

GENERAL INFO

A mobile mixing plant for concrete production

- **Separate transport:** Separate containers for different materials enable to mix at discharge setting the adequate proportions without stopping the machine.
- **Versatility:** Concretes, cementitious mixtures, sand filling, cold asphalt – Blend is an “all in one plant”.
- **Simplicity:** Easy to feed using any kind of loader. Work with a Blend is managed by only one person.
- **Autonomy:** Light and safe, Blend is independent from batching plants reducing costs and wastes.
- **Ecology:** In full respect of environment, a Blend automatically washes itself with only 70 lt of water.

	AGGREGATES	CEMENT	H2O	EMULSION	ADMIXTURES	SPEED	POWER	WEIGHT	DIMENSIONS	MOUNTING	PRODUCTION
E025	5 m3	2.500 Kg	1.500/3.000 lt (opt.)	300 lt (opt.)	3 x 42 lt (opt.)	≤ 50 m3/h	37 kw	2.800 Kg	4.600 x 1.930 x 2.250 mm	<ul style="list-style-type: none"> • Stationary • Railway wagon • Semi Trailer 	<ul style="list-style-type: none"> • Concretes • Mortars • Cold Asphalt • Cementitious mixtures
						≤ 70 m3/h	PTO	2.300 Kg			
E050	9/10 m3	3.500 Kg	2.000/4.000 lt (opt.)	600 lt (opt.)	3 x 42 lt (opt.)	≤ 50 m3/h	37 kw	3.100 Kg	5.900 x 2.300 x 2.250 mm		
						≤ 70 m3/h	PTO	2.600 Kg			
SEVENTY	12/14 m3	4.000 Kg	2.000/4.000 lt (opt.)	600 lt (opt)	3 x 42 lt (opt.)	≤ 50 m3/h	37 kw	3.300 Kg	6.400 x 2.450 x 2.250 mm		
						≤ 70 m3/h	PTO	2.800 Kg			

LONDON UNDERGROUND RENEWAL STARTS FROM ITALY



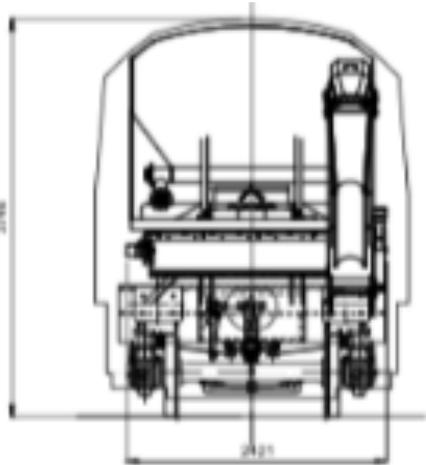
- Safety on board: chains, doors, fire extinguishers, signal lights
- Control and weight systems for cement and aggregates
- Dosing sensors for admixtures and water
- Sands humidity probe
- Mobile mixing plant that mixes concrete directly on site
- Concrete with a resistance RCK 15 within 2 hours to let train passage during the same night
- Plant on a unique railway wagon powered by locomotives: this system reduces particulates quantity and improves workplace conditions.
- Production from 8 m³ to 15 m³ of concrete per night

**14 MONTHS
SUCCESSFUL
WORK!
HALF WAY
THROUGH THE
PROJECT!**

Designed for:

London Underground's B2F Project

Track renewal replacing ballast with concrete slabs within engineering hours between Baker Street and Finchley Road

