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## DOOSAN

March 2012

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## New Doosan DA40 articulated dump truck offers significantly improved performance

**Doosan Infracore Construction Equipment has launched the new DA40 articulated dump truck (ADT), the first in a new family of Doosan ADTs offering increased engine power and torque, higher payloads, lower fuel consumption, enhanced operator comfort and faster travel speeds.**

Incorporating over 40 years of expertise in the ADT market and using quality components from world-class suppliers such as Scania, ZF, NAF, Parker and Rexroth, the new Doosan ADTs are optimised for extreme off-road performance. The exceptionally flexible and agile undercarriage, which is designed to ensure that all 6 wheels are in permanent contact with the ground, means that Doosan trucks

can operate on very rough and soft terrain on construction sites such as road projects and mass excavation hauling as well as in mining and quarrying applications.

The new articulated dump trucks complement Doosan's wide range of excavators and wheel loaders, allowing Doosan to offer a one-stop solution for equipment to excavate, load and transport all types of materials. All Doosan ADT and heavy equipment products are supported by flexible financing packages from Doosan Financial solutions, offering 'tailor-made' solutions for purchasing Doosan products.

Like all Doosan heavy equipment, the new range of ADTs is supported by a regional sales and service operation with strategically located parts depots to service a worldwide network of Doosan dealers. All the depots have fully trained Doosan service and parts specialists to support our dealers and to ensure the customer experiences maximum uptime from their machine.

### **The new DA40: Power, Performance, Productivity and Fuel Efficiency**

Powered by the 6-cylinder Scania DC13 Stage IIIB compliant diesel engine with a gross power output of 368 kW (500 HP) at 2100 rpm, the new DA40 offers a 10% increase in engine power compared to the previous MT41 model. With a 22% increase in gross torque to 2373 Nm (1750 lb ft) at 1300 rpm, the torque available in the DA40 is 'best in class' in the ADT market.

The increased engine power is combined with SCR technology to lower fuel consumption. Also contributing to the overall 8% reduction in fuel consumption\* is the new ZF transmission offering 8 forward and 4 reverse speeds. The new transmission improves the transfer of power from the engine to the wheels for



outstanding traction. To withstand the increased power, the driveline dimensions and cooling capacity of the truck have been increased.

The DA40 combines 'best-in-class' fuel consumption with a higher top speed of 58 km/h (36 mph). The DA40 also has an increased body capacity of 24.4 m<sup>3</sup>, and the payload has been boosted to 40 metric tonne without tailgate, an increase of more than 15% over the payload of the MT41. The higher speeds and payloads will allow the customer to increase profits from their mining, quarrying or earthmoving operations.

### 6-wheel traction and outstanding rough and soft terrain capabilities

The DA40 has permanent 6-wheel drive for equal power distribution while the free-swinging rear tandem bogie and the special articulation system offer excellent driving performance in difficult terrain. The sloping body design enhances the stability of the truck thanks to its low centre of gravity and allows fast and easy tipping, even in the most demanding conditions.

The combination of the unique tandem bogie and the sloping rear frame



results in 'best in class' rough and soft terrain capabilities and avoids the need for electronic aids such as traction control.

To handle the increased payload as well as provide a smoother ride for the operator, the DA40 has a completely new hydro-gas front suspension. This independent front suspension (there is no rigid axle) is a unique feature of the Doosan ADT which allows for free movement on one side, without movement on the opposite side, providing maximum ground contact and shock absorption.

The articulation hinge is positioned behind the turning ring to provide equal weight distribution even during maximum turning and ensure maximum contact between the front wheels and the ground for optimum traction.

Thanks to the high engine power and torque, the improved ground clearance and the efficient powertrain, the DA40 delivers 'best-in-class' rim pull in extreme hauling conditions. Like all Doosan ADTs, the DA40 features a powerful engine brake and hydraulic transmission retarder as standard. The wet brakes offer a long service life and sealed protection from the environment and, with oil-cooled multiple disc brakes on all the wheels, the safety of the operator is never compromised.

### Operator comfort and convenience

The DA40 has a completely new cab providing more space and improved visibility for the operator, 'best in class' noise levels and a fully automatic climate control system. For easier operation, Doosan has introduced new electronic systems and simplified fingertip controls with a digital display of all desired machine functions.

The fully automatic 8 gear transmission and smooth Tiptronic gear-shifting (both automatic and manual gear functions are available) allow the operator to concentrate on working conditions.

For routine maintenance and service, the cab can be tilted backwards to provide easy access to components. Easier service access and longer service intervals result in lower operating costs. A fully automatic central greasing system and rear view camera are standard.

