

# CONSTRUCTION europpe

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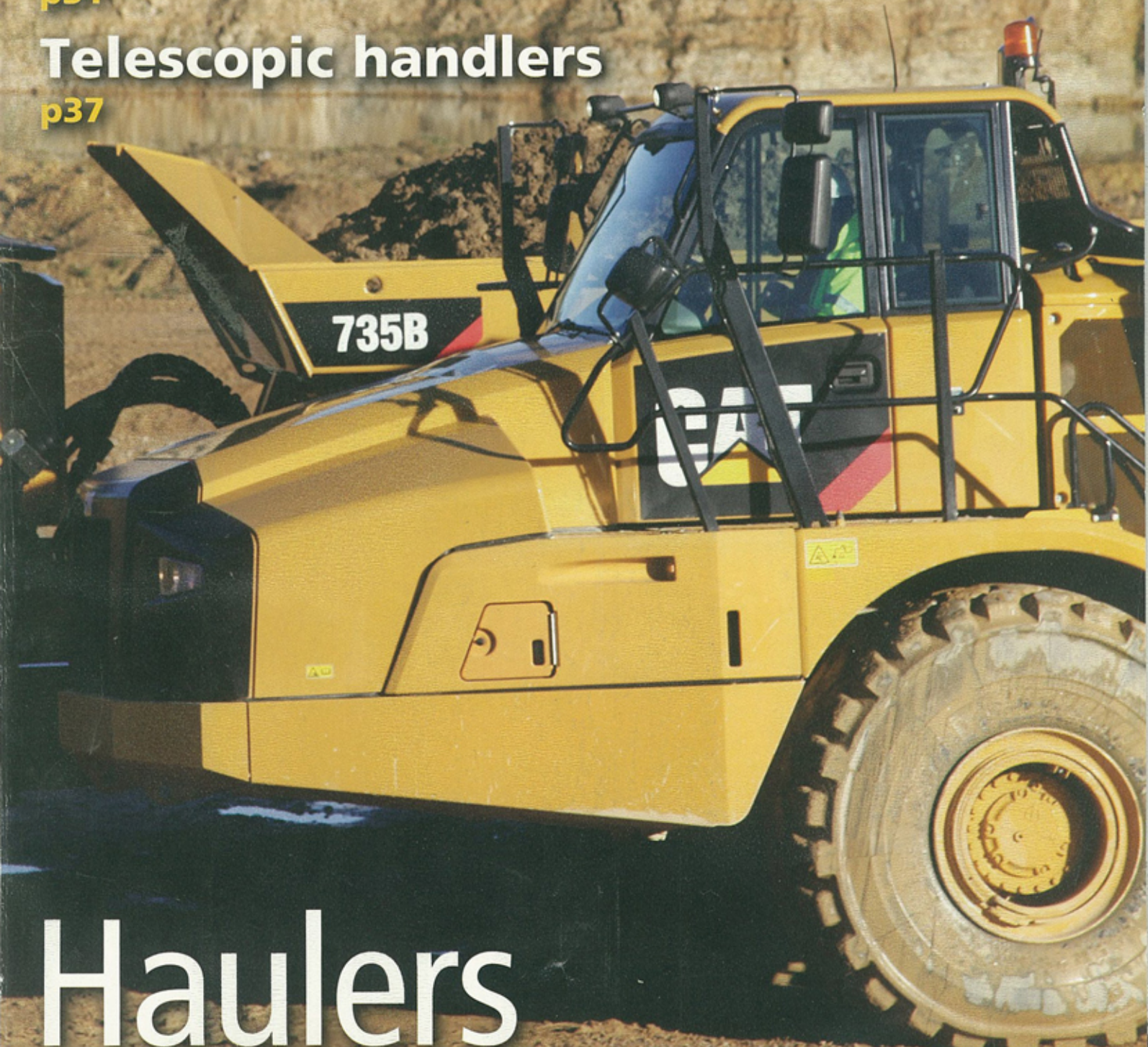
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## Concrete pumps & placing

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## Telescopic handlers

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## Precision offered by Soilmec

**SOILMEC HAS INTRODUCED** the SC-100, its latest heavy duty crawler crane, which it said had electro proportional controls that were able to offer higher precision and simultaneous movements during operation.

