

# MINING & CONSTRUCTION



MECHANIZED ROCK EXCAVATION WITH ATLAS COPCO - NO. 3/2013

## Rebuilt rigs save time and money



Lively shop can do it all

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Drill and blast company relies on Atlas Copco

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New Swellex rock bolt released

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*Atlas Copco*



**M**ining is a tough environment. Productivity coupled with good mechanical availability are key factors for our customers and anyone in the mining industry.

In order to achieve their targets, our customers rely on Atlas Copco Canada Parts and Services. One specific example is a Midlife Refresh on equipment as part of the bigger picture maintenance strategy. For an LHD this timeline is generally 15,000 to 17,000 engine hours.

Meeting these highly specialized requests is anything but usual. It requires more than a bit of ingenuity, innovation and hard work—and I'm proud that my team can handle it. This is a key part of our business with our remanufacturing facility and personnel in Live-ly. You'll see articles featuring their expert work in this magazine.

Of course, not all equipment needs a full remanufacture or a rebuild. We always say that even the finest equipment requires regular service. By combining the use of Atlas Copco genuine parts with service by a certified Atlas Copco technician, you'll have a winning combination to get you through the tough mining environment.

**Brian Bernier**  
Product Manager National Shop  
Atlas Copco Canada

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**SAFETY FIRST**

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# You have it OR you don't

Three rebuilt Atlas Copco Scooptram loaders from Tasmania kept Cementation fleet bid-ready »

» **E**rnst Schaffernicht, equipment manager for Cementation Canada Inc., said the company has a proactive acquisition plan predicated on faith: “You trust that jobs are coming. You count on that. You can’t bid jobs if you don’t have equipment.”

So in April 2012 Schaffernicht was searching for 14- or 15-tonne underground loaders to be at the ready for prospective bidding over the next couple years. “Sometimes it seems you only have one day notice that you need equipment, and you either have it or you don’t.”

Schaffernicht said Cementation trusts underground mucking and loading operations to Atlas Copco and its Scooptram line. However, commissioning new Atlas Copco loaders to be built from scratch takes time, so he looked at used rig options to cover projects that he trusted would arise in the interim.

He had been having some difficulty locating rigs in the current market until his Atlas Copco contacts informed him of three 2008-vintage 15-tonne-capacity Scooptram ST1520 loaders coming off lease in Australia. Each had about 10,000 hours on it but would

still provide good used rigs for Cementation or serve as ideal rebuild candidates.

Schaffernicht, who hadn’t discounted other brands while looking for used rigs, said: “It came down to confidence. In the final analysis, having Lively rebuild the Atlas Copco ST1520s provided the best balance of safety, performance, price and delivery. Furthermore, the team at Atlas Copco has a good track record in rebuilding these large mining machines.”

Cementation’s customers also trust the Atlas Copco brand, Schaffernicht said, which helps with bidding. “Underground mining contracting is a very competitive business in a harsh and sometimes difficult environment. The equipment we send to our customers’ mine sites has to meet their corporate equipment specifications. They will veto our equipment if they feel that it’s not suitable to work in their mines.”

#### **Making the case for reman**

In a presentation Schaffernicht titled “The Tale of the Tasmanian Triplets,” Schaffernicht showed why choosing remanufacturing

components of the three Atlas Copco Scooptram ST1520s in Australia would be the best option.

Schaffernicht began by listing seven rig conditions or “states of use.” He ordered each by its cost up front: new, remanufactured, refurbished, good runners, as is, complete core and partial core. Then he began his systematic analysis of pros and cons.

- **New.** Schaffernicht said buying a new rig was ideal in many respects, as it meant buying the most recent model with its original OEM factory warranty. Although it was the most expensive alternative, it also presented little risk. Wait times for new orders would leave them without available rigs for too long, though.
- **Remanufactured.** During remanufacture a unit is sandblasted down to bare metal and repainted. Every component, including engine, transmission, axles, and torque converter, is remanufactured with OEM parts to precise OEM specifications. For this reason, Atlas Copco as the OEM can give its remanufactured rigs a new rig warranty.





