USINA DE NOTÍCIAS

WIRTGEN GROUP

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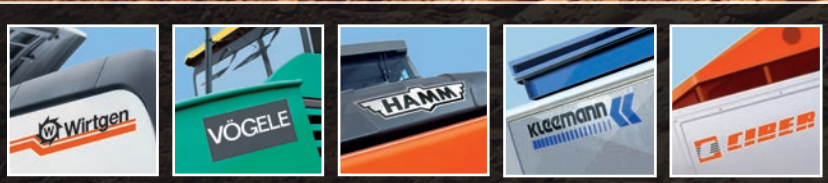
special

Brazil: Guarulhos airport's turn



ROAD AND MINERAL TECHNOLOGIES

APRIL | 2012 / / / **NUMBER 25**

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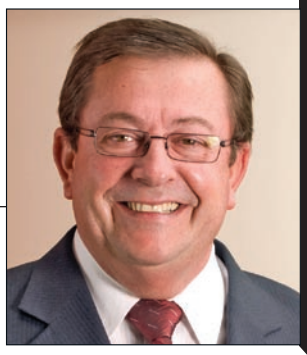

Clauci Mortari Ciber Commercial-Director >>>

FAVORABLE MARKET

Brazil is scoring goals in the infrastructure segment by promoting actions that answer demands arising from the large-scale sporting events that will be touching down on national soil in the coming years, such as the 2014 World Cup and the 2016 Olympic Games. One example of this scenario concerned with the nation's structural revitalization are modernization projects underway at air traffic complexes. The main subject of this edition of Usina de Notícias is work being done in São Paulo/Guarulhos Governor André Franco Montoro International Airport, one of the most important for passengers coming and going from 26 countries and 117 Brazilian and foreign destinations. It is a shining example of the results of investments to help the country achieve the standards necessary to host large scale world events. It is worth mentioning that this reality also applies to other Latin American countries, such as Ecuador, which is investing in the construction of a new airport for its capital city of Quito. If on the one hand new contracts foment civil construction business, on the other the pursuit of innovation and technology are also emerging in the urgency to carry out high quality work. The entire production chain is organizing itself to serve a market niche that promises solid results. Ciber is keeping up with the trends and offering its own solutions to many infrastructure projects in these developing countries and is working to make a series of equipment and innovative techniques available that add value to construction projects, while providing the support clients need to achieve excellence in the services they provide.

Making the most of this new moment, Ciber will be participating in the M&T Expo – the International Construction Equipment Trade Show and the International Mining Equipment Trade Show, set to take place May 29th to June 2nd in São Paulo. We will be taking all of the Wirtgen Group's trademark high technology, as well as new products designed to further strengthen the market. Come and take part in the event with us. We'll be there ready to serve you. Warm regards to all!

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Usina de Notícias magazine is a **Ciber Equipamentos Rodoviários Ltda.** publication. A **Wirtgen Group** Company

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SEND US YOUR TOPIC SUGGESTIONS, COMPLAINTS AND CONSIDERATIONS. TAKE PART!

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Summary

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infraestructure

14 NOVA TRAVAUX HAS NEW PROJECT IN MOROCCO

The company, based in the Moroccan city of Kenitra, supplies asphalt mixture for regional projects

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NEW AIRPORT STRUCTURE IN QUITO

UNDER CONSTRUCTION SINCE 2006, QUITO'S NEW AIRPORT SHOULD BE FINISHED BY OCTOBER 2012. THE PROJECT IS BEING SUPERVISED BY AECON AG, WHICH IS WORKING ON THE IMPORTANT STRUCTURE, DESIGNED TO SUPPORT 5 MILLION PASSENGERS PER YEAR

In Ecuador, construction in the country's newest international airport is well underway. Through a USD 600 million investment, the construction is one of the country's largest engineering projects. It began in 2006 and is scheduled for completion in October of this year.

Built 2,400 meters above sea level, 400 meters lower than the current airport, it covers a total area of 1,500 hectares with a 4,100 meter long, 45 meter wide runway. The size of the undertaking should give it the capacity to serve five million passengers every year.

The new airport is located 25 km from the capital city of Quito on the Tababela plateau, meaning it requires more investments in terms of access work. With the improved infrastructure, planes will be able to take off at up to 90% of their maximum take-off weight, allowing to increase export/import capacity. This is why the undertaking is sure to prove extremely beneficial to the country economically, since the current airport can only handle planes at 60% of their maximum take-off weight.

The complex covers a total area of 1,500 hectares and has a 4,100 meter long, 45 meter wide runway

AECON AG LEAVES ITS MARK

Transportation versatility and environmental commitment were just a few of the attractive features that made Aecon AG decide to purchase two Ciber UACF 19 P-2 plants and set them up right next to each other.

"The equipment can be considered sustainable, since it makes use of features like bag filters that prevent particulates from entering the atmosphere. The model is an excellent choice for jobs close to large urban centers like Quito," explained engineer Angel Segura Briones, who works for Fizamaq Cia Ltda, Ciber's dealer in Ecuador. Not only that, but the new airport's runway requires the use of extremely high quality additives. This requirement has been met by the Ciber asphalt plants' external pug-mill mixers that produce continuously while still preserving the asphalt's physical and chemical properties. "In this way, it is also possible to achieve excellent coverage of the dry materials used."

The Ciber plants are working 2,400 meters above sea level and according to Segura are expected to maintain excellent productivity. "All work must be done according to local geographic conditions, without the risk of production rates falling due to these factors in order to meet project demands," he concluded.

The Ciber plant is working 2,400 meters above sea level, maintaining the same high performance and productivity it is famous for

PAVETEC CONSTRUCTION EXCELLENCE

CONTRACTOR RESPONSIBLE FOR ROAD SYSTEM REVITALIZATION FOR THE CAPITAL OF THE BRAZILIAN STATE OF MARANHÃO

São Luís is celebrating its 400th anniversary in 2012. Founded by the French, invaded by the Dutch and later retaken by the Portuguese, the city has preserved an important cultural and architectural heritage. In order to celebrate this historic year, the city government decided to gift the population with investments to modernize the city's infrastructure. The task to repair the streets and avenues of the capital city was given to Pavetec.