**For more information about Doosan construction equipment, visit the website: [www.doosanequipment.eu](http://www.doosanequipment.eu)**

### Brief specifications

#### Doosan DA40 articulated dump truck

Body volume:	24.4 m <sup>3</sup>
Gross weight (heaped):	70700 kg
Net weight:	30700 kg
Payload:	40000 kg
Load over height:	3.35 m
Length:	10.59 m
Width:	3.48 m
Height:	3.82 m
Turning radius (ISO 7457):	8.42 m
Travel speeds:	Forward - 58 km/h/Reverse - 15 km/h
Gross torque:	2373 Nm at 1300 rpm
Engine:	6-cylinder Scania DC13 Stage IIIB diesel engine, 368 kW at 2100 rpm
Transmission:	ZF EP420 8F-4R with hydraulic retarder and front mounted differential

## Dust control in MRFs

**Processing domestic waste material in a MRF can generate nuisance dust issues which can create an unpleasant working environment for employees, housekeeping issues and significant fire risks as airborne dust particles come to rest on plant equipment.**

Impact Air Systems has vast experience of dust control solutions, enabling us to offer simple yet highly effective methods for capturing dust at source at conveyor discharge or transfer points. These dust control solutions can be integrated into your MRF using stand alone fully automatic filter systems or incorporated into other centralised pneumatic conveying systems.

The reverse jet filter system offers an effective air cleaning system to remove dust particles from the conveying air stream to well below current COSHH levels. The system also offers significant energy savings, generated by recycling the heated air back into the production area.



Dust recovered by the reverse jet filter system is collected in a bin via a hopper and can be disposed of via a plastic sack. Alternatively, Impact Air Systems also offer a dust briquetter system which allows dust collected to be compacted into a small pellet or briquette. These units can be installed directly underneath the filter unit or via a simple dust conveying system to a remotely located briquetter unit.

Impact Air Systems have successfully resolved dust related issues in a number of recycling processes throughout the UK and in several countries overseas including dry commingled recyclables, plasterboard / gypsum recovery, plastic recycling, WEEE waste and C&D recycling operations.

In association with Impact's range of air based recycling solutions including density separation such as air knives and zigzag separation, Glass clean up, FilmVac and general material conveying, dust control completes the picture, ensuring an energy efficient system which complies with even the most stringent environmental standards.

**View on website for further information...**  
[www.impactair.co.uk](http://www.impactair.co.uk)

 [www.hub-4.com/directory/13647](http://www.hub-4.com/directory/13647)



## Dust suppression for low-turbulence applications and fine particle control

**A global leader in dust suppression technology has announced the introduction of a new low-turbulence design for applications in which a fan-driven mist would be undesirable. Developed in response to extensive customer input, the DustBoss® DB-M is well suited to operating conditions involving very fine dust particles, such as slag dust or fly ash. The unit generates an umbrella-shaped cloud of atomized droplets averaging 50-200 microns in size, projecting the mist about 30 feet (9.14 meters) on a calm day.**

The powerful misting head is supplied standard with 9 atomizing nozzles and mounted on a 15-foot boom, but the design was engineered for its ability to be customized for specific dust types, particle behaviors or operating environments. *"There are a number of applications where a fan-driven dust suppressor would introduce too much air movement,"* explained Dust Control Technology CEO Edwin Peterson. *"In some cases, that could actually cause ground-level dust to become airborne."*

For those types of environments, Peterson says the DB-M is a practical and extremely versatile solution. *"We engineered this unit with the flexibility to accommodate a wide range of conditions,"* he continued. *"We can adjust droplet size to match specific particle sizes or characteristics, and it can be fabricated on a boom anywhere from 4-15 feet in length. It comes with a durable skid mount for easy portability, and the movable head allows users to fine-tune the mist direction,"* he added.

The new design features selectable flow settings and the company's proprietary Variable Particle Sizing (VPS) Technology to improve capture efficiency. Nozzles can be added, removed or re-sized as the application dictates.



Just 10 PSI of water pressure is required from the supply hose when using the integrated booster pump, giving the DB-M an output as high as 24 GPM at 200 PSI. An in-line 30 mesh filter stops any solids 600 microns and larger, and the manufacturer recommends that it be used at all times. If using potable water, nozzles can be inspected just once a year.

Configured for U.S. markets for 3-phase / 480 volt / 60 hertz power, the full current load is approximately 12 amps. It can be configured to match power supplies in virtually any region in the world. The recommended minimum generator set is 25 KW. Supplied "bare wired" with a 100-foot (30.48 meter) 10/4 electrical cord, it can be ordered with any plug for a modest extra cost.

The DB-M can also be supplied with an optional dosing pump for precise metering of odor control additives, surfactants to improve binding to dust particles, or tackifying agents to help seal ground-level dust and prevent it from becoming airborne.

