficient high volume recycling of reusable demolition material. The Extec E-7 has a high output capacity capable of a material throughput of up to 600 t/h, depending on material, feed size, bucket size and fines content.

The tracks, feeder, screen box conveyors



and all other working parts of the E-7 are all hydraulically driven, with the impressive production coming from the highly aggressive screen box. The screen box is able to operate with punched plate, heavy duty mesh, rock fingers or grizzly bars on the top deck, with heavy duty mesh or fingers, on the bottom deck.

Once demolition has taken place, material is loaded by excavator into the feeder where material is transferred towards to the screening area. The demolition material which consists of heavy clay, brick and stone, concrete and topsoil passes over the screen box



where smaller material will fall through the top deck and onto the bottom deck. The smaller material that has fallen through to the bottom deck is transferred to the fines conveyors and is stockpiled at either side of the machine. The larger material that has stayed on the top deck is fed to the tail conveyor and is stockpiled at the rear of the machine. The tail conveyor is supported by an impact bed,

which prevents roll-back or lateral movement of material.

The features of the E-7 that have been very beneficial for Priestly Demolition Inc, are the double plated apron feeder and the ability to change screen mesh so quickly, as Ryan Priestly explained: "The hydraulic screen adjustment makes it very easy to change meshes for overhaul, cleaning or replacement. Changing the screen mesh is only a short process, making it very easy to achieve different end products without taking half a day to switch."

The E-7 screen can be used independently or in conjunction with its fully mobile screening cousins. Its ability to deal with a variety of demolition material and high production rates have been instrumental in allowing demolition companies like Priestly Demolition Inc, to recycle material of good quality at competitive prices.

Now that Priestly Demolition has a full complement of recycling equipment at their facility, they are able to fully pursue the opportunities in the region. "We expect material volumes to continue increasing and we are now well equipped to handle the greater volumes", Mr. Priestly added.

Priestly Demolition Inc, still has huge potential with regards to their recycling facilities and has been pleased with the success that they have accomplished thus far.



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Highway-Class Features Found in Terex CR300L Series Pavers

A direct result of customer feedback, the new Terex® Cedarapids CR300L Series asphalt pavers from Terex Roadbuilding now offer more highway-class features in an 2,4 m commercial paver. The longer CR300L Series offers contractors an 11% increase in hopper capacity to 9 t, delivering more paving time between truck exchanges. While the new pavers are longer and include more heavy-duty components, all CR300L Series machines – the rubber tire CR352L, rubber track CR362L and steel track CR362LS – keep the same weight as their previous model counterparts, so they can easily be transported from site to site without special permits.

The additional 228,6 mm hopper length offers more tailgate clearance for end-dump trucks, enabling more efficient truck unloading. Material is discharged in the middle of the paver hopper for more effective use of total hopper capacity.

With these new pavers, asphalt mix is now

channeled from the hopper to the spread augers by the same heavy-duty chain, sprocket and slat bar delivery system found on the Terex® Cedarapids CR400 and CR500 Series mainline pavers. Increasing component service life, a beefy 78 mm pitch roller slat chain with hardened eight-tooth slat drive sprockets replace the 66 mm pitch roller chain with four-tooth sprockets found on previous CR300 Series pavers.

The new CR300L pavers now feature the same propel pumps found on larger Terex® Cedarapids pavers. The Sauer-Danfoss 90 Series pumps run at higher pressures, giving the pavers more tractive effort than previous CR300 Series pavers.

The new CR362L paver now features the Terex® Cedarapids patented Smatrac™ system previously found only on the CR400 and



CR500 Series rubber track pavers. This exclusive feature automatically maintains proper track tensioning at all times, eliminating the need for manual track adjustments, extending track component life and significantly reducing the chance for track disengaging. Front bogie positioning on the CR352L rubber tire pavers is extended 228,6 mm, lengthening the wheelbase for stable operation.

Contractors can choose from three different screed designs for the CR300L Series – the electric or fuel-oil heated Stretch 16®, electric VersaScreed 8, or fuel-oil Fastach® 8.

