

Two Cat® PM200 cold planers working in tandem on the runway of the G. Marconi Airport, Bologna, Italy

Maintaining recommended safety standards while air traffic constantly increases and keeping runways at top operating efficiency are just some of the reasons why the Guglielmo Marconi Airport –Bologna, Italy- has for many years entrusted its scheduled maintenance operations to the Società Cooperativa Costruzioni. The Cooperativa Costruzioni is general construction company headquartered in Bologna and one of the leading contractors in the sector since 1934. It has 500 employees and a fleet of 80 earthmoving and road making machines.

The Coop Costruzioni is responsible for the construction and maintenance of

airport infrastructure and recently received a request from the Airport Maintenance Department to repave one of the runway links, the ECO link, and also to repave some sections of the taxiway. Repaving involved milling and then re-asphalting the worn surfaces. Clearly the time window for such works was very small.

As is often the case with a fully operational airport, the biggest challenge during maintenance works was to coordinate a series of conflicting activities.

Works had to be executed in a very short time while maintaining the highest

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Letter from the Regional Industry Manager



Josh Meyer

Regional Industry Manager
Europe & Africa Region
Caterpillar Global Paving

The New Year has arrived. We normally welcome the New Year with a sense of anticipation and excitement. I can only assume that for most of you, as we enter 2010 this is particularly true. We have weathered perhaps the most significant economic crisis since the Great Depression, and one with particular impact on the worldwide construction and equipment industries. It has been a challenging year, not just for Global Paving, but also for our dealers, our customers, and the paving industry as a whole. While the inherent uncertainty of the economy remains and we may still find challenges along a bumpy recovery, the outlook appears very promising. The truth is, we are far better positioned for growth now than we've ever been before.

The 2009 global recession gave us the opportunity to take serious stock of our strengths and our weaknesses, and position ourselves for the future. In the slowdown, we didn't rest on our laurels. We took action; we took control. Dealer and Cat inventories were reduced, we've undertaken aggressive process improvements at all of our facilities, and we got our newly aligned Sales and Marketing group up and running with boots on the ground. We're working hard to increase training and marketing communications, and have strengthened our base of expertise to better support you—our dealers—and our end users. We have positioned ourselves to be proactive, and we are more nimble. We now have a clear vision for aggressive growth in Europe and Africa, as well as across the globe. In a nutshell, we are far better positioned for growth in the paving sector today, than we were even 12 months ago.

These efforts allowed us to lay a solid foundation and start the momentum rolling proactively, in a positive direction. We recently launched a redefined Paving strategy. This clear, comprehensive, end-to-end strategy will act as our blueprint—the driving force behind deliberate growth.

Paving product awareness and communications are already being stepped up. From the Support, and Sales and Marketing side, we will work hand-in-hand with dealers to ensure we not only have a place at the negotiating table, but we will aggressively seek out those paving deals and opportunities wherever they exist—and frankly, create them where they don't exist today. On our end, we'll create the "pull," through our marketing and communications efforts and you, our dealers, will create the "push." Our stepped up presence will make it clear to customers and the competition alike...Caterpillar is in the paving business—and in it in a big way.

Our successful road shows last fall helped set the stage for what's to come over the next few months...together, we will work

aggressively to go after paving business across Europe and Africa. We recognize we have a long way to go to become a recognized industry player, however, we will not stop there. We will work in tandem with you to move beyond a mere player. We will work to become an industry leader.

BAUMA 2010 (Munich, April 19-25) will set the stage to rollout a host of major machine and technology solutions—the new AP555 Paver, the CD54 Drum Steer Vibratory Asphalt Compactor, the intuitive Cat Grade and Slope System for asphalt pavers, and a new drum option for the highly productive PM200 Cold Planer. And, we will take every opportunity to leverage our complete line of paving products and innovative solutions...whether it be a demo in the field, a commissioned new machine delivery, or bringing our paving expertise directly to our customers through in-region road shows or training workshops.

“Our goal is bold, but achievable: to become the global market leader in paving. This will not happen by chance. Executing the strategy and achieving that goal will require all of us—from dealers, to paving specialists in the field, to our Support and Sales and Marketing groups, to our engineers, and assemblers in our manufacturing facilities around the world—to pull on the very same rope.”