The project involves revitalization of approximately 140 kilometers of roads throughout many different São Luís neighborhoods. Work began in 2010 and should be finished by the end of this year. Pavetec Commercial Director Luís Frazão de Melo Alvim pointed out that the work being done by the company will give new life to the city's road network. "This revitalization process is meeting a longstanding need. The asphalt was extremely damaged and needed intervention to make it last longer, since it is currently reaching the end of its useful life," Alvim said.

On the city's main avenues the asphalt road surface was applied over 25 years ago. Since then, work on those roads has involved little more than covering potholes caused by wear and tear. The paving work should offer benefits like increased vehicle agility, tourism and commercial development and improved sanitary conditions, especially in São Luís' lower income areas.

The hardest part of the asphalt paving project is related to the city's climate. Between January and May, constant rain tends to bring construction to a halt, meaning we have to

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Ciber UACF 15 P Advanced Asphalt Plant chosen by Maranhão-based contractor

pick up our work rhythm during the other months. "We have very little time to work with. We go from early in the morning until late at night to meet the deadlines," stated Alvim.

HIGH IMPACT ACQUISITIONS

Pavetec's strategy to revitalize the streets of São Luís begins with milling the old, damaged stretch of road. Then they apply HMAC (Hot Mastic Asphalt), followed by roughness corrections, recuperation of surface drains and deep and micro-surfacing with polymers, a process oft-employed on federal highways.

In order to get the work done, the company made investments in 2011. They purchased a Ciber AF 4500 paver and a Ciber UACF 15P Advanced counterflow asphalt plant, both from Ciber Equipamentos Rodoviários, and two Hamm compactors, a GRW 18 static model and another HD 90. "Pavetec makes heavy use of technology. The philosophy held to by the partners, company and engineers working here is to always seek out the best. In order to provide the highest quality work, you need to choose the best equipment. Production capacity always comes first," explained Alvim. These acquisitions have met the company's need for large, high productivity machinery. "This equipment represents a giant step forward for us in terms of compaction quality of the paving and in the road surface we are able to achieve," said the commercial director.

GOOD BUSINESS

Founded five years ago, Pavetec is headquartered in São Luís and its main market is Maranhão. Nevertheless, the paving company is also active in other Northeastern Brazilian states. For example, it carried out micro-surfacing of Highway BR-101 in the state of Bahia. The contract with the government of São Luís is currently the contractor's main project.

Alvim believes the service they are offering is worthy of celebrating the city's birthday. "So far, our returns have been extremely satisfactory. The population has approved our work, as has City Hall. The speed and quality the work is being done with is far beyond everybody's expectations", he commented. Regarding the future, Pavetec is hoping to make the most of the accelerated market environment in terms of infrastructure, with the business opportunities that should arise from investments by Petrobras in a refinery located in Bacabeira, bid notices that should be launched to widen Highway BR-135, which links São Luís to Belo Horizonte, and repair of state highways.

Hamm compactors were used in the compaction process

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INFRASTRUCTURE WORLD CUP Brasil 2014

special

BETTING ON VANGUARD COMPACTING

The runways at São Paulo/Guarulhos Governor André Franco Montoro International Airport are ready to land Airbus A-380 model jets, the world's largest commercial aircraft. Its strength can be explained by the restructuring of the landing and takeoff system at "Cumbica" airport. EPC Projetos e Construções Ltda, headquartered in the city of Brasília (Brazil), was involved in its widening and revitalization, carrying out high quality paving work and compaction to meet National Civil Aviation Agency requirements.

The undertaking is part of the Brazilian Airport Infrastructure Company's (INFRAERO) plan of action, in connection with the Presidential Secretary of Civil Aviation, to carry out a series of interventions, investing BRL 5.6 billion by 2014 towards improvements to the 12 World Cup host cities. Work on runways and taxi-ways is already in progress, as well as improvements of airport yards, terminals and air traffic control facilities. The mega-operation's goal is to prepare the country to host the World Championship.

FRICTION COEFFICIENTS UP TO STANDARD

In order to ensure the safety of airport operations, these engineering projects have a series of unique features. On the work being done at "Cumbica" airport, EPC has spared no effort to do the work in a way that will meet all the requirements involved in an operation of such great magnitude. One of the technical regulations guiding the work is ANAC Resolution 88, of May 11, 2009, which established the parameters for calibrating and monitoring the friction on the surfaces where aircraft come and go. According to the rules, the friction coefficient required for the new runways, as read by the Skiddometer ANAC uses for measurement, is 0.82, a goal that has been easily met and even surpassed by EPC. "We were able to achieve a coefficient as high as 0.92, and our average was 0.87," celebrated the company's commercial director, Alexandre Lage Costa.

"Infraero also has several determinations regarding the longitudinal and transversal flatness of the pavement's macro-texture. The final surface should also be ready to accept grooving, a form of transversal mark that improves drainage and prevents aircraft from hydroplaning," he added.

The contractor brought its team of highly skilled professionals to the job site along with cutting edge technology. Last year, the company modernized its

VVV The Ciber AF 5000 Plus paver was one of EPC's choices for paving work

fleet of equipment. And in 2011, it acquired Hamm compactors, the 3411P, HD90 and GRW18 models and the Ciber AF5000 PLUS paver. "We got the job done in record time: four months. We are sure the support provided by the equipment had a lot to do with our success," said Costa.

QUALITY SURFACES

The high quality compaction influenced the project's success and its achievement of the indexes defined by ANAC. EPC chose Hamm pad-foot compactors for achieving 100% normal proctor compaction and at 95% and 90% modified proctor, using soils with the ability to support CBR greater than 16% kgf/cm2. "This was applied over a base of Simple Graduate Gravel (SGG), for which additives were defined by the Infraero plan, as well as the use of Hamm tire and plate compactors," explained Eduardo Gomes de Oliveira, the company's contract manager.