Source: Terex Corporation

BOMAG Upgrades Recycler/Stabilizer Models

BOMAG has improved key drive-train components on its 2 m rotor width asphalt recycler/soil stabilizers.

Both the MPH362-2 and MPH364-2 have been repowered with a 360 hp Cummins QSM11 Tier 3 Stage III EPA certified engine.

Other improvements include the use of a double reduction planetary rear drive system, which is propelled by a pair of axial piston, variable displacement motors. The drive system on previous models used a ring and pinion differential assembly.

The MPH362-2 is a rear-wheel drive machine, while the MPH364-2 boasts four-wheel drive to enhance performance on severe grades or in difficult traction conditions. An Automatic Power Adjustment System (APA) automatically adjusts forward travel speeds to match the application and material being processed.

Both models are available with one of three rotor configurations:

An asphalt recycler rotor designed to cut, pulverize and mix old and deteriorated asphalt pavement for reuse as road base material. The pulverized material may be mixed

with a binding agent or additional granular material for improved road base performance. Maximum cutting depth is 30 cm.

A soil stabilizer rotor designed to mix lime, cement, fly ash, bituminous asphalt or other materials with soil in order to improve its



compactability and load-bearing capacity. Maximum mixing depth is 35 cm with the stabilizer rotor.

For stabilization applications that require working at greater depths, a deep mix stabilizer is available with a maximum rotor cutting depth of 53 cm.

Each rotor – recycling or stabilizing – is 2 m wide and offers rotor speeds of 135 and 150 r/min. The recycler rotor features 168 bul-

let-shaped cutting teeth, while the stabilizer rotor offers 70 paddle-shaped teeth. The teeth are strategically positioned for uniform material pulverizing, sizing and mixing with minimum vibration and shock load to the rotor and drive components. A simple cutting



tooth replacement process has an easy tap-in/tap-out design.

A unique hydrostatic relief system regulates shock absorption and eliminates the need for shear pins and other torque limiting devices in the rotor drive. This system reduces the possibility of damage to the equipment, minimizing downtime.

Source: BOMAG Canada

Ingersoll Rand Introduces Its New Milling Machines

Ingersoll Rand has re-entered the milling market with the global introduction of two new milling machines, the MW-500 and the MT-2000.

“Ingersoll Rand has a history of providing solutions through innovation and technology from around the globe,” Gary Michel, Ingersoll Rand road development president, said. “Today, with the introduction of our milling machines, Ingersoll Rand road development has a full complement of milling, paving and compaction products, which continue to strengthen our industry-leading position.”

The flagship model in North America is the MT-2000 half-lane milling machine, engineered and developed in Shippensburg, Pennsylvania. This manufacturing facility will be the site of production for the MT-2000.

“We’re leveraging the quality and expertise in manufacturing compactors and pavers to produce this new milling model here,” Mr. Michel said. “Our industry-leading drum roll-

ing facility is a perfect fit for the manufacture

from 500 mm to 4,25 m. The development of the new milling machines is the collaborative result of engineering expertise in Hameln and Shippensburg.



of cutting drums for the milling machines.”

A second new model, the MW-500, is a utility-class milling machine with a standard cutting width of approximately 500 mm. The MW-500 was developed and engineered in the Ingersoll Rand ABG facility in Hameln, Germany, where the new machine will be manufactured.

Ingersoll Rand plans a full product range of six milling machines with cutting widths

“These milling machines represent a truly remarkable example of design leadership for the Ingersoll Rand road development business,” Gary Michel said. “Ingersoll Rand has addressed the voice of the global customer in bringing new technology to the global milling industry.”

Source: Ingersoll Rand



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Cummins Achieves Another Milestone

Last October, Cummins Inc. celebrated a key milestone with the shipment of the 1,5 millionth Cummins Turbo Diesel at its MidRange Engine Plant, signifying both the growing popularity for diesels in the automotive market and the Cummins Turbo Diesel.