Jim McReynolds
President, Caterpillar Global Paving

The takeaway from this is key...as an organization we have turned a corner. Again, we can't guarantee the economic recovery will be less challenging in the coming year, but we can say for certain that we are far better positioned than we've ever been before. Together, we are poised to capitalize on any opportunity, and create them as well.

Until our next issue,



Josh Meyer
Regional Industry Manager, Europe & Africa Region
Caterpillar Global Paving

Cat® AP655D Track-type Paver: The Perfect Fit for Any Size Job

Roads in southeastern France and those on the west coast of Spain share a common challenge often faced by road construction crews around Europe: extremely tight working conditions. Such conditions create unique construction demands that can affect traffic flow, the preservation of historic structures and, even the ability to resurface these narrow roads that, in

some cases, have been around for centuries. Add to these challenging working conditions, the mountainous terrain found in the Alpine regions of southeastern France—including hairpin curves and switchbacks—and, contractors are often required to deal with a whole host of logistical concerns that go way beyond simple mat smoothness and densities.

Fortunately, Caterpillar offers the AP655D Track-type Paver with model AS4251C screed, a versatile machine solution that easily handles the paving challenges of some of the most narrow jobsite situations. The 19,165 kg AP655D (18-19 ton major class size for tracked pavers) excels in a wide range of applications, with the help of two innovative track solutions: the



France: AP655D on Mobil-track™ (MTS rubber track) undercarriage

Mobil-trac™ (MTS rubber track) and steel track undercarriages. Each track option is fully bogied with an automatic hydraulic track tensioning system, ensuring greater productivity and superior paving quality.

Crews across Europe, Africa and the Middle East (EAME) are finding this is one paver solution that handles a demanding highway reconstruction job, or a commercial-sized parking lot project, as adeptly as it handles the tightest Alpine switchback. Its features—standard 2.55 m paving width (up to 5 m with hydraulic extensions, or to 8 m with mechanical extensions), productivity, short turning radius, and excellent maneuverability—are coupled with proven technologies that produce consistent, high-quality mats. This allows crews to focus more on jobsite challenges, than machine operation.

In the Rhône-Alpes region of southeastern France, a new AP655D MTS was recently paving its way along a narrow thoroughfare, as crews worked carefully along a winding mountain road. French contractor Braja was demonstrating an AP655D MTS along a 7,1 km stretch of roadway between Villepredrix and Léoux—where the elevation changed from 450 m to 750 m. In this first application, it took crews about 45 minutes to lay 250 tons of a bituminous concrete mixture. The very next day, the paver was put back to work along a similar path, this time paving 8 km of

roadway in a machine demo from Verclause to Lemps—along an altitude rise of some 200-plus meters, under a similar timeframe.

Despite the inherent jobsite challenges of any mountainous terrain, Braja crews say the AP655D MTS handled the distances about three times more quickly than steel chain paver finishers they've used in the past. What's more, they especially appreciated the paver's excellent maneuverability along the roadway's many hairpin curves. And, crews noted that the AP655D's Mobil-trac undercarriage provided enhanced "security"—more stability across uneven surfaces. Local Cat dealer Bergerat Monnoyeur is not surprised to see the AP655D perform so well in various terrains and under these challenging conditions.

Pierre Bouilly, Bergerat Monnoyeur's Paving Product specialist, is quick to point out that because of the sharp mountainous turns and tight turning radius required for this project, it was impossible to transfer the paver to the jobsite on a lorry. Braja selected the MTS undercarriage option of their new AP655D wisely. Bouilly explains that despite the rigorous climb, "The AP655D MTS was easily able to ascend the mountain road on its own thanks to its high travel speeds and Mobil-trac System. It easily covered the required distance of 5 km, in one hour. This illustrates the versatility of its rubber-track

undercarriage...as a result, the AP655D MTS is able to match the high transfer speeds and maneuverability of most wheeled pavers."

Over 1,500 km away, Oviga, a Spanish road construction contractor and valued customer of local Cat dealer, Finanzauto, found the Cat® AP655D steel track paver to be a perfect fit for another challenging road construction project in western Spain. Upon delivery, the team recently put their new AP655D through its paces. In its inaugural application, the paver was tasked to pave a worn-out stretch of village road near Palas de Rei, about 70 km east of Santiago de Compostela. Typically, when customers take delivery of a new paver, operators and crews dedicate some time to commissioning—start-up training that thoroughly reviews proper controls and machine functions. In this case, Oviga was anxious to start the project and get the AP655D right into the field. Therefore, they opted for "on-the-job" training.

