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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.

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The Ring of Fire

What approach will work to develop the needed infrastructure?

The political football has been bounced around in Ontario the past few months as the province is embroiled in another election.

In the days leading up to the release of the 2014 Budget, the document that ultimately led to the defeat of the Liberal minority government, the party announced that funding would be provided to “develop strategic all-season industrial and community transportation infrastructure” of the Ring of Fire in northern Ontario. Additionally, it called for the federal government to match the funding commitment to help boost the northern economy.

Just a few weeks later, amidst the throes of the election, the Ontario Progressive Conservatives presented a different approach for the development of the infrastructure needed for the Ring of Fire – proposing that a public-private partnership was the only real solution for the development. The Ontario NDP have committed that funding will be available for the Ring of Fire, citing it as part of a larger $3-billion investment from the region, in part, as a result of the lack of the road network. Noront Resources Ltd., whose founder Richard Nemis coined the Ring of Fire name for the region (after the famous Johnny Cash song), has also pleaded with government officials to provide the necessary infrastructure to allow his company access to his Eagle’s Nest and Blackbird mining projects.

But the project has been vaulted back in the national spotlight in the past six to eight months. Last November, Cliffs Natural Resources Inc. pulled its potential $3-billion investment from the region, in part, as a result of the lack of the road network. Noront Resources Ltd., whose founder Richard Nemis coined the Ring of Fire name for the region (after the famous Johnny Cash song), has also pleaded with government officials to provide the necessary infrastructure to allow his company access to his Eagle’s Nest and Blackbird mining projects.

But the project is now in the spotlight as one of the issues rising to the forefront during the insanity of the provincial election. And it shouldn’t come as a surprise to anyone. Facing a cash crunch and expansive deficit, the development of resources in the north is estimated to create around 8,000 jobs and could generate huge tax revenues for the cash-strapped province.

So, then, what is the solution for developing the necessary infrastructure to establish permanent access to this massive resource development? Depending on the party that has been elected, the right solution may be replaced by the party solution.
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Government commits $200 million to Regina bypass

The Government of Canada will invest up to $200 million in a public-private partnership (P3) to support the construction of the Regina Bypass.

The Bypass plan will feature new roads, service roads and overpasses that will make travelling around Regina faster and safer. By using a P3 model, the Regina Bypass is anticipated to take only three-and-a-half years to construct, with priority components opening in advance of the full bypass completion. The use of the P3 model will also improve cost-effectiveness, ensure timely completion, provide budget certainty, and allow scope for private sector innovation.

By using a P3 model, the Regina Bypass is expected to be open to traffic years earlier than under a traditional delivery model, with priority components opening in advance of the full bypass completion. The P3 model also encourages innovations which improve cost effectiveness, service and safety standards, trip times and overall distances.

The funding is subject to PPP Canada entering into a funding agreement with the Government of Saskatchewan. Request for Qualifications (RFQ) will be issued later this month by the province to identify private sector proponent teams interested in bidding on the project. The contractor, once selected, will design, build, finance, operate and maintain the project over a 30-year period.

Lafarge, Holcim announce merger

Holcim and Lafarge announced their intention to combine the two companies through a merger of equals, unanimously approved by their respective Board of Directors and fully supported by the core shareholders of both companies.

LafargeHolcim would have an enhanced presence in the global building materials sector with a number one position globally across cement, concrete and aggregates and new opportunities to optimize production and commercial networks.

Lafarge and Holcim pro forma combined sales amount to c. CHF 39bn / EUR 32bn and Ebitda to c. CHF 8bn / EUR 6.9bn.

The new Group plans to increase its offer to customers through innovation delivered on an expanded scale, best in class R&D and a combined portfolio of solutions and products. Both companies have pioneered sustainability and climate change mitigation in the industry and are committed to take it to the next level.

The proposed merger would enable optimized capital allocation across the expanded footprint to drive improved ROCE, and strong cash-flow generation and the robust balance sheet will provide financial strength. LafargeHolcim will maintain an attractive dividend policy.

Miller steps down as OSSGA CEO

The Ontario Stone, Sand and Gravel Association lost its President and CEO as Moreen Miller announced in April that she was leaving OSSGA. Miller left to pursue a new role in the industry, as President of Fowler Construction, based in Muskoka, starting in late-May.

Miller wrapped up her duties as OSSGA’s President and CEO on May 16th.

Over the past five years, Miller has led OSSGA and the aggregates industry through many challenging issues – always advancing proactive and strategic solutions and tirelessly defending the interests of aggregate producers. She was the driving force behind OSSGA’s involvement in recent negotiations on the Aggregates Resources Act, and has been instrumental in working with government and community stakeholders on industry issues.
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Crushing Innovation

Cone crushing provides value for the quarrying industry

Cone crushers were valuable tools in the aggregate industry from the moment of their creation, and they remain so today. It was in 1926 in North Hollywood, California, that the Symons Brothers invented the world’s first vertical cone crusher. “It revolutionized the crushing practice of the mining and quarrying industries,” says Carlos Padin, product manager at Metso for their HP (High Performance) Cone series. “All of the great ore and industrial mineral operations the world over became users of this very efficient machine.”

While crushers and horizontal impactors each have a place in the market, cone crushers are favored for tougher materials, says Jeff Lininger, director of products and sales at KPI-JCI and Astec Mobile Screens’ manufacturing facility in Oregon. Ed Sau- ser agrees. “Compression crushers are popular for crushing hard, abrasive aggregates,” says the product manager at Terex Minerals Processing Systems.

Sauzer adds, however, that the feed opening of cone crushers limits their use (except for very large static plant gyratory cone crushers) to a second or third stage crusher. Lininger is of the same mind, ob- serving that they have indeed become the standard for secondary and tertiary crushing applications. “Their high reduction ratios, relatively low wear cost, ability to op- erate in a wide range of different materials, and favourable energy consumption make them one of the most commonly-applied rock crushers,” he says.
The newest Sandvik models also offer longer liner life, higher reduction values, better use of energy, and constant production throughout the majority of the liner life cycle.

