IMPORTING AGGREGATES

PEI looks for local suppliers

CONEXPO-CON/AGG • PAVING PEARSON
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Canadians flock to CONEXPO-CON/AGG

New optimism for the Canadian market

Walking the halls of CONEXPO-CON/AGG this past March, one fact became abundantly clear: Canadians flocked to this year’s show. Canadian representatives for equipment manufacturers found themselves busier than expected as they spoke with the thousands of Canadian contractors who attended CONEXPO-CON/AGG. And, while there are no official numbers as of yet, many of the Canadian reps we spoke to said they’d never seen so many Canadians at the show --many of whom were making serious inquiries about purchasing new equipment.

This was welcome news for equipment manufacturers who had seen the statistics a few weeks prior, showing a sharp decline in machine exports from the U.S. to Canada in 2013. The 16 per cent decline in 2013 to $6.8 billion in equipment exports still puts Canada far ahead of the second largest importer, Mexico, which imported $1.8 billion in American construction machinery in the same year. But the news of the decline in Canadian manufacturing sales was troubling, and clearly made some equipment manufacturers nervous about investing in Canada.

But sales leads from CONEXPO-CON/AGG aren’t only the reason for optimism, as there are other clear signs that Canada has plenty of room for growth for equipment manufacturers. The recent announcement of the renewed Building Canada plan, legislated from the federal government, has given reason again for aggregate producers to appreciate the continuing demand that will be placed on their products. Provincial governments are coming out with major infrastructure announcements as well, with Manitoba’s recent investments as the most telling example. There is also a sense of belief that Ontario and Quebec could see strong financial commitments to infrastructure despite times of political tumult in both provinces.

Because of the growing optimism about the future of the Canadian market, we are seeing more and more international companies looking to establish a presence here. A few months ago we saw SDLG, a subsidiary of Volvo, sell its first wheel loader in Canada. Speaking with Volvo Chairman Martin Weissburg commented at CONEXPO-CON/AGG that the company is very happy with SDLG’s presence in the Canadian market and sees definite room for growth here. There is also a push from some European crushing, screening and conveyor companies to move on to Canadian soil, with CDE Global, Telestack and Edge Innovate leading the move to establish a strong North American presence.

Clearly, there is reason for equipment manufacturers throughout the global aggregates and roadbuilding industry to get excited about Canada. That can only be good news for Canadian contractors, who will now have the most comprehensive choice of equipment available to meet the needs of their individual operation than has ever been available before.

Be sure to check out part one of our look back at CONEXPO-CON/AGG 2014, where we show you the newest products, technologies and innovations coming to Canada. And be sure to visit rocktoroad.com for up-to-date information on corporate investments in the Canadian market.
February 2014

RE: Action Required

Dear John (or Sue or Mike),

If you are currently a subscriber to our free industry e-mail newsletter and other communications from Rock to Road magazine, new Canadian regulations require that you confirm your digital subscription to continue receiving it.

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Best regards,

Scott Jamieson,
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Major Wire/W.S. Tyler announce joint partnership

W.S. Tyler and Major Wire Industries have announced the next stage of their joint partnership.

Each company will maintain its key North American customers with the following guidelines:

1. W.S. Tyler will continue to serve its key accounts, Original Equipment Manufacturers and all customers requiring fine mesh and synthetic screen media. W.S. Tyler will supply woven wire to Major Wire’s Authorized Dealers in Central and Western Canada. The W.S. Tyler company stores will sell synthetic screening media, fine mesh and equipment and related services.

2. Major Wire will continue to sell through its Authorized Dealer network. Flex-Mat 3 will become the sole brand sold for the self-cleaning screen media market.

“Both companies bring together tremendous, well-earned strengths to the screen media market. Working together will allow each manufacturer to maintain its identity and serve its core customer base with the highest quality solutions and support,” said Walter Haver, managing partner of Haver & Boecker, the shareholding company of both partners Major Wire Industries and W.S. Tyler.

Sean McLanahan takes over at McLanahan

Sean McLanahan has been named the new CEO of McLanahan Corp.

The corporation has decided to create a new global organization structure that includes the restructuring of top-level positions, as well as title changes within the executive management team. The result is that Sean K. McLanahan, who represents the McLanahan family’s sixth generation of ownership, assumed the title of CEO. Fifth generation family-owner, Michael W. McLanahan continues in his role as Chairman of the Board, while George L. Sidney Jr. remains President and COO. Together, these three serve as McLanahan’s executive team.

In addition to these title changes, the new structure divides the corporation into three main areas – corporate shared services, sales and business development, and business operations. Each area will be managed by one of three Executive Vice Presidents.

“Segmenting the corporation into three main areas allows employees to focus on their areas of expertise, while supporting our customers and the global marketplace,” said Sean McLanahan, CEO.

Canada remains #1 importer of U.S. machinery

Canada continues to be the largest importer of U.S.-made construction equipment, importing nearly four times more than the next largest importer.

According to recent data released by the Association of Equipment Manufacturers (AEM), Canada imported $6.8 billion worth of construction equipment in 2013. The next largest importer, Mexico, imported just $1.8 billion.

Overall, the export of U.S.-made construction equipment fell by 25 per cent in 2013 to $20 billion. However, AEM noted that the 25 per cent decline for 2013 follows three years of export growth (13 per cent in 2012, 43 per cent in 2011 and 28 per cent in 2010), after a 2009 decline of 38 per cent in the depths of the recession.

The top export destinations for American-made construction machinery in 2013 by dollar volume were (1) Canada - $6.8 billion, down 16 per cent; (2) Mexico - $1.8 billion, down 1 per cent; (3) Australia - $1.2 billion, down 68 per cent; (4) Chile - $999 million, down 40 per cent; (5) Brazil - $890 million, down one-half of a per cent; (6) South Africa - $674 million, down 25 per cent; (7) Peru - $638 million, down 18 per cent; (8) Belgium - $617 million, down 24 per cent; (9) Colombia - $562 million, up 1 per cent; (10) Russia - $548 million, down 44 per cent.

Canada remains #1 importer of U.S. machinery

Rock to Road magazine is circulated free of charge to qualified individuals holding management and supervisory positions with companies engaged in the aggregate, roadbuilding, ready-mix concrete and asphalt production industry in Canada. The Publisher reserves the right to determine qualification.

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Bringing in the aggregate

Prince Edward Island has no quality aggregate of its own

Last October a 5.8-kilometre stretch of realigned Trans Canada highway between Encounter Creek and New Haven, P.E.I. opened to traffic. The project consumed 77,000 tonnes of granular A aggregate for road base, 2,500 tonnes of riprap for slope protection and about 29,300 tonnes of aggregate to make the asphalt base coat. This summer it will lay down the asphalt seal coat, which will contain roughly 11,250 tonnes of aggregate. Every kilogram of this aggregate came from quarries off the Island.

PE.I. consists of overburden over sandstone bedrock. Usually yielding to backhoes and excavators, this soft bedrock, or “select borrow” is used for highway sub-base, local and seasonal roads. Wet weather transforms it into what locals call “baby poop.”

The Island does have small reserves of Class B crushed local gravel and Class C screened pit run. However, its use is on the decline, says Brian Profitt, general manager and secretary, Curran & Briggs Limited, Summerside. “It is maintenance gravel, mostly. We don’t have any good gravel. It is not very hard. There are maybe four to five quarries around the Island that would still be operating. We had one, but I closed it around six years ago. No one was using it and we couldn’t be bothered crushing it anymore.”

There is not even anything available now for making concrete, notes Jamie Reid, P.E.I. operations manager for OSCO Concrete, which operates MacLean’s Ready Mix in Montague and Souris and Schurman’s Concrete in Charlottetown and Summerside. “At one time there was Island stone and sand that was used in concrete but now these products don’t meet the testing requirements to be used in concrete.
It used to be beach sand, but there are no more permits to mine it," Reid says. None have been issued for the removal of beach sand since 2008 and the province ended commercial sand mining from PEI beaches for concrete in 2009.

The hard reality is that P.E.I. contractors work a supply chain that has trucks, barges and ships importing aggregate from numerous quarries in Nova Scotia, New Brunswick and Newfoundland.