Thanks to the AP655D's intuitive operations, and the help of Cat Commissioning Engineer Davide Dalla and dealer Finanzauto, Oviga crews quickly became proficient in the paver's operation. With no prior experience with the paver, they completed the project to specification, on time and with complete satisfaction. According to those that participated, Oviga and its operators were "more than pleased with the working speed and quality of

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Cat® AP655D Track-type Paver: The Perfect Fit for Any Size Job

Spain: AP655D on Steel Track undercarriage



The new AP655D with model AS4251C screed offers contractors a versatile high-productive paver solution, meeting a variety of regional needs across Europe, Africa and the Middle East (EAME). With an operating weight of 19,165 kg, it competes in the 18-19 ton major class size. It is one of the largest and most productive asphalt pavers in the Cat® paver line.

Its versatility lies in the AP655D's two proven undercarriage systems, the Mobil-trac™ System (MTS rubber track undercarriage) or steel track undercarriage configurations. Each allows the paver to easily handle surface irregularities, for even the most rigorous jobsite environment (wet or dry!)—while producing exceptional machine stability, mobility and unsurpassed mat smoothness.

Its Cat C6.6 turbocharged 6-cylinder diesel engine delivers ample power (129 kw) and features proven ACERT™ Technology that incorporates a series of innovations working at the point of combustion to optimize engine performance. And, it meets European Stage IIIA engine emissions regulations for off-road applications.

Employing one of the most proven material handling systems in the industry, the AP655D delivers precise material control and unsurpassed paving results. Its Advisor Monitoring System (AMS) offers an intuitive interface, which allows operators to easily maintain optimal machine performance. A dual swing-out operator's platform delivers ergonomic comfort, control and precise visibility. Serviceability and reliability are engineered from day one.

The AP655D is well-suited for motorways, highways, industrial sites, parking lots, urban and rural roads, city streets, residential streets and other production-sized paving jobs.

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the final mat surface," and the paver's overall performance. Contractors featured here, from both the mountainous regions of southeastern France and the western coast of Spain have shown that both undercarriage options of the AP655D provide exceptional traction and versatility. And, dealers across several territories are hearing similar accolades from additional units already employed in the field across a wide array of terrains. Bottom line: the AP655D delivers a smooth, dependable ride, and unsurpassed productivity.

At both jobsites, crews were extremely pleased with the AP655D's performance and ease of operation. French contractor Braja also cited the paver's exceptional visibility, and it was noted that they would fully expect the paver to play an important role for any road construction firm well into the future. ■

For more information on how the Cat® AP655D Track-type Paver can pave the way to marketplace results in your region, contact your Paving Territory manager or Nathan Just, Sales Support consultant, via email at just_nathan_k@cat.com

The Cat[®] RM500: A Win-Win Solution for Cost, Stability and the Environment

Sogea Satom, a prominent French civil engineering and road construction firm, has a long and well-established relationship with their local Cat[®] dealer Tractaftric. The two recently partnered to find just the right machine solution to tackle an important road stabilization project in N'Dokoti, near the port city of Douala, Cameroon.

The oil-rich West African nation of Cameroon is sandwiched between Nigeria and Equatorial Guinea, and sits on the eastern part of the Gulf of Guinea, on the Bight of Biafra. As a result of Cameroon's abundant oil reserves, and a generally stable political and economic environment, the country has been able to continue to develop its petroleum industries, foster its agricultural exports (from cocoa, to coffee and bananas) and improve its transportation infrastructure. Its climate varies from tropical along its coastal regions, to nearly semiarid in its northern regions, each following a range of terrains from coastal plains to mountains. This diverse terrain offers unique and varied challenges to those working to build and maintain Cameroon's roadways.