The higher capacity of a cone allows for using fewer or smaller units, adds Padin, and their compact size fits into all types of plants and is especially well suited for mobile applications. In addition, he says cone crushers help operators remain profitable by increasing usable end products, reducing downtime and maintenance costs. At the same time, they offer ease of automation and operation.

Sauser points to the built-in relief mechanisms on many modern cone crushers as a distinct advantage in their ability to allow tramp iron, like loader bucket teeth, to pass through with little or no damage. “Tramp iron usually causes significant damage and downtime to impact-style crushers,” he explains. The flexibility of cone crushers is also valued by industry. “Particle size is highly controllable with the ability to set specific clearances between cone crusher liners,” explains Sauser. Lininger adds that these crushers are more effective producing products less than 25mm.

OVER THE DECADES
In Metso’s cone crushers, advancements began when Nordberg Manufacturing Company (Metso’s predecessor) acquired the Symons cone crusher business in 1928. “Among the early improvements was the development of a hydraulic cone crusher, which can expel the uncrushable materials that entered into the crushing cavity and can adjust the discharging size during operation,” says Padin, “producing end products with a uniform size.” Today’s cone crushers produce 20 to 40 per cent more throughput for a given size than what was offered 20 or so years prior, says Lininger. “The output gradation is tighter and the product is more cubical,” he notes.

Cone crushers are also now able to be used in more applications than in the past. “For instance, it used to be common for a VSI (vertical shaft impactor) to be used in a tertiary stage of crushing,” explains Lininger. “This was due to the particle shape and percentage of fines that were required in many of today’s product specifications…Cones are now able to replace VSIs and will produce a superior product, with the cubicity required but without the excess fines often found in a product when using an impact crusher.”

Lininger adds that different sets of liners allow some of his customers to produce a manufactured sand in one pit, and to feed their cone 11” material in another. “What used to require a specialized tool like a gyrasphere that produced manufactured sand in low tonnages, or an impact crusher that produced manufactured sand but at a high wear cost, can now be accomplished using our cone Kodiak Plus Cone Crusher, with the right choice of liners and the knowledge of how to do it.”

Today’s higher-capacity cone crushers have gained usage in producing low abrasive aggregates, adds Sauser. “Other design improvements that speed up crusher setting changes and faster crusher opening/separation for clearing blockages as well as wear liner change have made them more desirable,” he explains.

NEW OFFERINGS
Today’s Metso cone crushers are built on company experience with both Symons cones and Omnicone. Metso first introduced the Nordberg HP (High Performance) Series cone crushers in 1990, combining the best features both. “With
a combination of optimized speed and large throw, HP new generation provides the highest reduction ratios of any current cone crusher,” says Padin. “Due to their super-efficient crushing action, the HP3, HP4 and HP6 have the best power utilization per cone diameter. So you save twice with lower kWh per ton of crushed end product and with lower recirculation load. Higher cavity density improves crushing action for end products with more consistent gradation and superior shape.”

The new Metso HP crushers are also easy to maintain, with all components accessible from the top or side and an easily removable bowl and head. “An advanced fastening system for the mantle and bowl liner makes backing material unnecessary,” Padin adds, “and makes liner changes faster.”

The new Terex Cedarapids MVP380X and MVP450X cone crushers boast numerous features that increase their productivity and ease of use. “The 300 hp (224 kW) MVP380X and 400 hp (298 kW) MVP450X incorporate pinned cylinder ends that remove quickly to allow fast cone separation which results in faster manganese changes, reducing downtime,” says Sauser. “At the press of a button, fully-guided, dual-action tramp relief cylinders provide 6” (152 mm) lift for easy clearing of jammed feed material.”

The hydro-pneumatic tramp iron relief system instantly resets the crusher setting after passing uncrushable material, without having to activate valves and pumps. In addition, a high-flow manifold system with four accumulators provides redundant cylinder protection. “The hydraulic-powered threaded upper assembly allows for quick crusher setting adjustment under load,” Sauser adds. “Computer-optimized mainframe components are high endurance, all-cast construction.” The new, more rugged cone heads are designed for high-force, demanding crushing applications. “Rollercone” patented super bearing design provides higher efficiency, making more horsepower available for crushing.

The newest Sandvik mobile cones are the S range, models QS441 and QS331. “Our cone technology has evolved by offering models that are epoxy backing-free in some instances,” says Virginia Varela-Eyre, Sandvik ‘Americas’ marketing manager. The newest Sandvik models also offer longer liner life, higher reduction values, better use of energy, constant production throughout the majority of the liner life cycle, and extended oil change frequency.

The cone crushing chamber of the Kodiak Plus (KPI-JCI and Astec Mobile Screens) is able to offer high throughput and excellent output quality through a unique combination of high throughput and less-than-ideal situations. “That’s what most producers face on a routine basis,” he notes. “Producers face issues like changing feed dimensions to the crushers, wet material, plastics in the feed material, unevenly worn liners, finishing out an improper liner section from the last job, and tough material conditions, such as harder materials or narrow feed gradations.” Lininger says the design changes came from customer requests for high throughput in less-than-ideal situations. “That’s what most producers face on a routine basis,” he notes. “Producers face issues like changing feed dimensions to the crushers, wet material, plastics in the feed material, unevenly worn liners, finishing out an improper liner section from the last job, and tough material conditions, such as harder materials or narrow feed gradations.” Lininger says the Kodiak Plus is the application-friendly cone crusher the industry needs, with a patented bowl liner retention system that simplifies liner changes and a control system allows for remote operation and monitoring.
INTRODUCING THE NEW
TEREX FINLAY 893
SCREENER

The Terex® Finlay 893 is a highly versatile and aggressive machine engineered and built for working in large scale quarrying, mining, construction and demolition debris, topsoil, recycling, sand, gravel, coal, ore and aggregate applications. The plant has the capacity to process at a rate of up to 800 tonnes per hour and can be fed either by a tracked mobile crusher, shovel or an excavator.