“The team at Atlas Copco has a good track record in remanufacturing these large mining machines.”

**Ernie Schaffernicht**  
Equipment Manager  
Cementation Canada, Inc.

*A reman technician prepares to remove a tire from one of three Atlas Copco Scooptram ST1520 loaders. The ST1520's second life begins with a thorough inspection to see whether it is a good candidate for remanufacture.*

Delivery time could be as quick as three months, which would comfortably meet Schaffernicht's goal. As for price, remanned components generally cost a third less than new components. They still cost more up front than other used rig alternatives, so for a thorough analysis, Schaffernicht needed to take the other used rig options into consideration as well.

- **Refurbished.** Refurbished rigs offer a good value for their price, which is lower than one that has remanufactured components. Delivery time was better than for rigs with newly remanned components. However, Schaffernicht said, balanced against the savings in cost and delivery time comes greater risk: “Generally the overall quality and condition of this type is hard to judge unless you know the history of the machine and are given the repair bills.” And warranties for refurbished rigs are much shorter and focus coverage primarily on the new parts and specific work performed to bring the rig's systems back to functionality.

Remanufactured components from Atlas Copco are different because they use only guaranteed genuine OEM parts and come with a full Atlas Copco warranty.

- **Good Runner.** These rigs generally have a lower price than refurbished. The units are likely in stock, ready to ship. They might even have 30- or 60-day warranties. Again, the overall quality and condition of these rigs is hard to judge without knowing the history of the machines.
- **As is.** Schaffernicht considers “as is” rigs to be little more than cores whose owners try to sell at too high a price. Both risk and cost are too great, he said: “I am unwilling to buy them.”
- **Cores.** Incomplete cores, which are purchased only to skeletonize, were not what Cementation needed. However, complete cores, those qualifying as reman candidates, were of potential value. Such units are usually available for immediate shipping, come at a very low price and, since »



*A team of reman specialists bring the ST 1520 back to the exact specifications of the original. Atlas Copco stands behind the rig, giving it a new rig warranty and presenting the customer with complete documentation of every step of its reman process.*

» little is expected of them, have very low risk. Third party reman shops offer bargains on remanufacturing core rigs.

#### **Value of manufacturer-performed reman**

Schaffernicht believed the best value was to have Atlas Copco rebuild the Triplets with completely remanufactured parts. “Cementation’s ‘Best for Project’ policy mandates that we find the best equipment that we can for every one of our projects,” Schaffernicht said. “Our equipment has to be the safest while offering best overall performance at the lowest possible operating cost.”

Schaffernicht said, “Atlas Copco gave us extremely detailed reports of all the work that was performed on the ST1520s while in their Lively facility. We not only sent the cli-

ent the specifications of the ST1520 but also gave them the pictures of the remanufacturing process from start to finish. They could see that this wasn’t a five gallon overhaul. This made it easy for our client to confidently let us bring the equipment on site.”

Brian Bernier, the workshop manager at Atlas Copco’s Lively-based reman center in Ontario said, “Any shop can say it’s using OEM parts, but each Atlas Copco part has its own identity number. It’s not just a part number. When an Atlas Copco technician plugs that number into the company computer, all the information for that part on that specific rig comes up.”

Bernier said that’s why the rebuilt rig can have the same warranty as a new rig, and why all its safety features are guaranteed to

perform exactly as the original. “Third party companies can’t do that,” Bernier said.

#### **Great timing**

Schaffernicht’s foresight paid off. One of Cementation’s clients was just getting ready for an expansion project. Learning of Cementation’s three Atlas Copco Scooptram ST1520 loaders, it offered the project to Cementation. Just like that, the new rigs were consigned to a project. Schaffernicht gives some of the credit for the successful rig remanufacturing process to Aaron Walsh, sales account manager, who stayed with the project from start to finish.