Of the country's estimated 50,000 km of roadways, only a small

percentage is paved (one tenth, based on 2004 estimates). Maintaining dirt roadways, allows commerce to move efficiently from one West African region to the next. Most importantly, local contractors look for versatile equipment that can function well in a variety of terrain and application requirements. With the aid of Tractaftric, Sogea Satom chose a Cat RM500 Rotary Mixer to complete the roadway stabilization job at hand, and meet the changing and demanding conditions.

In the Douala roadway project, crews from Sogea Satom first compacted the road's existing surface with the help of a Cat PS300 Pneumatic roller, and then manually disbursed a cement mixture on the newly prepared surface. The RM500 took one pass over the surface, reclaiming to a depth of 20 cm, while at the same time mixing the materials to the contractor's exact size and uniformity requirements. Unsurpassed blending of the materials was achieved with the help of the RM500's enhanced features, including a unique mixing chamber, precise depth control, mid-

machine rotor and three rotor speeds. A water spray and final round of compaction completed the project, and produced the durable surface Sogea Satom crews were looking for.

Another region of the continent that's working to maintain its own developing transportation infrastructure is the province of Antigua on the Spanish island of Fuerteventura, the oldest of the seven Canary Island archipelagos off the coast of North Africa. Like Cameroon, the vast majority of Fuerteventura's 500 km of roads are unpaved. The Island is a coveted tourist destination—especially in the fall and winter months, with over 50 km of fine white sand beaches (the longest beaches in the archipelago), black volcanic pebbled-areas, a consistent seasonal climate, and a wealth of watersport activities. In the summer, the island is also known for its white sandstorms and blazingly hot temperatures. The archipelago's summer temperature extremes and blinding sandstorms mean maintaining the island's dirt roads can be somewhat challenging.

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Although the maintenance of its dirt roads usually falls to that of the municipalities, Fuerteventura's governmental body works with municipalities to ensure roads remain assessable, and provides the heavy

Prior to purchasing the new RM500, island roads were maintained by trucking in substantial material—some even shipped onto the island. The material was "gravelled" in a process that included spreading the material,

government and the municipalities surely find appealing, as the entire island is considered a protected biosphere reserve.

Vera and Suarez cite their local Cat dealer for helping to cinch the deal. They note that Barloworld Finanzauto's product support organization and Cat integrated Solutions & Services has given them the confidence to turn to Caterpillar time after time. In today's challenging economic environment, machine features, including productivity, versatility and ease-of-use, are more important than ever before. For Fuerteventura, another critical factor is "what one gets after the sale—that the mechanic will be on hand when needed, that spare parts are here, and that we can get them quickly," explain Vera and Suarez. As a result, the island's road construction and maintenance fleet includes numerous Cat road construction machines—Cat track loaders, wheel loaders, backhoe loaders, motor graders, and excavators...and now the new Cat RM500 Rotary Mixer. ■

Did you know?

Fuerteventura is the longest and oldest archipelago in the Canary Island chain. It is believed to have formed over 20 million years ago in a violent volcanic eruption...with a majority of its current landscape created just five million years ago. It is one of the United Nations Educational, Scientific and Cultural Organization's (UNESCO's) protected biosphere reserves, offering a rich diversity of marine species, and promoting "sustainable development."

machinery often required. Recently, the government took delivery of a new Cat RM500 Rotary Mixer to help renovate roads throughout the island. Rosa Vera and Beatriz Suarez, of Fuerteventura's Works and Machinery Department, are quick to point out that the island government is no stranger to the Cat brand. Despite an open competition bidding process, nearly "the entire road construction fleet [of the government] is Cat equipment."

grading it, wetting the material down and compacting it. This required transportation of a whole fleet of machines and various operators just to complete the work. Today, the addition of the RM500 allows Fuerteventura's roadways to be maintained more economically. In addition, fewer shipped in quarry materials creates far less environmental impact, something the both the island



“So, the thing that pushes the decision in one direction or another is what one gets after the sale—that the mechanic will be on hand when needed, that spare parts are here and that we can get them quickly.”



*For more information on how the Cat RM500 Rotary Mixer can be employed to achieve similar results in your marketplace, contact your local Paving Territory manager or **John Ferraris, Sales Support consultant,** via email at **ferraris_john_j@cat.com***

above:

Chief responsables of the Canary Island Local Government, Mario Cabrera González, Natalia Évora Soto, José Luis Cerdeña, Works and Machinery Tech responsables of the Canary Island Local Government, Rosa Vera and Beatriz Suárez, Barloworld Finanzauto Commercial in Canary Island and Barloworld Finanzauto Product Manager M. Victoria Morago.

