Approximately 35 years ago in August 1972, Norm Smith, Gail Mize, Al Guth, Mike Uchytil, and I left CMI and started Astec Industries. Throughout the 35 years, all five of the founders have stayed with the company. Any way you look at it, that is an amazingly long period of time for five guys to work together.

When we acquired Barber-Greene in 1986, Bob Stafford came with us to manage Telsmith. He subsequently became group vice president of the Aggregate and Mining Group. On June 1, 2006, Bob went to part-time to begin the process of his retirement. He is currently corporate vice president of Research and Development and has a group of senior engineers working with him doing R&D.

There have been other changes. Al Guth retired as group vice president of administration on December 31, 2006. When he retired, Steve Anderson was promoted to corporate secretary. McKamy Hall will continue as vice president and chief financial officer. Mike Uchytil, vice president of International Sales for Astec, Inc., will be retiring in April 2007. A few years ago, Gail Mize stepped down from his position as vice president of sales for Astec, Inc. to take a position handling national accounts for all of the companies and special project sales under my direction.

We are very pleased with the growth Astec Industries, Inc. has achieved over the last 35 years. We expect the company to have revenues of approximately $800 million in 2007. With 13 subsidiaries each having a president and full staff, three group vice presidents, and a number of other key corporate officers, we believe that we are getting the company well positioned for its continued growth in the future.

Two years ago, J. Neal Ferry came to work at Astec Industries, Inc. as executive vice president of administration spending 34 years with Peter Kiewit Sons, Inc. In his last position there, he was responsible for all of their equipment. Since June of 2006, Neal has served as group vice president of the Aggregate and Mining Group and continues in that capacity. On January 1, 2007, he assumed an additional responsibility as chief operating officer of Astec Industries, Inc.

Norm Smith—who has served as group vice president of the Asphalt Group and president of Astec, Inc.—and Neal Ferry appointed Ben Brock as president of Astec, Inc. on November 1, 2006. This appointment allows Norm to function as group vice president of the Asphalt Division overseeing Astec, Inc., Heatec, Inc., and CEI Enterprises. This will give him more time to spend with Heatec and CEI as they continue to grow.

Approximately five years ago, Tom Campbell, who served as a president of Roadtec, Inc. for many years, was promoted to group vice president of the Mobile and Underground Group. He continues to serve in those capacities. There are now four companies under Tom’s direction.

There is a question I am often asked: “When do you intend to retire?” My answer: I find it difficult to think about retirement because this company and this industry has been so much a part of my life for so many years. However, over the next two to three years, I hope to turn more of my responsibilities over to the younger managers—and spend most of my time on product development, acquisitions, and so forth.

We will continue to promote qualified people into management positions to ensure the continued operation and success of the Astec Industries companies when the founders have all retired and are no longer active in the business. My personal goal is that the company will never miss me when I am gone. It is the intention of our corporate management to have people trained and in position when the time occurs that I am no longer active in the business.

Since our company went public in June 1986, we have managed to grow at a pace that has doubled our size every five years. The shareholders who invested in June 1986 would have realized a compounded growth of 13 percent per year on their investment.

We have gone through four very deep recessions since 1972 but we have been very fortunate to survive the hard times and come out of them much stronger. The experiences have certainly made each of us better managers. In these situations, I have pointed out to our managers that “God gives us the downturns to make us straighten out our businesses.”

Over the years, we’ve had continuous support from many of our customers. There are a number of our customers who gambled with us and purchased our first equipment—and they remain our customers today. Approximately 80 percent of our business comes from repeat buyers who appreciate our business qualities.

We fully intend to continue the culture that brought us to this point: being open and accessible, offering dependable products, providing good service, and giving back to our industry. In this way, we believe that we will ensure the growth of the asphalt-paving industry, as well as the growth of our business.

As we begin a new season, all of us at Astec Industries would like to thank our customers for their continued support.

J. Don Brock
Chairman, Chief Executive Officer
Astec Industries, Inc.
SET IT UP AND GO TO WORK. That’s what Alaska Interstate Corporation (AIC) did with the company’s new Astec Six Pack® portable hot-mix asphalt (HMA) plant when it was delivered last spring. The project AIC was working on involved 15 miles (24 km) of reconstruction and paving on a highway known locally in eastern Alaska as The Tok Cut-Off. “Our Astec Six Pack plant was brand-new,” said Kelly Painter, the project manager for AIC. “We bought it specifically for that project and put it to work right away.” AIC is a large and diversified engineering, planning, and construction company that does business over a wide area while maintaining its headquarters in Anchorage, Alaska. The company considers its market area to cover Alaska, Canada, the Far East, and Russia. “Our oil-and-gas development and mining divisions are the groups that are active in the Far East and Russia,” Painter said. “The asphalt-
Last year, Alaska Interstate Corporation (AIC) completed a 15-mile (24-km) reconstruction and paving project on Alaska 1 highway near Tok, Alaska using its new Astec Six Pack portable HMA facility. The components of that plant include the equipment shown above. [1] The portability of the Astec cold-feed conveyor, baghouse, control house, and power house is obvious in this photo. [2] The Astec Double Barrel dryer/mixer with its Phoenix® burner was reportedly producing in excess of 450 tph (408 tonnes per hour) of quality hot-mix asphalt for AIC on the Tok Cut-Off project. [3] The $10-million project itself involved bringing a decades-old highway surface up to date and up to spec in the remote but beautiful stretches of eastern Alaska.

“As far as I know, this is the highest-producing portable hot-mix plant in the state of Alaska.”

production and paving division is solely in Alaska at this time.”

A brand-new plant meets a challenging job
The Tok Cut-Off is part of Alaska 1, a state highway that runs a total of 125 miles (201 km) from Gakona Junction to the city of Tok. The road was built in the 1940s and 1950s as a shortcut for travelers who were going to Anchorage and Valdez. The project’s 15-mile (24-km) stretch of highway was between mileposts 110 and 125.

Painter explained that it was a $10-million project involving the reconstruction and paving of two highway lanes, plus a bridge, and some drainage improvements.

“We widened the existing road, put down a base course, and then paved it. The entire project took about 55,000 tons (49,895 tonnes) of hot-mix. It was a good-sized job for us. We started the excavation and dirt work about the first of May. We started paving August 20 and finished paving September 15.”

Painter went on to explain that they were able to average about 2.5 miles (4 km) of mainline paving per day, which allowed them to finish the mainline part of the project in about 12 days. The rest of the time was spent on approaches, turnouts, bike paths, and so forth.

The plant foreman, Mike Lake, said there were numerous things about the Astec Six Pack plant that came to his attention. “That was the first time we used the plant,” Lake said. “We had no problems with it at all. As a matter of fact, we got a five-percent bonus for producing hot-mix that was all in spec. The plant worked really well.”

Lake said that he has a lot of experience with a variety of HMA plants and this one seemed to work well even in colder weather. Ocean to look at a used, 300-tph (272 tonnes per hour) plant made by another company. Then they flew to Chicago, Illinois to look at another one that was at auction. And then they got a phone call from Astec.

“Astec heard we were in Chicago and they invited us to visit the Astec manufacturing plant in Chattanooga, Tennessee. We went down there, toured the plant, and looked at the Astec Six Pack plant. We had to make a decision: Did we want the Astec plant or the other one? We decided to get the Astec Six Pack plant for three reasons: its production capacity, the service support, and the reputation that Astec has in the industry.”

The nuts and bolts of the brand-new HMA facility

The equipment they selected is an Astec Six Pack facility with an 8 x 37-ft. (2.4 x 11.3-m) Astec Double Barrel® dryer/mixer that has infrared temperature sensors for the virgin aggregate and the mix. The Phoenix® burner has the ability to burn either natural gas or No. 2 oil.

After the hot-mix is prepared, it is transported by a 30-ft. (9.1-m) drag conveyor to a portable self-
“We decided to get the Astec Six Pack® plant for three reasons: its production capacity, the service support, and the reputation that Astec has in the industry.”

The ease and convenience of moving the Astec Six Pack plant from one location to another was one of the major considerations for a producer and contractor like Alaska Interstate Corporation (AIC). After all, the company’s market area—which essentially is the entire state of Alaska—measures 570,380 square miles (1,477,261 km²). That makes it more than twice the size of the state of Texas. The Astec Six Pack is compact and maneuverable. It is completely self-erecting. And it is capable of producing large volumes of high-quality hot-mix asphalt.

FOR MORE INFORMATION about Astec’s hot-mix plants, call Diane Hunt at Astec:

423-867-4210
Fax: 423-867-3570
E-mail: dhunt@astecinc.com

Lake, the plant foreman, agreed with that estimate. “The plant was rated by Astec at 400 tph (363 tonnes per hour) with aggregate at 3 percent moisture,” said Lake. “But we ran it consistently at 450 tph (408 tonnes per hour). And we even had it up to 475 tph (431 tonnes per hour) a couple of times. It really did well!”