N.S. quarries include those owned by New Glasgow-based S.W. Weeks Construction Ltd., MSD Enterprises Ltd. in Debert, Martin Marietta Canada in Aulds Cove and Lafarge Canada Inc., in Folly Lake. NB quarry companies include Modern Construction Ltd., and Saint John-based Gulf Operators Ltd., in Moncton. In Lower Cove, NF, south of Corner Brook, barges and ships take on aggregate from the enormous quarries owned by Atlantic Minerals Limited.

Last year Curran & Briggs trucked in approximately 28,000 tonnes of material, traveling from 140 to 155 kilometres to two Moncton-area quarries: Gayton and Gorge Road. The company also ordered in 45,000 tonnes of asphalt aggregate by barge, Profitt says. "We've been using two excavators and two loaders on the barge. The excavators scoop it up and put it in the trucks. We probably use 16 tractor-trailers with 35 or 36-foot boxes for an unloading. We can do that in 14-15 hours.

"For all [PEI] Transportation and Infrastructure Renewal contracts, the gravel is paid by the tonne supplied and installed. The contractor has to stockpile the aggregate and then reload, scale it and haul it to the project. You can have six to ten trucks hauling to a pile for two weeks or more to build up the material required."

The Department of Transportation and Infrastructure Renewal does not generally bring in aggregate on its own, and it only maintains small maintenance stockpiles. "We have yards in Charlottetown, Bridgetown and Summerside," says Darrell Evans, assistant director, capital projects, P.E.I. Department of Transportation and Infrastructure.

Trucks owned by OSCO ride the ferry between Wood Islands, P.E.I. and Caribou, N.S. to fetch aggregate from pits 35 to 40 kilometres off the ferry and from further afield, in Debert.

However, Reid notes, "We use ships whenever possible." Canada Steamship Lines (CSL) brings in aggregate from Atlantic Minerals, at 35,000 to 40,000 tonnes of aggregate a pop. OSCO might order two or three shiploads per year, depending on inventory levels and market demand. "You can divide a ship and carry two or three different products - some for road base, some for concrete, etcetera," Reid says.

CSL unloads onto the wharves in Charlottetown and Summerside. The costs are substantial, Reid says. "Costs include the ship, wharf rental, security, 40-50 tractor trailers to haul away the aggregate, ship loading and unloading costs, stacking in the yards and cleanup."

CSL has been moving stone to P.E.I. for at least 15 years, mostly from NF and, years ago, N.S. too. CSL currently uses the self-unloaders MV Atlantic Huron and MV Atlantic Erie. A round trip from Lower Cove to P.E.I., including loading and unloading, normally takes four and a half days. CSL makes regular shipments to PEI from April thru November.

Over the past five years, the Charlottetown Harbour Authority reports having received 5-10 lakers and 18-20 barges a year. Some of those barge visits were courtesy of the Labrador Spirit, owned by McKeil Marine. Capable of hauling 9,000 tonnes of aggregate, it picks up its loads in Aulds Cove.

Two other barges, the Lablift and the Arcticlift, capable of carrying 4,000 and 7,000 tonnes apiece, respectively, belong to Miller Shipping Ltd. in St. Johns. They bring Lower Cove aggregate across the Cabot Strait, from May to December, to four P.E.I. ports: Charlottetown, Summerside, Souris and Georgetown. "We might deliver as many as 30-40 barge loads a year, or as few as four or five," says Pat Miller, president, Miller Shipping.

The barge and ship traffic into the ports is linked to the number of highway projects the Department of Transportation and Infrastructure Renewal has scheduled in any given year. "It could be anywhere from no barges in a year to as many as 20," says Art MacDonald, port manager, Souris Harbour Authority. "We could receive anywhere from 20,000 to 100,000 tonnes of aggregate a year."

In 2008 the Souris Harbour Authority ordered 70,000 tonnes of armour stone for breakwater work it needed, plus another roughly 5,000-tonne top up later on. Sault Ste. Marie-based Purvis Marine Limited delivered the 2008 shipments from Belledune, N.B. on the cargo vessel Yankcanuck.

Where the aggregate comes from is not a concern, but its properties must be known, Evans explains. "We do need to know the physical and chemical characteristics of the gravels being provided, and from which quarries they come from. The highway department knows the properties of the rock from many quarries and how it behaves, based on historical experience. But if it is coming from a new quarry, we have to know the characteristics of the aggregate in case we need to add additives to compensate for stripping."

OSCO's Jamie Reid certainly is not exaggerating when he says, "It is a lot different here."
At Canada’s busiest airport, making sure the runways get paved and completed on time is quite the job. Fortunately, the often-frantic pace regularly seen at Toronto’s Pearson International Airport proved to be no match for Gazzola Paving and Pave-Al, two established firms that joined together to take on the project, a project that has already had one phase completed and will continue in various stages over the course of the next three years.

Jerry McLaughlin, of Gazzola Paving, is project manager of the joint effort. He says that while the project can get tricky with so many things to consider, it’s also part of the job to get it done right by working efficiently and effectively.

The operators of the airport, The Greater Toronto Airport

The challenges of paving Canada’s busiest airport

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The operators of the airport, The Greater Toronto Airport
Authority (GTAA), have high expectations and know that work on the site can be demanding, but McLaughlin believes the experience of the two firms shows they are up to the task.

“Yes, there is a lot that is going on at the airport, it’s like a small city with so much activity taking place every day and round the clock,” he says.

“But, it is part of our job to make sure everything runs smoothly and to cause as little disruption as possible. The airlines rely on their schedules and passengers have to get to where they are going. We understand that and we make sure we don’t get in their way.”

As well as Gazzola and Pave-Al, Tristar Electric and Airlines Pavement Markings also worked on the project as subcontractors. The Senior Project Engineer is Kevin Chee, and the Senior Project Manager is Luc Venditti who orchestrated the closures required to complete the work. Peto McCallum Ltd. took care of the quality assurance on behalf of the GTAA. Albert Carinci of Pave-Al serves as Contract Manager.

Other key managers on the project are Site Superintendents Tony Adessi and Elio Caira; Paving Superintendents Jeremy DeMello and Steve Milne; Paving Foremen Felix Mensah, Brian McNaughton, Jose DeSousa and Peter Lopes; Plant Foremen Mike Zeppieri and Greg Harbin; and QC Lab Manager Solomon Andulem.

**PHASE ONE**
The first phase of the project covered 185,000m2, which included 2,000m of runway at 60m wide, as well as four high-speed exits and one intersecting taxiway.

The material used for the pave was: GTAA lower course PGAC 64-28 28,000mt, Dufferin aggregates and GTAA surface course PGAC-70-28E 24,000mt MRT Aggregates.

The GTAA had some very specific plans for resurfacing the existing asphalt in order to increase the quality of the runway:

- **Increase runway strength.** To do this the net average increase in asphalt pavement thickness was made by 75 mm across the entire surface.
- **Improve drainage characteristics.** This was done by building up crown by a 125 mm thickness and maintaining a 1.5 per cent crossfall.
- **Smoothness was improved by profile milling and multiple lifts of lower course asphalt that smoothed out the bumps.**

For the middle 30m (the touchdown zone), a profile mill average of 50mm and resurface lift of 50-75mm layer of lower course was done, then a second lift of 50 mm on the lower course was completed.

The outside 30m was given a light mill average of 15mm and paved 50-25mm of lower course.

For the full width, 50mm lift of surface course was completed.

A tack coat was placed on milled surface and between each lift of asphalt.

According to McLaughlin, the GTAA identified cold joints as one of the primary areas of pavement failure. They wanted to have this addressed.

“To do this we implemented echelon paving using six spreaders paving the middle 30m width of the runway in one shot of each lift,” he says.

“Then we paved the outer 15m of each side using three pavers on each side.”

Working on a project as big and as busy as an airport does present its problems and, as mentioned, making sure operations run as smoothly as possible is a priority.

Because Pearson Airport uses only two East-West runways -- one of which was being worked on -- weather is a key factor in determining which one is used.

*Continued on page 35*
Foreman Equipment finds mobile solutions for local customers

> With a clientele that primarily includes the aggregate industry, Foreman Equipment offers crushing, dry screening, washing and recycling equipment for the quarry, mining, landfill and waste management industries that process aggregate, topsoil, C&D waste, compost and sand.