Cat® RM500 Rotary Mixer

Productivity, Serviceability & Comfort
in a Durable Package

With an operating weight of 28,145 kg (with ROPS and universal rotor), the Cat® RM500 Rotary Mixer is a powerful, productive and versatile addition to any contractor's road reclamation and construction fleet. It was designed to deliver superior performance and reliability in even the most demanding job specifications. It works exceptionally well in both full depth reclamation and soil stabilization applications. Three innovative rotor designs (Universal, Soil or Combination) are available, matching the rotor to exact project specifications (one rotor for asphalt reclamation, one for soil stabilization, and a combination rotor handling primarily soil stabilization with light cuts of asphalt reclamation). Rotor designs incorporate mounted in, drive-in, knock-out holders for quick and easy replacement as required.

The rotor moves independently within the RM500's large volume mixing chamber, allowing the capacity of the chamber to increase in deeper cuts, and therefore, producing better material mixing and excellent gradation. The mixing chamber is designed to ensure depth control, proper sizing, and thorough blending of reclaimed material. What's more, machine



weight is well distributed to provide optimum cut stability, as well as contribute to uniform depth control.

An electronically controlled on-demand variable speed cooling fan delivers the lowest overall noise levels, while the RM500's ergonomically designed operator's station equates to comfort, visibility and ease-of operation. Machine controls are conveniently grouped to enhance operator productivity and reduce fatigue, and they are just a few of the RM500's innovative features.

A Cat C15 engine with ACERT™ Technology powers the RM500. ACERT Technology provides clean burning power and innovations that work at the point of combustion to optimize engine performance and provide low exhaust emissions. The C15 engine provides a full-rated gross power (SAE J1995) of 403 kW (540 hp) at 2000 rpm with a torque of 2356 Nm (1738 lb/ft). The combination of large displacement and high torque allows the RM500 to propel through even the toughest materials. And, this engine meets European EU Stage IIIA emissions regulations for off-road applications.

First Cat® RM500 to Armenia Creates Significant Interest and Attention



Caterpillar is pleased to announce the delivery of the first Cat® RM500 Rotary Mixer to the Republic of Armenia. This important milestone represents the first reclaimer technology ever delivered and deployed for road reclamation in the former Soviet republic.

“This strategic sale, and delivery of the country’s first reclaimer technology, held great significance to this rapidly developing Middle Eastern nation, and as a result, the RM500’s first jobsite demonstration generated a tremendous amount of interest and fanfare from the highest officials in the Armenian government—all the way down,” says Mikhayil Sargsyan, Head of the Construction Department for Cat dealer Zeppelin Armenia LLC. Sargsyan organized the event with the President of Armenian road construction contractor Chanaparh LLC, Eduard Bezoyan, and the demo team relied upon

the support of Serguei Ezhov, Cat Paving Territory manager for CIS and Mongolia, to ensure its success.

Last fall, Chanaparh LLC took delivery of a new RM500, as a part of a significant Cat equipment order that included the reclaimer, a PM102 Cold Planer, a CS74 Vibratory Soil Compactor, a 140H Motor Grader, and a BB651C Paver Finisher. With this most recent order, Chanaparh’s impressive fleet now boasts 15 Cat road construction machines. After only two hours of operator training with the help of Davide Dalla, Cat application and product specialist from Minerbio (Italy) and Zeppelin Armenia LLC, Chanaparh’s new RM500 was delivered to a small jobsite just outside of the country’s capital city, Yerevan. Here, Dalla and Zeppelin officials along with Chanaparh crew members, showcased the machine in an asphalt and road base recycling and stabilization demonstration of 250 m of a

7,5 m wide municipality roadway, in three passes. A depth of 20-25 cm was strictly maintained due to the shallow location of underground pipelines. Water was mixed into the reclaimed asphalt and base material before compaction. The RM500 performed flawlessly and efficiently, and produced the perfect sub base prior to the asphalt wearing course, scheduled for application by the BB651C just one day later. While the demo team effectively demonstrated the power, capability and efficiency of the RM500 rotary mixer, Chanaparh’s new Cat CS74 Vibratory Soil Compactor and Cat 140H Motor Grader were also put to work. Each machine performed a role in the demo, and everyone in attendance was impressed by the quick reclamation and stabilization process that unfolded in front of them. An unprecedented number of high-level officials were in attendance to watch the integrated road construction fleet—