Had Cementation not had the ST1520s when it did, Schaffernicht said they might very well have missed that opportunity. ☉

# Good<sup>as</sup> new

Lively's Atlas Copco remanufacturing team recreates rigs from a single part to original specs



Atlas Copco Shop Manager Brian Bernier is proud of the work his facility does in remanufacturing. His team's work was featured in the previous story with Cementation.



*The customer watches as a remanned Scooptram ST 1520 is first thoroughly demonstrated on the surface before leaving Lively.*

» **T**orch in hand, welder Ronnie Dumont had just finished a long smooth cut-out of thick steel from an Atlas Copco LHD. What had been a seamlessly integrated section of the tubular frame came away attached to his hoist. The cutout it left looked as though it was designed to be there, with edges so straight and smooth it was as though Dumont had used a saw.

“It took 40 tons of pressure to spread this frame back into place,” Dumont said. “Must have been a heck of a collision to have bent it, right?”

Having first spread the frame back to its original dimensions, Dumont had now made the space to install the replacement. He smiled as he left the filed frame to get another tool, shouting, “We do it all here! We can do anything!”

It’s not an exaggeration. In this bay the reman team at Atlas Copco doesn’t just fix rigs; it resurrects exact duplicates of the components, clones of the original.

Brian Bernier, the shop manager at Atlas Copco’s Lively store, affirmed welder Dumont’s claim. “Absolutely. From a single part we can recreate the entire rig. Not just that

model—that exact rig.”

Dumont helped during the recent rebuild of three Atlas Copco Scooptram ST1520 underground loaders using certified OEM components. The Scooptrams came from Australia for Cementation Canada Inc.

Cementation had been looking for alternatives to ordering new rigs so they could have shorter delivery times.

As a global supplier, Atlas Copco was able to locate three of its 2008-model Scooptram ST1520s rotating out of a leasing arrangement. All were perfect candidates for reman.

#### **How remanufacturing works**

Bernier oversees a staff of 46 technicians, 18 of whom are assigned to remanufacture. Bernier explained that each Atlas Copco part receives a part number that can be traced to the rig it was used on. Each individual rig, in fact, has a part number giving it its own identity. This is separate from its serial number.



“When I key in that number, it links to a parts list eight pages long for that exact rig. Each of its listed parts is another three pages or so of information, like installation instructions, diagrams and specifications,” Bernier said. “So from a single part, we will remake that exact same machine.”

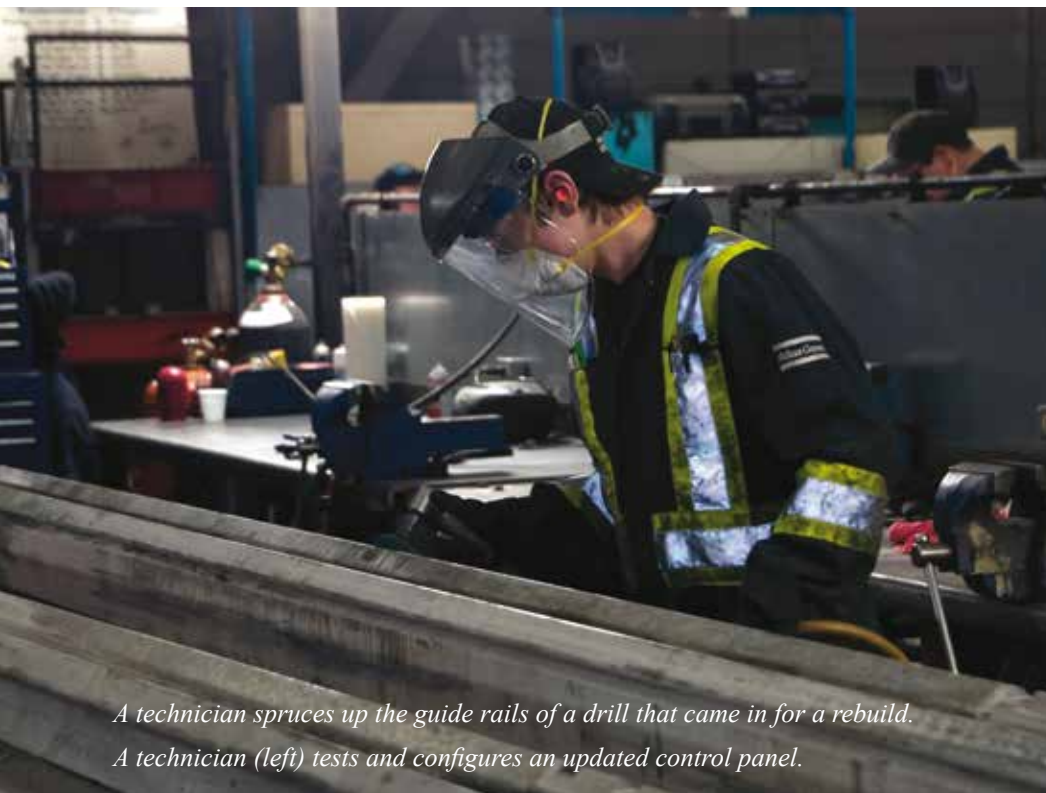
Is it something like a geneticist cloning an animal from a single cell’s DNA information? Bernier said, “Exactly.”