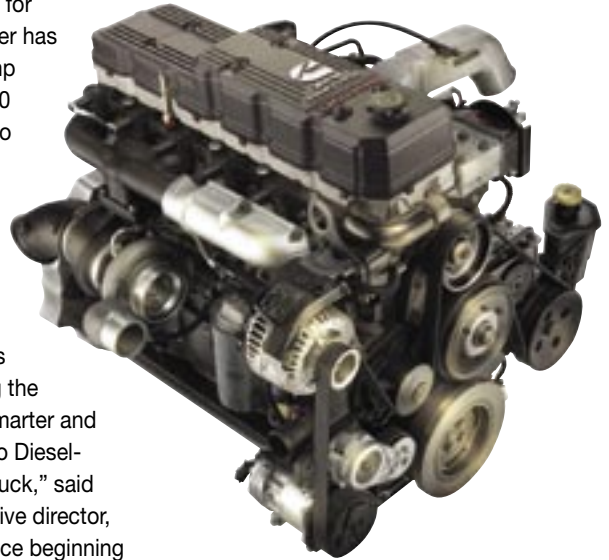
"Producing 1,5 million Cummins Turbo Diesel engines over the past 18 years is an incredible milestone for Cummins. It demonstrates that the American truck buyer not only recognizes the benefits of diesel technology but also believes in the proven performance of the Cummins Turbo Diesel. As fuel prices increase, we expect demand to continue to grow. Cummins is poised to meet the growing demand," said Dave Crompton, vice president, MidRange Engine Business.

Technologies such as a high pressure common rail fuel system and Cummins full-authority electronic controls provide superior performance and sociability for operators while reducing emissions levels. With the implementation of low-sulfur diesel fuels in 2007, emissions will be reduced even further.

Annual shipments went from 16 000 for the 1989 model year to reach over 165 000 Cummins Turbo Diesel engines for 2006. From 1989 to 2006, power has increased from 160 hp to 325 hp and torque from 400 lb-ft to 610 lb-ft. Cummins also managed to make its powerful Turbo Diesel even quieter by using a high pressure common rail fuel system.

"A few far-thinking creative people at Chrysler and Cummins got together 20 years ago and took a chance, betting the American public would work smarter and play harder in a Cummins Turbo Diesel-powered Dodge Ram pickup truck," said Jeff Caldwell, Cummins executive director, DaimlerChrysler Business. "Since beginning production in 1988, over 1,5 million customers have enjoyed the durability, fuel economy and performance of this winning combination. Cummins is proud to recognize Chrysler

Group as its largest-volume customer and the only customer to which an entire Cummins



plant's operation and output are dedicated."

Source: Cummins Inc.

Vimar Equipment Named New Heil Refuse Distributor Covering British Columbia and the Yukon

Heil Environmental has named Vimar Equipment, Ltd., of Burnaby, British Columbia, its authorized distributor for British Columbia and the Yukon. As a Heil distributor, Vimar now offers refuse haulers in the region a full line of Heil front loader, rear loader, recycling and automated refuse collection vehicles, as well as replacement parts from Parts Central, a Heil company. The firm also carries a wide range of other trucks and equipment, including sewer cleaners, street sweepers, ice resurfacers, TV inspection equipment and asphalt equipment.

Vimar is a family-owned company established in 1975 with a focus on "honesty, integrity and service." In addition to new and used equipment, Vimar carries an extensive inventory of OEM replacement parts. A large service facility is staffed with factory-trained technicians who are committed to getting vehicles back on the road as quickly as possible. The company entered the refuse business about three years ago. Michael Roden, president, said he decided to join the Heil distributor network after meeting with the

manufacturer's representatives at WasteExpo.

"We need to represent a manufacturer that has the strength and vision moving forward to offer a wide range of products to meet our customers' needs,"

he explains. "I looked at a number of refuse collection vehicle manufacturers, and Heil is clearly the leader."

Vimar is an excellent addition to the Heil team, says David Baratti, Heil vice president of sales and marketing. "We are pleased to provide our customers in British Columbia



and the Yukon with the dedication and attention to detail offered by the outstanding professionals at Vimar Equipment," he says.