## Cleanfix increases efficiency at Bristol Port; one of the most advanced bulk handling terminals in Europe

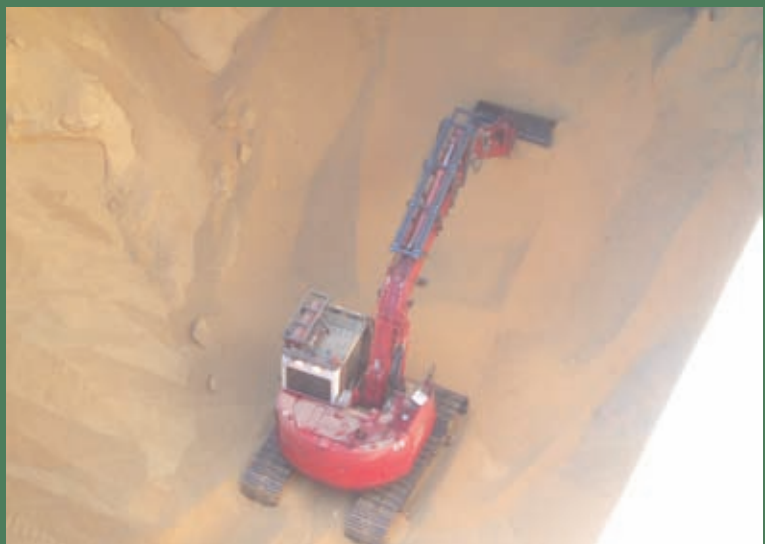
Since its privatisation in 1991 over £450m has been invested in The Bristol Port Company making it one of the world's most productive and technically advanced ports. The most significant investment in Bristol Port culminated in May 1993 with the opening of The Bristol Bulk Handling Terminal, a £120m joint venture between the port and National Power plc (now RWE npower).

The sophisticated, multi-user terminal handles a wide range of bulk products, including grain, animal feeds, fertilisers and aggregates, as well as all specifications of coal and petroleum coke. The terminal has the capacity to receive up to 10 m tonnes a year of coal and other bulk commodities.

One of the many bulk imports is animal feeds which are discharged by two Kone grab cranes, positioned on the dock side, assisted by smaller 12 tonne Komatsu PC138 excavators working within the hull of a vessel, ensuring the entire load is fully dispatched.

Working with dry produce in these enclosed conditions can create exceptionally high dust levels. This can quickly clog up the excavators cooling pack which causes major performance issues such as overheating and increased fuel consumption as well as becoming a fire risk within the hull of the vessel.

*"Working with grain derivatives such as the animal feeds can be dusty and machines need to be cleaned regularly to ensure maximum safety and performance,"* advised Paul Osborne, Development Engineer at The Bristol Port Company. *"We currently pull the*



*machines out of the hull to clean out the radiators and engine areas while the machines cool down."*

Two years ago Paul had Lynx Engineering of Long Buckby retro-fit Cleanfix reversible fans to his 12 tonne units to help eliminate the overheating problem.

The Cleanfix fan can be retro fitted to almost any machine with either engine or hydraulically driven cooling fans to eliminate problem areas associated with overheating due to blocked coolers. Lynx currently fit the Cleanfix fan to a wide range of agricultural, forestry, construction and waste recycling equipment, with some machines already available with the system straight out of the factory.

The patented Cleanfix reversible fan blade design will purge debris from heat exchangers and air intake screens at the touch of a button or at programmable intervals, meaning the operator does not have to shut down the machine, exit the cab or most importantly, stop working.

With the Cleanfix reversible fan, the fan blades rotate on their axis whilst the fan continues to rotate at full engine speed. This allows the fan to provide maximum cooling and cleaning airflow without stopping the fan, boosting productivity and performance whilst extending the life of the engine and hydraulic components.

Having Cleanfix fans fitted keeps the engines running cooler, as the dust and debris is regularly blown from the radiators. This means that the excavators can stay working in the hull for longer. Paul explains, *"Before, we had to lift the units out of the hull prior to them using a full tank of fuel but now they can run until the fuel tanks are empty, significantly reducing down time."*

Recently Lynx Engineering upgraded one of the systems to a new lightweight prototype unit, reported to be delivering the same results as the initial unit. The new lighter unit has been designed using lightweight materials to allow Cleanfix fans to be fitted to smaller compact machines where the weight of a heavy fan could cause problems.

Paul procures for the whole port and commented that this is possibly one of the smallest items he has purchased, but 'it's the little things that make a real difference'.

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**Please click here to view this product** [www.lynx-engineering.co.uk/cleanfix.php](http://www.lynx-engineering.co.uk/cleanfix.php)

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**<http://youtu.be/bB8KMj5N9dY>** **<http://youtu.be/qfzcvKK9w24>**



## Dust defeated on Euston Road demolition site

**Demolition of a large office block and underground footings, took place in central London in a sensitive area for several environmental issues including dust. Main contractor H Smith chose DustBoss DB60 to combat the dust issue.**

Supplied by Inmalo, the exclusive distributors for the range of DustBoss equipment in the UK, 2 units were strategically placed on the site. "We always checked prevailing weather condition to position the units to their best effect" says H Smith agent Mick Brown. "They did exactly what they say they do, a fine spray to control the dust at up to 60 metres, we could do away with man held fire hoses, both more safe and economical".



The DustBoss DB60 will use less water than a fire hose, and with much more effectiveness.

The DustBoss DB60 can be easily moved around site to match prevailing weather condition, and changing site conditions.