When a major component needs remanufacturing, it first goes through a visual in-





*Above, Cementation Equipment Manager Ernie Schaffernicht (left) and Atlas Copco salesman Aaron Walsh discuss the rebuilt Scooptram ST1520 as it goes through final tests.*



*A technician spruces up the guide rails of a drill that came in for a rebuild.*

*A technician (left) tests and configures an updated control panel.*

“Atlas Copco stands behind its remanned rigs. The chop shops can't afford to.”

**Brian Bernier**  
 Manager, Atlas Copco's Lively shop

spection by local certified technicians. A part that has a major failure such as a housing crack is not a candidate for remanufacturing.

The remanufacturing process includes inspection, disassembly, cleaning, upgrading, parts replacement, assembly and testing. Each component leaving the Reman Center will have an OEM quality certificate and traceable information, including serial number, parts numbers and inspector signatures. That component stays in the Atlas Copco system throughout its life.

The Atlas Copco Reman Center uses high-end Tensor electronic assembly tools along with bar code-embedded work orders. The intelligent tools and interactive software track and control specifications of work performed, which ensures that everything meets OEM specifications down to how each bolt is tightened.

Once assembled, products are rigorously tested on state-of-the-art test benches. Technicians are OEM certified and use advanced equipment and Atlas Copco's quality assur-

ance processes.

Bill Xuan is the marketing manager responsible for Atlas Copco's Reman Solutions business and the overseer of the global roll-out process.

He pointed out that the greatest cost related to customers' productivity is downtime. "Being down greatly outweighs the cost of the component itself, and a remanufactured component is even more cost effective with the same quality level as new. Having remanufacturing solutions for our customers >>>

» allows them the peace of mind that major components are always available off the shelf.”

That is only the start of the benefits according to Xuan. “Having a single-source supplier and OEM-guaranteed remanufactured components along with continued service creates harmony in using Atlas Copco equipment.”

### Reman value

Remanned components represent an incredible value to customers. For one, they are remanufactured by the manufacturing company with certified OEM parts to OEM specifications so they will carry the same one-year warranty as a new model.

Unlike third party shops who claim they, too, can reman using the same parts, Atlas Copco rebuilds the components to the original specifications.

“That’s huge,” Bernier said.

Many of the Lively center’s customers contract with big-name mining companies. Those companies are required to keep documented proof on file that the equipment brought onto their property is, above all else, safe for the mine and subcontractor personnel working there, as well as guaranteed to meet environmental regulations.

“Other shops can order the same OEM parts,” Bernier said. “But we have the specifications. They don’t. So to what standards and specifications are they doing the reman?”

The Reman Center works with each component’s latest engineering specifications to ensure the component is brought back to OEM specifications.

Sometimes remanufactured components are even better than the original because they receive the latest factory upgrades.