Depending on the application the working angle of the aggressive screenbox can be hydraulically adjusted to between 14 – 18°. A key feature of the machine is the capability to change the working angle of the hopper/feeder. The working position can be lowered so that it can work with ease with a mobile crusher. The hopper/feeder working position can be raised to provide a reduced feeder angle when operated in direct mode from an excavator or shovel.

The screenbox top deck can be fitted with a variety of screening media including; Mesh, Punch plate, boref bars & Tines. The bottom deck can be fitted with mesh, punch plate & cascade fingers.

This fully self-contained plant can be hydraulically folded and ready for transport in less than 30 minutes making it the ideal machine for large scale contract screening projects where a highly productive and dependable screen is paramount.

Features:

- Versatile aggressive screen box can be easily adapted to suit many applications.
- Modular configuration screen box with 6.1m x 1.8m (20' x 6') top deck and 5.5m x 1.8m (18' x 6') bottom deck screen.
- Screen box angle can be hydraulically adjusted to an angle between 14 – 18°.
- Screen box discharge end can be hydraulically raised 600mm (24") to facilitate efficient and easy media access and changing.
- All stockpiling conveyors are hydraulic angle adjustable with hydraulic extending head sections for maximum discharge & stockpile height.
- Apron feeder angle adjustable, lower position to accommodate crusher feed, high position provides reduced feeder incline angle when operated in direct feed mode from excavator/ loader.

www.terexfinlay.com
MTO tests recycled tires as fill for embankment construction

> The Hagersville Tire Fire in February of 1990 provided a rude awakening for the Ontario Ministry of Environment. The Tyre King tire disposal yard, which housed an estimated 14 million tires at the time of the blaze, burned for 17 days as firefighters from 11 different fire departments battled the blaze around the clock.

The Ministry worked for several years to discover the best solution for dispersing the large volume of used tires being disposed of by Ontarians each year. But the bigger challenge was to figure out a way to find alternative uses for the recycled rubber, solutions that would have practical applications across the province.
In 2008, the Ministry created Waste Diversion Ontario to tackle the issue of figuring out the best way to reuse and/or recycle the used tires, which by this point were being scrapped at a rate of 10 to 12 million per year. Out of the WDO was born the Ontario Tire Stewardship, which was officially set up in August of 2009. Under immense political pressure to find a solution for the tire problem, the OTS began looking at the many uses for shredded tires.

“The Ministry of Transportation conducted a jurisdictional search to understand where shredded tire had been used before,” said Tony Sangiuliano, foundations engineer for the Ontario Ministry of Transportation.

While several examples from the U.S. emerged during the search, there was also one from New Brunswick that caught MTO’s attention. In the small town of St. Stephen, 1.4 million scrap tires had been used as tire derived aggregate in a slope stability retrofit to help lighten the load.

The shredded tires used involved shreds that were between ½ to 18 inches in length. The shreds were found to have strong engineered properties. Voids in the compacted shreds allowed for free draining, and the rubber absorbed vibrations well. Also, the TDA exhibited very strong thermal insulation properties, with seven times the thermal resistance of regular fill.

The use of TDA is governed by ASTM standard D6270-08, which outlines solutions for addressing the issues surrounding the use of shredded tire fill. Issues surrounding internal heating had to be addressed, which involves a restriction in the height of the compacted TDA, since it can combust, and the corrosion of the steel in the tires can still happen. But the MTO determined that if they mitigated the thickness of the TDA used in the embankment fill, and there was a way to capture any chemical pollution as a result of using recycled rubber, then the TDA could be a real solution for using recycled tires as a fill substitute.

The immediate challenge for MTO was to find a suitable site to test the tire derived aggregate.

“We wanted to incorporate TDA into an upcoming project, something we were starting in the next 12 months,” said Sangiuliano. “We wanted a site that would require substantial quantities to be used but not on a major artery. We also wanted to be sure that it was a site where native soils would not be an issue, where we were confident in the subsurface soil conditions. We also understood that the area couldn’t contain any environmental sensitivities.”

After approaching different regions of the province to look for a location, a fit for the TDA project was found in eastern Ontario as part of an embankment being built for a new bridge across Highway 401 at Boundary Road just east of Cornwall. The project met all of the criteria outlined by the Ministry during its search for a suitable site.

The original design was completed with involvement from AECON Construction. An addendum was added to the original project plan, which included putting an impervious seal on all sides of the TDA to minimize water and air movement in the fill. There was extensive instrumentation monitoring equipment included in the project to help monitor the TDA at all phases of the construction process as well as for post evaluation of the TDA’s performance. This was necessary not only because it was the first of its kind in Ontario, but also in order to analyze any iron and manganese that leached out of the tires. The leak potential was not extreme enough to violate the province’s water protection policy, but the MTO still needed to collect data on any leaking that occurred.

The fill area for the TDA for the project was 4,000 cubic metres. For every cubic metre of fill, 100 shredded tires are re-
quired. As a result, the Boundary Road project required 400,000 shredded tires at a weight of 3,000 tonnes. The original processing plant involved with the project was from nearby Cornwall, but they could not meet the supply needed for the project. That added to the logistics cost of the project, as the contracted supplier would be in Brantford instead, located approximately 535km from the site. Also the maximum production level for the contractor, Liberty Tire Recycling, was 100 tons/day, which meant it took six weeks to provide the full amount of TDA.

Once the entire supply of spec TDA was received, the construction process went without any major issues. The trucks used rolling floors to distribute the TDA, the piles were dozed into place, and then the area was rolled for maximum compaction. The clay bed and geotextile cover were used to encase the TDA within the designed framework, and the settlements of the material were quicker than originally expected.