The units are available for rental or purchase through Inmalo (International Marketers (London) Ltd).

**Please contact <mailto:contactsales@inmalo.co.uk>  
+44 (0) 1962 760055, or visit our website  
[www.inmalo.co.uk](http://www.inmalo.co.uk)**



# Groundworks specialists, Advance Construction, purchase 10 new Cat machines from Finning

**Finning UK has secured the sale of 10 Caterpillar® excavators, including seven Cat 312DL tracked excavators and three Cat 308D SBRT hydraulic excavators, to Scotland based, groundwork's and civil engineering specialists, Advance Construction.**

The deal represents the first major fleet purchase of Caterpillar equipment by Advance Construction. Following a highly competitive tender process, that pitted the Caterpillar machines capabilities and overall running costs against rival products, Advance Construction opted for a Caterpillar fleet combination.

Commenting on the deal, Advance Construction plant manager, Gareth Mollan said: "At Advance Construction we have both a contracting and hire business, with a dedicated sister company that hires plant and equipment to customers across the region, as well as providing plant for our contracts."

"We therefore looked at the purchase of the new fleet with three things in mind. The first was cost of ownership and the second was the capability of the equipment. Finally we wanted plant that would be reliable and support that was local to where the plant may be hired. The Finning engineering support and branch locations therefore played an important part within the selection process. There is no point in having a piece of equipment that is stuck on a site waiting for a part or service, this is crippling for a plant hire and contracting business."

"The units themselves are perfectly matched to our client and customer groups needs and from an operator point of view, they are simple to control and comfortable. This is particularly important as in Scotland operators can be working in very harsh conditions."



Advance Construction opted for a combination of wheeled and tracked excavators, due to changing customer demand for units that work both on the road and within green field operations.

The sale of the Caterpillar excavators was managed by Finning key account manager, Alistair Murdoch. Commenting on the deal, he said: "We were in a pricing battle with two other suppliers on this deal, so it was very

rewarding to win the business. Without a doubt this success came down to the strong combination of Caterpillar equipment's quality and performance and Finning's ability to service and support the customers needs."

"We are looking forward to continuing to work with Advance Construction in the future and advising them on the options that Caterpillar and Finning can offer to improve business operations and costs."

The Cat 312DL machines are powered by engines with ACERT™ technology to optimise performance and meet emission standards. To reduce fuel costs, the engines run at lower speeds for better fuel efficiency and reduced wear while an economy mode is also available.

The Cat 308D SB RT machines are small enough to be very manoeuvrable and can get to places larger hydraulic excavators can't. This gives the machines the versatility to be used on almost any sized job or application where a hydraulic excavator is required, making them great all round machines.

## New Generation Doosan Excavators Offer High Performance and Fuel Efficiency

**Doosan Infracore Construction Equipment is launching the new Stage IIIB compliant DX300LC-3 and DX340LC-3 crawler excavators. Designed to exceed customer requirements for productivity, fuel saving, comfort, reliability, durability and reduced overall costs, these excavators offer high performance that will increase profits and return on investment for a host of customers including civil engineers, contractors, rental companies and aggregate producers, engaged in all types of earthmoving, road building, demolition, quarrying and material-handling applications.**

### Highlights include:

- Unmatched operator comfort with unique jog/shuttle control
- Very high performance and fuel efficiency
- Outstanding drawbar pull and digging forces
- Many more features as standard
- Enhanced controllability and serviceability

### Increased Operator Comfort

The new ROPS and OPG certified cab offers more space (+6%) for the operator and several convenient features, including direct control through the joysticks, which have new proportional thumb wheel switches and integrated buttons to provide precise, proportional control of attachments.

A new 7-inch colour high quality visual control console offers an attractive display and excellent functionality. All functions can be controlled both from the instrument panel as well as via a new jog/shuttle control next to the joystick, a feature exclusive to Doosan excavators. A new function allowing the operator to select

and set engine speed, hydraulic flow and pressure for attachments, with several preset positions, is a standard feature.

A new high-quality, heated air suspension seat reduces operator fatigue, while a new cab suspension system helps to cut vibration by 20% and reduce the sound level in the cab to 71 dBA.

The cab is pressurised to prevent particles from entering the cab. Lighting capability has been increased 100% to facilitate working at night. A side camera is available as a safety option. Other features include fully automatic climate control, a USB port to play music and videos, and more storage compartments for paperwork and other items.