Cat RM500, CS74 and 140H simultaneously put through their paces—during the demonstration. In addition to municipal officials and representatives from numerous road construction firms, Armenia’s Minister of Territorial Administration, Armen Gevorgyan; its Minister of Transport and Communication, Gurgen Sargsyan; its First Deputy Minister of Transport and Communication and President of the Commission of the North-South Highway Project, Hrant Beglaryan; as well as Chanaparh President Bezoyan; and representatives from the World Bank, were all in attendance.



Questions from those in attendance were facilitated on site by Ezhov—including a detailed overview of cold reclamation technology and the innovative and productive features of the Cat machines used during the demonstration. Visitors were immediately impressed with the productivity of the RM500 (about 1.5 km per day for a two-lane highway). “In fact, at that productive rate the usually contracted 10-20 km of roadwork per season will be completed quickly. With an RM500 in their fleet, Chanaparh can now easily handle 77-100 km of reclamation work annually,” says Ezhov. Armenia’s Minister of Transport (Gurgen Sargsyan) notes that this level of production will allow officials to review and possibly revise their reclamation plans for 2010, and the coming years.

“The demonstration was considered so important and newsworthy to the country that all Armenia’s television

channels broadcast the event,” adds Dalla. “It shows the strategic role reclamation technology will play in this growing region.”

Armen Gevorgyan, also the Armenian Vice Prime Minister, reviewed the new road shortly after its 6 cm thick asphalt wearing course was laid down. Based on the quality of the final surface he observed, he ordered his ministers to consider this effective road reclamation method for future Armenian road construction projects. The government’s praise of the process and technology speaks volumes, and bodes well for the future of the Cat RM500 in similar fast-growing territories. ■

*For more information on how the Cat RM500 Rotary Mixer can be employed to achieve similar results in your marketplace, contact your local Paving Territory manager or **John Ferraris, Sales Support consultant, via email at ferraris_john_j@cat.com***

Did you know?

Landlocked Armenia is strategically situated between the Black and Caspian Seas, and is bordered by Iran, Turkey, Azerbaijan and Georgia. It is considered one of the oldest countries in the world, and therefore, is richly steeped in history and antiquity. The Kingdom of Armenia was the first to adopt Christianity as its religion, and in the early 4th Century was located among the highland Mountains of Ararat (now located in Turkey). Mount Ararat, according to the Bible, is where Noah’s Ark came to rest after the great flood. Today’s steady-paced economic growth is fueling maintenance of the country’s transportation infrastructure, including nearly 8,000 km of paved roadways and expressways. Its varied environment includes hot summers and bone-chilling winters. Armenian road construction crews are required to work amid these varied temperature extremes, as well as the country’s often rugged, but breath-taking mountainous terrain.

After the impressive demo, Chanaparh was understandably anxious to put their new RM500 and operators to work. The demo crew headed out to a small village surrounding Yerevan to reclaim a total of about 750 m, in a five-hour project one day after the initial demo. The project included recycling 10-14 cm of worn asphalt and another 10 cm of road base.



Paving the Way Along Timișoara, the “Crossroads of the Centuries”

Timișoara, in far western Romania, has survived and, in fact, thrived throughout the ages, after rising from the ancient ruins of a Roman fortress (the *Castrum Regium Themes*) during the early thirteenth century. Situated between current-day Hungary and the former Yugoslavia, the region has served as a transportation crossroads for centuries—connecting west to east. Today, Timișoara is considered the second most prosperous city in Romania (second only to the country’s capital Bucharest). It is no coincidence that the prominent road construction firm, the Izometal-Comfort Group, has based itself out of this historic, economically strategic center. With the help of Caterpillar, its innovative road construction solutions, and the unsurpassed service and expertise of its dealer Bergerat Monnoyeur Romania, Izometal-Comfort has grown and prospered since its own inception in 1993.



Did you know?

