BATTING .400
Ontario is deep into work on its 400-series highways

CRUSHING REPORT • DEALER EXPECTATIONS
IN YOUR WORLD,

HAVING BIG PARTS WHEN YOU NEED THEM IS A BIG DEAL.

With John Deere’s Big Parts Promise, we guarantee that parts availability won’t be the cause of extended machine downtime. Because if your dealer doesn’t have a quickly-installed production-class part in stock, it’s free.* And if a large production-class part isn’t available by the next day, John Deere pays the freight.** See your participating dealer or our website for details. It’s all part of our promise to help you Run Your World.

*At participating dealers. If a critical, quickly-installed production-class part is not in participating dealer stock, the part is free.
**At participating dealers. If large production-class parts are not delivered to your dealer the next day, you do not pay the freight charges.
16
Batting .400
Ontario is deep into work on its 400-series highways.

8 A successful partnership
Collaboration key to success for Lafarge and Sturgeon County.

12 Crushing report
The latest trends and technology advancements in the world of crushing equipment.

20 Concrete to the CORE
A look at Tomlinson Group's award-winning new headquarters.

22 Concrete pump truck safety
WorkSafeBC's focused approach to concrete pump truck safety.

24 Flying high in corn country
Wendling Quarries has lots of applications for its drones.

26 Test drive
GMC takes its Sierra off-road.

30 Changing expectations
Dealers adapting to technology shifts, changes in labour market.

33 bauma 2019
Checking out some of the latest technologies to come out of the world’s largest construction trade show.

DEPARTMENTS
4 Editorial
6 Industry news
37 Coming events
37 Ad index
38 One more load
Showcase your best and brightest!

Top 10 Under 40 deadline extended to September

Worried that you missed out on the chance to highlight your company’s best and brightest young people in the industry this year?

Well have no fear, the powers that be at Rock to Road have allowed for the program deadline to be extended until September 15!

This means you’ve got ample opportunity to submit those names via the Rock to Road website and give your young up-and-comers the recognition they deserve.

This program will recognize 10 outstanding individuals from across Canada who had made significant contributions to the industry before their 40th birthdays. This can include anyone who was under the age of 40 as of December 31, 2018.

Nominees can come from anyone who is involved in Canada’s rock to road industry, including business owners and management, contractors, equipment operators, engineers, software programmers, technicians, industry educators, and research and development staff.

What are the qualifications to nominate an individual, you ask?

Here are the guidelines to the Top 10 Under 40 contest:

• Nominees must be younger than 40 before Dec. 31, 2018.
• Nominees must either be working in Canada or of Canadian nationality.
• Nominations are due by Sept. 15, 2019.

Must the nominee be Canadian?
No. The nominee can be of any nationality, but must be employed in Canada. We also encourage the nominations of Canadians working outside of the country.

Who can nominate someone?
Nominators can include advisors, supervisors, coworkers, or colleagues familiar with the nominee’s work and character.

What type of information should be included about the nominee?
Potential information to submit about the nominee can include (but is not exclusive to): Projects or initiatives the individual is or has been involved in; results from past projects; day-to-day job responsibilities; workplace initiatives outside of regular job duties; and community involvement.

Is a secondary reference for the nominee required?
No. However, the nomination form includes fields for a secondary reference, which is suggested to include. All nominees that are selected for Rock to Roads Top 10 Under 40 program will receive a framed certificate recognizing their achievement, and will be featured in the November/December 2019 issue of the publication.

Who knows, one lucky individual might even have their photo end up gracing the front page!

Still have more questions?
For more information on the Top 10 Under 40 program, or how to nominate an individual, contact editor Andrew Snook at asnook@annexbusinessmedia.com, or call 289.221.8946.

Good luck to all the nominees for this year’s program. We look forward to featuring the industry’s best and brightest up-and-comers in the November/December 2019 issue of Rock to Road!
In addition to dependable performance, you asked for world-class crusher support. “Promptly returning phone calls, seasoned applicational advice and swift deliveries on wears and spares,” you said. Packaged with all of our jaws, cones and impactors is a strong commitment to your success. Night and day!
CCIL welcomes new executive director

The Board of Directors of the Canadian Council of Independent Laboratories (CCIL) has announced that Muktha Tumkur has been appointed executive director of the organization, replacing Alnoor (Al) Nathoo, who has retired.

Tumkur holds a B. Eng. degree from Ryerson University and an MBA from the University of Western Ontario, and is licensed with Professional Engineers Ontario. She assumed her new duties on May 1, 2019. She comes to CCIL with more than 15 years of experience with the CSA Group and most recently with the Ontario Ministry of Transportation.

At CSA Group, she was responsible for implementing corporate strategies, end-to-end program delivery and management. She is a seasoned facilitator, and has a successful track record in building consensus among diverse stakeholders. Tumkur is also a skilled communicator, and will be a highly effective advocate for CCIL and its members.

“We’re excited about Ms. Tumkur joining us and providing her leadership and guidance as we ramp up our services, grow the organization, and champion the interests of our members across Canada,” CCIL president Tony Araujo said. “We would also like to thank Mr. Nathoo for his invaluable contribution as executive director over the past two years, and for his service as a board member over 20 years.” Source: CCIL.

Nominations for AEM Hall of Fame open

The Association of Equipment Manufacturers Hall of Fame is seeking outstanding equipment industry leaders who have made meaningful advancements to the industry’s growth and success. Nominate a deserving individual by June 12 to be considered for 2019 AEM Hall of Fame induction. The AEM Hall of Fame celebrates those who have changed the trajectory of the off-road equipment industry with their vision and creativity.

Anyone who has made noteworthy and specific industry contributions is eligible for induction. Candidates are evaluated by an independent panel of judges, and inductees are announced at AEM’s annual conference of member companies www.aem.org/HallofFame.

Thousands attend heavy equipment show

Big crowds of heavy equipment professionals filled the halls of Mississauga’s International Centre last week for the 2019 edition of the National Heavy Equipment Show, which took place Thursday, March 28 and Friday, March 29.

This year’s edition welcomed 12,668 buyers, holding steady with past events. With large-scale projects planned across the country for roadbuilding, infrastructure, and more, key decision makers and purchasers came out in full force to this year’s show.

“The National Heavy Equipment Show remains one of the biggest events bringing the industry together in Canada,” said Mark Cusack, national show manager. “It was a pleasure to welcome even more companies to the show floor this year. This growth allowed us to highlight more sectors, such as the expanded Gravel Pit, showing huge equipment. On behalf of show management, we’re thankful for everyone who joined us. We’re already looking forward to 2021.”

Show attendees included a mix of industry professionals including the leaders of the construction, road building, land improvement, and infrastructure industries – along with job seekers, students and those training for specific trades, and some families with young children taking in the displays of big iron on the show floor.

Special features included the Ontario Asphalt Pavement Council (OAPC) Spring Operations Seminar, as well as many other exciting components including the Recruiting Here feature, and a variety of informative seminars on topics ranging from virtual reality to drones.

www.NHES.ca
Everything you’d expect from a larger spread

WITHOUT ALL THE HASSLE

At ELRUS, we design portable crushing and screening plants that can significantly reduce the lost time-lost revenue costs associated with moving your spread.

- Smaller Footprint
- No Excess Conveyors
- Faster Set-Up
- More Product...Less Equipment

www.elrus.com/common-level-design

Calgary • Leduc • Mission • Saskatoon • Winnipeg • Cambridge • Alymer

1-888-535-7877
The key to many victories in life is teamwork. Most people have this drilled into their heads from early childhood all the way into adulthood from their teachers, coaches, employers, friends, colleagues, parents, children and significant others.

It’s no secret that collaboration between communities and aggregates producers isn’t always what one would hope it to be. From extreme NIMBYism (not in my backyard) to irresponsible land management before regulations were put into place, relationships between producers and many communities has been fractured with little trust built between the industry members and residents of many communities. But just because the relationship hasn’t always been ideal, doesn’t mean it can’t be repaired, and trust between producers and residents restored and improved.

To hear about one great example of this, Rock to Road recently

A SUCCESSFUL PARTNERSHIP

BY ANDREW SNOOK

Collaboration key to success for Lafarge and Sturgeon County

> The key to many victories in life is teamwork. Most people have this drilled into their heads from early childhood all the way into adulthood from their teachers, coaches, employers, friends, colleagues, parents, children and significant others.

