Asphalt plants were recently delivered for use in the biggest road construction project in Latin America. Meanwhile, a US navy base has just received a vital training plant. **Guy Woodford** reports

Spanning around 1,000km, the Ruta del Sol highway in Colombia is the longest road build works currently taking place in Latin America. Brazilian company Odebrecht, part of the Ruta del Sol Concessionaire group working on sector 2 of the highway stretching 528km from Puerto Salgar to San Roque, connecting the capital Bogota to the Caribbean Sea, has received three asphalt mixing plants from Germany-based Lintec.

The CSD 1500 with 120tonnes per hour capacity; the CSD 2500 with 160tonnes per hour capacity, and the CSD 3000 240tonnes per hour capacity plants are fully equipped with bitumen and diesel tanks, foreign filler silos, hot storage silos and bitumen modification units. Types CSD 2500 and CSD 3000 also have fitted recycling systems. The modular construction of all three plants makes them easy and quick to erect and take apart.

Last month, the Ruta del Sol Concessionaire completed the first 10km of Ruta del Sol highway sector 2, between the municipality of Puerto Salgar and the district of Puerto Araujo.

An event to mark the initial sector 2 works, held at Puerto Salgar, included the presence of the Colombian Minister of Transportation, German Cardona Gutierrez.

“This is the fifth time that I have visited the project and you can clearly see the intense pace of the operations,” said Gutierrez.

“The construction work has already generated 10,000 direct and indirect job opportunities,” said Eder Paolo Ferracuti, president of the Ruta del Sol Concessionaire, who also attended the Puerto Salgar event.

Lintec recently launched a specially designed and fully containerised CDD 1200 GA Gussasphalt plant for the European market.

Capable of producing 20tonnes of Gussasphalt per hour (optional up to 20tonnes/hour), the plant was sold to the French company SMAC (belonging to the Colas Group), who will operate it in the west of France near Rennes.

The plant has a hot bin with one chamber and can take 15tonnes of material, while the recuperated filler silo is 11tonnes.

Other components include a quick mixer (1,000kg); an integrated bucket (1,000kg); an aggregate weigher (800kg), and a filler weigher with four inlets (200kg).

“Apart from this special solution Lintec is well known for fully containerised asphalt and concrete mixing plants. The Lintec product range covers asphalt mixing plants with a capacity from 80–400tonnes and concrete mixing plants with a capacity from 60–40m³/hour,” said Lintec.

The Gussasphalt Plant was developed together with Lintec’s partner company Linnhoff & Henne.

Fayat’s new COMPACT asphalt mixing plant is said to create a continuous flow of multi-purpose product, including cold, warm and hot mix.

The new plant ensures, according to Fayat, optimum energy management when mixing aggregates, while also maintaining the ability to recycle materials according to typology.

The feed is conventional into the dryer tube for virgin materials – and into the continuous mixer, or both, for recycled materials.

Bitumen is introduced into the Retrofux or Recyclean dryer tube, or into the mixer, far away from the flame.

The benefits of this system are said to include zero emissions and no waste.

Fayat said that bitumen does not age prematurely because it is added to virgin aggregates > RAP at an ideally controlled temperature.

The COMPACT has two introduction/mixing sequences, one in the dryer and a second called pre-mixing (virgin and recycled aggregates). The second features 60 seconds of mixing with the addition of bitumen and other products in a 3.5m long mixer.

Fayat has also incorporated a low mixer behind the dryer in order to have a direct feed into the mixer, eliminating the risk of time lag and guaranteeing correct bitumen dosage.

Supplied either as 100% new investment or as a retrofit on an existing plant, the versatile nature of the COMPACT system and projected savings in terms of maintenance costs are seen by Fayat as major justification arguments for contractors wishing to own a modern production tool for new material, while keeping ecological and environmental footprints to a minimum.