PAVING ACHIEVEMENTS

The asphalt paving stipulated three layers following the specifications of the national agencies. For the first, hot mix asphalt concrete (HMA) was used, and for the other two stages (including the runway surface), hot mastic asphalt concrete (HMAC) was used. That step of the work also made use of a Ciber AF 5000 Plus paver and Hamm compactors (HD90 and GRW18). "For all the work we conducted topographic monitoring to ensure the required geometry and volumes were achieved. Not only that, but the service was monitored technologically to meet specifications for material strength, grain size and structure," emphasized Oliveira.

LOOKING AHEAD TO WORLD SPORTING EVENTS

The modernization of the Guarulhos airport complex is one of the federal government's main fronts to prepare Brazilian logistics infrastructure for large sporting events on the way like the 2014 World Cup and the 2016 Olympic Games.

"Cumbica" airport is one of the nation's busiest airports. Flights come and go from 26 different countries and 117 Brazilian and international destinations. In January, it celebrated its 27th anniversary with significant statistics that served to consolidate its importance on a national scale. During its nearly three decades in existence, 222.3 million people have arrived and departed from its passenger terminals, by way of 2.9 million landing and takeoff operations that have transported nearly 6.9 million tons of cargo. In all, over 40 different models of aircraft circulate on the airport's two runways, one 3,700 meters and the other 3,000 meters long.

Compaction was done by two Hamm compactors, which was an important factor in achieving ANAC's friction coefficient requirement

CIBER UACF 17-P2 ARRIVES IN MOROCCO

KENITRA-BASED COMPANY ACQUIRES CIBER ASPHALT PLANT FOR USE ON URBAN CONSTRUCTION IN MOROCCAN CITY

Nova Travaux, headquartered in the city of Kenitra, northern Morocco, is one of the strongest on the African infrastructure market. The company supplies asphalt mixture for local projects with a strong team focused on carrying out maintenance work on the streets of the city, as well as in surrounding cities. Recently, the company expanded its business and invested in equipment to improve processes. Its new machine fleet includes a Ciber UACF 17-P2 Counterflow Asphalt Plant, the first of it kind in Morocco, in addition to a Vögele S1800 Paver and three Hamm Compactors (GRW21, HD120 and HD14).

The substantial technological investment was justified by the new contracts signed by Nova Travaux involving work on Moroccan highways. The Ciber UACF 17-P2 plant was first put to work at the end of 2011. "Our client is very satisfied with their purchase in terms of its ultra-mobility and agility, as well as its ease of maintenance and operation," stated Amine Lahrichi, director of SMDM, Ciber's dealer in Morocco, which in January organized an event for regional business owners to celebrate the plant's launching. Participants were able to see how the equipment performs up close. "Ciber asphalt plants are winning over the market on the African continent, since companies are looking for solutions that provide technological features, cost optimization and more environmentally sustainable operation. The country's environmental norms are becoming stricter," he added.

Nova Travaux's new Ciber plant at regional presentation event

INFRASTRUCTURE WORLD CUP Brasil 2014

Wirtgen

SP 850 Paver

worked on Lot 1

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ENGINEERING OF THE FUTURE ON TRANSCARIOCA HIGHWAY

THE ANDRADE GUTIERREZ GROUP BELONGS TO CONSORTIUM FOR ONE OF RIO DE JANEIRO'S BIGGEST ROAD PROJECTS

Rio de Janeiro, one of Brazil's most popular tourist destinations, is preparing itself to host the 2014 World Cup and the 2016 RIO Olympic Games. The BRT TransCarioca project to build the city's first large capacity public transportation linking road is underway. It will connect Barra da Tijuca neighborhood with Tom Jobim/Galeão International Airport on Governor's Island. Brazilian contractor Andrade Gutierrez belongs to the consortium responsible for Lot 1, and part of its technological array includes a Wirtgen SP 850 concrete paver.

The undertaking, valued at approximately BRL 1.3 billion, involves a stretch approximately 38 km long that is being built as a dedicated corridor, following the feed road concept. Rio de Janeiro City Hall estimates that the system will be able to handle 400,000 passengers per day. The TransCarioca will have 48 stations and will be able to reduce the time spent between the neighborhoods of Barra da Tijuca and Galeão by over 60%. The complex will also have several special works like bridges and under and overpasses. The lanes will be widened to make it possible to separate channels. Many adjacent areas will be improved through urbanization projects.

The consortium, made up of Andrade Gutierrez and Delta, is responsible for Lot 1, which is 28 km long (from the Alvorada Terminal in Barra da Tijuca to Penha), with 36 stations. Work began in 2011. According to Ermano Dewet Moreira da Silva, responsible for the company's equipment being used on the project, they have already paved approximately 10 km.

"The work is on schedule. Some of the engineering structures will be inaugurated before mid-year. We are trying to work ahead of schedule," he stated. As for their choice of Wirtgen Group technology, the engineer mentioned quality standards. "Their products are extremely high performance and durable, in addition to their extensive after sales service network," he added.

PAVIMENTAR S.A. OPERATING IN COLOMBIA

COMPANY SPECIALIZING IN CONSTRUCTION IS WORKING ON IMPORTANT COLOMBIAN ROAD PROJECTS AND BETS ON QUALITY AND CUTTING EDGE TECHNOLOGY

Colombia, one of Latin America's most prosperous countries, is made of more than 32 departments. Medellín, capital of the department of Antioquia, is quite possibly the most important engine of Colombian prosperity. Immersed in this environment of development is Pavimentar S.A., a Colombian company founded in 1988 to work in the infrastructure construction field, both public and private. The company's headquarters is located in the capital of Antioquia. Their company's entrepreneurial and innovative spirit has helped it move beyond the geographic limits of Antioquia and begin operating in different regions across the country. One of their main work fronts is located in northern Colombia in the department of Cesar. With its population of nearly one million the locale is in need of infrastructure and

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The Ciber UACF 17 P-2 arrived to reinforce the company's asphalt production and paving work

development projects. And it is on these hot lands that Pavimentar S.A. is working on a project that in the words of General Manager Juan Pablo Vargas H, "includes a variety of themes." The first part includes a contract with Drummond Ltda to pave 14 km of double sidewalk on the passage from Jagua de Ibirico and Loma, on a highway known as "Coal Road," 120 km away from the capital city of Valledupar. The second involves paving of the on-site mining roads of Cl Prodeco, Calenturitas and the mine known as CDJ (Carvões de Jagua). With its eyes set on the future, Pavimentar S.A. is evaluating a new plan of action: Install itself in the department of Guajira in June of this year to begin paving work on 30 km of roads crossing Cañavelares, Fonseca and Conejo.