Lake had some other pertinent observations about the company’s Astec Six Pack plant. “I was a heavy-equipment field mechanic for years,” Lake said. “And then, about seven years ago, I started running crushing plants and hot-mix plants. I’ve run several different brands of plants—and what I would tell other producers is that they should really check into what Astec has to offer.”

An option that helps the system stay within spec
According to Lake, one of several options the company decided on was Astec’s Accu-Swipe™ automatic belt sweeper that provides a full cross-sectional sample of the aggregate as it moves up the feeder conveyor.

“Your plant can be running at its top production rate,” said Lake, “and you can take an aggregate sample. All you do is push a button and the Accu-Swipe automatically grabs a sample. Up here in Alaska, the DOT says we have to take a belt sample every so many tons as we’re making the mix. Then they take samples on the grade and evaluate them for content and gradation. In the past—with other types of plants—I had to stop the plant in midstream and take a belt cut. But the Accu-Swipe totally eliminates the need to shut down the plant.

“I was very happy with the Accu-Swipe belt sampler and the Astec Six Pack plant. Getting a five percent bonus on all the gradations and having nothing out of spec… Well, that sort of thing was pretty impressive to me.”

Painter also seemed impressed with the plant’s performance. When asked what he might say if another producer inquired about the Astec Six Pack plant, his answer was simple and to the point:

“I would strongly recommend the Astec plant,” said Painter. “That’s about all I can say. I’m very happy with the equipment.

“And as far as I know, this plant is the highest-producing portable hot-mix plant anywhere in the state of Alaska—so we must be pushing all the right buttons!”

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With winter setting in and project time running out, they used echelon paving for the hot longitudinal joints.

Whenever people get in a hurry, they tend to choose from a couple of options: First, they figure they can do the job quickly and let the quality of the finished product slip just a little bit; or they decide to call in reinforcements and use the best technology to do the job right.

For paving contractor Illowa Investment, Inc. of Blue Grass, Iowa, that first choice would never be considered. Quality always comes first—no matter how short the deadline might be—so the company's only choice is Option Number Two.

In late 2006, Illowa was in the process of doing some repaving work on a section of Highway 38 between Muscatine and Wilton in eastern Iowa. As a subcontractor or sister company of Manatt’s Inc., Illowa was focused on paving the turn lanes, the intersections, and the islands, while Manatt’s crews handled the mainline paving on the particular project. Since the winter weather usually sets in by mid-November in Iowa, both Manatt's and Illowa were pressed to finish their work by November 15—the date when the Iowa Department of Transportation generally requires crews to cease their paving work on state jobs.

“It got kind of late in the season,” said Brian Armstrong, asphalt superintendent with Illowa, in a recent interview. “It was crunch time. So Illowa and Manatt's ended up working together and taking care of it—just working together until the job was done.”
In addition to working quickly, it was also required that a certain section of the highway—the one that had several pullouts—had to be paved using hot longitudinal joints. In order to comply with this requirement, the paving crews for Illowa and Manatt’s worked in echelon—side by side—with one of the pavers slightly ahead of the other.

“Rather than one crew of eight people, we brought out two crews with a total of 16 people,” said Armstrong. “That way, we could get that big section of the road paved so Manatt’s crew could get back to manilling, and our crew could get back to building the intersections.”

The section of roadway that pulled together the two paving crews was located on the edge of the city of Wilton. Just under one mile long, that section of the state route included three lanes, turn lanes on each side, a long island, and four intersections. A couple of industrial businesses were situated on either side of the road, producing a large amount of commercial-vehicle traffic. That, coupled with the close proximity to Wilton, meant that stretch of Highway 38 carried a load of about 6,000 vehicles a day. Everyone needed to work together as efficiently as possible in order to avoid delays—and to maintain optimum safety.

“The biggest objective was to get the job completed safely with all the truck traffic we had out there, plus the amount of general-public traffic,” said Armstrong. “It was a real task. But everybody worked together. Our flaggers worked well. Our truck drivers. Our lay-down crews. Our roller operators. Everything just went perfectly.”

A tale of two pavers
If you drove down Highway 38 south of Wilton those few days when the Illowa and Manatt’s crews were working on paving the pullouts, you may have been fooled into thinking you were seeing double. Twin Roadtec RP-195 track-mounted pavers were tackling this job, working side-by-side for about one mile.

By paving two lanes simultaneously with two almost-identical Roadtec RP-195 track pavers, these paving crews were able to do a six-day job in only two days.

A closer look, however, would have revealed some important differences between the two machines. First, the paver that was operated by Manatt’s crew used a pickup machine mounted at the front of the paver, while the Illowa crew’s paver was fed by dump trucks, with the mix being deposited directly into the paver’s hopper. Because it was able to move faster using the pickup machine, the Manatt’s paver took the outside position during the echelon-paving operation.

Meanwhile, the paver operated by the Illowa crews worked on the inside of the roadway and utilized the Roadtec RP-195 paver’s auger-raise feature. This feature allows the operator to independently raise and lower either side of the auger during paving, said Dave Miller, the Roadtec regional sales manager who was on-site during this special portion of the paving project.

“In order to achieve the joint profile they were looking for, the Illowa operator raised the outside edge of the auger,” said Miller. “This basically makes the asphalt bleed in toward the center of the screed, which allows them to achieve a pass narrower than 10 ft. (3 m) while using a 10-ft. (3 m) screed. It is much easier than using a cut-off shoe.”

Additionally, the two pavers were using two different kinds of screeds. The Manatt’s paver was equipped with a rear-extendable, 20-ft. (6.1-m), electrically heated Eagle 10 screed. This kind of screed is typical in highway-class operations, explained Miller. The Illowa paver, however, featured an electrically heated Carlson Easy Screed IV equipped with front-mounted extenders.

“The Easy Screed IV is a more convenient screed to use in a parking-lot application, where you’re working around a lot of curbs and gutters,” said Miller. “Illowa wanted the Easy Screed IV just for that reason: Most of their work is commercial work. But when you saw that screed working side-by-side with the Eagle 10—a highway-class screed—you could see that they were achieving equivalent results. You could not tell the difference between the material coming out behind the two screeds. It is very encouraging to know you can use a screed with front extenders—like an Easy Screed IV—to do a highway-class job and achieve a degree of quality that is equal to that of a rear-extended screed.”

“Good job”
Although completing the job in a short amount of time was a major motivating factor for Illowa and Manatt’s management, Armstrong couldn’t help but be concerned about the challenges his Illowa crews and the Manatt’s crews would be facing. In addition to the heavy commercial-truck and general-public traffic through the area, the Manatt’s paver would be fed by about seven belly-dump trucks. Since the Illowa paver was being fed directly into its hopper, about twice as many dump trucks were required on the job site at any given time. They had to move in and out of the area throughout the project on two different paving passes: one for the binder course and one for the surface course.

If they had used only one paver on this project instead of two, it would have taken two paving passes—and Armstrong guessed those two paving passes would have taken a minimum of six days. With the two paving crews working in echelon, however, the challenging section of highway was completed in just two days.

“When the first day of paving was over,” Armstrong recalled, “we just looked back and smiled and thought to ourselves, ‘Good job’. It felt really satisfying.”

Perhaps even more impressive to Armstrong was the fact that this was the first time the Illowa paving crew had worked with the Roadtec RP-195 paver. They were only using the machine on a “demo” or demonstration basis. Its performance was convincing, apparently, because Illowa went on to purchase the equipment shortly thereafter.

“Whenever you demo a paver from Roadtec you tend to feel very comfortable,” said Armstrong, “because as soon as you get the machine you have the Roadtec specialist right there to help you along. Paving crews can be a little tentative sometimes when grabbing on to a new machine. But the minute our crew hopped onto this Roadtec paver, they just took off and started paving without hesitation.

“That’s when I knew we were going to take a good hard look at that machine.”

FOR MORE INFORMATION
about Roadtec equipment, call your Roadtec Regional Sales Manager: 800-272-7100
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HOT-MIX MAGAZINE 11 VOLUME 12, NUMBER 1
A BACK-UP PLAN

This Kentucky HMA plant lost both of its liquid-AC tanks to a devastating overnight fire. But they had a back-up plan that let them get a new AC tank and finish the paving season.

WHAT WOULD HAPPEN if one of your liquid asphalt cement (AC) tanks caught on fire? Could you control it or put out the fire? And what would you do after the fire—when it was time to get your hot-mix asphalt (HMA) plant back into production? After all, if your AC tanks are down, isn't your whole plant down?