The company was formed by John Foreman in 1984 as Powerscreen of Canada Western. Sons Ryan and Adam joined the fold nine and 16 years ago. Foreman says the industry is very different from when his father first started and their customer base is much more diverse today.

“Our primary clientele is still the aggregate industry, but with the tracked crushers and screeners we are seeing an increase in site and contract work” says Ryan Foreman. “It’s definitely opened our customer base up quite a bit. We used to go into the traditional sand and gravel application — gravel pits and quarries—but by being on tracks this has made the market much more accessible for other customers. For example, a regular excavating contractor who doesn’t own a gravel pit can now rent a jaw crusher when he is doing a subdivision where
he’s blasting. He could actually crush the material on site.”

In addition to the full spread of Powerscreen crushing and screening equipment, the company also carries a full spread of Telestack equipment including its line of conveyors specially-designed for the aggregates industry. For its customers working in the road construction business, Foreman carries machines from Terex Roadbuilding, as well as screening equipment from Trommel.

HELPING THE CUSTOMER

Having a comprehensive line of crushing equipment has allowed Foreman Equipment to provide solutions to meet customer needs for mobile operations.

For 25 years, Foreman has helped provide Ekset Contracting with equipment solutions for its sand and gravel business. Established in 1975, Ekset has active gravel and quarry operations as well as provide general contracting services for its customers in Vancouver, Fraser Valley and the Lower Mainland. Based in Surrey, Ekset produces 15 different aggregate products, including six different types of sand. They operate eight pits throughout Abbotsford and surrounding communities.

When Ekset needed a mobile solution for a pit project, the team at Foreman set them up with a package of Powerscreen machines that included the Powerscreen Warrior 1800 screen, the Powerscreen XR 400 jaw crusher and the Powerscreen Maxtrak 1000 cone crusher.

“They had one site where they were using three pieces of our equipment,” recalls Foreman. “Ekset had all the equipment in a pit with sand and gravel material. With an excavator they would feed the Warrior 1800, which would separate the natural 3-inch (75-mm) minus material off to one side (which they would later sell as pit run material). The bigger oversize material was sent to the jaw crusher, which took everything from a 24-inch down to a 3-inch size rock and would crush it to a 5-inch minus. The 5-inch minus material was sent to the cone crusher, which would take it down further to a 2-inch minus.”

He adds that Ekset wanted a fractured material because that is their high quality product.

“By using the screener first, they could pull the dirty stuff out. Then sending just straight rock into the jaw and then on to the cone crusher, Ekset was able to get a 2-inch minus with basically a 100 per cent fracture. It just adds to the value of the material. It was taking something that was just regular and transforming it to a high-value finished product.”

That product is thanks, in part, to Foreman Equipment, who was able to put together the solution needed for Ekset. The result is a quality product, a happy end-user, and for Foreman, the potential for repeat business.

Looking for the right piece of equipment to help you get the job done. Check out the Rock to Road Online Buyers’ Guide at rocktoroad.com/buyersguide for a list of equipment manufacturers and distributors servicing the Canadian market.

For more on equipment, visit www.rocktoroad.com
The Big One

CONEXPO-CON/AGG showcases the best equipment for the rock to road industry.

There was never a question about whether or not CONEXPO-CON/AGG would be big in 2014. But few realized just how big it would be until they passed through the gates, walked through a lot or a hall, and saw the newest products, innovations and technologies on display in the 2.35 million net sq. ft. of exhibit space.

At the biggest global showcase of equipment for Canada’s Rock to Road industry, companies did not disappoint the nearly 130,000 that attended, thanks to the unveiling of many never-seen-before machines.

There were some definite themes in the new equipment and technology released, especially among the large global equipment manufacturers. Hybrid wheel loaders and excavators, fuel efficiency, new and improved telematics systems, and Tier 4 Final emissions technology were front and center for many, while ease of transport and set up was a key discussion topic for mobile crushing, screening and stacking equipment producers.

With those new products, technologies, efficiencies and innovations in mind, we provide you with part one of our look back at CONEXPO-CON/AGG. Part two will appear in the May/June edition of Rock to Road.

VOLVO LAUNCHES THREE NEW BRANDS AT CONEXPO

Volvo injected Tier 4 Final emissions technology into three of its popular equipment series: the E-Series excavators, G-Series articulated haulers and H-Series wheel loaders. The 394hp L250H wheel loader features a 9.0 cubic yard bucket. Using Volvo’s OptiShift technology, the L250H provides up to 18% fuel efficiency over its predecessor. The E-series excavator line is led by the EC380E is powered by a Volvo D13 engine and provides a 9% fuel efficiency over the previous model, while still providing maximum power for heavy quarry and excavation work. The new G series articulated haulers features six models ranging from 24,000kg-39,000kg load capacity.
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The Mack® Granite® is ready to work. Hard work. Real work. Long work. And it doesn’t care what you put on its back — dump, roll-off, mixer, whatever. It’s ready for anything.
METSO REVEALS ITS ‘GAME CHANGER’

Metso launched its newest innovation, which it has called “a complete game changer” for the manufacturer. The LT220D is a compact 2-in-1 mobile cone crusher and mobile screen. Powered by a Cat C13 diesel engine, the LT220D features a patented centrifugal conveyor and can be fitted with either a GP220 or HP220 cone. Used in tandem with the LT106, the system provides estimated annual reductions of 45,000 litres of fuel, 100 hours of maintenance and 1000km of trailer transport as compared to using separate mobile crusher and mobile screen units.

The company also released the new Lokotrack ST2.8 primary track-mount scalping screen and HPX cone crusher at the show.

CASE FOCUSED ON TIER 4 SOLUTIONS

Case released several new product lines at CONEXPO, all of which focused on continuing to provide efficient Tier 4 Final solutions. Following up on last fall’s launch of the M Series Dozers, Case unveiled a pair of wheel loaders, the 821F and 921F, featuring up to a 10 per cent increase in fuel economy over the previous generation. Case provided a sneak peak at its Tier 4 Final excavator solution, the CX350D, which will be available in 2015. The CX350D features CEGR, SCR and DOC technologies, providing up to 10 per cent fuel efficiency over the previous model.

The new DV209 and DV210 high frequency asphalt rollers were also on display.

TELSMITH PROVIDES NEW QUARRY SOLUTIONS

Telsmith’s three newest quarry solutions were on display CONEXPO as part of the Astec booth. The new 400hp T400 cone crusher contains a 305 mm maximum feed opening and is capable of processing between 136 and 544 mtph. The newest member of the H Series jaw crushers, the H3450, has an 863mm X 1270mm opening and is capable of processing up to 598 mtph. Telsmith also released the 820 Track Screening Plant, which includes an 8203 Telsmith TL Screen, 1372 mm feed conveyor, and 1829 mm under screen conveyor, all combined to process up to 907 mtph.
The 820 Track Screening Plant produces up to four products simultaneously.

**BTI’S NEWEST BXR SERIES BREAKER**

Breaker Technology Inc. used CONEXPO to release the newest member of the BXR heavy-duty breaker series, the BXR185. The BXR185 is a 7,000kg breaker that provides 18,500 ft/lbs of impact energy. The breaker is designed for continuous duty in rugged applications and has an extra long stroke balanced piston design.

**ROADTEC INNOVATION ON DISPLAY AT CONEXPO**

Roadtec’s booth at CONEXPO featured a dozen machines from its lineup of paving equipment for the roadbuilding industry. The company introduced the new SP-100e stealth paver, which is designed to work in conjunction with a Shuttle Buggy. The SP-100e accepts the material at the top of the machine, where it is fed downward to the auger and screed. The gravity fed system eliminates several wear components used in traditional paver systems. The remixing capabilities of the Shuttle Buggy work to remedy physical and thermal segregation in the asphalt mix.

**CATERPILLAR REACHES TIER 4 MILESTONE**

Caterpillar Chairman Doug Oberhelman called Tier 4 “the most successful product development in Caterpillar history.” Oberhelman announced that there are now over 100,000 Tier 4 Interim and Final machines in use globally, and several of the product launches at CONEXPO complimented that feat.