In October of 2012, the embankments were built – the area was open to the public one month later. The final elements of the project were to be completed this spring, with the deadline set for the end of May.

After 18 months of closely monitoring the TDA, there have been no internal heating issues reported. There has been a minor leeching of benzene from the binder, but not at an amount that raises any concern.

Now that the use of TDA has been successful, MTO is looking to the Ministry of the Environment for an exemption that will allow MTO to use tire derived aggregate on additional road construction sites. The use of TDA lowers the amount of aggregates needed on road construction projects and reduces the stockpile of tire in depots and landfills across the province. The associated costs of using TDA are significantly higher than that of virgin granular A, with TDA costing approximately $0.55 per ton. However, it is the cheapest of the current lightweight fill alternatives available on the market, according to Sangiuliano.

With site monitoring expected to continue for at least another 18 months, the Ontario Ministry of Transportation should be able to collect the relevant data needed to plead its case for increased use of tire derived aggregate in additional projects across the province. It also might provide the solution needed to reduce scrap tires stored in unsafe conditions across the rest of the country.
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Any part, any brand. We can help.
> In October of 2013, Shandong Lingong, or SDLG as they are more commonly known, announced that they had officially opened up a North American operation. Based in California, the company was starting with an initial 10 distributors across the U.S. and one in Canada – Redhead Equipment of Regina.

SDLG, which was started in 1972 in Shandong province in China, first gained international attention in 2006 when it was announced that the company had entered into a joint partnership with Volvo, initially to provide technical and management expertise. One year later, an additional investment by Volvo saw the company double its production to 30,000 units per year.

SDLG is one of several Asian-based construction equipment companies expanding their reach globally.
The LG938L is the other wheel loader made available by SDLG for the North American market, featuring a 2.4 cubic yard bucket.

over 30 years, providing road construction, water and sewer pipeline, and a host of other general construction services. The company, located about 20 minutes north of Moose Jaw, does a lot of work in the residential construction market. They provide road construction and water and sewer services for new subdivisions, as well as similar services for the mining community.

In Double K’s operation, the wheel loader is a secondary machine used to carry piping, move stockpiles and provide support services throughout the jobsite. The use of the loader is more about capacity and less about needing a heavy-duty machine to withstand constant operation in heavy-hauling conditions each day.

manufacturing companies that have worked to set up a base of operations in North America in an effort to infiltrate this market.

Sanland Crushing and Grinding Equipment announced in April of 2013 that it is setting up its North American distribution in Sudbury, carrying the company’s lines of gyratory and jaw crushers, vibratory screens and conveyor systems.

Sany established a presence in North America in 2006 in Peachtree, Georgia, but it was just two years ago in February 2012 that its first excavator rolled off the production line in North America.

**FIRST CUSTOMER**

When SDLG announced its first product offering in North America, the company chose to focus on two wheel loader models, the 2.4 cubic yard LG938L and the 4.0 cubic yard LG959. The two models would provide a simpler, lower-cost alternative to some of the bigger names in the industry also producing loaders in that class.

Redhead Equipment was already in the business of selling wheel loaders before taking on the SDLG line. Redhead, which has five locations scattered throughout the major cities in Saskatchewan, already sold Case and Volvo wheel loaders as part of its distribution agreements, in addition to aggregates and road building equipment from Terex Finlay and Dynapac, and additional Case and Volvo products. Bringing in SDLG offered a new machine at a lower price point, which could be attractive for customers using wheel loaders in secondary applications rather than in rigorous day-to-day use.

Enter Double K Excavating, based in Tuxford, Sask. Double K has been in operation for

“We do not use the loader all day, every day on our job sites,” says Cole Koch, superintendent and part owner of Double K Excavating. “So for us to pay $80,000 to 100,000 more for a heavy-duty model doesn’t make sense.”

But that was the original financial reality facing Double K when they found themselves in need of a new wheel loader for their fleet. The company had previously purchased Case and Volvo loaders from Redhead, with whom they had developed a long-standing relationship.

“Ninety per cent of the equipment we own we purchased from Redhead Equipment,” says Koch. “They are a reliable dealer and we are very happy with their service.”

After consulting with Redhead, Double K decided to purchase the LG959 wheel loader from SDLG, the larger of the two units made available in North America. In early-December, 2013, it was announced by SDLG that this was the first loader they had sold in North America.

But price and daily use were not the only factors that cemented the decision for Double K to purchase the SDLG loader. There were other features that made the company decide that the loader was the right fit for their operation.

“The loader we bought also came with a
Here is a closer look at what the SDLG loaders offer for Canadian customers:

**LG938L Standard Features**
- Deutz 6.1 liter, tier 4i-certified engine with reversible cooling fan
- ZF 4WG158 powershift transmission with twist grip control and kickdown function
- SDLG dry-disc brakes on all 4 wheels
- Air conditioned operator cab with AM/FM radio and USB interface
- Cab is ROPS / FOPS - ISO EN 3449, ISO EN 3471, ISO EN 3164 certified
- Single lever control with separate third function
- Full powered third function hydraulics
- General purpose bucket - 2.4 yd³ (1.8 m³), 99" (2520 mm) wide, hook-on, with bolt-on edge protection

**LG959 Standard Features**
- Deutz 7.1 liter, tier 3-certified engine with reversible cooling fan
- ZF 4WG200 powershift transmission with twist grip control and kickdown function
- ZF limited slip axles with internal wet brakes
- Air conditioned operator cab with AM/FM radio and USB interface
- Cab is ROPS / FOPS - ISO EN 3449, ISO EN 3471, ISO EN 3164
- Single lever control with separate third function
- Hydraulic quick coupler - ISO Interface - in cab actuation switch
- General purpose bucket - 4.0 yd³ (3.1 m³), 119" (3000mm) wide, hook-on, with bolt-on edge protection

quick attach coupler, which will allow us to put forks on it,” says Koch. “That is the direction we are going in with the company, providing ourselves with more versatility. Plus it came with a Volvo motor, which we are confident in based on our previous experience.”