MULTIPLE FRONTS

Approximately 60 companies are working on the project in the Cesar region. "Work began in July of 2011 and the first, 11 km phase was completed in December of the same year," said Juan Pablo Vargas. The second stage of 3 km, explained the executive, is still underway, but is currently nearing completion.

At the same time, the company is working on another front. It has begun paving approximately 4 km of on-site roads for the Calenturitas and Carvões de Jagua mines (approximately 3 km), work that is scheduled to finish at the end of May. Beginning in June, the contractor's goal is to dedicate itself to paving work on roads in La Guajira, in partnership with Pavimentos Colômbia S.A.S.

So far, 32,000 tons of asphalt mixture have been produced in five months, averaging 6,400 tons per month. "It's important to mention that we faced tough weather conditions at the end of last year," said Juan Pablo Vargas. For the second half of 2012, they are estimating to produce 60,000 tons, at around 10,000 tons per month.

FIRST IMPRESSIONS

The company's work is being done by a Ciber UACF 17 P-2 Counterflow Asphalt Plan, which arrived to reinforce their asphalt production. According to Juan Pablo Vargas, the returns offered by the equipment have surpassed their expectations. This is because it guarantees solid yield and excellent product. "So far, our experience with it has been in the department of Cesar, where the plant is working at sea level," revealed Juan Pablo Vargas. The general manager considers the plant's production capacity to be sufficient to meet the demands of paving projects in the Colombian market. He mentioned just a few of the factors that led them to choose the machine: "We could see how easy it was to maintain and install, as well as its low – almost null – emissions of particulates into the atmosphere and the excellent service and technical support provided by Fiza S.A.S. (Ciber's dealer in Colombia)."

M&T EXPO
8ª Feira Internacional de Equipamentos para Construção e
6ª Feira Internacional de Equipamentos para Mineração.

WIRTGEN GROUP BRINGS INNOVATION TO 2012 M&T EXPO

Everything is ready for the Wirtgen Group to take part in the 2012 M&T Expo, May 29th to June 2nd, in the city of São Paulo. The group will be taking its technology and complete solutions for the paving, compaction and mining segments, with its lines of plants, pavers, compaction rollers, milling machines, recyclers, concrete pavers, surface miners and mobile crushers bearing the Wirtgen, Vögele, Hamm, Kleemann and Ciber brand names. The occasion will be used to launch several new equipments like the new Hamm GRW 280 static tire compactor, the Vögele SUPER 1103-2 and SUPER 700 pavers, in addition to Ciber's new series and model of asphalt plant.

The GRW 280 combines modern design and a series of advances to make the machine more efficient and productive, easier to drive and with improvements to its entire operating

<<< Hamm GRW 280 Compactor: new product by the Wirtgen Group will be presented to trade show visitors

system. The equipment is compact, offers excellent front and rear visibility and a total height of three meters. Compact, the GRW 280 offers increased operator comfort, since they can move the seat in both directions, which serves to facilitate compaction next to lateral obstacles like curbs. The machine comes standard with tire-inflation systems to regulate pressure, a 100 kW (134 hp) engine, a total compaction width of 2,084 mm and is sold in two versions, one featuring an operator's station without a cab and ROPS protection and another with an air-conditioned cab and ROPS protection.

In addition to the compactors, Vögele's compact pavers are sure to attract attention. The Vögele SUPER 1103-2 is the company's smallest tire-based paver and its main qualities are the savings it offers and its compact dimensions. Its compactness makes it easier to transport. Efficient to operate, it can spread up to 200 tons per hour, making it perfect for paving small streets, roads or squares. For its part, the SUPER 700 is a small track paver that makes a wide variety of paving applications possible. It is mainly used on compact projects that require excellent maneuverability, such as filling ditches with asphalt, covering trails, bike paths and for carrying out pavement repairs on streets and roads in operation. The equipment combines excellent cost reductions and efficiency with high quality. The compact models are every bit as capable as the larger models. They are even equipped with our ErgoPlus® technology, an ergonomic concept that increases ease of operation and safety for operators. Also at M&T, the Wirtgen Group will be offering a special deal for those who purchase a combination Vögele paver-Hamm HD 10 compactor, for in-line paving.

But the biggest attraction at the 2012 M&T Expo Wirtgen Group stand will surely be Ciber's new asphalt plant, which presents previously unimaginable innovative features on an asphalt plant. New developments that are going to guarantee the Ciber asphalt plant will produce with the highest technology, control and precision during every stage of the process, resulting in a higher quality product. Come and see the new plant for yourself and learn about product launch sales conditions at the Wirtgen Group stand on street D.

The Vögele SUPER S1103-2's main qualities are savings and compactness >>>

Hamm Tandem HD 10 Compactors >>>

VENEZUELA'S BET

In Venezuela, the city of Girardot, capital of the state of Aragua, is trying on a new look. The city government purchased a Ciber UACF 17P-2 plant to repair and maintain the city's streets, as well as build new roads. The plant should produce approximately 960 tons of asphalt mixture per day, a total of 120 tons per hour. Out of this total, a good portion should be used to repair city streets. The investment is going to guarantee street quality for the next ten years. The equipment was purchased in 2011 and was put to work during the second half of April. According to Girardot Mayor Pedro Bastidas, the objective of the work is to meet the city's transportation needs.

Ciber asphalt plant operating in the city of Girardot

GRUPO ITAX ENTREPRENUERSHIP

Since 1975, the Schmitt family has been active in the infrastructure field. Currently, it runs the Itax Group, founded in 2009, which includes three companies: Pedreira Guarapuava, Pavimentações e Terraplenagens Schmitt and Itax Construtoras de Obras. Their operations, begun in the city of Garapuava, in the Brazilian state of Paraná, expanded greatly over the years and with the growth came the need to improve their fleet of machinery, renovating their crushing and milling facilities. This perspective influenced their relationship with Ciber Equipamentos Rodoviários, now two decades in the making. They recently acquired new equipment, including Hamm compactors and a Vögele paver. The solutions were part of a support strategy focused on several working fronts of the Itax Group across southern Brazil. "Businesses need to evolve along with the market. This is why we keep our eye on technological trends and understand the importance of improving our structure to offer quality services," stated Ingrid Schmitt Karly, the group's administrative and financial director, who runs the business alongside her brother Anderson Schmitt, managing director.