The Cat 336 F H hybrid excavator features 25 per cent fuel efficiency over a similar diesel-powered model, and features Cat’s Tier 4 Final emissions technology. Cat’s newest line of motor graders, the M series, were also released at CONEXPO and feature Tier 4 Final emissions technology.

Cat also believes its new telematics solution, Cat Connect, will be a game changer for the company. Cat Connect uses VisionLink to provide jobsite information tracking and solution in real-time.
**NEW MODELS FOR POPULAR POWERSCREEN EQUIPMENT**

Powerscreen made a big splash at CONEXPO with the release of three new models of popular equipment lines.

The Premiertrak 300 jaw crusher features the new hydrostatic drive system option allowing it to reverse and unblock or run continuously in reverse for asphalt applications, and features a Vibrating Grizzly Feeder set with 50mm bar on the top deck and 30mm mesh on the bottom.

The mid-sized Trakpactor 320SR horizontal impact crusher features rapid set-up time, fuel-efficient direct drive system and excellent output potential of up to 320 tph (352 US tph). The Warrior 2100 features Powerscreen's exclusive Triple Shaft technology, designed so the 16' x 5' screen box is highly effective and efficient while maintaining exceptional throughput productivity.

**JOHN DEERE FOCUSES ON ULTIMATE UPTIME**

John Deere focused on the results of customer outreach for its display at CONEXPO. Ultimate Uptime is John Deere’s new telematics system, which is included as a three-year base package on all new machines. Ultimate Uptime uses exclusive John Deere technologies to provide a customized solution for individual contractors to track information including maintenance, machine health prognostics, and fleet management.

Deere also unveiled several new machines at the show, including the Tier 4 Final G Series Graders and 624K wheel loader. Deere also featured its new 644K hybrid wheel loader, which provides up to 25 per cent fuel efficiency over a conventional loader.

Hyundai officially released its 9 series of machines at CONEXPO. The 9 series, which features crawler excavators, wheel loaders and mid-szie excavators, focuses on enhanced operator comfort and control. The 9 series also uses Tier 4 Final engine emissions technology.

On the road building side, the HR120C-9 is a single drum vibratory compaction roller and Hyundai’s first in North America. It has high/low amplitude settings and an eco speed feature that allows for optimal hydraulic flow, less fuel consumption and a quieter cabin. HA control allows the traction drive to be automatically adjusted to different types of soil.

**MCLANAHAN RELEASES NEW JAW CRUSHER DESIGN**

McLanahan’s four new product innovations launched at CONEXPO were led by the release of the 4450 Freedom Series jaw crusher. The customer-driven design of the primary crusher is built to be simpler, safer and smarter, with easier maintenance points and less wear on the machine.

In addition to the 4450, McLanahan also released a new cone crusher designed to produce a more cubical product in secondary and tertiary crushing applications, along with a new deep cone thickener to drastically reduce the footprint on settling ponds and a new filter press targeted at the frac sand market.

**TOPCON UNVEILS NEW JOB SITE SOLUTIONS**

With four booths mixed throughout the massive CONEXPO show floor, Topcon took full advantage of the opportunity to show off its newest technology.

The new innovations released by Topcon included a new haul system for trucks, the HT-30, which works with SiteLink3D to measure load size and provide full load tracking capabilities. Topcon introduced the DS-200, with X-pointing technology, to its line of DS systems.

Alongside the new innovations was the introduction of the Topcon Enterprise Solutions system, which provides seamless connectivity of all tracking information to any job site or user.

**HYUNDAI DEBUTS THE 9 SERIES**

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**NEWEST AGGRESAND PROMOTED BY TEREX WASHING SYSTEMS**

It may have been too big even for CONEXPO, but that didn’t prevent Terex Washing Systems from announcing details of the new Aggresand 206. The 206 uses the
Recognizing the next generation of the rock to road industry!

Canada is full of young, skilled and knowledgeable people who are driving the rock to road industry forward. From aggregate suppliers to roadbuilders, engineers, supervisors, and operators, they are the best and brightest in our industry. Join us as we celebrate the future of the industry in Canada.

WHO CAN BE NOMINATED?

Anyone in the aggregates, roadbuilding or associated industries who is under the age of 40 as of December 31, 2013. Equipment and technology suppliers are welcome.

ALL NOMINEES SHOULD:

- demonstrate a strong work ethic
- show leadership and initiative
- actively seek new opportunities for training and education
- be involved in industry associations

NOMINATIONS COMING SOON


The Top 10 Under 40 will be announced at the National Heavy Equipment Show March 5-6, 2015 in Mississauga, ON.
Terex 20’x6’ inclined rinser screen, and is available with two and three deck options. The 206 is targeted at large-volume producers, with a maximum rinse rate of up to 400tph.

In addition to the North American launch of the 206, Terex also had the FM120BW bucket wheel dewatering system on display, which works to remove unwanted silt and reduce moisture content to 10% or less.

**HAMM BREAKING CONCRETE WITH THE H 25I VC**

Hamm’s newest innovation strays away from the traditional single and dual drum rollers that have been seen on roadbuilding sites across Canada. The new H 25i VC is a single drum vibratory compactor that is equipped with a teeth system that breaks up concrete in place. The demolition roller is an alternative to traditional ultrasonic, guillotine or finger rock and concrete breakers. The H 25i VC (Vibratory Crusher) model is a 25-ton, 214hp roller that features an 84-inch (2.13m) drum.

**FLEXCO DEMONSTRATES PRODUCT SOLUTIONS**

Flexco gave attendees a hands-on demonstration of its newest conveyor component solutions. Flexco’s interactive display included weight tests for steel vs. the HDPE used in the new Rockline Conveyor Idlers, which allowed people to pull both pieces in order to understand the significant weight difference between the two material styles for the idler component. The new Rockline Conveyor Idlers provide the same CEMA rating as steel idlers but provide better wear and longer service life as compared to steel idlers.

There was also a demonstration of the new Pneumatic Single Rivet Driver, a more robust solution that provides better splicing for conveyor components.

**NEXT GENERATION I-PAVERS ON DISPLAY AT VÖGELE**

The new 10-ft. Vogele Vision i-series pavers were on display at CONEXPO, including both wheeled and track models. The tracked Vision 5200-2i carries a maximum paving width of 28 ft., with a maximum laydown rate of 1,300 tph, and a transport width of 10 ft. The adjustable screed provides versatility for working in urban, roadway and highway applications. The material hopper holds up to 240 cubic feet (31,000 lbs.) and is powered by a Commins 6-cylinder 250hp T4i engine.

**SANDVIK DISPLAYS 500 SERIES CONE CRUSHERS**

Complementing Sandvik’s release of the CH550 cone crusher in 2013 is the unveiling of the all-new CH540, which was part of Sandvik’s display at CONEXPO. The 500 series cone crushers are designed to increase production and reduce operating costs in secondary and tertiary crushing operations by using andvik’s customized control system to provide maximum output while adjusting to feed variances. The motors on the 500 series are rated IE3 for energy classification, helping to reduce emissions and energy consumption.

**GORMAN-RUPP BOASTS HEAVY-DUTY PUMPS**

The PAH16A60C-B-C18, the newest offering from Gorman-Rupp, is a heavy duty, priming-assisted pump ideal for quarries and other installations where high flow rates are a necessity. This pump boasts flows to 15,000 gallons per minute, and total dynamic heads up to 204 feet, and a solids handling capability of up to 4” diameter spherical solids. Made of heavy-duty ductile iron, this pump is durable and has a 755 HP Caterpillar C18 twin turbocharged Tier 4 interim engine.

**MICHELIN ADDS NEWLY-DESIGNED ADT TIRE**

Michelin has developed a new size and design for its X Super Terrain tire. The new 23.5R25 tire is re-design to improve service capabilities with the addition of Michelin’s C2 technology. The C2 technology has more robust casings with less shoulder mass, which help improve the life of the tread of the tire, and has an enhanced design with additional sidewall production. The result is a tire that lasts up to 15% longer that the previous X Super Terrain design.