This scenario does happen from time to time. It happened just a few months ago toward the end of the paving season in Mayfield, Kentucky at an HMA plant that is owned and operated by Purchase Asphalt Company, a part of H&G Construction Co., Inc. Fortunately, they had a good back-up plan that worked. Here is their story:

Accidents do happen if safety devices aren't in place

Purchase Asphalt was receiving a refill on one of their AC tanks last October when the delivery-truck driver somehow let the tank get too full. It overflowed—and the tank caught fire. Lisa Barnes, the plant manager for the company's HMA facility, clearly remembers the events that followed:

“The fire department came, of course,” said Barnes. “And everyone thought the fire was out. It was smoldering under the rubble, but it had been raining and we thought it was just wet and steaming. We watched it around the clock for two or three nights in a row. Even the fire department thought the fire was out. But we came in one morning and it had started up again. This time, it burned both of the tanks, destroying them.”

There were two older horizontal AC tanks sitting side by side. One held 18,000 gal. (68,110 L) and the other, 10,000 gal. (37,850 L). Both of them were destroyed, as were all of the pumps and lines leading from the AC tanks to the dryer/mixer equipment.

“Our plan was simple,” Barnes said. “We picked up the phone and called Heatec. They said that they had a vertical AC tank they had just finished building. Luckily, it was not scheduled to be shipped for awhile, so they said we could have that one and they would build another one for the original customer. We bought it.”

The new tank was a 30,000-gal. (113,600-L) vertical AC tank with hot-oil heat. Purchase Asphalt also asked Heatec to include a number of other items on the purchase order, including a hot-oil heater and the piping that would be necessary.

“Heatec brought that equipment to us very quickly. As I recall, it only took them about three days to get it here—and the distance is about 300 miles (482 km). By the time we got everything up and running again, our plant was down less than ten days.”

Originally, Purchase Asphalt Company had two older horizontal tanks for their liquid-AC storage. But an avoidable mistake by a truck driver while he was in the process of delivering liquid AC into one of the tanks caused the liquid AC to overflow—and the tank caught fire. The fire department helped put out the fire and everyone thought the other tank was safe. But the fire rekindled—and both tanks were destroyed. The damage can be seen in the above photos. This story does have a happy ending—made possible by Heatec.
IN CASE OF FIRE

Not bad, considering it would have taken about six weeks to build an AC-storage tank like that from scratch.

“Remember, it was about the first of October when the fire happened,” said Barnes. “We were trying to finish up some projects since it was getting pretty close to our end-of-season. Our paving season here in this part of Kentucky will usually last until about the middle of November, depending on the weather. We had jobs that really needed to get done. And Heatec worked with us to get our plant up and running again.”

The company’s back-up plan worked to their satisfaction

Barnes said they are very happy with Heatec’s quick and effective response to their problem.

“Heatec is very professional,” said Barnes. “I recommend them. Their products might be a little more expensive up front, but if you have a problem, folks from Heatec are right on top of it.”

And how is the new tank working?

“The tank is working great,” said Barnes. “We like the vertical tank better than the horizontal tanks. And I like all of the Heatec safety features and devices.”

Heatec tanks have devices that automatically shut off unloading pumps to prevent overflow.

“Frankly, if we had had this tank before, the fill accident by the trucker could not have happened. Our Heatec tank could not have overflowed.

“And consequently, there would have been no fire.” ▼▼▼

FOR MORE INFORMATION

about Heatec asphalt storage systems, call Jerry Vantrease at Heatec:

800-235-5200

Fax: 423-821-7673 • E-mail: jvantrease@heatec.com

Heatec was quick to respond when Purchase Asphalt Company called to say that there had just been a devastating fire that destroyed their two liquid-AC storage tanks. Fortunately, Heatec had a 30,000-gal. (113,600-L) vertical tank that they had just finished for future shipment to another customer. Heatec brought that tank (shown above) to Purchase Asphalt Company’s HMA plant location within three days. It was installed and the plant was operational again in less than ten days.
A BIG STEP FORWARD IN SOUTH AFRICA

WHEN TECHNOLOGY leaps ahead, there are always a few organizations that have the enterprise and the initiative to keep up with it. The emergence of fractionated reclaimed asphalt pavement or FRAP (usually called RAP in North America) as both a cost and energy saver is a good example. A few companies are using it, but many others are still waiting to see what happens.

The few early adapters include Much Asphalt (Pty) Limited, a Murray & Roberts company that has its headquarters in Capetown, South Africa. Much Asphalt is a leading hot-mix asphalt (HMA) producer in that part of the world. The company has been supplying a wide variety of HMA mixes for all types of roads since it was formed in 1965. This producer is always watching technology as it moves forward. The emergence of FRAP as a resource is a good example.

“FRAP is still an unusual type of product for a producer to use in new mixes,” said Brian Neville, branch manager of Much Asphalt’s Roodepoort Operation. “A lot of engineers around here are slowly becoming educated in the use of this material. There is still a bit of a stigma associated with it. People tend to think of FRAP as a waste material, not as a quality material. It is not a product that the engineers around here readily use. FRAP is not yet the accepted norm—but it is coming along, slowly and surely.”

Much Asphalt made a commitment to using FRAP in July 2006 when they bought an Astec Mobile Screens Fold ‘n Go® screening plant from Osborn Engineered Products of Johannesburg, South Africa. The company already had a stockpile that consisted of more than 175,000 tons (160,000 tonnes) of FRAP. A good part of that stockpile needed to be processed so it could be used in producing new HMA mix for the rehabilitation of the OR Tambo International Airport (formerly called the Johannesburg International Airport). The company had intended to have the FRAP screened by a subcontractor, but when management realized how much could be saved by doing it internally, the decision was made to buy the Fold ‘n Go plant.

“We purchased a Model 2612D Fold ‘n Go screening plant to process recycled material before feeding it back into our new asphalt mixes,” said Neville.

“Aggregates of many kinds are high-demand commodities in South Africa, so it makes good economic sense to start looking at recycling FRAP material in our mixes. Quite a few of our plants have sizeable stockpiles of material that can be recycled. That was really the driving force behind the decision to purchase the Fold ‘n Go mobile screen: to process that material and use it again.”

Neville said the amount of FRAP that is used in new mixes varies from project to project. On the recent rehabilitation project at the OR Tambo International Airport in Johannesburg, South Africa, for example, Much Asphalt was allowed to run 10 percent FRAP in their mix.

“We have also used FRAP on a lot of our sundry work where the specifications are not so tight. Those projects range in size from 550 tons (500 tonnes) to 11,000 tons (10,000 tonnes). Anything over that, we would classify as a large project and there would normally be much tighter specifications that would limit the use of RAP. As I said, some of the consulting engineers here in South Africa are still not fully comfortable using FRAP in their work.”
Africa do not yet want us to use it on major projects.”

Neville explained that at Much Asphalt’s Roodepoort Operation, they are screening the FRAP material to two usable sizes before incorporating it into new mixes: 0.35 in. to 0.55 in. (9mm to 14mm) and minus-0.35 in. (minus-9mm). “Those sizes can be used in about 95 percent of the asphalt mixes that we make,” said Neville. “The oversized material is broken down and sent back for additional processing, of course.”

Neville had a few more positive comments about the new plant:

“The Fold ‘n Go screening plant is working very well for us. We have probably screened about 16,500 tons (15,000 tonnes) of recycle here at this site—and we are busy working through a very big stockpile at the moment. The new machine is working very well.”

When asked what he might say to another HMA producer who was considering moving ahead to processing and recycling FRAP, Neville’s reply was remarkably simple and straightforward:

“With aggregate materials being a commodity with such high demand in a very buoyant construction economy, using FRAP is the only way to go. You just have to do it. There are other reasons to do it, of course, including the positive environmental impact that recycling provides. But using FRAP material just makes sense. And I don’t think anyone can put forth an argument that would convince me otherwise.

“If another asphalt producer in the region came to me and asked me for my advice, I would simply tell him: ‘Yes, absolutely. It’s the way to go.’” ▲▼

**FOR INFORMATION**

about the wide range of products offered by Astec Mobile Screens, contact Ron Earl:

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The concept of recycling old asphalt into new mixes has not yet caught on with all of the country’s engineers and consultants, but this producer has already started doing it.
It is all possible today to run a successful business as a producer of hot-mix asphalt (HMA) or as a paving contractor without being actively involved in the recycling of used aggregate and concrete materials? This is a serious question that most HMA producers and paving contractors will have to ask themselves over the next few years. You can see signs of the trend: Every road-construction magazine in the world has been carrying articles that refer to the term reclaimed asphalt pavement or RAP.