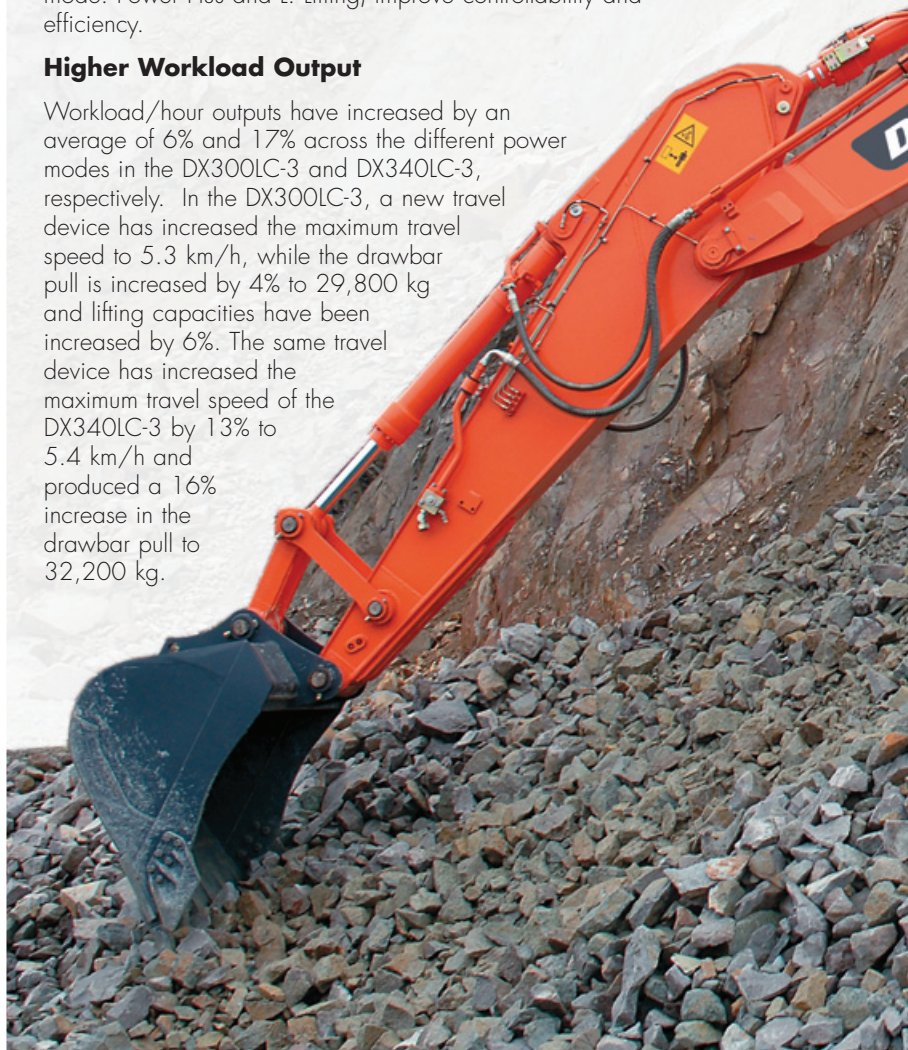
### Higher Power and Fuel Efficiency

The DX300LC-3 and DX340LC-3 excavators are powered by the Doosan DL08K 'common rail' 6-cylinder turbocharged diesel engine meeting Stage IIIB emission regulations through the use of EGR (Exhaust Gas Recirculation) and Diesel Particulate Filter (DPF) after-treatment technologies. At 159 kW, the Doosan DL08K engine in the DX300LC-3 excavator delivers 2% more power at a lower speed of 1800 rpm than the existing DX300LC Stage IIIA model. Compared to the DX340LC, the engine in the new DX340LC-3 delivers 210 kW, a 7% increase in power at a low 1800 rpm. Factory tests show a 5 to 10% reduction in fuel consumption, depending on the operating mode selected and the work being done.

A new ECO Gauge on the control panel helps the operator to lower fuel consumption by providing real time monitoring of fuel rate and actual engine-percent load. Two new operating modes (P+ mode: Power Plus and L: Lifting) improve controllability and efficiency.

### Higher Workload Output

Workload/hour outputs have increased by an average of 6% and 17% across the different power modes in the DX300LC-3 and DX340LC-3, respectively. In the DX300LC-3, a new travel device has increased the maximum travel speed to 5.3 km/h, while the drawbar pull is increased by 4% to 29,800 kg and lifting capacities have been increased by 6%. The same travel device has increased the maximum travel speed of the DX340LC-3 by 13% to 5.4 km/h and produced a 16% increase in the drawbar pull to 32,200 kg.



New hydraulic pumps and valves increase hydraulic flow by up to 11% and pressure (350-370 bar) to boost front, travel and power functions as well as increase lifting capabilities and reduce cycle times. In the DX340LC-3, the swing speed and torque have been increased by 5% and 7%, respectively, with both the bucket and arm digging forces rising by 5%. Overall, the new hydraulic systems improve the productivity of the machines through highly responsive controls.

## Lower Total Cost of Ownership

Both the DX300LC-3 and DX340LC-3 excavators have a more robust undercarriage with increased durability in the boom and arm, extending mean time before failure by over 30%.

The engine bonnet is split into four parts to improve serviceability, whilst components such as filters, valves and batteries are all within easy reach for service work. Cooling capacity has been increased by 10 to 15% compared to the previous generation machines.