**KOMATSU FOCUSES ON IMC TECHNOLOGY**

Intelligent Machine Control technology was at the forefront of Komatsu’s display at CONEXPO, alongside several series of Tier 4 Final heavy equipment. Komatsu had four of its IMC dozers on display, which eliminate the need for the removal of GNSS
We could tell you about the new innovative features on the Roadtec Shuttle Buggy™ MTV like 38% more auger surface area or how all of the conveyor floors are made of chromium carbide plate. We could talk about our stronger chains with newer sprockets. But the thing that really separates us from the others is how we backed it up with the industry leading EDGE™ extended warranty; A 3 year, 3,000 hour unlimited warranty that isn’t prorated. Roadtec will reimburse you for your labor and covers everything but wear parts.

That’s how we DARE TO BE DIFFERENT.
equipment by integrating the sensor package into the dozer design. The IMC technology provides up to 13% greater efficiency in rough dozing conditions in comparison to some add-on machine control systems.

Other highlights of Komatsu’s display included the HB215LC-2 hybrid hydraulic excavator and the new 359hp PC490LC-11 hydraulic excavator with Tier 4 Final emissions technology.

AMMANN DEBUTS MOBILE MIXING PLANT

New for Amman is their Prime 140 mobile asphalt mixing plant that is capable of making 140 tonnes of asphalt per hour. It is fuel efficient and has low operating costs. Ammann also introduced the ASC110 soil compactor in the 12 tonne class with a hydraulic transmission. It has a lower centre of gravity that has allowed it to work on side inclinations that are greater than most in its class. It has a bigger fuel tank and greater fuel efficiency that allows it to work all day without stopping to refuel. The cab was designed for better visibility for safety and more productivity.

SUPERIOR PRESENTS SOLUTION FOR TRUCK UNLOADING

Superior presented its new solution for truck unloading of bulk materials for the aggregates industry with the introduction of the RazerTrail Truck Unloader conveyor system. The RazerTrail features 48-inch belt, an adjustable height discharge conveyor, and wireless remote control operation. At capacities averaging 1000-TPH and rated for 1.5-inch-minus lumps, the RazerTail Truck Unloader offers 60-second belly and end-dump truck cycle times, minimizes costly loader use, increases jobsite safety, and guarantees product quality by eliminating extra handling of materials.

DYNAPAC HAS COMPACT SOLUTION FOR CANADA

Dynapac released its new F1200T compact track paver at CONEXPO. With a laying capacity of 300tph, the F1200T is equipped with a 4-cylinder, Tier 4 Deutz engine and a V240VE screed. The 66 power pack makes it easy to pave up to 10 inches thick and 10 feet wide, even under difficult paving conditions.
conditions. It has the ability to pave from 1ft. to 10ft. widths and has a large capacity hopper of 5.5 tons.

Dynapac will also have a look in Canada. As part of the Atlas Copco brand, Dynapac machines will transition from the familiar yellow and orange with white lettering to a straight yellow with black lettering.

PPI PROMOTES IMPACT BED, PULLEY DESIGNS

PPI’s new medium-duty impact bed, released at CONEXPO, is specially designed to be a cost effective solution for loading zone and impact requirements. The bed features a tight seal around the skirting bed for belt support and impact absorption, and comes in three sizes to meet customer demand.

Also, the new ProDuty pulley comes in five variations to best suit the needed application and features a profiled end disc and a machined radius with no weld for reduced stress.

LIEBHERR PRESENTS ITS GENERATION 6 SERIES

Liebherr had more than 20 pieces of equipment for multiple industries and job applications on display at ConExpo. The PR 736 Dozer is the first model in the new Generation six series. It has a Tier 4 Liebherr SCR engine that does not include DPF or EGR. The new cab design is bigger and has better visibility with ergonomically-located controls and an intuitive touch screen interface. The Generation six models have electronic travel speed regulation with an integral eco-function and pro-active power control.

POLYDECK PROMOTES NEW FINES SCREENING SOLUTION

Polydeck Screen Corporation’s introduced its new Vector Slot Technology (VST) panels at CONEXPO. The 0.6mm and 1mm panels offer two heavy-duty screening panel options for fine size screening in de-watering sands and frac sand applications.

Polydeck also had its full line of Arma-dex bolt-down rubber screen panels and liners on display.
**ALLIED CONSTRUCTION DEBUTS NEW RAMMER HAMMER**

The Allied Construction booth displayed a full line of hydraulic hammers and breakers targeted at the aggregates and construction industries.

CONEXPO marked the North American debut of the Rammer 5011. The 4,750kg heavy-duty large hammer is built for pit and quarry operations as well as demolition work, and is suited for attachment with 40-45 ton machines.

**ADM FEATURES EX SERIES ASPHALT PLANT**

Asphalt Drum Mixers Inc. had its EX series asphalt plant on display at CONEXPO. Originally released in 2012, the single-drum counterflow plant has the ability to produce from 100-425 tons of asphalt per hour. The counterflow technology uses separate drying and mixing areas for fuel efficiency and to maximize heat transfer.

**CUMMINS UNVEILS NEW TURBOCHARGER**

Cummins debuted the Series 900 turbocharger at CONEXPO-CON/AGG. Built for engines 16 litres and above, HE900FG was engineered through inverse design improving the turbocharger efficiency by three per cent. This, along with other small improvements, adds up to an overall efficiency improvement of ten per cent. Cummins is transferring this manufacturing process to its other products to spread the efficiencies throughout the line.

**BRIDGESTONE LAUNCHES TIRES FOR PAVING MARKET**

Using the slogan “Engineered for rework,” Bridgestone’s focus is on improving dealer service. Part of this focus includes a new app that makes it easier for consumers to identify the right product for their needs. With an easy interface, the customer is prompted to answer a few questions before the match is revealed.

Bridgestone also discovered there was a gap in the market for a paving tire that withstands heat and has a very fine tread on wide tires to protect the surface area of new pavement. The new product introduced to fill this gap was on display and comes in 18.00R25 E7 and 21.00R25 E7 sizes.

**DOOSAN PREVIEWS NEW TIER 4 MACHINES**

Doosan introduced four new Tier 4 machines at CONEXPO. The DX350LC-5 and DX490LC-5 excavators, DA40-4 articulated dump truck and the DL420-5 wheel loader have all undergone testing in South Korea but are currently undergoing the verification process for North America. North American specs will be available in three months’ time but all were on display at the show.

**NEW HYDRAULIC PIN GRABBER FROM CRAIG**

Craig introduced a new mat grapple that is built to move and place drilling mats for use in environmentally sensitive areas. Also new at the show was a hydraulic pin grabber that allows the operator to easily change attachments on an excavator. According to Ben Craig, “It picks up buckets quicker, or anything you want to put on the end of a boom.” Five safety redundancies ensure a solid, safe hook-up.

**LEICA UNVEILS NEW MACHINE, POSITIONING CONTROL SOLUTIONS**

Leica released two new solutions at CONEXPO, one focused on stronger positioning and one focused on better machine control for dozers. The iCon gps 80 GNSS receiver uses xRTK technology to provide accurate positions in the harshest environments and reliable guidance. It integrates a built-in display and a built-in modem and radio, eliminating the need for separate controller and additional radio devices.

The iCON grade iGD4SP dozer solution calculates the lift, angle, and tilt of the dozer’s six-way blade, allowing operators to angle their blade while the advanced hydraulic control system automatically controls the blade’s lift and tilt.

Don’t forget to watch for more coverage of CONEXPO-CON/AGG 2014 in the May/June edition of Rock To Road.
The Ontario Stone, Sand and Gravel Association recognizes the changing landscape of the province’s aggregate industry. They have participated heavily in the review of Ontario’s Aggregate Resources Act, conducted valuable research on issues surrounding water extraction and rehabilitation, and consulted with government ministries on issues important to the day-to-day operations of producers across the province.

At the OSSGA 2014 Annual General Meeting, held at the Fairmont Chateau Laurier in Ottawa, members were provided with information presented by a series of speakers to help understand how the industry landscape is changing, and how companies can survive in the wake of continued environmental and societal pressures that are making it difficult to affordably do business in the province.

CREATING A ‘NET GAIN’

One contentious issue facing the industry in Ontario is the concept of net gain for new pit applications. The term refers to the fact that there must be a net gain on the land used for aggregate extraction; the subsequent use of the land must be a ‘net gain’ versus the original use of the land.