Hamm GRW 18 Compactor

Vögele S1300-2 Paver

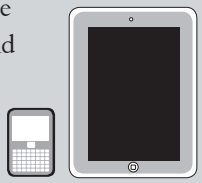
The Itax Group has over 230 employees, besides its third party services. It also has a team of civil engineers specialized in paving work, and teams specializing in topography, laboratory work, site leveling and the asphalt mixture application. Among the many initiatives the company is involved with, one of the most important is the Ecocataratas work. This project got off the drawing board at the beginning of the year and involves building draining devices and site leveling on the project to widen Highway BR-277 between the cities of Matelândia and Medianeira, in the state of Paraná. Investments will be to the order of BRL 49.3 million and the delivery deadline is scheduled for June, 2013, involving the widening of 14.4 kilometers and the creation of three overpasses on the urban perimeter of Medianeira, one of them at km marker 667, and a new bridge across the River Ocoy, as well as adaptations to the existing structure.

MEGA-VENTURE IN BRAZILIAN NORTHEAST

Three companies, Toniolo, Busnello and CSL - Construtora Sacchi belong to the consortium responsible for one of the largest infrastructure projects in the Brazilian Northeast. Caicó Road in the state of Rio Grande do Norte. This project is expected to receive investments to the order of BRL 49.7 million. In the site leveling and opening phase on BR-427 (crossing Highways RN-288 and RN-188), the work is moving along at an accelerated clip with the support of Wirtgen Group technology. Hamm compactors and a Ciber UACF 17 P1 asphalt plant have come into play. The project involves a seven meter wide driving surface, with a two meter shoulder, for a total width of 11 meters, as well as the construction of two bridges over the River Seridó, the first 200 meters and the second 240 meters long, besides intersections with Highways BR-427, RN-288 and RN-118.

NEW LAYOUT AND ACCESS FOR MOBILE DEVICES

Usina de Notícias magazine is full of new features! Besides the new layout, the publication now includes a complete list of dealers in the countries in which it circulates. Another new feature are versions for mobile devices like smartphones and tablets with applications available for both iOS (Apple) and Android platforms. We are also providing a new customer service channel, Fale com a Usina (Talk to Us), created to field complaints, praise and suggestions. Send your contribution to **usinadenoticias@ciber.com.br**.



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WHY SHOULD I USE ORIGINAL WIRTGEN GROUP PARTS?

Hildemaio J.S. Ferreira Jr.
Maintenance Manager at Terraplena Ltda. / Belém – PA

"Using original parts means keeping your manufacturer's warranty and especially, it means you can be sure won't have to do the work over again, as well as feel confident about preventive and corrective maintenance. And not to mention the incomparable cost-benefit ratio."

José Luiz Vicentini
Supply Manager at Terrabrás Terraplenagens do Brasil S/A / Salvador - BA

"We are constantly paying close attention to the quality of everything we buy. The only way to know if a part is good or bad is if you buy the original. If I'm going to buy a part and it's original, I know I'm going to pay more for it, but I feel more assured and confident about the material I'm buying. Ciber wear parts, like: bits, blades, roller sleeves, belts, smoothing plates and others are far superior than the ones you buy on the parallel market. The manufacturer has strict quality standards, using raw materials with the perfect technical specifications.

Edilson Souza Silva
Maintenance Manager of ENPA - Engenharia e Parceria Ltda. / Cuiabá – MT

"We obtained better results by making use of genuine original parts and components. Their durability far surpasses the other parts, not to mention the coverage of the Wirtgen/Ciber warranty along with the factory technical assistance, which is an important ally of ours that always serves us on the day and time we scheduled. The set of manufacturer predetermined measurements and guidelines and user actions for the equipment are greatly beneficial, leading to savings on rollers, bits, scrapers, conveyor belts, roller traction belts, fuel, as well as leading to equipment availability of around 91%."

José Luiz Zanon
Maintenance Manager at PSO Engenharia / Belo Horizonte - MG

"You are taking advantage of their strict quality controls when you choose original Wirtgen Group parts. This is what makes the warranty such a great attribute."

CIBER COUNTERFLOW ASPHALT PLANTS

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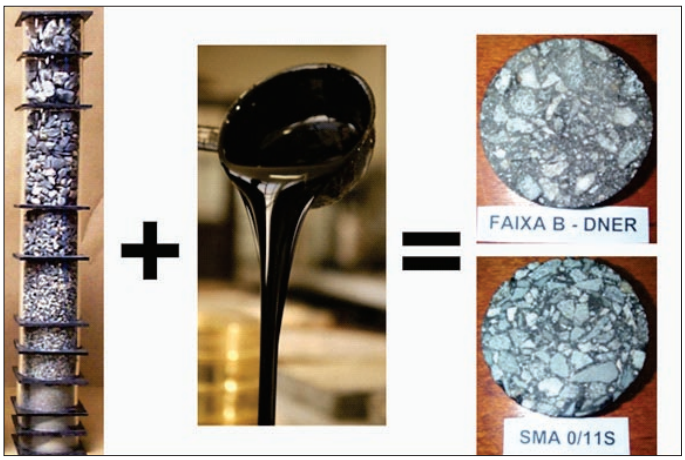
ASPHALT PLANT OPERATION: HOT MIXING PROCESS

Nowadays, in order to make the best use of all the features your asphalt plant offers, you should take into account some basic operating guidelines that aim to ensure excellent product quality by controlling temperature, dosing and proper care of the equipment's parts and/or structures. The asphalt mixing process is simple when properly combined with the right operating methods. By following this advice, your plant will give you high production rates and you will be sure to avoid undesirable, unscheduled breakdowns.