It’s no secret that collaboration between communities and aggregates producers isn’t always what one would hope it to be. From extreme NIMBYism (not in my backyard) to irresponsible land management before regulations were put into place, relationships between producers and many communities has been fractured with little trust built between the industry members and residents of many communities. But just because the relationship hasn’t always been ideal, doesn’t mean it can’t be repaired, and trust between producers and residents restored and improved.

To hear about one great example of this, Rock to Road recently
DEALING WITH FREQUENT BEARING FAILURE? The SSP (Static Shaft Pulley) is a problem solving solution for pulley applications prone to frequent bearing failures as well as locking assembly maintenance challenges. The SSP protects bearings by moving them inside the pulley hub to provide exceptional bearing protection. This patented design uses a taconite sealing system providing further protection from contaminants entering the bearing. Mounting the bearing inside the pulley hub also eliminates the end disc bending stresses that are the primary cause for pulley fatigue and failure.

Contact your local PPI representative for more information.
travelled to Calahoo, Alta., a small hamlet within Sturgeon County about a 30-min-ute drive northwest of Edmonton.

Lafarge Canada recently completed its aggregates extraction on the western portion of its Calahoo Pit, which was awarded the inaugural ASGA Award of Excellence in 2018. To extract the much needed aggregates – largely destined for the Edmonton market – Lafarge Canada needed to close an 800-metre segment of Campsite Road to local residents from December 2014 to December 2018 to facilitate the mining through and reconstruction of the road. Obviously, the news of a road being closed for a four-year period isn’t something typically received well by the general public. But Sturgeon County had a plan which would benefit all stakeholders.

The county was planning on widening and paving the section of Campsite Road between Highway 37 to Highway 633 – about a six-mile stretch of road, including a segment right through the Calahoo Pit – and thought this was a good opportunity to work with industry to come up with a winning scenario for all parties involved, which included: the public, Sturgeon County, Lafarge Canada, the Calahoo-Villeneuve Sand and Gravel Committee and the provincial government.

“The guys on the committee and the county staff are amazing to work with,” Gowdy says. “They all work together; it’s very constructive, not confrontational… I wish every jurisdiction worked collaboratively like this, to benefit everyone in the community.”

The Calahoo-Villeneuve Sand and Gravel Committee is comprised of two county councillors; three public members who live in the area; and representation from the major gravel extraction companies. The committee typically meets every two months.

“It provides a forum allows the public members to bring up concerns they’ve heard on the street; councilors can give updates on what has gotten approval from council,” says Sturgeon County senior industrial engineering officer Chris Pullen, who is also a member of the Calahoo-Villeneuve Sand and Gravel Committee. “It gives an opportunity for all three sides to discuss what our best solution is.”

Sturgeon County and Lafarge Canada ultimately came to an agreement that allowed the producer to close the section of Campsite Road by the Calahoo Pit for four years, so it could extract the aggregate from underneath the road.

“Available aggregate sources are being depleted rapidly,” Gowdy explains. “By allowing mining under the road, additional aggregate was extracted that would have been otherwise lost.”

Pullen says that the four-year closure ended up being about the right amount of time needed for the extraction to take place. The decision to close the road and allow Lafarge Canada to extract underneath the road was beneficial to Sturgeon County, its area residents, and the Province of Alberta. The province, the owner of the aggregate in the road right-of-way, received royalties for the aggregate extracted. Sturgeon County received additional Community Aggregate Payments (CAP), which are applied to area community projects.

“The closure significantly benefitted the rate-payers of Sturgeon County as Lafarge incurred the construction cost of upgrading this section of road to a higher standard, which the municipality would have otherwise been undertaken with tax payers money,” Gowdy says, adding that his company also donated the additional 20 metres of land needed on their property to facilitate the road widening and upgrading, rather than the municipality having to purchase the additional land.

Lafarge Canada contributed $500,000 of base work to Campsite Road and is contributing an additional $870,000 to future asphalt work for paving the road in 2020-21.
TIMELINES
For Wayne Bokenfohr, Sturgeon County Councillor for Division 3, Lafarge Canada keeping to its timelines was of vital importance for the project to be a win for everyone involved.

"It was very important that they kept to the timelines and we’re very pleased they did," he says. "Looking ahead five years they did a great job considering the amount of material that was removed."

"I like how Lafarge stuck to its timelines, it did make sense in this scenario for opportunities for detours," adds Dale Soetaert, land manager for Alberta and B.C. for Lehigh Hanson Materials Limited and producer representative for the committee. "The company saved money by not building a detour. The county saved money by not paying to upgrade a mile of road; short-term pain for long-term gain."

The timeline was established through open houses between Lafarge Canada, local residents and Sturgeon County.

"I think it was a very good forum for everyone to ask, ‘What are the timelines?’" Pullen says. "It wasn’t just, ‘Hey, we’re closing this road due to gravel [extraction]. It was an explanation of the options and the benefits of each. It wasn’t just that they’re closing it, and industry is profiting off of it to everyone else’s inconvenience. They were giving money back due to the inconvenience. It wasn’t just their win, it was everybody’s win."

"The county saved money by not paying to upgrade a mile of road; short-term pain for long-term gain."

"Transparency was important," adds Soetaert. "The decision makers can have all of the information and make decisions accordingly."

Bokenfohr says that Sturgeon County looks forward to entering new agreements with other gravel producers, using the Campsite Road agreement as an example of how producers, the county and residents can all benefit from these types of arrangements. Sturgeon County is a very progressive county in regards to aggregates extraction. It has had a gravel extraction plan for nearly 18 years, which was recently recognized by The Federation of Canadian Municipalities. Bokenfohr says that he’s happy to meet with other municipalities across the province to help show them how to create similar arrangements with producers.

"It’s nice to be able to share this type of experience. A lot of provinces and counties always have nothing but problems,” he says.

In the end, all parties involved benefitted from the closing of Campsite Road for aggregate extraction, and there’s something that many municipalities can take away from this winning scenario.

"The road closure exemplifies a strong spirit of cooperation, and is an example of what can be accomplished to benefit all parties – public, municipality, province and industry – when we all work together to achieve common objectives," Gowdy says.
Producers looking to new technologies to solve a variety of challenges

Fuel cost reductions. Improved efficiency and safety. Combatting skilled labour shortages. In Canada’s construction sector, these are some things that are always on the mind of contractors. And the world of crushing is no exception. Aggregates operation managers are always looking for ways to combat rising fuel costs, get better returns on investment, reduce downtime, make their operations safer, and find answers to solving the issue of a shrinking and changing skilled labour pool. And the answer, more often than not, is found in the ever-evolving technologies found in the equipment.

“There’s more and more technology coming into the equipment, everything from telematics through remote monitoring to automation,” says David Quail, business line manager for Terex MPS. “All of those things that can reduce operating costs either improving uptime or from the standpoint of safety are just becoming more prevalent.”

He says that the trend over the past five years has been away from legacy relay systems and towards highly engineered automated solutions, as customers become more familiar with the newer technologies available in the marketplace.

“Not even from the standpoint of operating, but from the standpoint of diagnosing problems – troubleshooting problems, raising flags before minor problems turn into major problems – more and more, those are the kinds of questions we’re getting asked when we’re talking to customers who are really starting to understand the benefits of those systems,” he says, adding that he believes interest in newer technologies is largely being driven by a declining skill base for some produc-
ers that don’t have the operators with 20
and 30 years of experience that they had
10 years ago. “Some of the operators that
come in today don’t have that experience,
so they’re more and more reliant on the
technology to make sure that potentially
small issues aren’t allowed to develop into
much larger issues.”

Metso’s vice-president of aggregates
services Rick Robinson says that newer
automation technologies that can be add-
ed and controlled via smartphones are in
growing demand. This will be important
for the younger generations coming, who
are more reliant on these technologies
than previous generations.

“The young people coming out of
school want to work in an office and be-
hind a computer,” Robinson says. “They’re
not as interested in climbing up on equip-
ment. They’re more interested in running
the plant from behind the desk.”