Bernier said this is why Atlas Copco stands fully behind its remanufactured components and guarantees that the equipment meets the original OEM specifications. Atlas Copco also provides documentation that customers can provide their clients as they bid on and are awarded their jobs. Third party reman shops can’t do that.

The final point Bernier wanted to underscore was, “Atlas Copco stands behind its remanned rigs. The chop shops can’t afford to.” It’s a factor that carries weight with many project owners. ☉



*Brian Bernier (left) talks to a technician in the Lively workshop.*



*Atlas Copco's Aaron Walsh (left), account manager for the Central Region, checks on Fraser Drill and Blast Management's first Atlas Copco ROC D9 hydraulic top hammer with company founder Bruce Fraser. A spring blizzard has sidelined the rig for the day, but it went back to work the following morning to an aggregate quarry southeast of Sudbury.*

# By any other name

Contractor who found success with Atlas Copco ROC D9 finds FlexiROC T40 to be worthy upgrade

**F**raser Drill Blast Management focuses its energy on being the best at what they do for their customers. Company growth is a by-product of that concentration, stemming from word-of-mouth referrals in a quietly expanding circle of clientele. Initially a blasting specialist established in 2003, its drilling operations came as a result of owner and founder Bruce Fraser's need to serve his customers more effectively.

"At first I thought I would just be a consultant," Fraser said, contracting drilling ser-

vices as needed for pit and quarry customers as he planned their drilling and blasting operations. But as Fraser's clientele and project lists grew, he purchased his own drills. The first was a 2008 Atlas Copco ROC D9 surface drill rig. He purchased two more ROC D9s shortly thereafter, and last year he ordered a Tier 4 compliant FlexiROC T40.

His company retains its distinction as a technically superior blast manager today. It even bears the distinction of being the area's first Orica-certified Canadian explosives con-

tractor for use of the Unitronic blasting system. The system adds safety and precision to a blast by electronically identifying, testing, programming and firing a shot.

#### **Cab-less rigs for crowded spaces**

Fraser said he and his company now provide both drilling and blasting services for about 95 percent of the jobs he takes on. The quarry work is largely for the aggregate market and is blasted in stages in accordance with yearly production plans. »

» For mining customers, Fraser has generally been contracted for “pioneering work.” Fraser Drill Blast Management initiates pit expansion when rough areas call for his more versatile, cab-less rigs. The mine’s production rigs can get to work once Fraser’s rigs create flat benches for them.

The Atlas Copco ROC D9, Fraser said, had been working well for them, but when he went to add a new rig to the fleet, he found that the D9 as such was no longer in production.

#### **Brand trust**

“We took it on faith,” Fraser said of the T40. He wanted to stay with Atlas Copco. “We trust Atlas Copco. We wanted to avoid some of the service hiccups that come with some other brands, and Atlas Copco has the best package deal.”

Aaron Walsh, Central Region account manager for Atlas Copco, said the Flexi-ROC T40 was basically a D9 but designated a T40 under the naming convention that distinguishes top hammers from the down-the-hole surface drills. However, he said, it is a bit of an upgrade to Fraser’s previous D9 rigs. “The T40 has a bigger hammer, a COP 2560, and bigger air.” The 2007 and 2008 model D9 rigs in Fraser’s fleet have COP 2160 hammers.

Walsh said the COP 2560 offers a range from 3-inch to 5-inch (76–127 mm) diameter holes but is optimal for the 4 ½-inch diameter holes Fraser typically drills. Its increased bearing surface and larger driver and impact piston improve impact tolerance in heavy production drilling. Onboard air is 335 cfm (158 L/s).

“Feedback from even the experienced

drillers has been that they like the T40,” Fraser said. “The remote control operation and automatic rod changer keeps them out of the dust.”

Though Walsh said service plans are available for the hydraulic rigs and field technicians will go wherever the rigs are, Fraser prefers that his own operators stay knowledgeable through routine service and maintenance, as the rigs can be sent a considerable distance into remote areas.