Why do you think there is such a consuming interest in the use of materials that have been ripped up or milled up from existing streets and highways? The answer to that question has two parts:

1) It is now possible to lower your production costs—and perhaps even increase your profits—just by using RAP in your new mixes;

2) Advanced engineering and new technology for the processes of crushing and screening make it easier for producers to own and operate their own crushing-and-screening equipment.

Here are some helpful guidelines about using reclaimed asphalt pavement and concrete to benefit your bottom line.

The Basics of Recycling

Here is another point: With the new processing equipment and an understanding of some basic processing guidelines, it is possible for producers to process RAP products with fewer people who have less processing experience than was required with older processing equipment.

The benefits of recycling road-construction materials

Today, with the proper tools and processes, an HMA producer can save $2 to $3 per ton—and even more—by processing the RAP himself, instead of purchasing the processed material or outsourcing the crushing and screening. The use of RAP provides a huge cost savings to HMA producers and it may be one of the main ways to cut costs and increase profits.

Each ton of RAP replaces both liquid asphalt cement (liquid AC) and virgin aggregate. The costs of liquid AC and virgin aggregate were at all-time highs as the year 2007 began. And that fact alone increases the value of each ton of RAP to HMA producers.

The payback for a RAP crushing-and-screening system can be achieved in just one to two years, depending on annual production rates and other variables. For that reason alone, more and more HMA producers and paving contractors are purchasing the appropriate equipment so they can operate their own recycling systems.

Most HMA producers who use RAP in their mixes prefer to have their own recycling systems because it helps them to control their recycled materials. It is important for HMA producers to have quality RAP products available to meet their production demands—and often the only way to achieve this is by processing their own material.

Many producers have also found the benefits that come with crushing and screening RAP into two or three fractional sizes: It allows them to use a higher percentage of RAP in their new mixes. Unfortunately, most of the independent crushing-and-screening contractors will not process RAP into multiple sizes for producers. This alone may be a good enough reason for an HMA producer to process his own RAP.

The recycling of asphalt, concrete, and demolition materials got its start in the 1970s, when paving contractors and materials producers first started recognizing the potential value of these resources. Early on, many producers turned to outside contractors for the crushing and screening of the recyclable materials, mainly because most of them did not fully understand how to properly process them.

Over the next 30 years, however, the recycling equipment became increasingly sophisticated. Today, with the development of highly portable crushing-and-screening systems, user-friendly controls and designs, and low-cost operation and maintenance, many contractors and producers are benefiting from doing the work themselves.

Recycle-processing plants of the modern era

There are a number of old recycle-processing plants, but they are less efficient than the new plants that have become available over the last few years. The older-style plants can also cost producers several dollars more per ton for
If you are going to do recycle processing, you will have to decide:

Should your crushing-and-screening plant be track-mounted or wheel-mounted with an impact crusher or a jaw crusher?

Decisions, decisions, decisions.

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common wear item—in an HSI crusher. Generally speaking, the three blow-bar configuration has proven to be the most effective design. The design allows adequate material penetration in a variety of applications. It also provides good protection for the rotor.

The crusher manufacturer should be able to provide blow bars with different metallurgical steel (such as low-chrome or high-chrome) in order to provide the optimum blow-bar life for each application.

**Crusher-and-screen options: variable-speed control**

If you have an HSI crusher, it is important for it to have variable-speed control. State-of-the-art track-mounted plants with HSI crushers tend to have hydrostatic drives that allow the crusher speed to be adjusted. This crusher-speed adjustment helps to make the crusher more efficient with differing feed gradations. It also allows the operator to achieve end-product gradations. V-belt drive systems are less desirable because they cannot be speed adjusted. They also have service issues.

Jaw crushers are compression crushers as opposed to impact crushers. They are designed for primary reduction of large-size feed materials, such as concrete chunks. A typical large portable jaw crusher has a feed opening of 26 x 50 in. (0.66 x 1.27 m) and will usually be track-mounted, although the larger jaw crushers are available on wheel-mounted chassis.

With their adjustable jaw setting, jaw crushers can make products up to 10 in. (25.4 cm); with a tighter adjustment, they can make products down to 3 in. (7.6 cm). Sometimes, a jaw-crusher unit is followed by a secondary crushing unit and a vibrating screen, for the production of one or more smaller final products.

Jaw crushers are quite suitable for processing concrete, stone, and demolition material such as brick and block, but they are not well-suited for crushing RAP.

Another type of compression crusher is the cone crusher, but it does not work very well in RAP applications, either.

Finally, the crushing-and-screening process concludes with the action of a vibrating screen that separates the crushed material into final spec products. Vibrating screens are available in single, double, and triple-deck—and sometimes even quad-deck—models. Depending on the model, a vibrating screen is capable of producing multiple end-product streams.

Vibrating screens are also available in either a horizontal or inclined configuration. The horizontal-screen configurations can provide lower headroom, higher screening G-force, and greater adjustability. Inclined screens tend to provide greater throughput and capacity, since gravity assists the movement of the material across the surface. In order to create finer RAP end-products, some high-frequency screening systems—such as the Astec Mobile Screens Fold ‘n Go plant with the PEP Vari-Vibe® and Duo-Vibe® screens—are often used because they can be more efficient in screening material at openings as small as 0.0078 in. (0.2 mm).

**Maximizing the results of your material recycling efforts**

Regardless of which type of plant is ultimately employed, an efficient and cost-effective process can be maintained if some general guidelines are followed. For example:

- Material that is properly prepared will ensure the most productive crushing process by eliminating problems such as bridging. There are numerous attachments available to help ensure that the feed material is well-prepped prior to its entry into the crushing-and-screening process.
- Good management of RAP stockpiles will reduce processing costs. The removal of excess trash, steel, and other non-RAP material will eliminate the potential for costly plant damage.
- While a good recycling plant is designed with a higher threshold for contaminants, extra care prior to feeding will ultimately result in a more productive system.
- Also, because most recycled feed material that originated from ripped up roadways can contain steel contamination, it is important to have one or more well-placed magnets on the plant to remove any steel waste from the finished product.
- A sloped, paved area for the RAP stockpile will help you maintain dryer, cleaner material. It may be beneficial to keep separate feed stockpiles for the milled RAP and the larger, ripped-up RAP material.
- It is important to maintain space around the RAP stockpiles so the crushing-and-screening equipment can move freely and efficiently.
- An excavator is usually a much better choice for feeding material to the recycling plant than a front-end loader, mainly because an excavator permits more consistent feeding and provides the operator with a good view of the material as it is entering the feed hopper. Steel and other trash can be hidden and overlooked in the bucket of front-end loaders. In addition, it is much easier to overload a processing plant with a loader than with an excavator. The excavator can also be useful in breaking up oversized feed, as well as in dislodging oversized material that bridges in the feeder.

**Important operational features for crushing-and-screening plants**

Here are some special features that you will either need to have or will want to have:

- An on-plant dust-suppression system is required on all recycling plants in order to help control airborne dust.
- A full-function wireless controller with vibrating-feeder speed control, plant-travel, and shut-off control.
- An auto-sensing system which automatically controls the feed rate of the plant.
- A variable-speed control of the crusher and vibrating feeder.

**FOR MORE INFORMATION**

About RAP-processing, contact Ron Earl at Astec Mobile Screens:

**800-545-2145**

Fax: 815-626-6430  • Email: sales@AstecMobileScreens.com
IT IS THE BIGGEST JOB ever let in Australia. It will be a tollroad that ties together Melbourne and its eastern and southeastern suburbs, thereby freeing up the traffic flow on the other area highways and secondary routes. It will be 22 miles (35 km) long with five courses of hot-mix asphalt (HMA) paving, ranging from the dense-graded base course to a 1.2-in. (30-mm) thick open-graded surface mix.

“We are working on the southern section,” said Paul DeBritt, national asphalt manager for FRH Group of Melbourne, Australia. “We will be putting down about 848,000 tons (770,000 tonnes) of asphalt on our part of the job. And we have 18 months to finish our part of the project. According to our contract, December 2007 is the completion date.”

DeBritt said that when their part of the project is in full swing, they will be paving about 3,858 tons (3,500 tonnes) each day. “Our plan is to pave in echelon, using two Roadtec RP190 pavers, side by side. Each one of them will be helped along by a Roadtec...”
SB1500 Shuttle Buggy® material-transfer vehicle (MTV). We will also have six compactors working on the job.”

FRH Group is a major Australian company that specializes in a diverse list of services, ranging from civil contracting and infrastructure maintenance to quarry mining, asphalt production, and paving. Because of the relatively short amount of time they have to complete their part of the project, FRH Group invested in a long list of new, state-of-the-art equipment, including an Astec Double Barrel® HMA plant, a front-end loader to feed the plant, two Roadtec pavers, two Roadtec Shuttle Buggy MTVs, six roller-compactors, and seven trucks with semi-tippers to feed the Shuttle Buggy MTVs.