“Our entire industry over the last 20
years has made a major shift from hav-
ing the old dogs that carried the wrenches
and knew when the machine was working
right and were able to perform periodic
maintenance on the machines. All of that
is going away,” adds Mike Schultz, impact

crushing product manager for Superior
Industries. “As that labour force decreases
and diminishes, especially the experience
within that labour force, that’s when things
like automation and the fact that we’re
building failure prediction models that
will tell you when you’re having a prob-
lem or when you could potentially have a
problem, simply by gathering data for the
machine, that’s when it’s going to pay divi-
dends for the end user at the end of the
day. As we move forward as an industry
into the modern era where things like this
are going to become more prevalent and
more technology is going to be involved, I
think we will attract more younger people
into our industry.”

ELECTRIC SOLUTIONS
Hybrid technologies have been getting
increased attention from crushing opera-
tions, particularly diesel-electric combina-
tions. Kolberg-Pioneer Inc. introduced a
mobile track product last ConExpo with
hybrid power sourcing.

“It’s definitely something that’s going
to be more and more popular on both
coasts where we’re having permitting is-
issues,” says Tim Harms, sales engineer at
Kolberg-Pioneer Inc. “You can literally run
these mobile tracked units with line power
or with an onboard diesel engine. The in-
novation there is that this truly is sharing
the same drive components. Everything
was kept the same internally…the same
hydraulic motor that was on a convention-
al crusher would used on the hybrid unit.

“In the simplest terms, we can either put
power into one side or the other of our drive
arrangement for our hydraulic pumps, so
there’s an electric-operated clutch there that
disengages the engine if the electric power
is going to be used. That’s an extremely
simple definition, but that’s basically what
we’re doing, so that provides a tremendous
amount of flexibility.”

KPI is currently working on several
models of the mobile track units with four
different engine size packages: 7-litre, 9-li-
tre, 13-litre and 15-litre.

Daryl Todd, president of Frontline
Machinery, a Chilliwack, B.C.-based mo-
bile heavy equipment provider of heavy
equipment including the Keestrack line of
crushers, screens and stackers, says that
three years ago all the crushing equipment
he brought into Canada were diesel-hy-
draulic units. That has changed drastically.
“We brought our first diesel-electric in two years ago,” he says. “In 2019, I’d say 90 per cent of the crushers we bring in now are diesel-electric.”

Todd says that he’s finding diesel-electric mobile crushing units proving to be anywhere from 25 to 30 per cent more fuel efficient, depending on the application. He says that if you start factoring in being able to power other equipment with the portable generator units, like other screening plants and conveyors, you can have fuel savings upwards of 70 or 80 per cent.

“In North America for so long we’ve had relatively inexpensive fuel, so people in the past would feel fuel consumption was not that important to them, in a sense. But now with fuel prices creeping up to $1.50 per litre and $1.70 per litre in some parts of Canada, it’s starting make some people sit up and think,” he says.

Todd says that having removable generators that power the Keestrack mobile crushing units can offer a big advantage in terms of reduced downtime to improve jobsite efficiency. “Let’s say you’re crushing and your engine has major mechanical issues. You can remove the generator, bring it to the shop and keep crushing. Your power source isn’t actually married to the actual crusher,” he explains.

In regions where emissions regulations are stricter, portable plants and other types of electrically driven equipment are in large demand. “We benefit from it because the equipment we manufacture is predominantly electrical grid driven, it’s equipment you can hook up to the power network,” Terex MPS’ Quail says.

**IMPROVED SAFETY**

Crusher manufacturers know that improved safety at their clients’ sites equates to big dollars being saved; in addition to helping ensure everyone goes home at the end of the day. So companies are almost always willing to invest in new technologies that make operations safer.

“What we’ve been seeing lately is that safety is becoming more and more important, especially for bigger companies,” says Telsmith project manager Elias Macias, whose company offers a complete hydraulic system for the clearing of the chamber and crushing.

Telsmith offers four Hydra-Jaw crushing units (H2238, H2550, H3244 and H3450) that are equipped with state-of-the-art hydraulic chamber clearing designed to reduce downtime following an emergency stop and prevent workers from having to climb into the crusher. The unit’s chamber clearing feature uses hydraulics to crush the stone inside the chamber, which can be done from a remote location using wireless controls. The end result is there are no oversized stones on the belt and the operator doesn’t need to leave the control room.

“The biggest safety advantage is if it loses power or there’s some reason that a chamber has to be cleared of rock, you’re not physically inside there trying to wrap chain around stones to get them out,” explains Josh Terry, project engineer for Telsmith.

**OWNERSHIP TRENDS**

Distribution and ownership trends have also changed dramatically in recent years. “If I go back four or five years ago, I would say better than 80 per cent was direct retail sales, and now probably less than 20 per cent, with most of the equipment with long-term leases or rental agreements, or rent to own,” Quail says. “It’s definitely changed the dynamics of the business… we need distributors that can support that rental fleet.”

Now that customers are requiring more rental solutions, and many of the veteran employees are retiring at a quickened pace, the demand for knowledgeable distributors is higher than ever. “That puts more and more demand back on the distributors to supply that knowledge,” Quail says. “We need distributors that can support the equipment from cradle to grave… it’s definitely forced us to partner with the right distributors.”

**PRODUCT SHOWCASE**

**KOLBERG-PIONEER INC.**

The Pioneer jaw crusher series by Kolberg-Pioneer, engineered to be the highest capacity jaw crusher on the market, delivers up to 25 per cent more tons per hour than other comparable units. An updated tramp iron relief system better protects the jaw in tramp iron events. Its heavy-duty flywheels and class-leading stroke allow producers to make the most of their operation.

[www.kpijci.com](http://www.kpijci.com)

**TEREX MPS**

This new CRH1111R plant features improved transportability, larger screen capacity, and low maintenance electric components compared to other equipment in this class. This plant is smaller and more transportable with its 3-axle suspension compared to the longer, heavier, 4-axle CRH1313R plant. It features the TI4143 impact crusher and a 5x16 2-deck inclined screen. The crusher is hydraulic clutch driven direct from a 350hp Scania diesel. All other components are electric driven from the 150kw generator. The standard plant will have a 42‘x14.5’ vibrating grizzly feeder with 2-deck grizzly.

[www.terex.com/mps](http://www.terex.com/mps)
KLEEMANN
Kleemann’s easily transported, track-mounted MOBIREX MR 130 Zi EVO2 mobile impact crusher can be used for natural stone processing, but is especially suited for processing reclaimed asphalt pavement (RAP) and recycled concrete aggregate (RCA) in asphalt plants. www.kleemann.info

TELSMITH
Telsmith’s Hydra-Jaw Crusher is available in three configurations: stationary, track and wheeled portable plants. The jaw series includes four models (H2238, H2550, H3244 and H3450) with crusher closed side settings from 2” to 8” and crushing capacities ranging from 100 short tph to 688 short tph. The Hydra-Jaw toggle tensioning system saves time and costs by eliminating the need to adjust springs when changing the setting. A simple mechanical spring assembly secures each hydraulic toggle end to its respective toggle seat. www.telsmith.com

KEESTRACK
The Keestrack R6 mobile impact crusher is ideal for high production applications including primary and secondary crushing or highly contaminated applications found in concrete and asphalt recycling. It is equipped with one of the largest and most heavy-duty rotors in the industry, resulting in a high mass moment of inertia, high throughput, and the ability to handle the hardest of materials. It is designed with an industry leading 4’ x 10’ double deck pre-screen, a swiveling oversize return/stockpile conveyor and an optional 5’ x 15’ double deck after-screen producing three fractions within an open circuit and two within a closed-circuit application. www.frontline-machinery.com

ELRUS AGGREGATE SYSTEMS
The ELRUS 3054 Primary Jaw Plant chassis are constructed using heavy-duty WF iron that has been strapped and cambered for additional strength and support. Standard features include a removable feeder module consisting of hydraulic dumping grizzly, hopper and VGF that slide off in one or two pieces, onboard adjustable discharge conveyors, impact bed under jaw, 12-volt hydraulic levelling that enables fast set-up, and the company’s heavy duty tri-axle solid walking beam suspension for the stability to move a plant of this size over rugged terrain www.elrus.com