Today, a few months following the addition of the SDLG loader, Double K Excavating is pleased with the newest member of its equipment fleet.

“There is nothing wrong on the machine, no real complaints at all,” says Koch. “The loader isn’t as refined as the Case or Volvo loaders in our fleet, but that’s okay because it’s not used all day, every day.”

That’s good news for SDLG, which is trying to find its place in a crowded construction machinery market in North America. The company has already added a new U.S. dealer, Flagler Construction Equipment in Florida, and has announced that it plans to add more new distributors to its network in North America in 2014.

SDLG may currently be confined to the Saskatchewan market in Canada, but the experience of this country’s first SDLG loader operator could help boost the national presence of this emerging company.
Are you looking for the perfect match? 
We’ve got it.

The CH540 crusher is the second step in the launch of a new generation of Sandvik cone crushers - following the CH550. The CH500 series is the perfect match for anyone who is looking for the unique combination of a small footprint with a groundbreaking capacity. The CH500 series enables an increased production rate with a perfect result at a lower cost and less environmental impact. Another example of craftsmanship in perfection from Sandvik.

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With close to 130,000 people in attendance, CONEXPO-CON/AGG 2014 represented the second largest attendance in show history. On the strength of over 2,000 exhibitors showcasing over 1,000 new products, CONEXPO-CON/AGG was the largest North American showcase of the newest products, technologies and innovations in history.

In the last issue of Rock to Road, we profiled 33 companies that supply equipment and technology for the Canadian aggregates and road building industry. In this edition, we look at 20 additional companies that made headlines with their newest releases at CONEXPO-CON/AGG 2014.

**WIRTGEN RELEASES NEXT-GENERATION MILLING MACHINE**

CONEXPO-CON/AGG marked the world premiere for Wirtgen Group’s W 200 Hi cold milling machine. The W 200 Hi milling drum offers a hydraulically driven milling drum assembly that can be displaced 15.75 in. (400 mm) to the right or the left, providing contractors maximum flexibility for operating in tight quarters. In addition to the 200Hi, Wirtgen also introduced the new W 250i with eco-friendly drive technology, WR 250 cold recycler and the SP 84i slipform paver.

**KPI-JCI REACHES FOR THE SKY**

KPI-JCI soared towards the ceiling of...
Allied’s Pedestal Breaker Systems™ are mounted at primary jaw, impact and gyratory crushers and stationary grizzlies for crushed stone, hard rock and ore reduction and C & D recycling applications. They are offered in four series of boom systems—all-new PowerPortable™, PowerBoom™, Power-Plus™ and PowerMax™. These units come equipped with up to 300° swing rotation for proper site specific breaker positioning.

All systems include positioning pedestal boom, hydraulic impact breaker, electric-hydraulic power unit, operator controls, factory technician start-up and commissioning on-site.

Allied’s own Rammer, AR Series™ and all-new Hy-Ram® hydraulic breakers range from 500 to 11,000 ft. lb. Impact Energy Class for stationary rock breaker mounting and up to 16,000 ft. lb. Impact Energy Class for mobile excavator mounting pit hammer applications.

For more information, call 1-800-321-1046.
the central hall with the 170’ telescopic SuperStacker. The newest SuperStacker provides pit owners with the opportunity to significantly increase stockpiles in the same footprint, improving storage space onsite. The newest model also includes an updated version of the Wizard Touch automation system, built to provide versatility in the field with easy-to-use automation. In addition to the SuperStacker, As-tec/KPI-JCI also displayed the new K500+ cone crusher and 2560 mobile crusher.

Kawasaki unveiled three members of its Z7 class of wheel loaders, the 80Z7, the 95Z7 and the 115Z7, featuring 3.2, 5.6 and 6.3 cubic metre buckets respectively. All three loaders feature Tier 4 Interim engine technology and are equipped with the KCMs IntelliTech technology. The 115Z7 is built for heavy-duty applications like Canadian pits and quarries and able to move 12.5 tons per pass.

Kawasaki introduced the latest version of its EH1100 rigid dump truck, the EH1100-5, at the show. This latest version of the EH1100 includes improvements: to the operator environment, increased machine serviceability, increased payload, more remote monitoring capability, to name a few, plus many additional features to satisfy the range of customer requirements globally. Hitachi’s presence at the show featured its newest models of compact and full-size excavators, including the 120-ton EX1200-6.

The new Kleemann releases include two products first launched at BAUMA 2013, the MC 110 Ri EVO and MC 110 Zi EVO mobile jaw crushers, as well as two new impact crushers, the MR 110 ZSi EVO 2 and MR 130 Zi EVO 2. The 110 Ri and 110 Zi can achieve crushing outputs of up to 300tph, while the EVO 2 models focus on providing value on fuel consumption per tonne produced. All four machines are Tier 4 final compliant.

The Baldor MTA 7315H Shaft Mount Reducer is more compact and eliminates the need for base plates and foundations to mount other gear on. Made in seven sizes to cover 100 HP, it mounts directly to the driven shaft with a number of accessories available to produce versatility, cost savings and a long life. They also feature new heavy-duty lip seals for extended wear life from -40 to 300F.

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McCloskey International provided some surprise at CONEXPO-CON/AGG with the release of a new equipment division at its outdoor display. The new Trenchless Equipment Division debuted with the release of the TR-14 at the show. The new machine, painted blue to distinguish it from the crushing and screening equipment offerings, is the first of a line that is expected to provide the company with solid footing in the oil and gas industry, as well as compliment the full aggregate product suite for construction crews.
TESAB PROMOTES NEWEST TRACKED CRUSHER

TESAB had its new 1200TC tracked cone crusher dominating its booth. This mobile unit is designed to produce cubical products for road building. The crushing takes place higher in the chamber, resulting in a more consistent shape to help with better compaction. The design also results in a higher throughput and reduces wear over time.