According to DeBritt, the Astec HMA plant was able to be located so that it would be reasonably close to the paving site. “We don’t have to truck it too far,” DeBritt explained. “Depending on where the action is, we are trucking it anywhere from 1.2 to 12.4 miles (2 km to 20 km).”

The fact that the continent of Australia is located in the southern hemisphere (“Down Under” is how they describe it) was a key factor in how well the paving crews were able to function. When the paving began in July, it was winter in that part of the world and the weather conditions created challenges.

“When we started, we were only using one paving crew,” DeBritt explained. “Since it was winter, there wasn’t a lot of sunshine and the temperature was about 57°F (14°C) at midday. At night, the temperature would go down to about 32°F (0°C)—so that meant we couldn’t really work long days. Our paving crew would start at about 7:30 AM and finish at about 4:30 PM. But even then, we were putting down as much as 3,640 tons (3,300 tonnes) through that one Roadtec paver.”

The Roadtec RP190 pavers used by FRH Group’s crews were fitted with Carlson IV electrically heated screeds to provide a paving width of up to 19 ft. (5.8 m). The pavers are equipped with a number of optional features, including dual operator control consoles, with a console on each side of the paver.

DeBritt said the sight of the haul trucks, MTVs, pavers, and rollers working side by side is impressive, indeed.

“They also have front-wheel assist and hydraulic-screed assist—options that provide adjustable downward pressure on the screed plate in order to minimize the effects of paving-width and paving-depth variations.

The Roadtec Shuttle Buggy MTVs are used by FRH Group’s paving crews to collect the mix from the haul trucks and feed it to the pavers’ hoppers. DeBritt said it is possible to unload a 27.5-ton (25-tonne) semi-tipper in only 90 seconds. After the mix is received by the Shuttle Buggy MTV, it is remixed before being delivered to the paver’s hopper. The remixing eliminates temperature segregation and material segregation in the finished mat.

“Believe me, it won’t be very often that you will see two pavers going down a new freeway, paving in echelon—with two dozen trucks sitting in front feeding mix into two MTVs—and a finished asphalt mat behind. It would make a good photo!”

For more information about Roadtec equipment, call your Roadtec Regional Sales Manager:

**FOR MORE INFORMATION**

800-272-7100

Fax: 423-265-7521 • E-mail: sales@roadtec.com

FRH Group is paving a large portion of the EastLink Project with two Roadtec Shuttle Buggy® MTVs and two Roadtec RP190 pavers.

The asphalt mixes being used by FRH Group on the EastLink Project are made in the company’s new Astec Double Barrel® HMA plant. The details of this operation appeared in an article that was published last year in Astec’s Hot-Mix Magazine, Vol. 11, No. 3.
The Load-Out Default Screen displays numerous vital bits of information, including the amounts of each mix stored in the silos.

The Reports Screen will automatically generate reports on plant activity and truck load-out activity for a specific period of time.

The Custom Screen can be organized and tailored to suit just about any job or customer parameters the plant operator or supervisor thinks is suitable.

Astec WM-2000 Truck

Now any HMA facility can manage its truck load-out activities with state-of-the-art ease and simplicity.

When you have invested significant time and money in order to make your hot-mix asphalt (HMA) production facility as efficient as possible, it can be frustrating to see the operation falter during the final step—truck load out at the weigh scale. Lack of communication with truck drivers can result in catastrophic mishaps like material spills. Transferring paperwork from the control house to the driver and back again can slow down the wait at the scales. And at the end of the day, all of the paperwork needs to be compiled, the data must be calculated, and the final numbers sent to accounting.

Although many HMA facilities may still deal as best they can with these problems and inconveniences, it is possible to reduce truck management to the same touch-button simplicity as the rest of the modern HMA-production process. This kind of simplicity can be achieved using Astec's Total Control 2000 (TC2000) PC-based control system, which includes an optional load-out module: the WM-2000 truck-management system.

This state-of-the-art truck-management system was designed by Astec controls engineers to provide accuracy and control at the weigh scale. The WM-2000 truck-management system can be retrofitted to any plant and supports up to six scales. Each of those scales can then be serviced by up to five silos.

An extensive list of standard interfaces gives users the option of configuring the WM-2000 system for electronic signature capture, remote ticket printing, and approach and depart traffic lights. The system makes tracking numbers simple, as well: it can be configured to network with the HMA-production company’s accounting department—and it has the ability to print 40 different reports, all with built-in sorting capabilities.

Users report that the key feature of this system is its simplicity and ease of use. Easy-to-understand control panels are displayed in the familiar Windows XP environment. And if any assistance or troubleshooting is needed, experienced Astec customer-service technicians can actually communicate with the WM-2000 system from a remote location and solve the problem quickly and easily.

Here are a few examples of how the WM-2000 truck-management system makes the entire truck load-out process easier and puts the plant’s important information in the hands of the user—all while being incredibly easy to use:

Real-Time Data Replication

The WM-2000 truck-management system allows for “real-time data replication”. This means that as soon as data is entered at one site, it can be immediately transmitted to another location. This feature allows for the creation and maintenance of duplicate copies of data at remote locations.

Sometimes, however, a remote location (such as the accounting office) may not be prepared to receive data or the communication lines between the two sites may not be working. In this case, the WM-2000 system will automatically queue the incoming data and resume transmission when the connection is restored.
Management System

The transfer of information tends to work both ways. For example, data—such as customer and job records—can be entered into the system at the office and can then be transmitted to remote plant sites. Meanwhile, plant-generated data—such as sales-ticket records—can be simultaneously transmitted to the office for access by the WM-2000 office system and other reporting and accounting systems.

According to Mark Harned, vice president of controls with Astec, current users of the WM-2000 system are successfully using this real-time data replication over high-speed and dial-up connections, as well as via the Internet using VPN (virtual private network).

"By maintaining permanent network connections between the plant and the office," said Harned, "our customers have achieved significant cost savings by having access to inventory, sales, and price data. This important information is kept current using the real-time data replication features of the WM-2000 system."

Real-Time Crew Notification

Plant operators can save time and money by keeping the paving crews informed about the status of truck load-out, as well. The WM-2000 system can interface with Microsoft Outlook and send an e-mail or text message to a specified contact list (such as the paving crew) any time a sales ticket is printed.

Messages can be sent automatically when the first load of the day is sent to a job. Or, thereafter, messages can be sent when pre-selected amounts of material have shipped to a job. For example, a paving crew foreman can receive a text message when his first truck is on its way—and then receive another message each time an additional 100 tons (90 tonnes) have been shipped his way.

"Real-time crew notification has helped our customers reduce the number of calls made from a job-site to the plant operator," said Harned. "This communication also reduces the amount of material unnecessarily shipped to a job due to a paving stoppage."

RFID Truck Identification and Automatic Ticketing

The WM-2000 system can use RFID (Radio Frequency Identification) tags to identify individual trucks as they approach the truck scale. These identified trucks are then automatically added to the system's truck queue for loading and ticketing. The system can be configured to recognize trucks that only need to be weighed and do not need to be loaded from silos (such as those hauling aggregate or liquid AC).

The system can direct trucks to and from a platform scale using traffic-control lights. When the WM-2000 system identifies a truck by its RFID tag, the system signals the driver to drive onto the scale. If the truck is authorized for automatic ticketing, the system automatically generates a ticket when both tare and gross weights have been captured (or recalled, if permitted).

Tickets can be printed at the truck scale, eliminating the need for a pneumatic-tube delivery system. In addition, an electronic signature tablet at the scale can allow the truck drivers to sign for the receipt of a load. "It's just like Wal-Mart," said one driver. "I don't have to fool with the tubes any more!" ▼▲▼
Cut equipment downtime by learning to communicate

HOT-MIX: From your viewpoint, what is one of the most important issues facing business managers in the industry today?

FERRY: Perhaps one of the most important considerations for a company that has construction equipment is keeping that equipment running well so that it can do its job. We have sold equipment of one type or another in about 135 of the 193 countries of the world. A lot of that equipment is working in very remote spots—and some of it is not easy to get to in order to make repairs. When I think about the investments that people made in the equipment we offer, I am reminded of how important it is to train and develop people so they will be able to keep that equipment working.

HOT-MIX: Are you talking about operator training?

FERRY: I’m talking about equipment maintenance: the routine kind and the long-term kind. The people who work with equipment should understand the benefits of basic maintenance. They should be able to identify telltale signs of potential equipment problems. They should be able to identify what a little problem is…and then fix it before it becomes a really big problem.