SUPERIOR INDUSTRIES
The Vantage Automation System monitors all of the vital functions of Superior’s Patriot Cone Crusher. The system allows the crusher to maintain optimum production without operator intervention, constantly adjusting for harmful conditions. All of the software designed for the Vantage Automation System is designed by our in-house engineers, which provides equipment operators with direct access to troubleshooting assistance. The system includes a HMI touchscreen with one-touch startup and shutdown capabilities. www.superior-ind.com

METSO
The new Metso MX3 enables improved crusher productivity and lower operating cost with design optimized for smaller to mid-sized quarrying. It is suitable for secondary, tertiary, and quaternary crushing stages. Designed for both hard and soft rock applications, the crusher will be available first for stationary solutions. With its selective production features, crusher production can be optimized to maximize the yield of desired fractions. Crusher operations have been made easy and safe with advanced Metso IC series automation. www.metso.com

LIPPMANN
The Lippmann 3055 features include fabricated and stress relieved frame; one-piece, cast steel swing jaw; dual pick points for swing jaw lifting; swing jaw servicing cylinder to move swing jaw forward; taper roller swing jaw bearings; spherical roller frame bearings; grease lubrication; universal, fully-grooved flywheels, dual wedge with hydraulic assist CSS adjustment; and automatically maintained hydraulic assist tension rod adjustment. www.lippmann-milwaukee.com
While the greatest concentration of Ontario’s 400-series highways is in the Toronto–Hamilton–St. Catharines area, they radiate west to Windsor and Sarnia, north to Parry Sound, east to the Quebec border and up to Ottawa, and south beyond St. Catharines. A number of them are undergoing repairs and extensions, and a controversial new one, called the GTA West Corridor, is back on the front burner, it seems.

Also referred to as the GTA West Highway project and Highway 413, this on-off, and now seemingly on-again project to cut through the King, Vaughan and Peel
and Halton regions would link Highway 400 with Highway 401/407. After years of study it was stalled in 2017, killed in early 2018, resurrected in November 2018 and reportedly bragged up as being back on the radar by Caledon Mayor Allan Thompson in a February 7, 2019 article in the *Caledon Enterprise*.

A 2016 estimate put its cost at some $5 billion. Opposition to the environmental havoc it would wreak can be summarized in one word: disastrous. Asked about its current status, the Ministry of Transport (MTO) told *Rock to Road* simply that, “The corridor was referenced in the government’s Nov 21, 2018 Fall Economic Statement, which indicated that Ontario is doing the work necessary to resume the EA (environmental assessment) for the GTA West Corridor.”

**HIGHWAY 401**

A March 27, 2019 MTO backgrounder listing 123 highway build and restoration projects worth $1.3-billion, references 22 on the Central, Eastern and Western Regions of Highway 401, the longest 400-series corridor, at 828 kilometres.

Asked to give a big-ticket example of one of the Highway 401 projects, the MTO offered up the rehab of the “Westbound Express and Collector Lanes from Neilson Road to Warden Avenue and Markham Road, CPR overhead, CNR overhead, Midland Avenue, Highland Creek, Kennedy Road, Birchmount Road, Brimley Road, Milner Avenue, Neilson Road, and McCowan Road, Phase 1A, Toronto.”

The MTO stated that this is the project with the longest timeline and it is the biggest rehab project on the list. The 7.5-km stretch includes asphalt and concrete base rehabilitation and rehabbing or replacing 10 structures, including Brimley Road underpass, McCowan Road underpass, Birchmount Road overpass, Midland Avenue overpass, Markham Road overpass, Kennedy Road overpass, CP Railway overpass, and Metrolinx overpass.

Improvements include:

- Highway widening to provide an additional collector lane from Highland Creek Culvert (west of Neilson Road) through Kennedy Road and the relocation of collector-to-express transfer from west of Kennedy Road to east of Kennedy Road;
- Replacement of storm sewer and catch basin/manholes;
- Replacement of steel beam guiderail Collector/Express separator with concrete barrier;
- Replacement of existing steel noise barrier (1.2 km); and
- Revisions to overhead signs as impacted by the work.

Construction is expected to begin this July and last until the fall of 2024.
The MTO stated that the longest Highway 401 project is a 23.6-kilometre pavement rehabilitation from Joyceville Road in Kingston to County Road 32 in Gananoque. This contract is expected to be advertised and awarded in summer 2019 with work anticipated to start in late summer/fall 2019. Also in Gananoque, the MTO announced this February the opening of a rest area and portable toilet for commercial vehicles at a repurposed truck inspection station.

Aecon Construction Materials Limited is laying concrete on a 10-kilometre stretch of the eastbound Highway 401 near London. The MTO is reported by ConstructConnect to have said that 117 centreline kilometres of its 1,851 centreline kilometres of 400-series highways are concrete.

“Highway 401 is being reconstructed from Elgin Road 20 (Union Road) to Highway 4 (Colonel Talbot Road). Construction started last year and the project is anticipated to be completed at the end of this year,” the MTO stated in a summary of the project.

HIGHWAY 407 EAST

Phase 2 of what the MTO describes as one of the largest highway construction projects ever in Ontario is on schedule and expected to be complete by 2020. The MTO summarises, “The Highway 407 East project is comprised of two P3 projects administered by Infrastructure Ontario and the Ministry of Transportation. It includes the construction and tolling of three highways (Highway 407, Highway 412 and Highway 418). Although connected to the privately operated 407 Express Toll Route, Highway 407 is a separate entity owned and controlled by the province.”
Phase 1, including Highway 407 from Brock Road in Pickering to Harmony Road in Oshawa and Highway 412 (a 10 kilometre north-south highway that connects Highway 407 to Highway 401) opened in June 2016, with tolling starting on Highways 407 and 412 the following February. “Work is continuing to complete Highway 407 through to Highway 35/115,” the MTO stated.

HIGHWAY 427
LINK427, a consortium consisting of ACS Infrastructure Canada Inc. and Brennan Infrastructures Inc., is one year into a 6.6-kilometre extension of Highway 427 to Major Mackenzie Drive in Vaughan, north of Toronto. LINK427 is also widening the existing Highway 427 to eight lanes, from Finch Avenue northerly to Highway 7. These two components are a $616-million P3 project with a 30-year concession period. “Completion is anticipated by 2021,” according to the MTO.

HERB GRAY PARKWAY
Work on two bridges at the west end of the Herb Gray Parkway to connect Highway 401 with the Gordie Howe International Bridge are due to be completed in 2024, and a future Canadian Inspection Plaza has been underway since 2018. Valued at $28.5 million, they are scheduled to be completed at the end of this year.

HIGHWAY 400
Dufferin Construction Company is busy on an $89.85-million project that includes widening 11 kilometres of Highway 400 through Vaughan and King Township. The work began in 2017. Among other things, says the MTO, “The Highway 400 northbound and southbound platform was widened in the vicinity of Major Mackenzie Drive, Cityview Boulevard, Teston Road, Kirby Road and both the northbound and southbound service centres. Ramps at Major Mackenzie Drive, Teston Road and the service centres were also reconstructed on a shifted alignment to accommodate the widening.”

The existing King-Vaughan Road Underpass was demolished and new embankments on both approaches to the structure were constructed. In this year’s construction season, the MTO states, “… the King-Vaughan Road Underpass structure will be constructed. The new bridge, which spans over Highway 400, will be of sufficient length to accommodate the widening of the highway from its current 6-lane cross section to a widened 8-lane cross-section throughout the project limits.”

NICHOLAS STREET BRIDGE
And in Ottawa, work began this April to replace the Nicholas Street Bridge. To be completed by the fall of 2020, this project includes re-alignment of the associated interchange ramps to fit the new bridge alignment, a short extension of Highway 417 and associated drainage, illumination and roadside protection barriers.
At 100 Citigate Drive in Ottawa is a building that very much stands out from its suburban surroundings. That building is The CORE, short for “Central Operations for Results and Excellence.” This is the headquarters for the Tomlinson Group of Companies, one of Eastern Canada’s leading construction companies with 2,000 employees active across the environmental, construction and transportation infrastructure services sectors.