The T40 on this day was on a two-week drill and blast job for an aggregate quarry client. Each blast would move 5,000 to 50,000 tonnes of hard granite. The holes were drilled with 3½-bits on 12-foot lengths of Atlas Copco T51 steel to 45 feet in a pattern that varied by location. Part of the work lay within 75 meters of an active railway. Seismograph monitoring showed



no threat to the bed from the precision blasting.

### Value of remote control

Of the T40, Fraser said, "It's an excellent product. The remote adds safety. Drillers typically are standing back 15 to 20 feet from the drill, but could go farther." In fact, Fraser gave the example of how one driller was able to take cover from a cold rain by drilling from the shelter of his pickup truck. The steep terrain Fraser Drill Blast Management is often called to work in requires anchoring off the rigs. Remote control allows drillers to find sure footing to work from, increasing safety.

At the moment Fraser Drill Blast Management's four Atlas Copco rigs are keeping 14 employees in the field performing one- to two-week customized shots for a steady client list of 15 to 20 customers. ☉

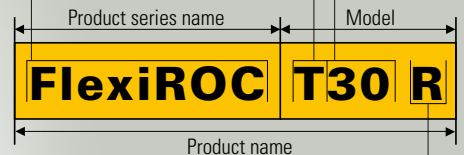
## New or used, Atlas Copco stands by its equipment

Atlas Copco's rock drills are supported whether they are fresh off the production line or well used in the field. The newest versions of these surface crawlers are:

	PowerROC Series
<b>SmartROC Series</b>	PowerROC T25 PowerROC T30 E PowerROC T30 PowerROC T35 PowerROC T35 E PowerROC T45 PowerROC T45 PowerROC D40 PowerROC D55
<b>FlexiROC Series</b>	
FlexiROC T15 R FlexiROC T20 R FlexiROC T30 R FlexiROC T35 FlexiROC T40 FlexiROC T45 FlexiROC T50 FlexiROC D45 FlexiROC D50 FlexiROC D55 FlexiROC D60 FlexiROC D65 FlexiROC C50 FlexiROC C65	<b>AirROC Series</b> AirROC T25 W AirROC T25 AirROC T35 AirROC D35 AirROC D40 AirROC D40 W AirROC D45 AirROC D45 SH AirROC D50 AirROC D55 AirROC D65

### Naming Structure

Product series name	Drilling type	Optimal
AirROC	T:Tophammer	Nominated
PowerROC	D:DTH	hole size
FlexiROC	C:COPROD	15-70 for 1,5"-7,0"
SmartROC		Ex: 30 for 3.0"



*Complementary codes*  
 W: Wheel based carrier for AirROC  
 SH: Semi-hydraulic pneumatic rig  
 R: Radio Remote Control  
 E: Exterior Direct Control

## In memory of Atlas Copco National Parts and Service Exchange Coordinator Dwight Leclerc



"You've got a job for life if you stick it out, if you have the right attitude."

**Dwight Leclerc 1956-2013**

It is with heavy hearts and much respect that we bid farewell to a longtime colleague at Atlas Copco Mining and Rock Excavation Technique Canada. Dwight Leclerc, 57, in his 40th year with Atlas Copco, passed away suddenly at his home on July 3, 2013.

Dwight would be considered a "lifer" at Atlas Copco. Fresh out of high school, Leclerc started with the company in January 1974. He started on a small scale then worked his way through the ranks to become National Parts and Service Exchange Coordinator—the position he proudly held when he passed.

Dwight was interviewed earlier this year for a publication that was commemorating Atlas Copco's 140th Anniversary. He spoke very proudly of Atlas Copco's commitment to him as a long-term employee and his allegiance in return. He was quoted in the piece stating, "I was pretty lucky. They reward you if you improve yourself. Attitude is key."

We, too, Dwight, were lucky to have had the privilege to know and work with you.

Let us say farewell to a special person, a valuable teammate and a friend to all of us. He will be dearly missed. He will always be remembered and will forever remain in our hearts.