In the 1880s, Timișoara, Romania, was the first mainland European city to be lit by electric street lamps. Today, this thriving University town continues to light the way, boasting six institutions of higher education and over 310,000 inhabitants. Its ambiance is well known.

Many of the city’s buildings were built in the Kaiser era, yet its richly historic Old City, with its Baroque-style squares, highlight a variety of ethnic influence. In fact, Timișoara is comprised of 21 different ethnic groups and 17 religions.

Izometal began as a metal products dealer, but turned its sights to road construction with the purchase of Comfort, a former government-owned road building entity with only 75 employees. At the time, the firm had only one jobsite, but Izometal’s founder and President of the local Chamber of Commerce, Georgica Cornu, had a vision for the future. Today, Cornu has developed Izometal-Comfort into a \$130 million annual enterprise, employing over 2,100 individuals. The construction firm has broadened its capabilities through reinvestment and along the way acquired a substantial road construction fleet of over 400 machines. They manage numerous asphalt and concrete plants as well.



Georgica Cornu
Izometal's founder





Izometal-Comfort was pleased with the performance of the Cat® compactors and cold planers already in its fleet, and over the last few years developed a unique working relationship with their Cat dealer Bergerat Monnoyeur. So, when the time came recently for Izometal-Comfort to strengthen their fleet further, they turned to Caterpillar for nine new innovative paving products.

Izometal-Comfort's impressive order contained eight compactors (two CB534Ds, three CB14, two CB22 and one CS74 XT) and an AP655D track-type Paver—with its versatile Mobil-trac™ System (rubber track) undercarriage. "Izometal-Comfort is a loyal Cat customer," says Andrea Cottignola, Caterpillar Paving Territory manager for Central Europe. "This was their first AP655D with Mobil-trac undercarriage.

Actually, it was this proven undercarriage that convinced their operational managers to purchase the paver sight unseen. Based on Izometal-Comfort's trust in Bergerat Monnoyeur, the unsurpassed reliability of the Cat machines already in their fleet, and the contractor's positive experience with Caterpillar in general, they were comfortable with our recommendation that an AP655D, with its innovative rubber track undercarriage, would offer the most flexible paving solution for a variety of jobsite conditions. The cooperation of Cat Financial also played an important role in securing this order."

Upon delivery, Izometal-Comfort took advantage of the field training offered by Bergerat Monnoyeur and their Paving Product Manager Rainer Schmidt, to get the new AP655D up and running

immediately. Within its first week of operation, the paver laid down over 4,000 tons of asphalt, resurfacing rural roads just outside of Timișora. Izometal-Comfort's operators and crew were pleased with the paver's performance and specifically cited its "ease of handling and operation." "The paver met their expectations," explains Cottignola. ■

Want to learn how the full line of Cat® paving products—from compactors and cold planers, to rotary mixers and pavers—can help pave the way to marketplace results in your region?

Contact your Paving Territory manager or Nathan Just, Sales Support consultant, via email at just_nathan_k@cat.com, or John Ferraris, Sales Support consultant, via email at ferraris_john_j@cat.com today.

AP655D & CB534D

One Productive Combination

Izometal-Comfort's two new CB534D double drum asphalt compactors, with proven Versa Vibe™ vibratory system and operating weight of 10,380 kg each, were selected specifically to work in tandem with the new AP655D paver with Mobil-trac™ undercarriage. This machine combination maximizes productivity—ensuring unsurpassed compaction performance in the shortest timeframe.



Two Cat® PM200 cold planers working in tandem on the runway of the G. Marconi Airport, Bologna, Italy

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standards of quality. The airport authority wanted to avoid any interruption to normal services and therefore needed to have the resurfaced sections available as soon as possible. For the Coop Costruzioni this represented a considerable challenge in terms of resources, planning and works management.

As part of what proved to be a winning strategy, the Coop Costruzioni decided to perform the works at night when air traffic levels were relatively low and decided to use the best machines in its fleet and its most experienced machine operators.