Source: Heil Environmental

PowerTech E Engines Earn EPA Tier 3 Certification

John Deere Power Systems (JDPS) recently announced that the PowerTech E™ 4,5 I and 6,8 I engines have been Tier 3 certified by the Environmental Protection Agency (EPA). These two engines are the first models in the PowerTech E family to receive Tier 3 certification, joining the four PowerTech Plus™ engine models.

“Now that we have certified not only our PowerTech Plus engines but also two of our PowerTech E engines, we’re well prepared to offer a wide variety of environmentally friendly engine options for John Deere and OEM applications that don’t compromise on performance,” said Mike Weinert, director of engine engineering for JDPS.

In addition to EPA Tier 3 certification, these engines have also been given Stage III A certification by the European Union.

The PowerTech E 4,5 I engine features a power range of 115 hp – 140 hp, and the PowerTech E 6,8 I engine features a power range of 140 hp – 200 hp. These engines come with a two-valve cylinder head and incorporate a high-pressure common-rail fuel system, full-authority electronic controls, a multiple injection strategy, fixed geometry turbocharger, all the performance of Tier 2/ Stage II engines and more.

These technologies enabled John Deere to achieve their goals for this line of Tier 3/ Stage III A engines, including maintained or improved peak torque, more low-speed torque and better transient-response time.

The PowerTech E engines’ full-authority electronic controls also enable them to offer improved cold-start performance, precise engine-speed control, torque-curve shaping and more. Electronic controls increase productivity, improve fuel economy, lower total installed costs and reduce ownership costs.

In addition to the PowerTech Plus and PowerTech E engine lines, JDPS also will offer PowerTech M™ engines.

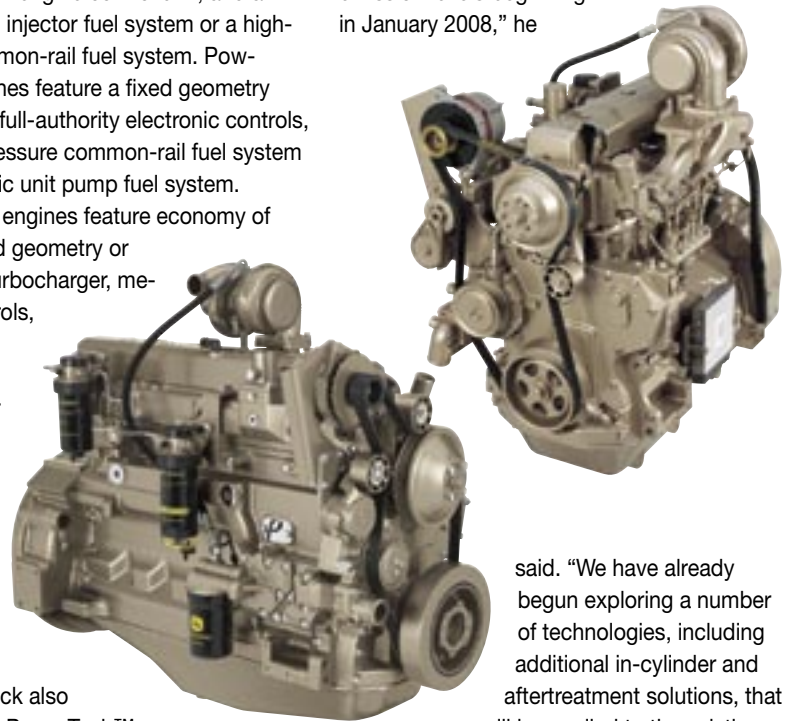
“There’s no such thing as a one-size-fits-all solution to the Tier 3/Stage III A challenge,” said Doug Laudick, product manager at JDPS. “As we reviewed market needs with many of our OEM customers, we realized we could better serve them by offering not one solution but three.”