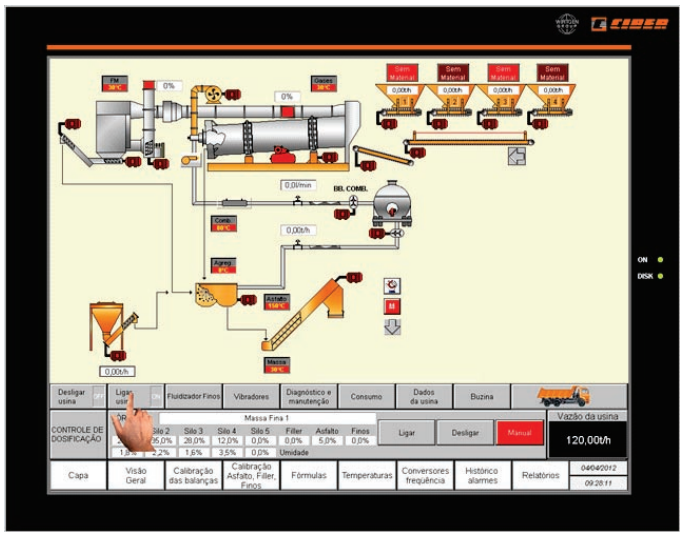
Simple process:
Additive (%) + AC Binding Agent (%) = Asphalt Mixture
(mixture + control + temperature)



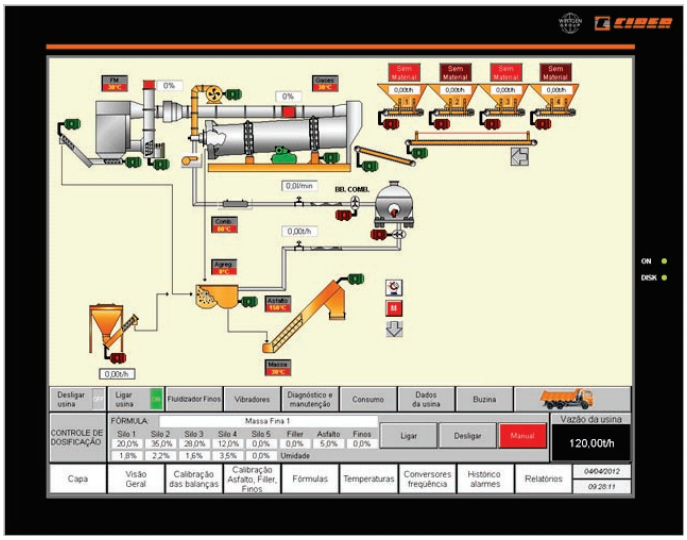
Operating Control Interface

Counterflow asphalt plants.
Operating on automatic through the IHM/Smart graphic interface

I. Start the process to activate the motors:

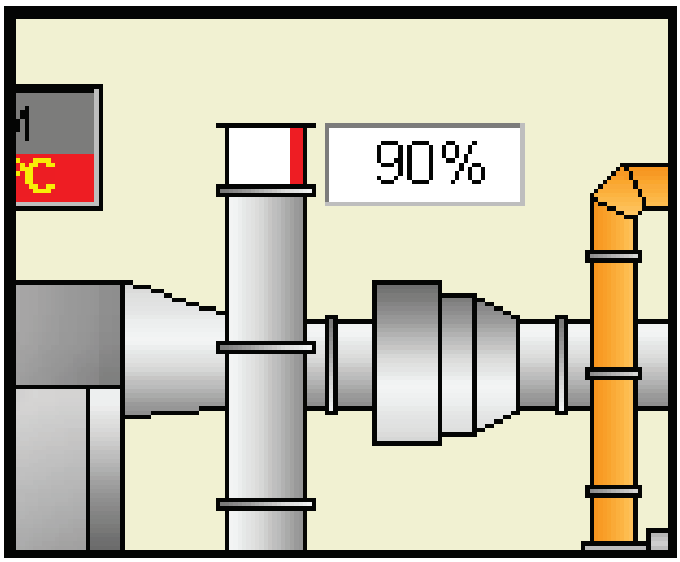


I.1 Compressor
I.2 Exhaust – In order to prevent the current of the motor from starting too high, it will only be released for starting if the damper is completely closed
I.3 Burner fan
I.4 Elevator
I.5 Mixer
I.6 Dryer
I.7 Conveyor Belt
I.8 Collecting Belt
I.9 Inclined and Horizontal Auger
I.10 Channel augers

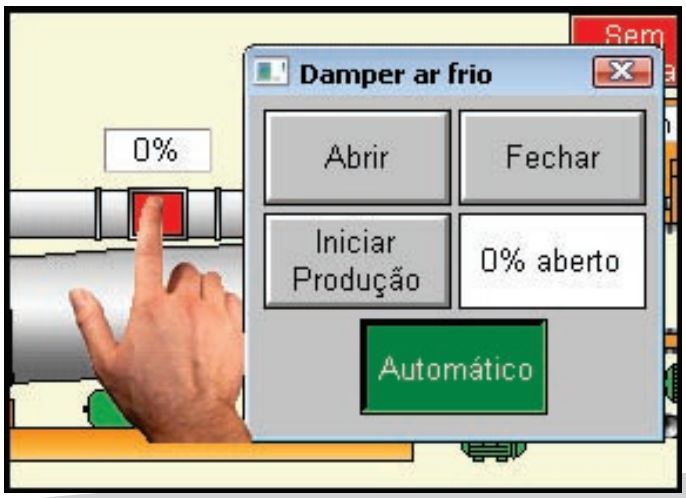


2. Production preparation procedures:

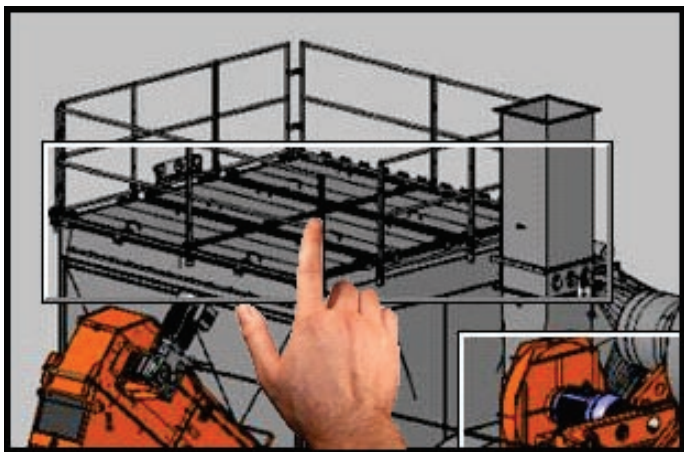
2.1 Open the exhaust damper between 80 and 100% to release the air flow of the dryer to the bag filter.