“It was essential to finish the project on time without any hitches. To be absolutely sure of this we knew we needed two Cat PM200 cold planers; we had already put this model to the test many times and knew that it delivered what we needed: top performance and productivity; reliability and the capacity to work long shifts without breaks and without any interruptions or downtime for maintenance”, explained Nicola Guidetti of the technical management staff at Coop Costruzioni. “Since we only had one

“It was essential to finish the project on time without any hitches. To be absolutely sure of this we knew we needed two Cat PM200 cold planers; we had already put this model to the test many times and knew that it delivered what we needed: top performance and productivity; reliability and the capacity to work long shifts without breaks and without any interruptions or downtime for maintenance”.

Nicola Guidetti

Tech Manager, Coop Costruzioni

PM200 in our fleet, we immediately contacted CGT, our local Cat dealer, and asked to hire a second machine for the time needed to complete the works”.

Coop Costruzioni completed the works in two night shifts of 6 hours each. Three hours were dedicated to removing the worn paving. This was done with the two planers working in tandem. Works to resurface one of the links to the

take-off runway were completed in the night between the 22 and 23 May 2009 while the taxiway was completed in the night between 5 and 6 June this year. The planers milled a total surface area of 10,500 square meters. Milling was followed by resurfacing using a Bitelli BB760 paver finisher which laid a 4 cm thick mat of bituminous mix subsequently compacted by a Bitelli DTV370 roller. The Bitelli machines belong to the large Coop



Costruzioni fleet which consists primarily of Cat brand machines.

The cold planers performed really well, especially in terms of speed, and to the general satisfaction of the contractor and the construction company. "The machines (PM200) are so agile that it takes more time to get them into position than to perform the works. On the second night we completed a surface area of 5,500 square meters at speed with excellent results", says Maurizio Torri, assistant technical manager at Coop Costruzioni.

This is confirmed by comments from Gianluigi Taras, the PM200 machine operator at Coop Costruzioni, who has over ten years experience on Cat and Bitelli planers and finishers and has also driven machines by competitors. With his long experience he is enthusiastic about the superior quality of the Cat PM200 "...the drive is decidedly superior, it responds immediately to my commands, it is productive, easy to handle, and it does exactly what I want and all I want ..."

The Cat PM200 on a tracked undercarriage combines high maneuverability, compact dimensions and advanced technology. This makes it the ideal machine for milling work on medium to large sites where it will remove deep layers of asphalt and concrete at high rates. The C18 engine featuring ACERT™ technology delivers a full 583 HP (429 kW)

at just 1,900 rpm for optimum performance. The C18 engine has a very steep torque curve to ensure that the machine responds rapidly to heavy loads while remaining stable and productive. A steep torque curve is ideal for milling work.

Quick-release conical tool holders make changing tools easy and fast. The high-capacity folding conveyor adds versatility and enables the achievement of high production rates on site.

At the end of the second night of intensive work, the team lead by site manager Mario Mancieri had milled 670 tons of material and made 35 journeys with 0/8 modified bituminous mix. At 5 o'clock in the morning the airport was returned to full service with the runways ready to receive the first flights.

"The resources, the people, the machines, the experience and expertise fielded in this project made it possible to complete the activities in the time planned, guaranteeing the immediate return to service of scheduled airport operations. We are therefore more than satisfied with the works completed and can say that the final result fully met the very exacting quality requirements of the tender specification", says Paolo Sgroppo, Systems and Infrastructure Maintenance Post Holder at the G. Marconi Airport, Bologna. ■

New Literature

General Paving Products Information

Paving Products Specifications (update 2009)

Brochure

HECG3489-02

Language: Dutch

Flemish

Greek

Italian

Romanian

Spanish

Vibratory Soil Compactors

CS44, CP44

Specalog

HEHG4318

Language: English

Vibratory Asphalt Compactors

CB14, CB14XW & CB14 Full Flush (update 2008)

Specalog

HEHG3561-02

Language: English

CD54

Specalog

HEHG3908-01

Language: English

Czech

French

German

Italian

In June this year the Guglielmo Marconi Airport, Bologna was awarded "ACI Europe Best Airport Award 2009" in the category for airports handling from one to five million passengers. The latest report of the ICCSAI on competition in European air transport ranked the Bologna airport as fourth in Italy for international connectivity. This was an improvement of 12 places on the previous year's rating in this world-wide classification. The award and the excellent ICCSAI rating are recognition primarily of the strategies adopted by the airport authority regarding passenger services, commercial activity and attention to the environment and safety.

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Subscription Information:

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