The maximum capacity is 100 tonnes with a working radius of about 3,8 m; diesel engine power 480 kWm, winches (in grub version) 2 x 304 kN. It has a 42 m boom.

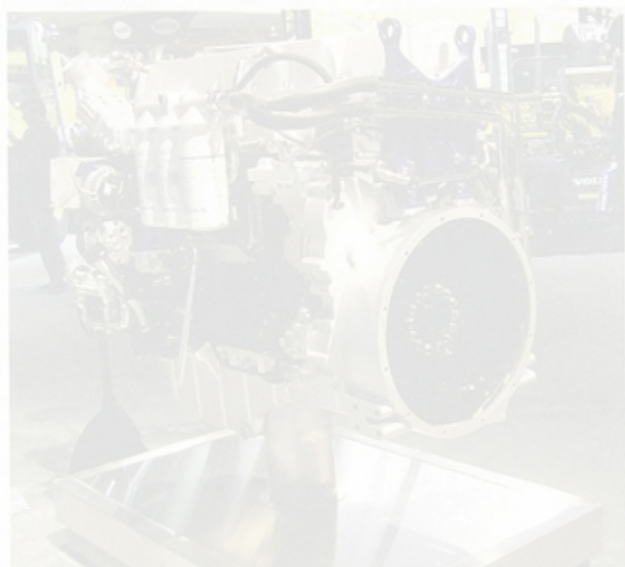
The company's new SR-30, with controlled hydraulic grab GK-5, is its latest machine for diaphragm wall construction. It has been designed to suit different jobs where space is tight.

A special telescopic Kelly bar, in four parts, allows an inclination of +/- 45°.

The SR-30 with GK-5 can be transported fully assembled, so Soilmec said it could be used at a jobsite without losing time for assembly.

Soilmec – part of the Trevi group – has also widened and completed its microdrilling range and can now offer rigs dedicated to confined spaces. With the newly-designed SM-3 and SM-5 microdrilling rigs, it can now meet customer needs for subsoil engineering with machines ranging from 3 to 32 tonnes.

Despite its compact dimensions, the SM-5, powered by a 72 kW diesel engine, can be supplied with a range of rotary heads with torque values up to 972 daNm for high drilling capacity. **ce**



## Volvo's Stage IIIB

**VOLVO WAS PROMOTING ITS TIER 4 INTERIM AND STAGE IIIB-compliant engines** at ConExpo, Las Vegas, US, showcasing the technology on a range of new construction equipment.

Machines fitted with the new engines included the company's 39 tonne A40F hauler, the largest in Volvo's new F-Series articulated hauler range, as well as the L250G wheeled loader, part of the company's new G-Series range of wheeled loaders.

Volvo's D-Series excavator, the EC480 D, also sported one of the new generation engines, which are said to enhance fuel efficiency and boost torque and power capacity, as well as lower emissions.

Volvo developed advanced combustion technology (V-ACT) to meet the emissions regulations which came into force in Europe and the US at the start of the year.

The approach involved combining high pressure variable fuel injection systems and cooled exhaust gas recirculation (EGR) technology to control the amount of fuel entering the engine precisely, and reducing combustion temperatures in order to lower the amount of harmful nitrogen oxides (NOx) produced – a key requirement of the new regulations.

Turbochargers are also used in the new engines, together with powerful engine management systems and an integrated exhaust aftertreatment system featuring a particulate filter and thermal regenerator.

The aftertreatment system is said to reduce particulate matter by -90% compared to the previous machine series.

Volvo has subjected the new engines to over a billion miles of testing inside the L250G loader alone since 2007. **ce**



**The SC-100 – Soilmec claims higher precision and simultaneous movements during operation.**