The discussion during the presentation centered around the fact that people outside of the industry see net gain as a replacement of the original land use, plus additional compensations. However, net gain doesn’t necessarily involved returning the land to its original use. Other important factors have to be considered at the time of rehabilitation, including the land uses surrounding the rehabilitation site, needs for community parks and recreation lands, and a careful look at the need for certain types of environmental lands in the area (wetlands, marshes). According to Dave Charlton from Stantec, one of the presenters on the issue: “Like for like is not a requirement for net gain. Increasing habitat diversity IS part of net gain.”

It’s the same approach that OSSGA is using to address another important issue facing Ontario’s aggregates industry: the number on legacy sites littering the provincial landscape.

According to the Management of Abandoned Aggregate Properties Program (MAAP), 7,984 of these sites still exist in Ontario. Sand and gravel pits make up more than 90 per cent of those sites, which range from 20 to 100 years old. Since 2008, over 75 per cent of the original 6,619 sites have been re-evaluated and it has been determined that just under 3,000 of them will require some level of rehabilitation intervention.

Under the current provincial funding model for pit rehabilitation, $0.005 cents per ton of aggregate, it would take 100-150 to rehabilitate all of those sites, a number that neither MAAP nor TOARC (The Ontario Aggregate Resources Corporation) are comfortable with. As a result, the two organizations are working on a 20-25 year plan for the rehabilitation of all remaining legacy sites, including the necessary financial requirements and where that money could be generated.

Thanks to the work of OSSGA and supporting organizations, aggregate producers are learning how to produce gravel, and make money doing it, in the new economic and environmental climate in Ontario.
NEW Terex® Cedarapids “V” Screens Deliver UNMATCHED Production

The revolutionary design of our new LJ-TSV Screen combines the legendary El-Jay oval stroke with the unique ability to vary the screen slope to increase production and handle applications that normally would not be possible with traditional horizontal screens.

Features of the NEW LJ-TSV Horizontal Screens:
- Screen adjusts up to 10° in 2.5° increments to best fit the application for increased capabilities
- Variable slope allows screen to handle larger deck loads and bigger screen openings for increased production
- More steel in “rock zone” for industry leading durability
- High G-force, El-Jay oval stroke design for high efficiency
- *Optional bottom deck deflector plates boost efficiency
- Easy to maintain — new maintenance reducing features

Patent Pending

Visit www.terexmps.com to find your local distributor and learn how we can work for you.
The biggest working quarry show in the world is ready to go as the bi-annual Hillhead show is set for Buxton, England June 24-26.

In 2012, Hillhead boasted 459 exhibitors and almost 17,000 visitors at its live demonstration trade show, which gives the manufacturers of rock crushers, screens, washing systems and conveyors the chance to show off their newest models.

The 2014 edition of Hillhead is expected to be even larger, with exhibitor space sold out months in advance and increasing international interest in the show.

Our preview of Hillhead 2014 looks at a few of the European-based companies that will be showcasing equipment in England that is also available for the Canadian market.

The information has been provided by the company and does not reflect the opinion of the editorial staff of Rock to Road.

TEREX WASHING SYSTEMS

Pit and quarry operators can look forward to more innovative ways to wash sand, gravel, aggregates, wood and C&D waste thanks to two new solutions from Terex Washing Systems (TWS) to debut at Hillhead 2014, in Buxton, Derbyshire from the 24th to the 26th of June. Hillhead will provide the stage to showcase the Terex® Aggresand™ wash plant and the NEW Terex® Aggrescrub™ 150 plant. These two new innovative wash plants will help to revolutionize the washing market on a global level.

EDGE INNOVATE

EDGE Innovate are delighted to be exhibiting at this news Hillhead trade show. We will be located in C18. EDGE will be exhibiting a selection of their product portfolio including the new Radial Truck Unloader the RTU220. The RTU220 provides operators with a greater efficient loading method. The RTU is

Hillhead 2014

England quarry ready to host the aggregates industry

The Terex Aggresand wash plant will make its first tradeshow appearance at Hillhead 2014 in Buxton.
designed to allow operators to continuously load directly from trucks into train wagons or barges. Make sure to stop by the stand to speak to our team about the latest offerings, including the new EDGE Roll Sizer. Equipment built to work as hard as you do.

TELESTACK

Telestack are pleased to announce that we will be exhibiting a number of new and exciting products at Hillhead 2014. We have 4 new additions to our TC track conveyor range all of which have been designed in response to feedback from our dealers and customers around the world. In addition we will be showing the latest model in our Truck Unloader range and our next generation of Radial Telescopic Conveyor.

POWERSCREEN

Hillhead is one of the most anticipated exhibitions on the Powerscreen calendar for team members, distributors and customers, and we fully expect the 2014 exhibition to be one of the best as we use it launch some exciting new products including the 1150 Maxtrak. With the opportunity to demonstrate the capabilities of our enhanced equipment and the volume of international visitors already registered, we’re looking forward to a successful Hillhead.

SANDVIK

Hillhead is always one of our biggest and most popular exhibitions as we are able to show, and more importantly, demonstrate our very latest developments in our crushing and screening range. Hillhead 2014 is sure to be another success with the unveiling of new products as well as demonstrating many old favourites. We look forward to seeing you there!

Be sure to check out the July/August edition of Rock to Road for our look back at Hillhead 2014.

The Etnyre Falcon quad axle with heavy-duty upgrades is the most advanced live bottom trailer available.

Lightweight and durability combine to make for the most productive trailers in your fleet. Insulated bin sides work to ensure hot mix heat retention. 4 exterior side options give you the look that fits your company.

NOW UPGRADED WITH OUR HEAVY-DUTY PACKAGE.

Up to 1,000 lbs more payload with the new stronger, yet lightweight, frame and suspension attachment.

Wider belt and steeper bin sides mean that product unloads faster with less tunneling.

An upgraded heavy-duty 8 chain system with revised guide system is covered by the industry’s most comprehensive limited 3 year warranty and backed by Glasvan’s support network.

With no fasteners or slats connecting the belt to the chain, belt life is increased dramatically and belt change time is cut by up to 90%.

Learn more about the progression of our product and the upgrades made, watch the video at www.glasvangreatdane.com.

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info@glasvangreatdane.com
1-888-GLASVAN (452-7826)
Five Southern Ontario Locations to serve you; Two locations in Mississauga, Putnam, Alliston and Whitby.
A Good Year to Invest

2013 pays dividends for investors

It was a great year for equity investors. In spite of a slow and lackluster U.S. recovery, recessions in China and Japan, threats of a complete U.S. government shutdown, lingering euro zone debt problems, climbing interest rates, worsening turmoil in the Middle East and stock market glitches, the markets still managed to gain altitude as stocks tripled in value from their lows of March 2009.

Estimated GDP growth averaged 2.3 per cent for the year, compared to 2.0 per cent for the prior two calendar years. The improvement came in Q3, when growth jumped to 4.1 per cent. Despite this recent spark, the recovery that began in 2009 is one of the weakest in the postwar era.

Positive signs appeared during the second half of the year, including job market gains, lower inflation, rising wages, a revival in manufacturing, stronger auto sales, increased consumer spending, improved corporate balance sheets and sustained business profits. The housing market also improved, although most of the gains in home prices and sales came earlier in the year. Rising stock prices and housing prices helped boost household net worth to a record level in Q3.

STRONG BUSINESS FUNDAMENTALS HELPED

In 2012, U.S. corporate profits reached their highest level (as a share of GDP) in the post-war era. Few analysts expected a repeat in 2013; through Q3, however, U.S. businesses were on track for another strong year. Observers attribute rising profitability in a sluggish economy to productivity gains, falling wages and relentless cost cutting among businesses. Rising profits have helped drive stock prices, but companies have been stockpiling the cash rather than reinvesting or distributing it.

It was the busiest year for initial public offerings since the financial crisis began, with a 59 per cent jump in the number of U.S. offerings and a 31 per cent increase in cash raised compared to 2012.

THE “T” WORD KEPT INVESTORS ON EDGE

After being introduced in September 2012, and in the face of constant speculation about its demise, quantitative easing maintained its $85 billion/month pace right up to the December 18, 2012 policy meeting when the “T-word” (tapering) was finally announced. To ease worried investors, the Fed quickly announced that tightening remained far off and that U.S. unemployment rates would have to sink below 6.5 per cent before the process would begin.