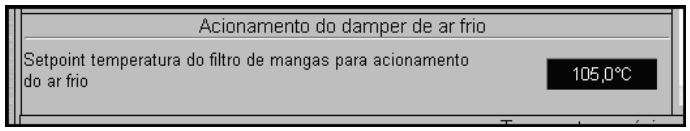


2.2 Put the cold air damper on automatic.

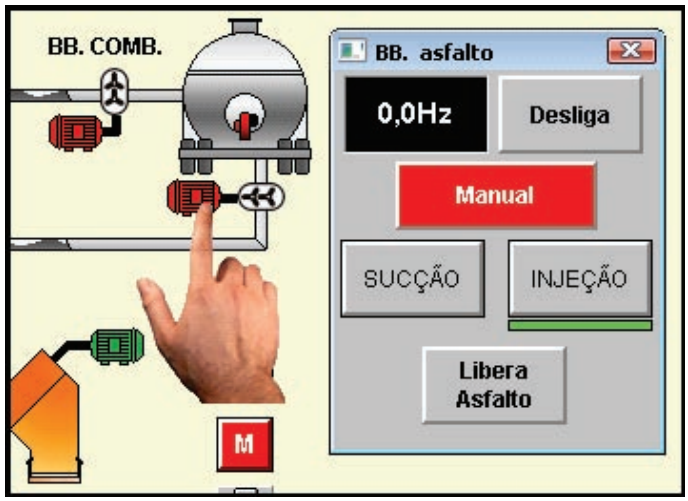


On the bag filter diagnostic screen, input the values of 105°C as a parameter, activating auto temperature control of the bag filter.

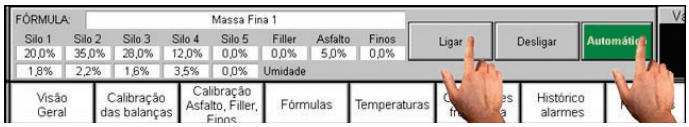


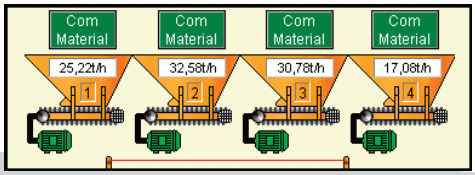


2.3 Click on the asphalt pump icon and make sure it is blocked.

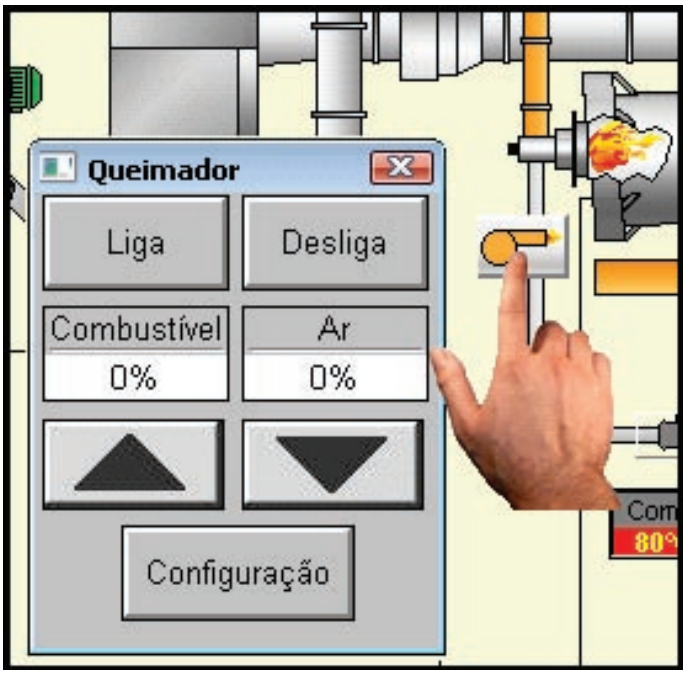


2.4 Load the desired formula to begin feeding the additives, choose the auto dosing and press the start button. After pressing "start" the message ASPHALT PUMP BLOCKED should appear.





2.5 In order for the burner flame to propagate, we should wait approximately one minute of feeding the additives in the dryer to form the curtain, preventing the free passage of the heat generated by the burner, protecting the bag filter.



2.6 After the burner flame is established, watch the temperature of the gases and bag filter to make sure the filter does not get hotter than 120°C.

2.7 Watch the temperature of the additives as they leave the elevator or through the PT 100 additives (when installed), and when it reaches 130°C, release the asphalt pump to begin fluid injection.

3. Care to take during operation:

3.1 Watch the flow of material leaving the bin; if the unloading is irregular, the elevator may lock up, triggering the circuit breaker and interrupting the production process.

3.2 Keep the counterweight valve of the S.E. operating, making sure the heavier particulates do not reach the filters, causing premature wear.

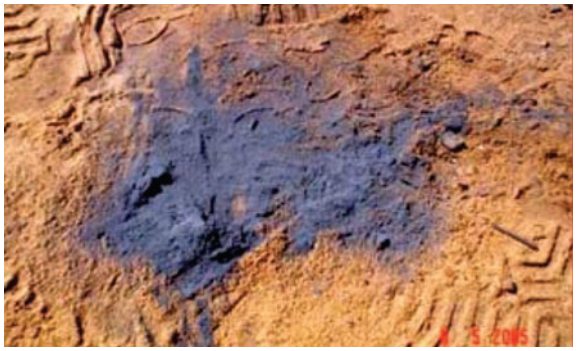
3.3 Ensure continuity and uniformity in the supply of additives in the feed bins, paying attention to moisture variations, which should be informed to the monitor through the formula screen.