As well as offering more standard features than other excavators of their type on the market, there is a greatly expanded choice of options, including a floating boom system for easy levelling and finishing work. Options for heavy duty applications include dual pump flow providing extra power for high flow attachments; a straight travel pedal; an oil-washed air cleaner; and additional protection such as dual track guards and full length track guards. Both new generation excavators are available with either standard or narrow tracks as well as monobloc or articulated front working equipment.

For more information about Doosan construction equipment, visit [www.doosanequipment.eu](http://www.doosanequipment.eu)

 [www.hub-4.com/directory/6960](http://www.hub-4.com/directory/6960)



### Brief specifications for Doosan DX300LC-3 crawler excavator

- Buckets: 0.80 - 1.75 m<sup>3</sup>
- Operating weight: 30.0 - 31.1 t
- Digging depth (std front): 7305 mm
- Digging reach (std front): 10725 mm
- Digging height (std front): 10325 mm
- Track width (std): 600 mm
- Overall width: 3200 mm / 3000 mm (narrow)
- Height (std front): 3370 mm
- Overall length in travel position (std front): 10540 mm
- Tail swing radius: 3200 mm
- Drawbar pull: 29800 kg
- Digging force over bucket (ISO): 20 t
- Digging force over arm (ISO): 17 t
- Lifting capacity at ground level (over front): 11.76 t at 6.0 m
- Travel speed: low range - 3.0 km/h  
high range - 5.3 km/h
- Engine (SAE J1349, net): 6-cylinder Doosan DL08K Stage III B (EGR), 159 kW (213 HP) at 1800 rpm

### Brief specifications for Doosan DX340LC-3 crawler excavator

- Buckets: 1.20 - 2.01 m<sup>3</sup>
- Operating weight: 34.9 - 36.0 t
- Digging depth (std front): 7535 mm
- Digging reach (std front): 10725 mm
- Digging height (std front): 10970 mm
- Track width (std): 600 mm
- Overall width: 3280 mm / 3000 mm (narrow)
- Height (std front): 3390 mm
- Overall length in travel position (std front): 11280 mm
- Tail swing radius: 3500 mm
- Drawbar pull: 32200 kg
- Digging force over bucket (ISO): 25.9 t
- Digging force over arm (ISO): 23.3 t
- Lifting capacity at ground level (over front): 14.01 t at 6.0 m
- Travel speed: low range - 3.4 km/h  
high range - 5.4 km/h
- Engine (SAE J1349, net): 6-cylinder Doosan DL08K Stage III B (EGR), 210 kW (281 HP) at 1800 rpm

## Tier 4 Solution For Popular C Series Excavators



**Case Construction Equipment will unveil a further seven models in its Tier 4 Interim-powered C Series crawler excavator range at Intermat 2012. The low emission engines and technically advanced Case Intelligent Hydraulic System in these machines lead to a 10% fuel efficiency improvement over B Series models.**

The CX130C, CX160C, CX180C, CX210C, CX210C Long Reach, CX470C and CX470C ME excavators deliver improved digging performance with lower emissions and reduced consumption. Five new energy saving systems contribute to a substantial cut in operating costs for customers, with revised boom design leading to an increase in productivity and durability.

### **Efficient Engine Technology**

The Tier 4 Interim compliant engines in the seven machines use cooled exhaust gas recirculation (CEGR) to provide a cleaner burn. Customers with B Series models will have already seen up to a 20% fuel improvement over older models and some competitors. With the C Series excavators they can expect up to a further 10% efficiency improvement.

The Case Intelligent Hydraulic System incorporates five energy saving systems. Boom Energy Save lowers engine revs during boom lower and swing operations, while the Auto Energy Save system cuts engine revs when the joystick control levers are inactive.

Swing Relief Control manages the hydraulic power distribution at the start of a slewing operation to provide the most efficient use of hydraulic flow and pressure. Spool Stroke Control automatically adjusts the hydraulic pressure during digging operations. Lastly, Idle Shutdown turns the engine off after a preset time has elapsed.

### **Increased Productivity**

The new C Series models boast up to 5% faster cycle times than their B Series predecessors, though with smoother and easier controls. Lift capacity is increased by around 6%, depending on model. A full range of buckets and attachments is available for the C Series models. The revised line of excavation buckets are all available with the Case SmartFit bucket tooth system, allowing rapid change of bucket teeth without the need to hammer out pins.

### **First Class Operator Environment**

The C Series cab is 5% larger than the B Series, with a smaller top beam and no overlap in the front windows contributing to improved all round visibility. Four mirrors provide an excellent view to both sides of the machine, while a rear view camera is standard and a side view camera available as an option. The camera feed is displayed on a new 7" LED monitor inside the cab, with a simple switch between rear and side views.

Internal noise levels have been reduced to an almost automotive 69.9dB(A), making the C Series cab as quiet and relaxing to operate as a luxury car. Air conditioning performance has been improved, with 8% increased output to ensure that the operator is comfortable throughout the working day. A standard suspension seat completes the picture for the operator, along with joysticks with four adjustable positions and travel pedals that require 30% less effort.