Generous money policies at other central banks also fueled the equity markets. Throughout the year, the U.S. Federal Reserve Board stood beside equity investors to drive up stock prices while keeping interest rates low.

It also helped to produce double-digit returns from developed country equities, (which was really not news) as the major developed country stock markets have delivered double-digit annual returns in four of the past five years, says Stephanie Flanders of J.P. Morgan Asset Management.

BONDS FELL OUT OF FAVOUR

Stocks out-performed bonds as many bond investors fled investment-grade debt, especially bond funds and bond Exchange Traded Funds, resulting in the worst year for that asset class since 1980, and only the third time in 34 years the class finished the year in the red says Thomas Kenny at About.com Bonds.

Well-diversified bond investors chose, for example, individual bonds versus bond funds, and fared better than others despite the upward swing in long-term Treasury yields. The main culprit behind the bond market’s generally weak performance was the December tapering announcement combined with more robust economic reports, which propelled the yield on a the 10-year note over three per cent, by year-end. Corporate bonds also lost altitude due to the increase in Treasury yields.

During 2013, the yield on the 10 ten-year Treasury note climbed from 1.76 per cent to 3.01 per cent its largest increase since 2009. Rising interest rates left U.S. fixed income indexes with either flat or negative returns, with longer-term and higher-quality bonds declining the most. Returns in the international bond markets were mixed and emerging market bond index returns were negative.

CANADA’S ECONOMIC GROWTH WAS MUTED IN 2013

The year brought modest gains for the Canadian economy. Real GDP grew at an estimated 1.7 per cent annualized rate in 2013, close to the 1.8 per cent rate logged in 2012. Slowing consumption, the sharp rise of the ratio of household debt to disposable income,
modest wage and job gains, and earnings weakness (especially within the manufacturing and resource industries) conspired to keep Canadian economic growth muted.

Despite these mixed economic results, Canadian stocks delivered positive performances, although returns were below those of the U.S. and most developed markets. For the calendar year, the S&$P/TSX Composite Index delivered a 12.99 per cent total return and the S&$P/TSX 60 Index had a 13.26 per cent return. Most of the market gains came in the last five months of the year.

Canadian fixed income returns were mixed, with short-term indexes delivering higher returns than long-term benchmarks. The DEX Universe Bond Index returned 1.19 per cent, the DEX Short-Term Bond Index 1.74 per cent, and Canadian T-bills 0.96 per cent for the year. The Canadian dollar began 2013 at parity with the U.S. dollar, but declined 6.4 per cent over the year—its weakest performance since 2008.

GLOBAL DIVERSIFICATION: A WINNING STRATEGY IN 2013
In my article last year summing up 2012, I suggested that diversification is a risk management technique that mixes a wide variety of investments within a portfolio. It is worth repeating that a portfolio containing different kinds of investments will, on average, yield higher returns and pose a lower risk than any individual investment found within the portfolio. It's a case of safety in numbers—well-considered numbers, that is.

Global investing is a large part of portfolio diversification. By investing overseas, you have the opportunity to invest in dynamic international companies that may be growing faster than their Canadian or U.S. counterparts.

It is worth repeating that while foreign stocks and bonds are typically more volatile than say, U.S. stocks, adding international exposure to a portfolio will normally reduce volatility and risk within the portfolio without lowering returns. A portfolio of 80 per cent U.S. stocks and 20 per cent international stocks will likely have similar yields with less risk than a portfolio of 100 per cent U.S. stocks.

Global diversification was again a winning strategy for investors in 2013, and the U.S. was especially kind to equity investors. The proof of this lies in the fact that all major U.S. market indices had substantial gains for 2013. The S&$P 500 logged a 32.39 per cent total return. The NASDAQ Composite Index gained 40.14 per cent and the Russell 2000, a popular benchmark for small company U.S. stocks, returned 38.82 per cent, its biggest gain since 1993. The stock market's strong performance came with lower volatility, as gauged by the VIX, which fell for the second straight year to its lowest level since 2006.

Non-U.S. developed stock markets also experienced strong gains. The MSCI World ex USA Index, a benchmark for large cap stocks in developed markets outside the US, returned 21.02 per cent. The small cap and value versions of the index gained 25.55 per cent and 21.47 per cent, respectively. Emerging markets were the exception to the global market advance. The MSCI Emerging Markets Index returned -2.60 per cent, with the small cap and value sub-indices returning 1.04 per cent and -5.11 per cent, respectively.

Among the equity markets tracked by MSCI, all countries in the developed markets had positive total returns (gross dividends; local currency), although the range of returns was broad (from 0.25 per cent to 47.35 per cent). Ireland, Finland and Spain were the highest performers; Singapore, Australia and Canada were the lowest performers. In the emerging markets tracked by MSCI, most countries logged negative total returns and the dispersion of returns was broad, ranging from -30.70 per cent to 25.98 per cent.

The debate about whether global equity markets would maintain their momentum through 2014, continued as 2013 drew to a triumphant close. Yet government and personal debt remained high, ultra-low interest rates were unsustainable and many wondered how corporate profit margins could continue to grow.

As the markets advanced, the opportunity was presented to rebalance portfolios. We continued to utilize our non-emotional empirical process which does not try to forecast the future and believes that markets make money over time. It is important to maintain long term goals with the rebalancing of portfolios. This year, taking a profit in equities and buying the underperforming assets of fixed income was prevalent.

Now is the time to look to top-quality financial advisors who understand your business and your lifetime goals. Having a plan will be to the benefit, certainly, of you and most importantly, your beneficiaries.

Markets like those seen in 2013 help keep a plan on track, and working with an advisor will help keep you on track regardless of what happens through the year.

Jim Sanderson is a senior wealth advisor with over 28 years in the investment services industry. The Jim Sanderson Group at Scotia McLeod specializes in creating and distributing wealth for successful individuals and corporations in the aggregate and road building industries across Canada. He helps his clients supported by a team of experts in insurance, merchant banking, trust and estates. Jim can be reached at jim.sanderson@scotiamcleod.com or call (416) 945-4844 or visit his website at www.jimsandersongroup.com.
Topcon has begun its 23-city, six-month tour of North America with the kick-off of its 2014 Technology Roadshow.

With the event getting underway in Livermore, Calif., in the shadow of its corporate headquarters east of San Francisco, Topcon has begun of the most ambitious product marketing tours seen in the construction equipment industry.

The three-day event, which began with a day that gave their own employees a first glance at the practical applications of the technology they produce, is the most comprehensive showcase of Topcon’s entire jobsite solutions portfolio.

The Roadshow offers several different stations with active demonstrations and educational opportunities. A theatre presentation in the company’s customized Roadshow tractor-trailer gives an overall picture of the technology solutions offered by Topcon. From there, five additional stations provide hands-on opportunities to experience each solution, with live demonstrations in each product area.

For contractors who are unfamiliar with what Topcon solutions are and how they work, the inside of the Roadshow truck includes displays of the full suite of equipment solutions. Software solutions including Tierra, SiteLink, Magnet, and Oculus demonstrations are also part of the trailer experience. Oculus, which was recently purchased by Facebook for $2 billion, is a virtual reality jobsite experience, allowing a contractor to view a jobsite while offsite thanks to the laser scanning technology used in the Topcon equipment suites.

For operators, the live demonstration areas give a full hands-on opportunity to experience the technology in action, whether it’s in construction, agriculture, mapping or surveying applications. In the construction and agriculture areas, operators have the chance to experience Topcon technologies with the 3D-MC2 machine control system, on graders, dozers, and excavators. In the surveying area, GNSS and robotic solutions are on display, featuring Topcon’s Hybrid Positioning. Topcon also had their mobile mapping solution, the IP-S2, available for live demonstrations. The IP-S2 reads 150,000 points per second to provide a detailed map on the entire jobsite.

The presentation from Topcon provides the most comprehensive learning opportunity for contractors and operators looking to understand how jobsite and software solutions are changing the aggregate and roadbuilding industry.

There are five opportunities for Canadians to see the Topcon Technology Roadshow on home soil:

- May 21-22 in Red Deer, Alta.
- June 11-12 in Grande Prairie, Alta.
- July 30-31 in Toronto, Ont.
- August 13-14 in Quebec City, Que.