CARLSON UNVEILS FRONT MOUNT SCREED OPTION FOR PAVERS

Carlson’s EZV Front Mount Screed was designed for smoother roads with a front taper design for uniform distribution of material and even heat distribution. Crew safety and comfort features include an integrated lock toolbox, level holders, depth rod holders and a slide out oven to reheat lunch. The touch screen heat management system can monitor progress in real time, and it is the first smart paver to work with GPS to report progress and improve job costing.

BOMAG FOCUSES ON TANGO FOR ITS NEXT GENERATION ROLLERS

BOMAG’s Tangential Oscillation technology was the highlight of BOMAG’s display in Las Vegas. The new TanGO system was featured on the new BW 161 ADO-4 tandem roller model. The exiter system has been optimized since its original release, improving vibration generation and compaction parameters while reducing drive belt maintenance.

TEREX MPS REVEALS THREE NEW PRODUCTS IN LAS VEGAS

Terex Mineral Processing Systems released the new CRJ3750 jaw plant, LJ-TSV series horizontal screen and MVP380X cone crusher at Terex’s massive outdoor display at CONEXPO-CON/AGG. Key features of the CRJ3750 include a large 940 x 1270 mm feed opening, 1321 x 6096 mm high-stroke vibrating grizzly feeder and optional hydraulic feeder module lift system. The LJ-TSV horizontal screen includes a variable slope for handling large deck loads as well as enhancements for increased durability and maintenance efficiency. As for the MVP380X, the newest cone crusher from Terex MPS includes a hydro-pneumatic tramp iron relief system that instantly resets the crusher setting after passing uncrushable material without having to activate valves and pumps as well as several new safety enhancements.

SALE, PARTNERSHIP STEALS HEADLINES FOR LOADRITE

Even with Loadrite’s newest technology on display, it was hard to ignore the buzz generated by the company’s sale to Trimble. The sale of parent company Actronic Technology to Trimble, which took place in July of 2013, provides Trimble with the opportunity to incorporate weighing information into the Trimble Connected Site portfolio for machine operations.

Trimble Loadrite also announced the integration of the Loadrite L2180 payload scale John Deere four-wheel-drive loaders with the JDLink Ultimate telematics system.

SCREENMACHINE RELEASES THE SPYDER 622T

The new ScreenMachine Spyder 622T was on display at CONEXPO-CON/AGG. The closed-circuit conveyor design features four conveyors with adjustable angles and heights.

MARTIN ENGINEERING DISPLAY DUST CONTROL TECHNOLOGY

Martin Engineering used CONEXPO-CON/AGG to show off the new dust control technology it obtained in the purchase of VNJ Technologies in September of last year. TNJ specialized in dust management solutions for crushing and conveying mined materials. The systems have the ability to tailor suppression chemicals and additives for specific applications, providing the versatility needed to operate in the harshest pit and quarry conditions.
The crusher includes a heavy-duty feed hopper that hydraulically folds for ease of transport. The Spyder has a 6' x 22’ triple shaft, triple deck horizontal screen, and multiple fixed catwalks for better access for maintenance.

**GEHL PROMOTES LARGE SKID STEER**

Claiming to be the largest skid loader in the world, Gehl’s V400 has a Mustang 4000V engine with a gross 99 hp (74 kW) and a rated operating capacity of 4,000 lbs or 1814 kg. Thick steel plating and heavy-duty pins and bushings set the loader up for heavy-duty work but the electronic engine control allows for operation at partial throttle to reduce sound levels and fuel consumption. Its cab is set forward for better visibility while ergonomic features within the cab reduce operator fatigue.

**EDGE TROMMEL SERIES ON DISPLAY**

EDGE Innovate have made their way into the Canadian market, and they provided a glimpse at their product portfolio for the national market in Las Vegas. One of the more intriguing products on display was the trommel series of screening plants, which are available in tracked, wheeled and static versions. The trommel series provides a new option for applications in the aggregates industry where spillage is a concern and has the ability to provide large stockpiling capabilities. The trommel series also feature a 180-degree radial fines conveyor and extra wide drum collection conveyor to eliminate material bridging.

**FOR NPK, SMALL SIZE MATTERS**

Talking up their small hammers, NPK claims that unit sales for small hammers are huge. They have 48 per cent fewer parts, so they’re more price competitive. Every quarry should have a pedestal boom with a hammer for safety reasons, explained Jay Noel, Vice President of Sales at NPK. “Quarries that don’t have a pedestal boom will end up sending workers into unsafe conditions to break up rocks.” NPK hydraulic hammers boast higher frequency for more effective penetration and higher impact energy. The simple tool retaining system allows for quick and easy tool removal.

**NEW SLIPFORM OPTIONS FROM POWERCURBER**

On display at the Power Curbers’ booth, the multifunction tool SF1700 slipform paver paves from three to 7.5 m wide and up to 16 inches deep. Featuring GPS control and 3D ready, operators build a sitemap and the 3D receivers can read it to guide the machine. A Cummins QSB4.5 four cylinder, 4-stroke 170 hp Tier 3 engine powers the SF1700. The company uses custom engineering to make products suited to their customers’ needs.

**NEW TRACK IMPACT CRUSHER PRESENTED BY IROCK**

IRock unveiled its TC-20 Track Impact Crusher Feeder in Las Vegas. Its extended length makes it long enough to be loaded with a large wheel loader to increase production. It produces a uniform cubical product and includes hydraulically adjustable aprons to provide better control over sizing. Versatile enough to process soft to medium rock, recycled concrete and recycled asphalt, it is powered by a 440 hp Caterpillar C-13 ACERT Tier 3 engine that can process up to 500 TPH. The unit is also portable, with 20-inch track pads for driving around a job site or onto a trailer.