If you were to walk inside the impressive complex without seeing the name at the front, you might mistake the building to be the home of a high-end architectural or design firm, not the headquarters for a construction company housing its ready-mix concrete, asphalt, aggregates, infrastructure, construction, and environmental services divisions. A running waterfall and beautifully designed steel staircase greet you as you enter the lobby of Tom-
linson headquarters. To keep a more industrial feel inside the building that is closer to the company’s roots, which started up in 1952 with one single-axle dump truck, a restored 1928 A.A. Ford dump truck and the cab of a Sandvik DP1500 rock drill (used in Tomlinson’s quarries) sit at opposite sides of the building’s entrances.

The 84,703-sq.-ft. facility took three years to build and officially completed construction in June 2018. R.W. Tomlinson was the general contractor on the project. Christopher Simmonds Architect Inc. was the architect of record and Cleland Jardine Engineering Limited was the engineer of record. The forming contractor for the facility was Bellai Brothers Construction Ltd. Material suppliers were Tomlinson Ready Mix.

When the building was being designed and built, Tomlinson wanted its core values of quality, excellence, and environmental consciousness represented. The building was targeted to be certified LEED Silver. One way this was achieved was through the use of sustainable concrete construction techniques. Tomlinson was so successful in using sustainable concrete construction techniques that it was awarded the Sustainable Concrete Construction Award at the 2018 Ontario Concrete Awards. In total, there was 7,000 cubic metres of concrete used in the construction of the facility.

CONCRETE DESIGN

To reduce energy consumption levels, the company used concrete for its low albedo and heat retention.

Tomlinson also chose a concrete roof slab for its longer lifespan and because of the material’s ability to reduce water and fire damage. The concrete supply for the building’s construction also had a significant amount of post-industrial recycled content, almost 27 per cent. The design also incorporated exposed concrete walls and ceilings to reduce the amount of new building materials required.

Specialty concrete mix designs used in the construction of the facility included:

- Architectural self-consolidating concrete for feature walls and retaining walls;
- High slump silica fume columns;
- LEED positive mixes;
- Integrally coloured concrete was used to create a natural stone-like finish and provide permanent colour for the concrete patios at the building’s entrances;
- Non-chloride accelerated mixes for cold weather concrete; and
- Smart concrete technology added to mixes for producing more accurate temperature readings to calculate the strength of the concrete earlier and minimize heating costs during winter, while accelerating the construction process.

ADDITIONAL FEATURES

Concrete techniques were only a few of the sustainable features of this building. It was also built with floor-to-ceiling windows that offer staff sustainable lighting for staff and helps regulate indoor temperatures; and the parking lot was built with spots for electric vehicles. Additional features of the facility include a large open lobby offering a town-square setting; large meeting areas and breakout rooms on all four floors; a gym; modern training rooms; state-of-the art testing labs; and much more. For more details on the construction of The CORE and the Ontario Concrete Awards, visit www.concreteawards.ca.
A focused approach to pump truck safety

Concrete pump trucks are part of WorkSafeBC’s Crane Inspection Initiative

Employers, supervisors and workers all share a responsibility and play an essential role in the safe placement, operation and inspection of concrete pump trucks.

Concrete pump trucks are part of WorkSafeBC’s Crane Inspection Initiative, which sees prevention officers focusing on the pump trucks’ major inspectional requirements, safe set-up location, operation, and maintenance, to help prevent injuries from occurring.

The Crane Inspection initiative is one of 17 industry initiatives designed to align prevention efforts with specific industries that present a high risk of serious injury to workers. From 2013 to November 2018, WorkSafeBC accepted 104 time-loss claims, and there was one work-related death, in the concrete pumping industry.

Work sites with concrete pump trucks are often congested, with multiple pieces of complex equipment working simultaneously. In many cases, the soil has been disturbed or major excavations are underway.

There are a number of variables to consider in the evaluation of a safe pump truck set-up location:

- Has the pump-truck set-up location been identified and evaluated for potential hazards?
- Are there traffic control arrangements to allow the pump truck to arrive and set up at the workplace?
- Have overhead power lines and underground utilities been located, identified and considered?
- Can the machines outriggers be fully extended and set?
- Is the pump truck being set up adjacent to an excavation, shot concrete wall or elevated structure?
- Is there appropriate outrigger cribbing available at the workplace?
- Are there overlapping equipment procedures and communication in place?

Failures related to the set-up location, poor ground conditions, insufficient cribbing or short-rigging outriggers on concrete pump trucks are a risk on work sites.

WorkSafeBC is working with all parties – the prime contractor, sub-contractor, concrete-placing crew and concrete pump-truck owner/operator — to review what’s required to ensure a safe machine arrives on site and is correctly set up in a safe work environment.

Concrete pump trucks can flip over due to ground condition instability. The truck has to be level so the boom and slewing mechanism aren’t stressed. If the ground fails with the boom extended, the pump truck will roll over. The trucks can reach up to 70 metres, and the industry trend is towards larger trucks with farther reach, which further heightens the risk.

It’s imperative that owner/operators read the manufacturer’s instructions. The instructions confirm safe set-up and operating procedures for the machine, including maximum outrigger loading force, and identify the outrigger cribbing size that must be used for specific soil conditions.

Correct set-up and placement are both requirements under Part 20 Construction, Excavation and Demolition, of B.C.’s Occupational Health and Safety Regulation.

WorkSafeBC officers who conduct inspections on pump trucks will also be confirming that annual inspectional requirements are met. The Regulation requires pump trucks be inspected in accordance with the CSA Z151-2009 Standard.

The Standard requires that pump trucks’ critical components, including structural, mechanical and control elements, be inspected annually. Employers are also asked to provide documentation confirming all critical machine components have been inspected and that a professional engineer has certified them as safe for use.

This information is covered in sections 20.26.3 and 20.47 of the Regulation.

WorkSafeBC works in collaboration with the industry association, ConcreteBC. Members of the association and WorkSafeBC organized four training and education events in 2017 and 2018. These events entailed the exchange of industry information and regulatory requirements, with the goal of helping to prevent future concrete pump-truck incidents from occurring.


Doug Younger is an occupational safety officer with WorkSafeBC.
THE RIGHT SCREEN FOR YOUR OPERATION.

From Feeding to Finishing

Your ability to screen, sort and separate material effectively and efficiently is vital to your operation’s overall profitability. We engineer and build the toughest, most versatile and most efficient screens available. From feeding to finishing and horizontal to high frequency screens, we offer a solution that fits your operation’s unique needs.

Learn more at kpijci.com/screening/
Wendling Quarries has lots of applications for its drones.

Headquartered in Dewitt, Iowa, Wendling Quarries is a very active aggregate producer in the U.S. Midwest.

The company owns approximately 100 quarries and sandpits with about 60 of the sites active at one time. The company employs about 225 people during its busiest seasons.

Keeping track of the company’s vast inventory across its aggregate sites was extremely time consuming and a strain on its resources, so Wendling Quarries decided to look into using drones to help manage its operations.

“The reason we got looking at drones is that is was really popular in the agricultural space, and we’re in the middle of ag country,” says Rob Manatt, project manager at Wendling Quarries. “When we started out we saw it as an inventory tool.”

To find a drone solution that suited the company’s operations, Wendling Quarries contacted Kespry to hear about its solutions. The company preferred the idea of working with a service provider that specializes in drone solutions and offers leasing of the equipment over hiring someone to do be company’s “drone expert.”

“The situation we didn’t want to get into was having to hire someone that’s a drone expert who builds and maintains the drone and manages the data,” Manatt explains. “With leasing the drone if something goes wrong, within 24 hours we’ve...
When Wendling Quarries first started working with Kespry they needed to lay down ground targets to take accurate measurements — and it worked well — but once the drone provider came out with its Kespry 2.0 solution, it spiked the aggregate producer’s interest in the tool.

“Once we didn’t have to lay down the ground points we were all-in,” Manatt says.

Safety at sites for surveyors has improved significantly since the company adapted Kespry’s technologies at its sites.

“Now we come into the sites, set up a base point somewhere and get out of the way,” Manatt says, adding that there is far less chance of injuries to occur now from walking on piles, loose piles and overhanging materials. “We can be in and out in an hour.”

Wendling Quarries started using Kespry’s drone solutions in 2016, and over time the company has expanded its applications of the technology to include site planning for ensuring accurate payments to contractors hired for dirt moving operations; as well as other useful applications.

“We were putting a new sump pump into a quarry to pump water and we used the Kespry drone to map out a new pipeline,” Manatt says. “We also used it to design a new haul road. I just see the use of it expanding with the new toolkit.”