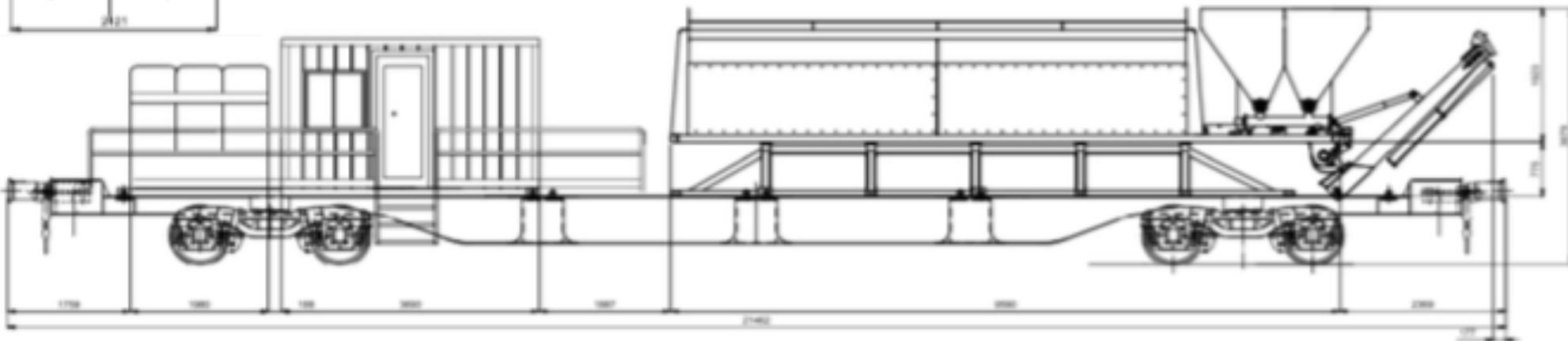


BODY: Continous mixing equipment with separate storage for materials

DRIVE: Hydraulic system fully automated through computer control

WAGON: FEA rail wagon 21,4 meters with a nominal payload of 61,5 T

GAUGE: LU tunnel gauge LG2 with a wagon height of 1040 mm



BLEND MAIN CHARACTERISTICS

		TRANSPORT CAPACITY	
Source of power	Battery Locomotive/ Backup generator	Aggregates	17 m3
Motor	30 KW electric	Cement	5 m3
Mixer	Continuous auger mixer	Water	6.000 lt
Weight	11 T	Admixture	2 x 42 lt
Length	17 mt	OUTPUT	
Discharge	Frontal: up to 3,5 mt from train end	Rate of production	20 m3/h
Attachment	UIC container spigots	Concrete per load	15 m3



Quicker service coming on the Metropolitan line

JOURNEYS on the Metropolitan line will be faster, and the service will be more reliable, as a result of improvement works to be carried out over the next two years.

Starting on May 16, engineers will replace more than 6km of track and draining systems between Baker Street and Finchley Road.

The condition of the track and drainage infrastructure on that section of the line is very poor and prone to flooding after periods of heavy rain, causing regular signal failures and delays.

On Monday, Tuesday and Wednesday evenings, which are the quietest times of the week, the line will close between Aldgate and Wembley Park to allow the engineers access.

Some early-morning trains on Tuesdays, Wednesdays and Thursdays could also be affected, while a small number of weekend closures will also allow works to progress faster.



September 27, 2016

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To: Whom it may concern,

At the beginning of 2016, Blend provided to London Underground a volumetric concrete mixture, based on one of their standard products.

This was their first contract with London Underground and required some bespoke application design, in order to maximise the production capacity of the machine for operation within the London Underground sub-surface tunnel environment.

This included their design of an over-size hopper for aggregate and cement, to enable the machine to deliver up to 15m³ of concrete within an operational single shift as well as designing the machine to be fully compliant with London Underground standards and for it to be mounted to an existing London Underground wagon.

The mixer also had to work with a specialised high strength concrete recipe, in this case a Tarmac PQX variant, which was considered challenging operationally (cleaning etc.) due to its rapid setting nature and the time and distance from the work site to the home engineering depot.

The Blend machine is a critical element of work to replace over 2KM of ballasted track with concrete slab track, during engineering hours over a 2 year period. This avoids closing our railway for a long duration, which would be very disruptive for London.

Since the construction element of the project commenced at the end of May 2016, the mixer has operated reliably for nearly 30 shifts, delivering between 8m³ and 15 m³ of lab tested compliant high strength concrete per night, depending on site circumstances.

Blend have been attentive, helpful and collaborative in their approach, responding quickly to London Underground's requests for assistance, including extensive on-site support throughout the training and commissioning phases of the Project.

They have been a pleasure to work with and as such, I would personally recommend them.


Lee Gladstone
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London Underground

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ABOUT US...