The new in-cab monitor offers improved visibility with the possibility for the operator to make a number of machine function adjustments from the seat. This includes up to 10 memory recall settings for auxiliary hydraulic flow and pressure, to make changing between attachments a simple and rapid task. The monitor also provides an on-board diagnostic service for technicians, reducing downtime and boosting productivity.

## Coleman & Company adds UK's first short radius ECR305C Excavators

**As one of the UK's leading specialist demolition companies working throughout the UK, Coleman & Company strives to stay one-step ahead when it comes to safety, productivity and industry best practice.**

And collaborative working with machinery manufacturers has enabled the company to develop its own unique capabilities - just like those it has recently unleashed using a pair of Volvo ECR305C short radius excavators to simplify the demolition of complex structures.

*"The ECR305C's have proved much easier to use in jobs where we would normally have used the larger EC360C model,"* says managing director Mark Coleman. *"In demolition specification, with cab guards and body protection, our ECR305C models are unbelievably stable."*

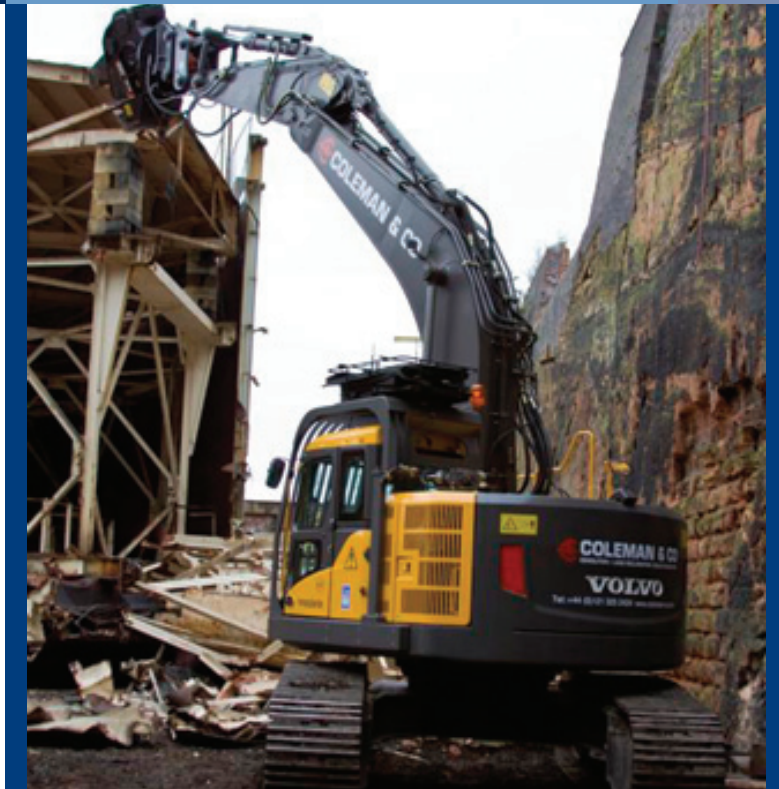
Previously, Mark Coleman says it was hard to determine a suitable role for such a large, short radius machine, but adds that their role in the recent deconstruction of gas holders, where space has proved to be a luxury, has been invaluable.

*"We were able to use a crane and lower the ECR's into site - in an environment where a larger EC360C simply wouldn't fit,"* he says. *"And with such a high power to weight ratio, we have been able to use the EC360's attachments on this short radius machine to take full advantage of its much smaller footprint."*

Dismantling the circular gas holders from the inside, Coleman & Company was able to position the ECR305 with its rear against the circumference of the structure, while safely reaching across to the opposite side to maximise the efficiency of the demolition process.

The result has been high productivity and immense stability, which has exceeded Mark Coleman's expectations considering the compact dimensions of the excavators.

*"Because the ECR305C's can handle the same attachments as our EC360s, we can maintain our efficiency using much smaller, more manoeuvrable kit,"* he says. *"It's very impressive and fits neatly with our philosophy of being a specialist demolition contractor that provides innovative solutions for our clients."*



The EC305C rewrites the rules on short radius excavator design. As the third and largest model in the ECR range, it offers best in-class lifting capacity, stability, digging force and fine control. On 800mm tracks, the upper structure swings outside its own track width by just 80mm.

Operating weight extends from 33.7-37.4 tonnes depending on specification, with power supplied by a Volvo D7E 195hp Stage 3A emissions compliant, fuel efficiency engine with Volvo Advanced Combustion Technology.

The ECR305Cs are part of a six-machine deal that also includes EW160C, EC210LC and EC380D models, giving Coleman & Company a fleet of 12 Volvo machines that also includes dump trucks and wheeled loaders.

Volvo's Caretrack monitoring system has been specified for the six new machines, allowing Mark Coleman to manage and extract yet more operating efficiency from his plant and equipment.

*"As a company, we spend around £1.4m on diesel every year, and the arrival of more modern and fuel efficient equipment will help us to reduce this significant cost while helping to reduce our carbon footprint,"* he adds.