Manatt says he likes how he can use the new Kespry toolkit to track equipment movements and get more accurate volume counts.

Wendling Quarries also uses Kespry’s services for collecting site data used for reporting to various mining-related government agencies and for tax purposes as land is being restored to its natural state, which is for agricultural purposes in most cases.

“For tax purposes we can show what land should be taxed commercial or agricultural,” Manatt explains, since the drones can be used to capture real-time images of the state of each parcel of land.

“This saves us money as well.”

Kespry product marketing manager Jason Nichols says that with the unlimited flights option and the company’s versatile software offers producers like Wendling Quarries a great return on its investment in the services.

“We want to encourage people in this business from accountants to mine planners to use the software,” he says.

With all the applications that Wendling Quarries is using Kespry drone solutions for, do they feel the investment was worth the cost? You certainly don’t have to ask Rob Manatt twice.

“We’re going on our fourth year with Kespry. Is it worth it? Yeah, it’s worth it,” Manatt says.

**KESPRY UNVEILS NEW TOOLKIT**

Kespry recently announced its new Site Planning Toolkit designed to increase site profitability, productivity, and safety at the 2019 World of Asphalt/AGG1, which took place this past February in Indianapolis.

The new toolkit enables site owners, engineers, and operators to drive decisions faster than ever. Customers can also create, track, and analyze the progress of earthworks, extraction, and safety work in their sites—all continuously updated via an autonomous drone flight with data delivered in as little as two hours.

For more information on the toolkit, visit [www.kespry.com](http://www.kespry.com).
The word “off-roading” usually brings a smile to most peoples faces, even if they aren’t the ones doing the driving. The connotation is usually a positive one, and most people associate it with having some fun in their vehicle. Now, if you own a sedan like I do, off-roading is not the best idea. However, for many who own an SUV or pick-up truck, they have at the very least driven on a dirt road with some potholes.

For years when a standard vehicle was sold as an off-road model that meant some cosmetic changes, rugged tires, and the like. Fortunately for those who actually want to take their vehicles off-road, that is no longer the case. Most OEMs who produce trucks are now offering dedicated off-road models based on their standard 1500 series trucks, and General Motors is no exception.

GM recently invited journalists to San Diego, Calif. to test drive the GMC Sierra AT4. Automotive journalists test drive the GMC Sierra AT4 in San Diego.
WE ARE DEDICATED TO YOUR SUCCESS IN EVERYTHING WE DO. IT’S WHO WE ARE.

We know that getting the job done safely, correctly, and profitably is a priority. That is why we offer unrivaled service, technology, and knowledge to drive your success. It is why Roadtec provides you with a level of expertise and training not found anywhere else because that is what you need.
out the GMC Sierra AT4 (GM speak for its off-road model). The drive started out downtown with the street by the hotel being blocked off to display the trucks. Soon after, the drive to the desert helped to demonstrate the AT4’s capabilities.

While driving up and down the side of a hill on the rather rough terrain, we encountered Border Patrol, other motorists, and, of course, the ever-present cliff on one side of the road.

GM did warn those who have any issue with heights to take the part of the drive that goes uphill and not down.

At the end of the day, everyone in the convoy of AT4s navigated the drive without any problems – apart from the odd GoPro being lost somewhere along the way, but that seems to be par for the course on these drives.

At the lunch spot, a short, but more extreme off-road course was set up to really show off the vehicle’s capabilities.

Participants took the AT4 up and down the side of a rock face, which was relatively steep with uneven terrain. Again everyone was able to navigate the challenge without any issues.

The drive demonstrated what the AT4 could do, but what does it have that allows it to do it? Well, the AT4 model offers a suite of standard features that are important off-road equipment.

They include two-inch, factory-installed suspension lift; off-road-tuned Rancho monotube shock absorbers; 4WD with a two-speed transfer case; locking rear differential and skid plates; hill decent control; and traction select system. Stylistically, the AT4 has black chrome finish on fog lamp bezels, fender surround and grille insert, body-colour grille surround, door handles and bumper, and red vertical recovery hooks. The interior is also updated from the standard Sierra model.

“The all new Sierra light duty AT4 brings off road capability to the premium truck market. The AT4 is designed for customers who are looking for off-road capability but don’t want to sacrifice style or a comfortable cab,” said Mark Alger, national marketing manager, GMC Canada.

“Customers in the resource sector and other off roaders will benefit from the 2” factory lift kit, standard four-wheel drive, skid plates, Rancho shock absorbers, locking rear differential and standard 33” all-terrain tires or available mud-rated tires.”

Introduced on the GMC Sierra 1500, and standard on the AT4 is the MultiPro tailgate, which offers six positions and functions, which allow for more flexibility when loading, unloading, as well allowing for easier access to the box. Also available is a pickup box that is made of carbon fiber.

Two segment first options available are the rear camera mirror, which allows the rear view camera to be displayed in the rear view mirror (the rear view mirror can also be used traditionally); and a multi-coloured heads-up display.

As with many pick-up trucks these days, a full line of safety features are available, and the GMC Sierra AT4 is no exception. It comes available with 360-degree camera, blind spot monitoring, front pedestrian braking, and low-speed automatic forward braking.

An off-road performance package is also available on the Sierra AT4. It offers performance air intake, performance exhaust system, 18” machined aluminum wheels, and a 6.2L V-8 engine mated to a 10-speed automatic transmission.
RANGE OF PRODUCTS

Proven Performance since 1946 - Economical Operation

With a history dating back to 1946, and now over 75,000 HAZEMAG impactors operating worldwide, HAZEMAG is a world-leading supplier for impact crushers and raw material processing systems. Behind every HAZEMAG product is found a wealth of experience, a deep commitment to research and development, a drive for innovation and a strong focus on your success: the HAZEMAG customer! Today, HAZEMAG offers industry-leading material handling solutions through a range of products such as: impact crushers (primary, secondary, tertiary), drying technology, hammermills, sizers, roll crushers, horizontal impact crushers, apron feeders and roller screens. Behind the operation of every HAZEMAG product is a level of partnership and support that remains second to none. We call it “Partnership Unlimited - The HAZEMAG Way”

HAZEMAG Range of Products starting at top, left to right:
- Impact Crushers
- Roller Screens
- Sizers
- Apron Feeders
- Roll Crushers
- Hammermills
- Pendulum Flap Gates
- Horizontal Impact Crusher

HAZEMAG USA INC.
P.O. BOX 1064
Uniontown, PA 15401
Phone: 724.439.3512
Fax: 724.439.3514
E-mail: info@hazemag.com

HAZEMAG CANADA INC.
1 Marcom Court, Unit #10
Bolton, ON
L7E 1L2
Phone: 905.857.9623
Fax: 905.857.3025
e-mail: info@hazemag.ca

NA.HAZEMAG.COM
Dealers adapting to technology shifts, changes in labour market

With so many technological advances starting to emerge across the construction sector, equipment dealers across the country have to keep pace with changing needs and demands like never before.

What are the most significant changes in recent history? Well for one, equipment is more complicated than ever, which means having a strong technical team is more vital than ever. Just ask Colin Matejka, chief operating officer for Great West Equipment.

“Equipment is more complicated and not because of the OEMs, it’s because of variety of reasons, so a dealership must have its technical support at the top of their game,” Matejka says, adding that changing demographics of staffing levels plays a challenging role in ensuring the right people are in place to meet customer needs; and that making sure employees are engaged
“THE SHOW IS A CRITICAL PIECE TO OUR WORKFORCE DEVELOPMENT EFFORTS.”

— JARRAD WHISSELL, WHISSELL CONTRACTING LTD.

NORTH AMERICA’S LARGEST CONSTRUCTION TRADE SHOW

CONEXPOCONAGG.COM

MARCH 10-14, 2020 | LAS VEGAS, USA
is extremely important. “We are having to adapt as our workforce is spread across four generations. If our people aren’t enthused about their positions, how can we expect them to deliver for the customer? Our team is fantastic and consistently strive to deliver excellence, they all pride themselves in supporting the customer.”

Matejka says that the days of hiring an employee on the spot his tools in his pick-up truck are long gone.