Brandt Tractor will host the dates in Alberta and Saskatchewan. For more information, or to register, visit: http://roadshow.brandt.ca.

Geoshack will host the Roadshow in both Toronto and Quebec City. For more information, or to register, visit: http://topconroadshow.com/registration_form.php?show=29

Check out rocktoroad.com for our video mashup from the Topcon Technology Roadshow kickoff in Livermore.
As such, the project had to be sequenced in such a way that if the second East-West runway was needed, workers had to be able to return to service on short notice (which meant within 24 hours).

"On the first weekend we started milling the centre 30m-wide deep grind area and installing the first lift of lower course asphalt," says McLaughlin.

"As the weekend progressed and the long-range forecast models looked favourable, we received notice that the closure would stay in effect for the next full week and we could move on to the light milling and second lift of lower course asphalt starting Monday. Realizing that we had been given an opportunity to get a five or six weekend project completed in the next week, both companies modified their upcoming schedules to free up the crews, and the Plant Foreman pushed hard to get the aggregates and AC on the ground in order to mix out."

Because of the teamwork and co-operation of all involved (including the weather as only one day was lost due to the rain) and the suppliers, the project was completed without a hitch. The work was started on June 7, and completed on June 18.

There was one extra day off included in that span, however.

As McLaughlin points out, the asphalt paving season is short so it’s not uncommon for work to take place on weekends and push through holidays. But, there was one day the team was aiming for where the workers could be at home with their families.

"Sunday, June 16 was Father’s Day and we were hoping for that day off," says McLaughlin. "In both our companies family is important, so a milestone challenge was presented. If we could get all of the mainline runway surface completed by end of day Saturday, the next day, Father’s Day, would be a day off. The weather co-operated and everyone pulled together to get the work done. The result was we got to spend Father’s Day with our families."

McLaughlin says the team is looking forward to getting back out there to complete more of the work that is required, work which allows Pearson Airport to be one of the busiest transportation hubs in North America.

With so many people relying on the airport for their means of transportation, the economic impact Pearson has on the GTA and the rest of the country is not lost on the contractors.

“We’d like to think we are doing our part,” says McLaughlin. “Contributing to the economy, keeping our customers satisfied and making the airport experience great for travellers. That’s good for everyone.”

This article was originally published in Asphaltopics.
**Martin Engineering launches new line of vibrators**

Martin Engineering has released a new line of bulk material handlers, focused on improving process flow and efficiency.

The Cougar® B Series Vibrators from Martin Engineering minimize accumulation in storage vessels, transfer chutes, dust collectors and other locations, maintaining throughput and reducing maintenance time required to clear blockages. All models are totally enclosed, non-vented (TENV) designs with Class H high-temperature windings and enclosures rated IP-66.

“Some manufacturers use Class F windings,” explained Martin Engineering product specialist David Ruggio. “That typically allows continuous duty at mid-level force ratings, but we wanted to design these units to go beyond that kind of performance. The benefit is a cooler-running vibrator that lasts longer in demanding service conditions.”

**Gomaco introduces next generation Commander III**

GOMACO introduced the next generation three-track Commander III at CONEXPO-CON/AGG 2014, which will be available to contractors in the fall of this year. The next generation Commander III’s new design was driven by the new GOMACO G+® control system and the new Tier 4 engines.

The next generation Commander III features a redesigned frame and operator’s platform with a new pivoting operator’s control console. The frame has been rebuilt to accommodate Tier 4 engines and their cooling packages. The placement of the engine in the framework is reversed to provide increased operator visibility and the redesigned engine shroud provides easy access to service and fill points.

For the first time ever, the three-track Commander III will be available with an optional on-board camera as a new device to monitor designated areas of the slipforming process. The camera can be positioned anywhere around the paver and feeds live to the G+ display on the console.

The next generation Commander III has the new GBox on every leg to accommodate improved steering and grade with G+ controls. It’s part of GOMACO’s electronic and hydraulic initiative.

**PHIL reveals the Rolling Wedge**

Philippi-Hagenbuch presented the newest patent-pending invention from LeRoy Hagenbuch, PE, the Rolling Wedge Cutter, during CONEXPO-CON/AGG. The Rolling Wedge Cutter offers an innovative material-cutting approach that could dramatically improve material trenching and mining processes while improving cut size and reducing cutting (coal) dust by as much as 50 percent.

The Rolling Wedge Cutter is a solution for trenching and mining through challenging environments for general construction, road construction, mining and utility applications. It can be used in aboveground and underground environments, and can create time efficiencies and accomplish techniques that were previously thought very difficult, and in some cases, unachievable.

The greatest benefit of using the Rolling Wedge Cutter is that 60-70 percent less energy is required to roll material out in tension than the sheer, brute force required to take materials past their compressive strength. Instead of blasting material apart by exceeding its compressive strength through brute force, which has been the traditional method, the Rolling Wedge Cutter places material in tension and pulls it apart by overcoming the material’s tensile strength. When put in tension, material such as concrete has just one-fifth the tensile strength of its compressive strength.
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Advocating for infrastructure

Persistence pays off as Manitoba invests in fixing Winnipeg's infrastructure deficit

The MHCA's activities are driven by its mission statement, which mandates advocacy for sustained and strategic infrastructure investment in support of economic growth, in a manner consistent with the public's best interests.

We appear to have made significant headway on this front at the municipal and provincial levels in Manitoba, which augers well for the long-term health of Manitoba's economy. Moreover, the policy changes appear to finally reflect public opinion.

The City of Winnipeg has adopted the thrusts of MHCA recommendations championed at City Hall associated with dedicated funding to address the Winnipeg infrastructure deficit. Council has allocated a two per cent annual increase in realty taxes dedicated equally between its regional and residential streets assets. This will increase, in a transparent and accountable manner, the residential streets investments over 25 years from $550 million to $3.4 billion, and the regional streets program will increase over the next 10 years from $227 million to $541 million -- a 138 per cent increase.

Further, consistent with MHCA advocacy, the Mayor has appointed an Economic Development Secretariat, led by the current Chair of the Finance Committee, to ensure a coordinated focus on growing Winnipeg's economy.

At the provincial level, the one per cent increase of the Manitoba government in 2013 will, for the next 10 years, be dedicated by legislation to core infrastructure projects - streets, roads, highways, bridges, structures, sewer and water and flood protection - with a focus on investments which grow the economy and create jobs. Over the 10-year period, an additional minimum $3.5 billion will be invested in core infrastructure. This investment could potentially leverage annual increases of $900 million. This approach is the first of its kind in Canada.

Our consistent public relations messaging appears to have been largely accepted by the general public and, as noted above, is being reflected in public policy. The MHCA participated in an extensive public opinion research initiative between November 15, 2013 and December 5, 2013. We polled 1510 Manitobans about core infrastructure -- streets, roads, highways, bridges, structures and sewer and water -- generating margin of error results of +/-2.35 per cent 19 times out of 20.

The polling results demonstrate a remarkable affinity by the public towards messages championed by the MHCA around the condition of Manitoba's infrastructure. Those include:

- The condition of Manitoba's municipal infrastructure
- Municipal fiscal capacity to address the infrastructure challenges
- Affinity for allocating a share of PST revenues to municipal governments to deliver on infrastructure priorities
- Delivering infrastructure services in a regional model context
- The ways & means to address the fiscal challenge through transparent dedication of revenue streams
- Support for the notion of balanced and shared infrastructure funding responsibilities based, in part, on the respective revenue capacities of the orders of government
- Recognition of the important linkages between sustained and strategic infrastructure investment and resulting economic growth and economic health
- Support for the notion that strategic infrastructure investment is our economic healthcare program

The research allows an insight into public opinion at a key moment in what will be Manitoba infrastructure history, with municipal elections set to take place in the Fall of 2014, and a provincial election to follow as early as 2015. The results should show, to no one's surprise, that the public is further ahead in its thinking than the political process gives it credit for.

One More Load is an opportunity for people from throughout the Rock to Road industry to discuss an issue that is impacting their business.

If you wish to make a submission for the One More Load column, please email Rock to Road Editor Andrew Macklin at amacklin@annexweb.com.
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