3.4 Adjust the support rollers of the dryer "ACCORDING TO THE OPERATING MANUAL" in such a way that the dryer ring does not put pressure on the brace rollers as it works.

3.5 Keep the temperature of the bag filters between 105° and 115°C, so that all the moisture coming from the drying process is eliminated, thereby avoiding saturation and accumulation of material on the filters;

3.6 Observe the color of the fine additives in the bag filter, if it is dark, DIFFERENT THAN THE VIRGIN ADDITIVES, check to see if fuel is leaking. This should not surpass the liters per ton limit, based on the equipment's maximum production. Example: UACF17P (120 t/h), consumption: 600 l/h (10 l/min);


Virgin additive

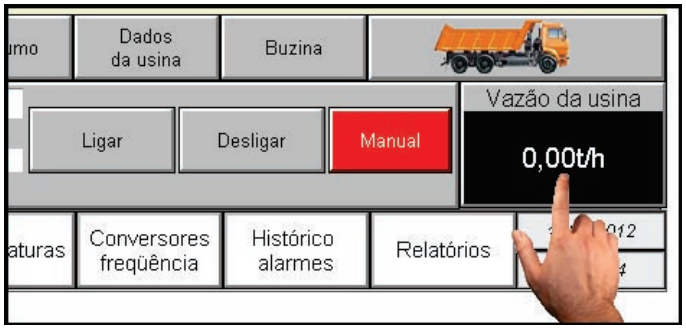

Contaminated


Non-contaminated

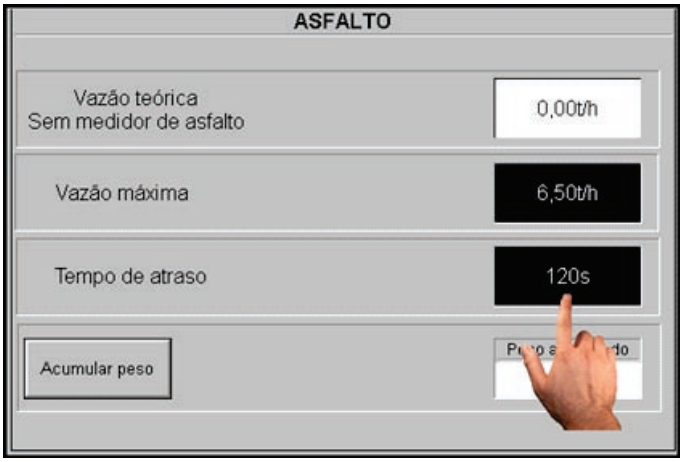
4. In order to shutdown and turn off the plant, we can proceed in the following manner:

4.1 During production of asphalt for the last truckload, when the accumulated weight in the Monitor is equal to the desired weight of the load, the shutdown of the automatic feeding should be initiated.

4.2 Choose by pressing on the Plant Flow field in the lower right hand corner of the monitor screen, type in the number 0 (Zero) = 0.00 t/h.



That way the flow of additives will be cut off and only the asphalt pump will keep working, obeying the delay time chosen on the asphalt calibration screen in the DELAY TIME field. Example: 120 seconds.



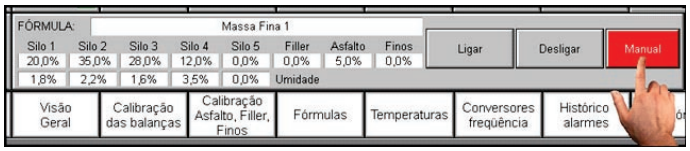
4.3 If you are using some form of heavy fuel, carry out the fuel valve maneuver for Diesel, in this way cleaning the burner injector nozzle and line.

4.4 Keep the burner flame lit during this whole time, paying close attention to the temperatures of gases and bag filter and always keeping up with the status of the asphalt pump.

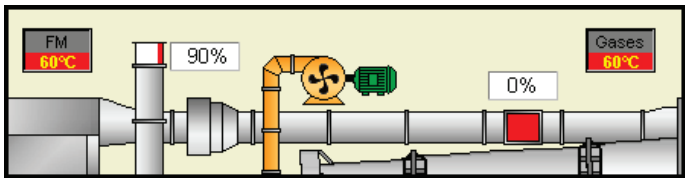
4.5 When the asphalt pump turns off its motor, turn off the flame and unload the last cargo. Sound the alarm with the horn for the truck to leave the loading area;

4.6 With the help of a loader, collect the material that will continue coming out of the unloading bin;

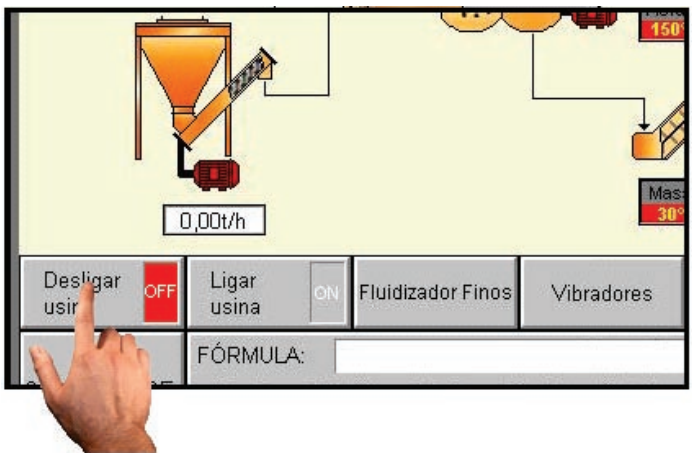
4.7 Change the dosing control position from AUTOMATIC to MANUAL and carry out a return of the asphalt pump from 3 to 5 minutes, and when you turn off the pump motor, make sure the asphalt output valve on the Master Tank is closed so the AC does not flow back to the tube and filter by force of gravity.



4.8 Keep the motors running until the temperature of the gases and bag filter drop to between 50°C and 60°C.



4.9 Turn off the motors with the Turn-off Plant command, close the exhaust damper and quit the application using the COVER – LEAVE button.



5. Carry out cleaning procedures and the lubrication plan.