## Atlas Copco introduces cost-effective addition to Swellex rock bolt family



Atlas Copco introduced the new Swellex Spartan rock bolt to the attendees of the 2013 Canadian Institute of Mining, Metallurgy and Petroleum (CIM) Conference in Toronto, May 5 to May 8. The new rock bolt is designed for use in ground conditions where the bolt does not need to absorb high energy.

"There are different environments in mining and tunneling, including those where the rock mass transfers very little energy into the bolt. And in such cases there is no need for a rock bolt that absorbs high energy—you just need a rock bolt that can reach peak load without necessarily having to give a lot of elongation in energy absorben-

cy," said Daniel Misiano, Vice President Marketing—Consumables. "The Swellex Spartan line has been engineered for these environments to maximize cost effectiveness and profitability. It is manufactured using the same stringent manufacturing process, the same quality control as other Swellex rock bolts that we offer today."

Like all Swellex rock bolts, the Swellex Spartan is easy to install for greater productivity and provides friction anchoring and mechanical interlocking for greater safety. The Swellex Spartan is available with corrosion resistance for maximum longevity.

Swellex Spartan rock bolts come in sizes from 1.2 millimeters and 3.9 kilograms to 6.5 millimeters and 21.3 kilograms.

General information	Swellex Sp12	Swellex Sp16	Swellex Sp24
Minimum breaking load	120 kN	160 kN	240 kN
Minimum yield load	100 kN	140 kN	200 kN
Minimum elongation	6%	6%	6%
Inflation pressure	300 bar	300 bar	300 bar

## Atlas Copco power generation offers enhanced options

Atlas Copco Portable Energy introduced Predictable Power to its approach for on-site power generation at the 2013 Bauma International Trade Fair in Munich, Germany.

Mike Marion, product and business development manager for Atlas Copco Portable Energy Canada, said that Atlas Copco has a unique approach to its on-site generator and power generation business. “We know that customers don’t really need a piece of equipment—what they actually need is reliable, risk-free, predictable power,” Marion said.

Marion added, “In fact, that is our core value—Predictable Power. For Atlas Copco, this term signifies both a pledge to customers and a state of mind within our organization. With Predictable Power, we communicate clearly to customers what they can



expect from us. Our generators are made for harsh environments, frequent relocation and demanding loads, environments where Predictable Power is a necessity.”

Predictable Power is a core value of Atlas Copco Portable Energy and the guiding principle for how they design, test, sell, build, commission and service generators.

## More 'green' options underground from Atlas Copco

Atlas Copco has launched a new range of underground LHD and mine trucks primarily powered by electricity.

Known as “The Green Line,” the group includes two electric underground trucks, four electric underground LHDs and a new portable generator.

The Electric Minetruck EMT35 and EMT50 models are nearly twice as fast as any diesel truck in their respective capacity ranges (35 and 50 tonnes). The two trucks reduce energy consumption by up to 70 percent. High-efficiency electric motors drive the axles directly, minimizing transmission losses. Regenerative braking returns the energy to the grid so that nearly 30 percent of the energy consumed going up the ramp will be regenerated while going back down.

The Electric Scooptram EST1030 and EST14 will join the existing EST2D and EST3.5 models as Atlas Copco’s line of 100 percent emission-free diesel LHDs. Built on the successful Atlas Copco Scooptram platform and powered by efficient electric mo-



tors, these new LHDs consume less energy, generate less heat and produce less noise than diesel loaders. Trammung capacities for the Electric Scooptrams range from 2 to 14 tonnes.

A new portable generator, the Gen-trail GT325, is a unique solution. The generator simply hooks up behind the loader and is towed just like a normal trailer. Once the loader reaches its work area the generator can be parked or towed away. A single generator is normally enough to support a fleet of loaders. The generator can also work as emergency power for the mine.

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## Sustainable productivity within reach



Honoring our commitment to increase our presence across the country and to better serve all our customers, Atlas Copco has opened additional offices in Saskatoon, Saskatchewan, and Wabush, Newfoundland.

**See page 15 for all of our location contact details.**

800-465-6719  
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*Sustainable Productivity*

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