“We have adapted highly strategic hiring practices to ensure that our hires are a great fit in terms of our mission, values and vision,” he says. “Our recruiting and selection process are built on a stringent screening procedure including psychometric and environment fit assessments. We use a motivation-based interview process to explore whether the applicant is a good fit based on their skill level, attitude and whether the position we are trying to fill will give the applicant opportunities to invoke their passions. We are currently rebuilding our on-boarding process to ensure that new hires are deeply immersed into our company culture as quickly as possible.”

Even with Great West Equipment’s strategic hiring practices, Matejka admits that finding skilled workers still poses a challenge since there is a shortage.

“We aim for an optimal mix of highly experienced senior employees; young, energetic millennials who are tech savvy and keep us sharp by asking ‘Why?’ and ‘How?;’ and the generations between who may be groomed for succession and act as mentors to our young employees,” he says.

At Nortrax Canada, one of the ways the dealership has adapted to evolving technologies is by evolving the roles of their staff.

“This is still very much a relationship business. That said, technology has been a significant change to how we do business. Everything from how we communicate with each other to how we connect and communicate to the equipment. Technology can be intimidating, and human beings are resistant to change. It’s because of this that we’ve evolved the OEM support role of customer service associate (CSA) into the role of a product support technology rep (PSTR),” explains Dean Derro, general manager of Sudbury, North Bay and Sault Ste. Marie, Ont. for Nortrax Canada Inc., a John Deere specialist (MMS).

“Our telematics system called JDLink,” Derro says. “We are able to proactively notify our customers about potential problems without the customer lifting a finger. Deere software allows us to complete certain functions remotely – without even dispatching a technician.”

### INFORMED CUSTOMERS

Matejka says that customers have access to more information than ever before, and at the dealership level companies must develop their people quicker and better.

“Provide them with systems and easy access to information about products, services and solutions,” he says. “Customer service expectations have increased, thus our slogan, ‘service first.’ We believe in this from bottom up and top down in our organization. If you allow the people closest to the customer to make the decision that is right for the customer they will usually retain the customer’s faith in the dealership. The slogan service first is not just our service department. It encompasses all departments, including administration.”

### TELEMATICS

As telematics systems become more reliable, if used correctly, the data the systems can provide can save customers time and money by being able to train operators, notice issues quicker, and plan for maintenance when due, Matejka says.

“Volvo has ActiveCare Direct where they report issues to the dealership and the customer,” he says. “ActiveCare is a reporting system created to increase uptime it is based from Volvo’s telematic system CareTrack.”

“There’s an extreme focus on the customer and customer experience,” adds Stephen Roy, president of Volvo Construction Equipment. “In the past, 10 to 15 years ago, you did basic support… there’s a lot more involvement now in managing the fleet.”

Roy says Volvo CE is now getting into the beginning stages of predictive analysis, and this will assist dealers in stocking certain parts and components.

### MANAGEMENT CHANGE

Another change Roy sees starting to emerge is in the role of the traditional managers at dealerships.

“What we’re starting to see is a combination of a parts manager and service manager,” Roy says, adding that managers will be taking on more of an operations manager type of role focused on lean practices, and that OEM training for dealerships is always ongoing. "Training is constant. Online learning is constant, also hands-on training… we’re trying to bring more home to the dealers. I think we’re going to continue to bring basic training online and more advanced training at the dealer facilities.”
BAUMA 2019 ROCKS GERMANY

Massive global trade show brings 620,000 visitors and 3,700 exhibitors to Munich

bauma 2019 in Munich, Germany featured 614,000 m² of exhibition space with 3,700 exhibitors from 63 countries and regions attracting 620,000 visitors from over 200 countries and regions. Here are a few of the latest pieces of technology that were on display at the massive global trade show.

ROADTEC

The rubber track MTV-1105e transfers asphalt material from a truck to a paver for non-contact paving. With tracks made for any environment, you never have to worry about the jobsite base. The MTV-1100e and MTV-1105e material transfer vehicles allow simple entry into non-contact paving. These machines were designed from the ground up with operator features coming second only to paving performance. Roadtec is famous for durability and strength, and the wheeled MTV-1100e and the tracked MTV-1105e are no exception. While they are fabricated from heavy-duty steel, these MTVs are light enough to avoid weight permits for most transports. They are compact, easy to maneuver machines designed for customers who must work in spaces too tight for a Roadtec Shuttle Buggy MTV.

All conveyors on the MTV-1100 and MTV-1105 are outfitted with a durable roller bushing chain. Slats are crafted from abrasion-resistant steel, and thick wear plate linings are installed on the conveyor floors. The floor of the paver-loading conveyor is insulated against heat loss. Rails installed at the bottom of the conveyor help protect it from damage that could be caused by impact with a paver. Sized for mass discharge from standard haul trucks, the front hopper allows trucks to unload fast. A vibrating bottom plate in
the hopper prevents material build-up. Heavy-duty, swivelling support casters under the hopper assure smooth movement. Complete functionality of the dump hopper is easily controlled by the operator from the main operator platform, requiring less working crew and saving money.

www.roadtec.com

**XYLEM**

New additions to Xylem’s portfolio include the latest smart dewatering pump from Godwin’s Smart Series. The new Godwin Dri-Prime pump has been specifically designed to combat the toughest mining and construction applications, offering improved efficiency, increased flexibility and greater sustainability. The new dewatering pump can be equipped with a new generation of Xylem Field Smart Technology (FST), Xylem’s first-in-industry Cloud-based telematics platform that allows customers to monitor and control the pump from anywhere in the world. Under its Godwin brand, Xylem also highlighted its Flood Protection (FP) Dri-Prime series, the first set of high flow, portable pumps certified to handle flooding. This series is designed to remove destructive floodwaters and prevent floodwater from reaching critical building systems and interior spaces.

www.xylem.com

**HAVER & BOECKER**

Haver & Boecker has established its global brand Haver & Boecker Niagara to combine the engineering expertise and product portfolios of its three mineral processing locations in Brazil, Canada and Germany. In the past, the three locations acted individually for their respective regions and territories. Customers around the world will benefit from shared innovative technology, more in-depth consultations, greater parts availability and better delivery times. The word Niagara means “thundering water,” echoing the sound made by the famous water falls on the border between the U.S.A. and Canada. Due to the similarities between the water running over the edge of the falls and the mined product coming off of the deck of a vibrating screen, the Niagara name was chosen as the brand name for Haver & Boecker’s and W.S. Tyler’s vibrating screens almost 85 years ago.

Haver & Boecker Niagara combines talents and skills in four major areas: heavy-duty scalping, full circle consultation, wide body screening and washing and palletizing. Haver & Boecker Niagara falls under the Machinery Division of Haver & Boecker, headquartered in Oelde, Germany. Beyond the processing equipment offered by Haver & Boecker Niagara, the machinery division specializes in material handling, packing, mixing, filling and palletizing technology for the cement, building materials, food, chemical and mining industries. The company’s Wire Weaving Division produces thousands of various types of wire mesh for screening, filtration, automotive applications and laboratory technology, as well as architecture and design products.

www.havercanada.com

**TEREX TRUCKS**

Terex Trucks showed visitors how the company’s two articulated haulers – the TA300 and TA400 – deliver low total cost of ownership and high productivity on jobs including large-scale construction projects, infrastructure developments, quarries and mines. Since August, the TA300 has incorporated the new EP320 transmission, which comes with two additional forward gears – eight in total – as well as four reverse gears. This helps to ensure smoother gear shifting and thereby superior operator comfort. In addition to this, the TA300 now delivers a 5% improvement in fuel efficiency, as well as enhanced performance, productivity and operator comfort. It also now comes with long life transmission fluid, which has helped to increase the length of time between oil maintenance intervals from 1,000 to 4,000 hours. The hauler’s maximum speed has also increased to 55 km/h (34 mph), up from 50 km/h (31 mph).

www.terextrucks.com

**GOMACO**

Gomaco’s new GP4 slipform paver, capable of paving widths up to 40 feet (12.2 m), made its international exhibition debut at Bauma 2019. The GP4 has a dual-telescoping roller frame with Smart Cylinders and Smart Telescoping for accurate frame widening and automatic width reference for easy and accurate steering setup. The modular roller frame telescopes up to seven feet (2.1 m) on each side for a total of 14 feet (4.3 m) of telescoping ability. The GP4 paver is equipped with Smart Pivot Arms for leg positioning, as well as Smart Track Steering technology. It has Extreme Steering capabilities that work together with the paver’s G+ control system, so G+ knows each track’s location and position.

www.gomaco.com

**BOSCH Rexroth**

Bosch Rexroth presented the first components of its future electrification portfolio, which will range from motors, inverters, hy-
A one-day workshop focused on the latest technologies designed for optimizing quarry and pit operations.