HOT-MIX: Where does someone go to get that kind of knowledge?

FERRY: There are a lot of training opportunities out there for employees of companies that use construction equipment. Here at Astec Industries, we have training schools for customers’ employees, of course. But they should also explore some other possibilities. There are resources out there for learning how hydraulic systems work, how electrical systems work, for reading and understanding schematic drawings…. All of these are fundamentals that will help people become better versed in equipment operations. These are things that will help them identify small problems so they can fix them before the equipment fails.

HOT-MIX: In other words, learn how to keep it running…

FERRY: Right. One of the keys to success is equipment availability. When you start looking at the hourly cost of running equipment, you begin to realize that the cost of downtime has never been greater than it is today.

HOT-MIX: Little problems should not be too expensive, should they?

FERRY: A few minutes of downtime is not a big thing. But when you look at several occurrences during a day, it can add up to real dollars. We sometimes get calls from companies that operate our equipment and they are reporting problems—problems that could have been prevented if someone had not ignored telltale trouble signs or had not passed up some basic daily maintenance. A few minutes of downtime is no big thing, but collectively, it can be expensive. In addition, frequent downtime interruptions can have a negative impact on work quality.

HOT-MIX: So you recommend establishing some priorities and maintenance procedures, right?

FERRY: Checklists are good. Sometimes, checklists are very important in order to provide a thorough, detailed approach to maintenance on a regular basis. But all too often, a perfectly good checklist will get filled out, a potential problem will be identified, and then it all gets filed away and forgotten. Here is my point: When someone sees a problem, he or she should have the ability to say, “Hey! This is a problem.” And then that person should have the authority to go ahead and fix that problem. That way, downtime can be avoided and the availability of the equipment can be preserved.

HOT-MIX: Do you mean to say that they should fix it right away?

FERRY: Well, it becomes an art of identifying the problem and knowing when to fix it. Does it need to be fixed right now? Or can it wait until there is a break in the action when production slows down anyway? Or can it wait until the next shift? It takes a little bit of thinking. Identify the problem. Get the parts ordered. Do the repair on the fly. And get it fixed in just ten minutes of downtime instead of risking several hours or days of downtime. It’s simply a matter of knowing there is a problem and then doing something about fixing that problem. That’s all.

HOT-MIX: You don’t want to have a hot-mix plant just sitting there while there are 20 or 30 trucks backed up, waiting.

FERRY: Right. When you start looking at the average cost of a complete hot-mix asphalt operation today—with the plant and the pavers and the trucks and the crews—the real cost of downtime can often approach $4,000 or $5,000 per hour. And that’s just because somebody has not paid attention to the fundamentals of
When people start learning more about the equipment and tools they work with, they tend to enjoy their jobs more. They become proud of their jobs, their morale improves — and their productivity is significantly enhanced.
YOU PROBABLY REMEMBER those lyrics from Chicago’s unofficial anthem. The song itself has been around since 1922, but it is perhaps best known as a 1957 recording by Frank Sinatra. At about the same time, the city of Chicago built one of its major highways: the Dan Ryan Expressway that runs from old Comiskey Park (U.S. Cellular Field) south to about 103rd Street.

It’s a busy roadway, carrying more than 300,000 vehicles a day during the week. The Illinois Department of Transportation is in the process of reconstructing that expressway, which also bears the signs for Interstate 90 and Interstate 94. Before it is finished, it will cost more than $400 million—but it will greatly relieve traffic congestion, make a smoother ride for commuters, and improve safety.

One of the principal contractors on the reconstruction project is K-Five Construction Corporation of Lemont, Illinois—usually just called “K-Five.” They are doing the asphalt overlay work on the project—and they are using a new Astec hot-mix plant to help them do it.

K-Five was in the construction business in the Chicago area for about 75 years. According to the firm’s website, they started as a residential paving company and grew to become one of the largest highway-paving contractors in Illinois, employing more than 550 people at the height of the paving season. They own five asphalt plants and two portable concrete plants.

“We are currently involved in every major project in the state,” said Dennis Devitto, vice president of asphalt operations. “We are doing both concrete work and asphalt work on the new Interstate 355 extension, which the magazine Roads & Bridges picked as one of the top projects of the year. And of course, we are also doing work on the Dan Ryan Expressway.”

Devitto said that when they knew they were going to get the Dan Ryan Expressway work, they decided to rebuild their Chicago facility and replace it with a new Astec hot-mix plant.

The plant they purchased is a new Astec hot-mix plant. The plant’s liquid asphalt cement supply, the company bought two Heatec 30,000-gal. (113,560-L) storage tanks. Control of the entire facility is managed from a state-of-the-art Command III control center from Astec.

According to Jay Kutemeier, plant superintendent for K-Five, the new Astec plant components arrived in February of 2006, about a month before he joined the company. Installation was finished the first week of April.

“We fired it right up and went to work,” said Kutemeier. “We were working on the Expressway project and that required about 150,000 tons (136,000 tonnes) of binder material. The plant runs exceptionally well.”

Kutemeier said they have been getting very good productivity from the new plant.

“We’ve had it up to 400 tph (363 tonnes per hour) with a 25-percent RAP content in the mix. On the Expressway project, the mix was a 40-percent RAP mix—and we ran it consistently at between 275 and 325 tph (250 and 295 tonnes per hour). That was pretty good production, in my opinion. We were really happy with the plant.”

Kutemeier went on to say that the Illinois DOT also seemed to be happy with their work.

“The mix was flawless,” said Kutemeier. “Everything came within spec. The mix was right on the money. We had absolutely no problems, no voids…nothing like that.”

During the work on the Dan Ryan Expressway, there were times when K-Five was running the plant 24 hours a day, seven days a week. “The night shift was our main job,” said Kutemeier. “But there were some big days, as well. There might be only an hour or two between shifts. Usually, the Expressway paving would finish about 3 o’clock in the morning and then our day shift would start at about 5 o’clock. So the guys would end up loading the silos for each other. It was busy.”

At times like that, service and support from the equipment manufacturer are very important.

“With a project as big as that one, we could not afford to have any downtime at all. And we had absolutely no trouble at all in getting help from Astec—day or night.”

“The same thing goes for parts,” said Kutemeier. “Astec’s parts department is an extremely good resource. I’ve called down there for backup parts and they shipped them to us overnight.

“Whenever we needed service, Astec was right there.” ▼▼
K-Five Construction Corporation has five asphalt plants and two portable concrete plants to help serve their Chicago, Illinois market area. The above photo is an aerial view of their hot-mix asphalt (HMA) facility on South Cottage Grove Avenue. If you look closely, you can see the new Astec HMA plant components.

The company’s new Astec combination dryer and mixing drum assembly is shown in the bottom photo. The dryer is the drum on the left and the mixing drum can be seen behind the support legs of the dust cyclone. Together, these two components were producing mix for K-Five at the rate of up to 400 tph (363 tonnes per hour) with a 25-percent RAP content in the mix. On the Dan Ryan Expressway project, the mix was a 40-percent RAP mix—and the company was able to consistently produce mix between 275 and 325 tph (250 and 295 tonnes per hour).

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**FOR MORE INFORMATION**

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EARLY IN THE MORNING, it is often still dark in Columbia, South Carolina when the production crew at C.R. Jackson, Inc. fires up the company's hot-mix asphalt (HMA) plant in preparation for a long day's work. It is nice to have the right tools to work with.

"I'm glad that we have those three 300-ton (272-tonne) storage silos," said Roger Knicely, plant foreman. "It gives us a lot more inventory to work with. We can crank up early, get ahead, and pretty much stay ahead for the rest of the day."

The storage silos are just part of the state-of-the-art Astec HMA plant that the company installed in September of 2005. The operation consists of an Astec M-Pack® relocatable plant with an 8 x 40-ft. (2.4 x 12.2-m) Double Barrel® dryer/mixer that is equipped with a Phoenix™ burner. There is a six-compartment cold-feed system for virgin aggregate and another three-compartment feed system that C.R. Jackson uses to manage its supply of reclaimed asphalt pavement (RAP).

The production crew manages the operation of the plant from the Astec Command I control center that has a Total Control 2000-HMA PLC control system. Truck load-out is done on an Astec low-profile truck scale that is operated and managed with an Astec WM-2000 truck-management system.

"I think we made a wise decision in going with this installation," said Knicely. "It's a big step up from what we had before."

C.R. Jackson, Inc. has been in business since 1972 and has grown to become a full-service site contractor. The company owns and operates eight asphalt plants. A subsidiary company (Satterfield Construction Company) operates another four plants. The addition of this Double Barrel plant and its related components has significantly enhanced C.R. Jackson's productive capabilities and the firm's environmental performance.