For more information on the newest products, innovations and technologies released at CONEXPO-CON/AGG, visit rocktoroad.com. Be sure to mark March 7 to 11, 2017, on your calendar, when CONEXPO-CON/AGG comes back to the Las Vegas Convention Center.
Canada’s LARGEST Heavy Equipment Show

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Master Promotions Ltd.
When heavy equipment auctions first emerged, they consisted of physical lots filled with machines. Interested buyers could walk around them and sometimes operate equipment within small parking spaces, but had access to only limited information about the equipment before it was time to bid. In some cases, buyers travelled an auction and left empty-handed, while sellers risked transporting their equipment to auction without finding a buyer.

With the spread of the Internet, people became able to accomplish tasks much more efficiently and conveniently. Today, there are 2.4 billion Internet users spanning the globe. As access and use of the Internet grows, the number of products and services sold online dramatically increases. Heavy equipment is no exception, with Internet-based auctions reaching more people and continuing to increase in popularity among equipment buyers and sellers.

WHAT’S DRIVING INTEREST FOR SELLERS AND BUYERS?
Online auctions eliminate distance and language barriers, and they offer benefits for both sellers and buyers. Whether managing a large or small fleet, sellers want to be able to quickly dispose of their items at times that work best for their businesses. Online auctions are a great solution for sellers because:

• They reach buyers around the world, enabling sellers to generate more interest in their equipment. The more potential bidders, the greater chance an equipment owner has at selling equipment for a favourable price.
Buy True Factory Sealed Idlers from PPI and there is no maintenance required. Engineered for extended life and lower roll drag to cut energy costs.

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- **FULL THICKNESS TUBING** for the entire length of the roll

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They eliminate the need to transport equipment to a physical auction site since the equipment remains with the seller until sold. Transportation is costly and time-consuming, so the seller is provided with higher net proceeds because they don’t have to move the equipment. In addition, if the seller doesn’t find a buyer, storage or transportation back to their fleet yard is not required.

They provide quicker time to cash because they occur more frequently. Physical auctions in a seller’s area may only occur four times a year. This means sellers either have to transport their equipment to an auction further away or dispose of equipment at the mercy of the auction organizer’s infrequent schedule. Internet-based auctions hosted on a weekly basis allow sellers to manage their fleets at times that work best for their businesses, and, importantly, they offer faster time to cash.

Online auctions provide different selling options to help equipment owners meet specific requirements. Absolute, brokered or reserved auction options can help sellers dispose of their core and specialized equipment at a price point that suits them.

Internet-based auctions also offer numerous benefits to buyers because:

• They can view and purchase equipment from sellers around the world. Previously, buyers were limited to equipment from sellers who could afford to transport items to an auction site. Now, a buyer in Texas can purchase equipment located in Florida, Canada, Europe and many other places. A greater selection of equipment allows buyers to find items that are better fitted to their needs.

• Buyers can purchase equipment at times that fit their schedule because they are no longer limited to local auction schedules. Online auctions provide a steady selection of equipment throughout the year, enabling buyers to quickly acquire what they need and be more proactive about fleet management.

• Online auctions are convenient and provide savings for buyers who save money by no longer needing to travel to physical auction sites to view and bid on equipment. The extra capital gives them more flexibility when bidding, and buyers also save time because online auctions are accessible from a computer, tablet or mobile phone.

• They retain buyer information, allowing them to alert equipment owners when specific items of interest are added to auction lineups. Now, buyers will never miss a chance to bid on a must-have piece of equipment.

• Online auctions are easy to navigate, allowing buyers to search for equipment based on sector, type, auction date and more. Buyers can even find specialty equipment in addition to core equipment.

• Detailed inspection reports on the equipment condition can be viewed so the buyer has more information than gained at a physical auction and has a better knowledge of the equipment they are purchasing.

### OUTSTANDING CUSTOMER SERVICE

• Great customer service is essential when listing, purchasing and transporting equipment. Buyers and sellers should look for auction marketplaces that provide access to customer service representatives who speak multiple languages to help answer questions during the selling or buying process.

• Equipment owners should look for a marketplace that offers full-service brokers to personally match buyers and sellers across the globe. Certified appraisers should also be available to help sellers understand the value and condition of their equipment before it is listed.

### TRANSPORTATION PARTNERS

• Transportation is oftentimes a costly and complex process. Not every buyer has pre-arranged transportation for their equipment purchase. It’s beneficial when the auction marketplace can provide a list of trusted providers from which buyers can choose.

### INSPECTION REPORTS

• At physical auctions, buyers may not have the opportunity to actually inspect equipment, operate it and review fluid analysis results. Additionally, the information provided during the sale may not be entirely accurate or may be limited. Dependable online marketplaces provide detailed descriptions, images and fluid samples for buyers to review so that they feel confident when buying. These reports should be backed by a guarantee to ensure they provide an accurate representation of the equipment for sale. With a buyer protection program, the auction company will make the situation right if there is a discrepancy between the report and the actual condition of the equipment.

IronPlanet, an online marketplace for buying and selling used heavy equipment, offers the above flexible solutions to more than 1 million registered users in nearly every country in the world. Since its first auction in 2000, IronPlanet has sold more than $3.5 billion of heavy equipment. It hosts weekly auctions allowing equipment owners to consign and sell their equipment in as few as 30 days. Additionally, IronPlanet offers a Daily Marketplace, which showcases specialized equipment selling with a reserve.

### A NEW ERA OF EQUIPMENT BUYING AND SELLING

The Internet creates greater efficiency for many tasks—and equipment buying and selling is no exception. As the next-generation of workers who came up in today’s digital age transition into key industry roles, and with the continued drive to reduce cost and increase efficiency, participation in online auctions is poised for growth. Just as Amazon and eBay have put pressure on physical “big box retailers,” online heavy equipment auctions will see growth as people look for easier ways to buy and sell equipment.

Sue McGregor is Managing Director of Canada at IronPlanet

### HOW TO BE SUCCESSFUL WITH AN ONLINE PLATFORM

Not every online auction site is created equal. Buyers and sellers should look for companies that provide:
Terex Finlay introduces its new heavy-duty screen

Terex Finlay has released its newest heavy-duty screening option, the track mounted 893.