The main difference among these three engine lines is the level of emissions-control technology employed. PowerTech Plus engines feature cooled exhaust gas recircula-

tion, a variable geometry turbocharger, a state-of-the-art engine control unit, and an electronic unit injector fuel system or a high-pressure common-rail fuel system. PowerTech E engines feature a fixed geometry turbocharger, full-authority electronic controls, and a high-pressure common-rail fuel system or an electronic unit pump fuel system. PowerTech M engines feature economy of design, a fixed geometry or wastegated turbocharger, mechanical controls, a mechanical unit pump fuel system or a mechanical rotary pump fuel system, plus all the performance of Tier 2/ Stage II.

Doug Laudick also noted that the PowerTech™ family of engines is the foundation John Deere will build on for future EPA regulations. “Our Tier 3 engine platforms

will be the basis for meeting Tier 4 emission levels beginning in January 2008,” he



said. “We have already begun exploring a number of technologies, including additional in-cylinder and aftertreatment solutions, that will be applied to the existing

Tier 3 platforms.”

Source: John Deere Power Systems

John Deere Performance Handbook Now Available

John Deere Construction & Forestry Company recently announced the release of the 2006/07 Edition Deere Performance Handbook and CD-ROM package. In addition to the latest equipment specifications, the handbook features owning and operating cost formulas and production estimators.

“The handbook and CD package is packed with useful information. It’s a super resource for researching John Deere construction equipment,” says Peter Sebastian, John Deere Construction & Forestry Company. “The CD has an electronic version of the handbook with interactive production estimators and owning and operating cost calculators.”

The handbook and CD are revised each year to add new products and update the equipment specifications. “This year a new chapter on scraper tractors and pull-type scrapers has been added,” Mr. Sebastian said. “An Excel-based scraper production estimator also has been included.”

The Performance Handbook with CD package is available at any John Deere Construction & Forestry dealer (item # DKD1704). The CD-ROM disk requires MS Windows, a Web browser (Netscape or Internet Explorer), Acrobat Reader 4.0 or greater and Excel 2000 or greater.

Source: John Deere Construction & Forestry Company



Appointments

G.E. (Jerry) Randecker has been appointed president of **BOMAG Americas, Inc.** He succeeds Charles M. (Mike) Simpkins, who is retiring after more than 15 years with the company.

As president of BOMAG Americas, Mr. Randecker will be responsible for operations in Kewanee, Illinois, Warrensburg, Missouri, and Mississauga, Ontario.

G.E. Randecker previously served as president of Spencer Fluid Power, a supplier of hydraulic components and systems. Before that, he served as president and CEO of Construction Machinery Inc. and Hitachi Construction Machinery (America).

Charles M. Simpkins joined BOMAG Americas in 1991. He served as senior vice president of marketing and sales for North and South America from 1992 to 1999. He was then appointed president in October of 1999.

Source: BOMAG Americas, Inc.



Agenda

The International Public Works Trade Show
November 28 - 30, 2006
Algiers, Algeria

Canadian Waste & Recycling Expo
Canadian Public Works Expo
November 29 - 30, 2006
Toronto, ON Canada

CONGRESS 2007 (International lawn & garden show)
January 9 - 11, 2007
Toronto, ON Canada

India Engineering Meet and Exhibition
January 22 - 25, 2007
New Delhi, India

World of Concrete 2007
January 23 - 26, 2007
Las Vegas, NV USA

National Pavement Expo
January 31 - February 3, 2007
Nashville, TN USA

ARA The Rental Show
February 7 - 10, 2007
Atlanta, GA, USA

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

12th International Building Fair
April 17 - 21, 2007
Brno, Czech Republic

Bauma + Mining 2007
April 23 - 29, 2007
Munich, Germany



MiningWorld Russia 2007
April 24 - 26, 2007
Moscow, Russia

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

LubricationWorld/Predictive Maintenance Technology Conference
September 11 - 13, 2007
Las Vegas, NV USA

ICUEE 2007
October 16 - 18, 2007
Louisville, KY USA



CONEXPO-CON/AGG 2008
March 11 - 15, 2008
Las Vegas, NV USA



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