APRIL 8TH, 2020
CALGARY, AB
QUARRYTECH.CA

SAVE THE DATES

From the rocks to the roads, we’ve got you covered!

APRIL 7TH, 2020
CALGARY, AB
A one-day educational forum focused on the optimization of paving and related roadbuilding practices and procedures.

PAVETECH.CA

Interested in Presenting? Contact:
Andrew Snook I 289.221.8946 I asnook@annexbusinessmedia.com

Sponsorship Opportunities Now Available! Contact:
Laura Goodwin I 289.928.8543 I lgoodwin@annexbusinessmedia.com

Presented by:
The latest technologies and techniques for optimizing quarry and pit operations were on display in Moncton at Rock to Road’s Quarry Tech forum on April 25th.

液压泵，和传输齿轮到软件和系统解决方案。新的700V电机组合将在低速或高速版本中提供。有两台框架可以提供不同的长度和线圈配置，在不同的功率等级中。这使得制造商能够达到最高程度的电气化设计自由，为现有和新型车辆架构。框架1，外径130mm，可以提供连续功率高达75kW。高速版本可以提供高达180kW。框架2具有200mm的外径，其中最强大的变体可以实现250kW。

CDE
CDE正在重新定义现代工厂的操作方式，通过集成人工智能（AI）来提高生产力。在2019年宝马展上推出的Intelligent Plant，CDE的下一代技术，利用了在机器学习和互联网Things（IoT）方面的先进知识，以监测和自动化以前的 Manuel流程。使工厂能够在实时做出明智的决策。Intelligent Plant可以提高生产力。

Overloading can impact plant optimization resulting in lower yields and the need for greater maintenance. Intelligent Plant uses a series of belt-weighers to accurately establish the amount of material that enters the plant and determines the ratio between sand, aggregates and silt output. If the plant is running at below optimal utilization where weightings and output are unbalanced against set targets or failing to maximize on production capacity, the plant will respond to address the issue itself in real time by, for example, adjusting feed rates. At the centre of Intelligent Plant is OptiMax technology, the latest addition to CDE CORE - a range of technology solutions developed to give customers greater control of their plant.

www.boschrexroth.com

TEREX|FINLAY
The new Terex|Finlay 883+ (triple shaft) mobile heavy duty screener features a triple shaft screenbox ideal for working in dry and sticky applications including quarry, mining, sand, gravel, construction and demolition debris and recycling applications. The triple-shaft design of this new screenbox employs an oval motion stroke to generate an aggressive screening action, reducing plugging and blinding over the screen decks to ultimately provide a quality product with high tonnage output.

www.terex.com/finlay
June 5-8
CRAC Conference
Charlottetown, P.E.I.
www.crac-aclg.ca

September 10-12
CCA Fall Board Meeting
Whitehorse, Yukon
www.cca-aac.com

September 15
BCRB Fall Conference
Whistler, B.C.
www.roadbuilders.bc.ca

September 18-20
SC&RA Crane & Rigging Workshop
Glendale, Ariz.
www.scranet.org

October 1-3
ICUEE 2019
Louisville, Ky.
www.icuee.com

October 2-5
CONEXPO Latin America
Santiago, Chile
www.conexpolatinamerica.com

November 21-22
SHCA Annual Fall Convention
Regina, Sask.
www.saskheavy.ca

December 5
BCRB AGM
Victoria B.C.
www.roadbuilders.bc.ca

For advertising inquiries
Laura Goodwin, National Sales Manager
(289) 928-8543 | lgoodwin@annexweb.com
A boost for Ontario's infrastructure

The SAC welcomes infrastructure investments by Ontario and Federal governments

The recent announcement of the 2019 Budget of Ontario’s Government sets out a five-year path to a balanced budget.

This budget, the first for the Progressive Conservative Ford Government, was announced on April 11, 2019.

It is projected that Ontario’s economy is expected to continue to grow steadily. More recently, it was reported that Ontario’s real GDP grew by an estimated 2.2 per cent in 2018. It is anticipated that due to a less supportive external environment, in 2020 the GDP will be 1.6 per cent and by 2024 it will be 1.8 per cent.

One of the highlights of the budget included Ontario’s Capital Plan Outlook for planned investments in 2019-20, totalling $14.7 billion and reflects the government’s commitment to invest about $144 billion over the next 10 years.

It was announced that beginning in 2019-20, the government’s plan reflects more sustainable levels of infrastructure investment. It also reflects a more realistic forecast of construction timelines for major projects planned or underway, in keeping with actual expenditure patterns.

On July 1, 2018, the first phase of the Construction Act of Ontario (Bill 142) was implemented, which requires mandatory bonding on all public projects in the amount of $500,000 or greater.

Amendments that apply to existing provisions such as holdbacks, construction liens, trusts and bonding also took effect. This fall, the second phase of the Construction Act will be implemented which will result in appropriate support structures such as prompt payment, adjudication, and liens against municipalities.

On the federal level, the 2019 Budget doubles support for municipal infrastructure priorities through a Municipal Infrastructure Top-Up.

This top-up will double the amount of money that municipalities get through a one-time transfer of $2.2 billion through the federal Gas Tax Fund which will give much needed support for local priorities, including funds that will help address the short-term priorities of municipalities including repairs for roads and bridges, public transit, and building water treatment facilities.

The commitments by both the Federal and Ontario governments will assist in stabilizing both the construction and surety markets and will help to position surety products as a necessary and dependable product to minimize risk going forward for construction and infrastructure projects.

These investments are a much-needed boost for the surety industry, as our members are working hard to fix the problems created by the recent failures of three mega-contractors in 2018. Last year, sureties incurred more than half a billion dollars in claims; more than any other year in its history.

The good news here is that the surety industry has stepped up to pay the outstanding bills and arrange for the completion of the abandoned projects. The swift and responsive action of our members helped to lessen the impact of what would otherwise have been a total calamity.

In 2017, the Surety Association of Canada partnered with The Canadian Centre for Economic Analysis (CANCEA) to conduct a study on the impact of construction surety bonds on the overall economy across the country.

More than 150,000 bonded projects completed over the last 20 years by more than 10,000 construction firms were reviewed and the findings confirmed the value proposition of public sector bonding to taxpayers by way of strengthening the broader economy and bringing stability and certainty to the public construction process.

The results of this study, including the economic impact of bonds in various provincial jurisdictions across Canada, can be accessed on the association’s website at www.suretycanada.com.

Steve Ness is the president of the Surety Association of Canada.
WE DO THIS...

When you call, we answer.

Your call links you to the world’s largest inventory of in-stock parts for asphalt plants. It links you to a seasoned team of experts, ready to help. It links you to world-renowned service, ready to deliver. It links you to Astec.

No other North American manufacturer offers more options than Astec.

**4 DRUM OPTIONS**
Double Barrel / DBX / DBXHR / Dillman UniDrum

**4 BURNER OPTIONS**
Phantom / Talon II / Fury / Whisper Jet

**2 BAGHOUSE OPTIONS**
Pulse Jet / Reverse Pulse

**2 SILO OPTIONS**
Long-term Silos / Dillman Silo Systems
FLEXIBILITY MEETS PRECISION.
THE NEW MOBISCREEN EVO SCREENING PLANTS

HIGH-LEVEL FLEXIBILITY AND THE BEST SCREENING RESULTS. The new MOBISCREEN MS EVO screening plants stand out with their broad application versatility, ideal transport properties and fast set-up times. With the plant’s state-of-the-art control system, operating conditions can always be viewed conveniently and all machine functions can be controlled easily and intuitively. The efficient MOBISCREEN EVO plants deliver the best possible performance values combined with low fuel consumption and guarantee precise results with a wide range of application materials. This is where flexibility meets precision.

www.wirtgen-group.com/america