This forward facing inclined modular configuration screenbox has a 6.1m x 1.83m (20' x 6') top deck and a 5.5m x 1.83m (18' x 6') bottom deck. Depending on the working application of the machine, hydraulic adjustment can be used to vary the working range angle of the screen box from 14 to 18°. The screenbox top deck can be fitted with a variety of screening media including: mesh, punch plate, bofor bars & tines. The bottom deck can be fitted with mesh, punch plate & cascade fingers.

A high-performance 1100mm (44") apron feeder and hydraulic gearbox drive is fitted to the machine as standard and has proven performance and versatility in demanding and varied working environments. The hopper has a 10m³ (13.1 yd³) capacity as standard.

The machine is powered by either a Tier 3 / Stage 3A Caterpillar C6.6 151kW (202hp) or a Tier 4i Caterpillar C4.4 129kW (173hp) and is equipped with three hydraulically folding discharge conveyors allowing for maximum stockpiling capacity and associated benefits of rapid set up and tear down times.

A key feature of the machine is the ability to hydraulically raise the screenbox 600mm (24") at the discharge end to provide additional clearance for ease of media change as well as routine maintenance of the screenbox and fines transfer.

The plant has the capacity to process at a rate of up to 800 tonnes per hour.

Mainroad using new retroreflectivity testing technology

Mainroad Pavement Marking is using a new and innovative retroreflectivity technology by Zehntner Testing Instruments.

Glass beads are added to line-marking paint to create a reflective surface that improves visibility during low light conditions. The Ministry of Transportation and Infrastructure sets the standard for pavement marking reflectivity to safeguard motorists when driving at night or during low light conditions. Mainroad’s contract with the Ministry requires that a retroreflectivity test be conducted within 30 days of pavement marking and again at the end of the painting season.

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Are you well-positioned for the road ahead?

It really depends on a number of things. What are your goals? Is your wealth protected? Are your investments properly diversified?

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Building Your Road to Financial Peace of Mind.

For an updated list of events, visit www.rocktoroad.com
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.
The pothole blues

Searching for a cure for Canada’s potholes

Thanks to the polar vortex that engulfed most of North America this past winter, pothole season arrived a little early this year, making the roadway ailment appear as quickly as the springtime dandelions. There has been a lot of talk about potholes and whether there could be a cure for what some might call the pothole blues.

The reality is that there is no panacea for potholes, which are caused by water that gets into the pavement base. When the ground freezes, so does the water at the base of the pavement, causing expansion. Repeated freezing and thawing of this water weakens the pavement, softening it to the point where the weight of passing vehicles begins to break up the pavement matrix and a pothole is born.

The key to pothole prevention is to build a durable road with good drainage, adequate pavement thickness and tight longitudinal joints. Additionally, roads must be properly maintained and any cracks must be sealed. The fact is, if water doesn’t get into the pavement base in the first place, no pothole will develop.

During OHMPA’s provincial Road Tour Seminars this spring, OHMPA Technical Director Sandy Brown demonstrated how pavement thickness directly impacts the quality of the pavement. Taking a two-by-four plank of plywood, he first laid the piece of wood flat and showed that he could easily bend the wood. He then simply turned the wood on its side to make it thicker. Mr. Brown was unable to bend the wood. This simple demonstration visibly pointed out that thickness matters.

The quality of the asphalt cement used also plays a part in how well a road performs. All asphalt cement used in Ontario meets OPSS.MUNI 1101 specifications, which guarantees that there is no garbage asphalt in Ontario’s pavements. In the 1970s, polymer modification was introduced in North America to help pavements perform better within a wide range of climate conditions and heavy traffic.

One modifier that may be used in some grades of asphalt cement is derived from recycled and re-refined engine oil. High Vacuum Distillate Oil (HVDO) is a product that comes from a refinery, which is used to produce recycled engine oil for your car. It is not the sludge collected from the local garage. The controlled use of HVDO in asphalt cement not only improves the quality, according to papers presented in the last two years at the Canadian Technical Asphalt Association (CTAA), but also fits with MTO’s initiatives to have the greenest roads in North America.

The industry and OHMPA agrees that there is a continual need for better-performing roads and for improved tests to evaluate asphalt cement. However, despite the exceptional winter Ontario and its roadways have endured this year, Ontario is still home to the smoothest, most sustainable and long-lasting roads in North America. That fact along with the much-improved weather that is upon us should help somewhat to cure the “pothole blues.”

For more information on potholes, download OHMPA’s newly release Potholes 101 – Fact & Fiction and the ABC’s of Potholes available on OHMPA’s website www.ohmpa.org.

THE TORONTO PROBLEM

The majority of roads in Toronto have a concrete base with 80mm of asphalt overlay to improve ride comfort and provide adequate skid resistance on wet pavement and during winter conditions. The concrete base is jointed at 3m intervals to control the cracking of the concrete. The joints cause cracking of the asphalt overlay within one to two years of placement. If these cracks are not sealed and maintained, potholes will form at the reflection cracks in the asphalt overlay.

The key to pothole prevention is to build a durable road with good drainage, adequate pavement thickness and tight longitudinal joints and to maintain that pavement over its 15 to 20 year life.
John Deere Financial brings flexibility to Crockett County Mining. Like the West Texas energy industry they serve, Crockett County Mining is enjoying phenomenal growth. In just three years, they’ve gone from 3 Deere machines to 21. And to minimize equipment breakdowns and ensure product delivery, they roll their machines over every 24 months. To protect Crockett from digging too deeply into their pockets, their John Deere Financial Analyst, along with Yellowhouse Machinery, dug deep into their business. They were able to tailor a lease package to fit their needs, including lower payments. In the end, Crockett said they couldn’t afford not to go with John Deere Financial.
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