The plant was honored with the Diamond Achievement Award.

Clark Dehart, vice president of asphalt operations, said the new plant has been recognized by NAPA with the Diamond Achievement Award, a commendation for..."
excellence in hot-mix asphalt plant site operations.

Knicely said that they have been very pleased with their new Astec production facility. “There is no comparison between our production then and now,” he said. “Our new plant is capable of running 400 tph (363 tonnes per hour). This is accomplished even when we are running RAP. On our coarse mixes, we will run about 25 percent RAP. On our finer mixes, the RAP content will be about 20 percent.”

C.R. Jackson is an advocate of the use of RAP. This consistent use of RAP in their mixes explains why the company bought three RAP feed bins. They crush and screen their own RAP products in a Fold ‘n Go® 2612V mobile screening plant that they purchased from Astec Mobile Screens. (Note: The operation of the screening plant was described in a story that appeared last year in Hot-Mix Magazine, Vol. 11, No. 3.)

“I like the design of the plant,” said Knicely. “The way it is set up makes it a lot easier to operate. You can sit here in the control room and see everything.”

Barry Feagin, plant superintendent for C.R. Jackson’s eight HMA plants, said that one of the things he likes most about the plant is the control system. “We just dial up the technicians at Astec and they come online to figure out whatever is wrong and then fix it. You can’t beat that for speed and efficiency!”

Feagin emphasized the point that a big part the bottom-line value of any HMA facility is determined by its availability to turn out product when that product is required by the paving crews.

Emphasizing the importance of service support

“When you get right down to it,” Feagin said, “you need to avoid downtime as much as possible. And having someone to call if you have a problem is critically important, even if you have to wait for them to come out and fix the problem. What is even better, however, is the control-system diagnostics we have in our Astec control house: “We just dial up the technicians at Astec and they come online to figure out whatever is wrong and then fix it. You can’t beat that for speed and efficiency!”

FOR MORE INFORMATION
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The Astec M-Pack® relocatable HMA plant being operated by C.R. Jackson, Inc. in Columbia, South Carolina is a model of efficiency and productivity. Some of the plant components are shown in these photos:

Top photo: Virgin aggregate enters the production cycle by way of a six-compartment cold-feed system. Before being fed into the dryer/mixer, the aggregate passes through a 5 x 12-ft. (1.5 x 3.7-m) dual-deck scalping screen.

Middle photo: The virgin aggregate, reclaimed asphalt pavement (RAP), and liquid asphalt cement are mixed in the Astec Double Barrel® dryer/mixer.

Bottom Photo: The plant operator manages all of the operations at the plant from the Astec Command 1 control center that is equipped with an Astec Total Control 2000-HMA programmable logic control (PLC) system.
J. Don Brock, the CEO of Astec Industries, racks up the travel miles on the speaking circuit outlining innovative opportunities that HMA producers can use to reduce energy costs.

Brock likes to illustrate the RAP concept by doing some simple math. When the price of liquid asphalt cement (liquid AC) gets to be more than $300 per ton and the cement used in ready-mix concrete is $95 per ton, then the two end products are about equal in cost. But when the cost of liquid AC rises above $300 per ton, the HMA industry should start looking for a way to remain competitive. Brock cited a hypothetical example:

“If the price of liquid AC was $400 per ton and we could use RAP for 50 percent of the material that goes into a mix, then suddenly the cost of the liquid AC in the mix is only $200 per ton—because we’re only using half the amount of liquid AC used earlier.”

But applying this RAP concept to actual, day-to-day practice will require some forward-thinking and some new procedures.

“If we are going to use RAP to cut energy costs, then we need to do it in such a way that our end-product is either equal to or better than the HMA pavement we are getting with the virgin aggregates. Fortunately, we know how to do it: Just take the RAP material apart, screen it to the same sizes as the new material, and then the old and new materials can be properly proportioned to make the new mix. In the past, what producers did with RAP material was treat it like a crusher run. That won’t work. The RAP material must be reprocessed first so that it will replicate the virgin material.”

According to Brock, increasing the amount of RAP used in HMA mixes is just one of several ways that we can reduce energy costs.

“There are four ingredients in this energy-reduction recipe,” Brock said. “Increasing the amount of RAP that is permitted in our mixes from 15 percent—which is the current standard in the United States—to 45 percent would allow us to save an estimated 64.9 million barrels of oil per year by reducing the use of new liquid AC. Another thing we could do is pave under every stockpile at every HMA plant in the country so the water is able to drain away from the stockpiles of virgin aggregate. That would save about 10 million barrels of oil every year that would otherwise be used to dry the virgin aggregate during the subsequent production cycles.

“A third thing that would help cut energy costs is to insulate all of the lines on the HMA plants in order to reduce heat loss. That would allow us save another 2.9 million barrels of oil per year. “Fourth: If we were to switch to pulverized coal for the burners on all of the HMA plants in the United States, we could save another 25 million barrels of oil per year. That probably won’t happen, but let’s just assume that it could happen and see where the math takes us.

“If we did all of those four things, the total savings would be 102.8 million barrels of oil per year. That would be the equivalent of 9.5 days of imported oil.

“As far as I’m concerned,” said Brock, “this is the right thing to do. Our industry should step up and set an example for other industries in the United States. What kind of impact would it have on imported oil? Well, if you could get 50 industries to each save the equivalent of 6.5 days of imported oil, we would not be importing any foreign oil, at all!”

A lot of producers in the HMA industry have never before heard anyone explain the rationale for the RAP concept. But Brock tells them that they have white rock and black rock—the virgin aggregate and the RAP. All the producer has to do is process that black rock down to sizes that are similar to the sizes of the virgin aggregate. “And then you can pick black rock or white rock and make any combination you want. Just put it back together in a way that will assure the making of a good mix.”

Brock pointed out that engineers and producers in the industry have learned new and better mix designs in recent years—and it is time we began to use them.

“That’s part of the pitch that I’ve been making on this speaking circuit,” said Brock. “I think we’re getting the story across. I think we can get people in all areas of the industry—producers, state highway departments, educators, everyone—to realize that RAP is the very same material that is in a rock quarry.

“The only difference between the virgin aggregate and the RAP is the fact that RAP is more valuable than virgin aggregate because it comes with liquid AC on it.”
Upper-level management changes to the corporate structure of the Astec Industries family of companies

Here is an update on major changes that have taken place in recent months at the upper levels of Astec Industries, Inc.

Astec Industries, Inc.

Astec Industries announced that J. Neal Ferry, the corporation's executive vice president and the vice president of its Aggregate and Mining Group, has assumed the additional role of chief operating officer for Astec Industries. Ferry brings considerable experience to his new position, having served as the company's executive vice president since January 2005, and acting vice president of the Aggre-gate and Mining Group since May 2006. Prior to joining Astec Industries, Ferry was with Peter Kiewit Sons, Inc. where he held numerous field-operation and corporate-management positions in purchasing, equipment sales, and equipment maintenance. Dr. J. Don Brock, Astec Industries' chairman of the board, president, and chief executive officer, said he was very pleased with Ferry's appointment as chief operating officer. "Neal has an in-depth knowledge of construction equipment of all kinds. He is a strong leader and has demonstrated his management ability. For some time now, we have wanted to create the position of chief operating officer and fill it with someone well-qualified. With Neal filling this role, it will allow me to focus my efforts on further innovation, strategic initiatives, and growth opportunities for the company."

Norm Smith has moved from president of Astec, Inc. to group vice president of the Asphalt Group that consists of Astec, Heatec, and CEI Enterprises. In addition, Smith will continue to serve on the board of directors for Astec Industries.

Al Guth, one of the founders of Astec, Inc. and an individual who helped guide the early growth of the firm, announced his retirement. For many years, Guth was the chief financial officer for Astec Industries. Stephen C. Anderson replaces Al Guth as corporate secretary of Astec Industries. He is also the director of Investor Relations, a position he has held since 2003. He previously served as assistant corporate secretary for Astec Industries. From 1999 until 2002, he was vice president of Astec Financial Services. Prior to joining Astec Industries, Anderson worked in commercial banking at AmSouth and Suntrust.

Bob Stafford, who served as the group vice president for the Aggregate and Mining Group for ten years, stepped down from that position and began his plan for retirement. Effective June 1, 2006, Stafford was appointed to the position of corporate vice president of Research and Development. Stafford is working part time with the Research and Development Group to accelerate the development of several new and innovative products.

ASTEC, INC.

Ben Brock, formerly vice president of sales for Astec, Inc., has been promoted to serve as president of the company. He replaces Norm Smith who has moved to a new position with the parent company, Astec Industries. Brock has been with the Astec Industries family of companies since 1993 and has served in a number of positions since that time. In 1997, Brock transferred to CEI Enterprises in Albuquerque, New Mexico as the company's general manager. In 2003, he moved back to Astec as vice president of sales.