With a business built on reputation, Coleman & Company specialises in complex projects within high risk environments. The firm is also capable of recovering up to 97% of materials from demolition projects, having recently invested £6m in redeveloping its urban quarry at Shady Lane in Birmingham, the business' headquarters.

*"We have developed a much more engineered focus on our business activities to ensure we deliver the most sympathetic approach for the most sensitive of projects for our clients,"* he says. *"And we expect the same level of service from our suppliers, and Volvo does not disappoint."*

*"I am very pleased with the service, support and quality that Volvo provides,"* he says. *"First impressions also count and these new models simply look right for our business. They are very well engineered, properly designed and well-built - which is just what we seek for the solutions we provide to the demolition sector."*

2012 also marks a significant milestone for Coleman & Company, as the firm celebrates its half centenary. To celebrate, members of staff have been swapping hard hats for running shoes to achieve the Triple 50 - a charity fund raising activity started by Coleman & Company with a target of raising £50,000 for Birmingham-based charities by running 50 miles to celebrate 50 years of business.

## Bardon Asphalt at Coalville cleans up with a BagVAC system

**Aggregate Industries has been using a Gotland BagVAC for several years, exploiting its dust removing capabilities to minimise manual handling issues and dust exposure risks at its Bardon Hill asphalt plant at Coalville, Leicestershire.**

Bardon Asphalt, part of Aggregate Industries UK Limited, is one of the leading asphalt suppliers in the United Kingdom, and supplies a full range of both British and European Standard products and proprietary products for the transport and construction industry. Its asphalt plant at Bardon Hill is one the largest in the UK, and was installed by Benninghoven, a leading name in asphalt plant design.

### **Benninghoven asphalt plant and the BagVAC system**

A key feature of the Benninghoven-designed asphalt plant at Bardon Hill resulted from the decision to equip it with a centralised vacuum system, designed and supplied by Gotland, with inlet valves around each of the six levels of the asphalt plant for attaching a length of flexible suction hose. The suction power is then supplied by a Gotland BagVAC, so that all the dust and build up that inevitably results from asphalt production is sucked away into a large one tonne IBC containers.

The beauty of the Gotland system lies in its numerous benefits, from minimising dust through its fully enclosed system from nozzle to bag, and the avoidance of manual handling risks, along with improving Bardon Asphalt's own H&S and general housekeeping standards.

### **The asphalt plant manager's perspective**

The best person to describe the BagVAC experience is Jason Broughton, the asphalt plant manager at Bardon Hill: "The BagVAC dust removal system is used for the internal cleaning and dust removal of our Benninghoven Asphalt plant. This means working around and ups on seven levels internally, via the connectors we have on all levels for sucking all the dust away into the BagVAC system."

"Prior to commissioning and installing the BagVAC system, there was a serious manual handling issue. Bags were filled



and removed by hoist on level six - using internal stairways. As a direct result of this laborious and unpopular chore, the housekeeping of the plant interior was left to become one of the last things anyone had or wanted to do."

### **How much dust and how often is the BagVAC used?**

"We use it weekly to maintain housekeeping standards with the plant internals."

### **How easy is the BagVAC to use, and does it save time?**

"The BagVAC's very user-friendly, which is another good point, as introducing new technology and equipment is always easier when the operatives find it simple to use and can immediately see the benefits to their working environment. It greatly reduces the time spent on the cleaning and housekeeping tasks compared to manual removal, based on volumes found and spillages - as many as four levels of the asphalt plant can be completely cleaned in a day."

### **So how was the BagVAC for Bardon Asphalt?**

Jason's happy to have the last word on the BagVAC: "The BagVAC has made a big difference to achieving higher onsite environmental standards and it has improved our general housekeeping standards."

"All in all, the BagVAC system is an excellent piece of kit that has effectively removed other critical issues like manual handling of bags with filler fines. It has made housekeeping easy and enables us to maintain the high standards expected on site."

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## SILENCE PLUS Gear Pump claims industry accolade

**Rexroth's SILENCE PLUS external gear pump has been named the overall winner at the Huber Publishing House Industry Prize after impressing judges with its innovative noise-reducing performance.**

The Rexroth SILENCE PLUS won over judges with its new generation technology which reduces noise levels by an average of 15dB (A) in comparison to conventional gear pumps. It is also characterised by a much deeper sound which is more comfortable for the machine operator. This provides cost savings through the elimination of secondary noise reduction measures.

Roger Benton, Marketing Manager for Bosch Rexroth, said: "Taking the top title at the Industry Prize is testament to the strength of this product. By using the SILENCE PLUS our customers can meet legally prescribed noise limits, whilst the Rexroth name ensures high efficiency and a long service life."

The SILENCE PLUS is ideal for use in applications with electric motor drives such as fork lifts, lift platforms or industrial power units. The SILENCE PLUS is compatible with all other Rexroth external gear pumps for ease of retrofit.

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