Tom Baugh is the new vice president of sales for Astec, Inc. Baugh has been with Astec for more than 22 years. Before he joined the company, he was sales manager at Mississippi Valley Steel. During his time at Astec, he has served in the roles of sales coordinator and regional sales manager. For nine of the last ten years, Baugh has been the sales-volume leader for Astec.

AMERICAN AUGERS, INC.

James Pfeiffer was promoted to president of American Augers, Inc. He has been with the company since 2005. Before he joined American Augers, Pfeiffer was vice president of marketing for the forestry and industrial equipment division of Blount Inc. He also spent 19 years with The Charles Machine Works, makers of Ditch Witch, in positions that included director of international business.

CARLSON PAVING PRODUCTS, INC.

David L. Winters was appointed president of Carlson Paving Products, Inc. in January 2007. He was previously the vice president and general manager of the company. From 1997 until 2002, Winters held several positions with Roadtec, Inc., including quality assurance man-
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Regional Sales Manager
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George Simmons
Regional Sales Manager
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Phil Tippitt
Regional Sales Manager
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North Carolina, South Carolina, Virginia

Jack Priest
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Alabama, Georgia, Florida, Mississippi

Mike James
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Management group from Astec Industries, Inc. is present for the opening bell at NASDAQ

On November 16, 2006, Dr. J. Don Brock, the chairman and chief executive officer of Astec Industries, Inc. presided over the opening-bell ceremonies at the NASDAQ market in New York. Representing Astec Industries at the event were (above photo left to right): Al Guth, formerly corporate secretary and chief financial officer and now recently retired; Steve Anderson, new corporate secretary for the company; Dr. Brock; and Neal Ferry, the executive vice president and new chief operating officer for Astec Industries, Inc. as well as the acting group vice president of the Aggregate and Mining Group. NASDAQ is the largest electronic stock market in the United States.

The new Roadtec RX-400 cold planer offers a number of unique design features

The Roadtec RX-400 is a 4-ft. (1.2-m) cold planer with a rear-mounted drum that allows you to start the cut directly in front of curbs, fences, walls, or other obstructions. It has a milling width of 2, 3, and 4 ft. (0.6, 0.9, and 1.2 m) and a maximum cut depth of 12.5 in. (31.8 cm). According to a company spokesman, the maximum operating speed is rated at 172 fpm (52 meters per minute). The RX-400 was designed for shoulders and other narrow projects. Adding to its versatility is the fact that the conveyor can be swung 60 degrees to either side.

Attendance at Astec’s Advanced Customer Schools were at record levels this year

Once again, the producers who own Astec hot-mix asphalt equipment demonstrated their interest in operational efficiency and effectiveness by sending their key personnel to Astec’s Advanced Customer Schools in January and February. A record number of men and women who run those plants attended the schools to take advantage of learning about the latest technology from instructors and having the opportunity to get valuable hands-on experience with that technology. Some of the special break-out sessions offered during a typical school covered topics such as burners and burner controls, trunnions, storage systems, conveyor belts, environmental systems, blending controls and calibration, and troubleshooting. The total number of attendees this year was 314, more than ever before. the Advanced Customer Schools are held at the Astec Industries headquarters in Chattanooga, Tennessee.
Roadtec’s pavers are equipped with slide-out operator stations
The latest in a line of product enhancements on the Roadtec Pavers is the introduction of slide-out seats for the operator on the Roadtec RP-190 and RP-195 pavers. These seats offer optimal visibility for the operator. Two stations are provided on each paver: one on the left side and one on the right side. The seats have spring suspension that offers the same comfort as high-quality truck seats. They include swivel and reclining functions. The new operator stations have the most common functions grouped within easy reach for the operator, next to the armrest. The Propel functions are on one side and the Material Feed functions are on the other side. The new slide-out seats provide operator comfort and performance.

LoJac, Inc. of Lebanon, Tennessee receives a well-deserved smoothness award
If the roadway in the above photo looks smooth, that’s because it is. In January of this year, LoJac, Inc. of Lebanon, Tennessee was awarded the Tennessee Third District’s Large-Project Smoothness Award for reconstruction work on I-40 east of Nashville. The mix was produced in an Astec M-Pack hot-mix asphalt (HMA) plant. The mill-and-fill part of the project was accomplished with Roadtec RP-190 pavers, Roadtec RX-900 and RX-500 cold planers, and several Shuttle Buggy® material-transfer devices (MTVs) from Roadtec.

Safety awards recognize workplace safety at Astec Industries’ various manufacturing facilities
The companies of Astec Industries make quality, respected equipment. But management also wants their customers to know that the equipment is manufactured in facilities where safety is a top priority. As part of its commitment to creating a safe workplace, the companies that have excellent safety records receive special awards.

- The Bronze Hat Award for the lowest incident rate for a three-year period moved to BTI which finished 2006 with a recordable incident rate of just 3.82 and the distinction of having the best safety record for the last three years.
- Carlson Paving Products was recognized for finishing 2006 with the best incident rate at 2.40. The Carlson team worked 166,631 man-hours with only two accidents.
- A “4th and Goal” competition recognized the best safety records in the 4th Quarter of 2006. Roadtec won in the large company category and Carlson in the small company category.
- In addition, Astec, Inc. and KPI-JCI reduced their total accidents in 2006 by a combined 30 percent. Roadtec worked the entire year of 805,987 man-hours without a lost-time accident. Astec Mobile Screens worked 361 days without an accident. Congratulations!

NAPA has updated its popular industry guide to asphalt recycling
NAPA’s Recycling Hot-Mix Asphalt Pavements has been expanded and updated. For information about how to get a copy, call 888-468-6499. Or simply go to NAPA’s website (www.hotmix.org) and click the “Online Store” button.

Astec Mobile Screens introduces the ProSizer™ closed-circuit plant
The ProSizer™ 2612V from Astec Mobile Screens is the complete solution for the processing of RAP millings. This closed-circuit mobile plant incorporates a double-deck PEP Vari-Vibe® high-frequency screen that has a horizontal-shaft impactor (HSI) crusher. The unit’s hydraulic screen-angle adjustment and the rotary screen-tensioning system make it easy to meet the producer’s different RAP application demands. The ProSizer plant has central grease points and easy-to-reach engine controls for routine service. The quick set-up time of less than 15 minutes allows the producer to move to multiple job sites and process RAP materials back to the original virgin-mix sizes. This allows the producer to increase RAP usage while adding flexibility and improved control in mix designs.
**Astec Mobile Screens introduces Fold ‘n Go® 2516KT track plant**—The popular line of Fold ‘n Go mobile screening plants has been expanded by Astec Mobile Screens with the introduction of this new model. The AMS 2516KT track-mounted plant was designed to meet high-volume demands in quarrying, sand-and-gravel operations, and recycling operations. The 5 x 16-ft. (1.5 x 4.9-m) double-deck screen is supported by rubber torsion springs that allow for smoother operation. Operating angles of the screen box can be hydraulically adjusted for various production and material-separation needs. The plant is powered by a diesel engine and the controls are easy to reach.

**Notes from the Hot-Mix Magazine news wire:**
Astec is adding an extension to the building that currently houses its world-class Training Center at the Chattanooga, Tennessee office. The new facility will include an exhibit hall to display the Astec-plant scale models that have been such an attraction at ConExpo and other trade shows. There will also be six new rooms that will be used for break-out sessions during Advanced Customer Schools. On the top floor of the two-story extension will be new offices for the personnel who make up the Astec Parts Department.

Bennett Motor Express of McDonough, Georgia has been chosen to be the main heavy hauler to deliver Astec equipment to the company’s customers. The company was founded in 1974 and has become well-known for its on-time delivery and customer satisfaction. Bennett Motor Express is a leader in over-the-road hauling with its flatbed, drop-deck/haul away, and heavy-haul divisions.

Telsmith Centennial 1906-2006—This member of Astec Industries’ family of companies grew from a start-up company in 1906 to a universally respected name 100 years later. The company designs, manufactures, and markets innovative rock-crushing equipment, including SBS cone crushers; Iron Giant jaw crushers; HSI impact crushers; and a wide range of vibrating feeders and screens.

Astec, Inc. streamlines service department—in an effort to improve a service organization that already leads the industry in responsiveness and quality, Astec has combined the various types of service into a single Service Department. Service technicians in the controls department and burner department are now in the company structure of the do-everything Service Department. From now on, operators of hot-mix asphalt facilities will have just one number to call for any type of service. The newly organized Service Department is headed up by James Edwards, vice president of service.