

Moving On in the Paving Business



Streb Construction calls the Power Paver one of its most trouble-free machines

Iowa Contractor Finds Power Paver 'Trouble-Free'

Dave Streb of Streb Construction Co. Inc. of Iowa City, IA, says that the TC-2700 he purchased from Power Pavers has been "one of the most trouble-free machines that we've had."

Recently, he purchased a second texture cure machine to keep up with the workload. "We use these texture cure machines almost every day," Dave says.

He's impressed with the machine's mobility. "They move so easily," he says. "You just pick up and go. You don't have to tear them down."

The machine is also easy to service. "It's simple to work on," he says. "There's accessibility to everything."

Dave is president of the company and his brother, Steve, is vice-president. The company has been in business for 22 years and has been slipforming concrete roads for 16 years. Slipforming cuts labor by at least 30%, they say.

They own three slipform pavers and have won federal and state awards that rate projects on complexity, rideability, general appearance and on schedule.

The Strebs say that it is not uncommon to pave in the morning, and load up and go to another job in the afternoon. "Transport is a big thing," they say.

The TC-2700 adds texture and sprays curing compound to concrete pavement from 12 to 27 feet wide (3.65 to 8.23m), and with optional extensions, 32 feet wide (9.75m). It can be equipped with transverse or longitudinal texturing.

Power Pavers, Inc., of Cedar Falls, IA, is owned by Power Curbers, Inc.

For more information, contact Fred Hite at 319-987-3070; info@powerpavers.com.

www.powerpavers.com

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Power Curbers, Inc.

WATER CONTROL



Photo by Bryan Hebble-Thwaite, Power Curbers dealer in UK and Ireland

Ireland Contractor Slipforms Slotted Drain with Great Results

J D & M Burke Plant Hire of County Meath, Ireland, installs slotted drain on the new M6 motorway near Mullingar, Ireland. This drain has a 7.8-inch (200 mm) diameter. The 2.5-mile (4 km) project was done using two vibrators on the machine, which is sufficient for a first-class result, according to Bryan Hebble-Thwaite of PC Slip Form Pavers (UK & Eire) Ltd., Power Curbers' dealer in the UK and Ireland.

The machine slipforms the concrete over the inflated plastic yellow

tube, and the next day, the tube is deflated and pulled out of the profile. Slotted drain increases the capacity to remove the water from the road and to provide surge capacity, if the storm water drainage system flow rates are slow because of rising levels.

The Burkes operate two 5700-Bs and two 5700-SUPER-Bs.

You may reach Bryan Hebble-Thwaite at bryan@concrete-equipment.ltd.uk or 011 44 152 476 2762.



Recipient, E-Award for Excellence in Exports, US Department of Commerce

POWER CURBER PROFILES

News and information to make you more competitive



Jill Gilstrap Clodfelter, center of photo, bought the 5700-SUPER-B to control the curb work in her grading jobs

Seeing Purple Owner's Passion for Alma Mater Spills Over to Curb Business

All things Clemson ...
Even curb machines!

That's Jill Gilstrap Clodfelter's unwritten motto for her highway and utility contracting business, and the Power Curbers factory complied.

She wants a what ???

A purple curb machine, no less.

To match her purple trucks, trailers and service trucks and — of course — to further the purple/orange cause of the Clemson Tigers.

Jill has a civil engineering degree from Clemson University in Clemson, SC, and like many alumni, she is passionate. Her kitchen is painted Clemson orange.

Her business, Regional Site Solutions, Inc. of High Point, NC, is becoming known for its unusual color, a smart marketing tactic, according to Jill.

"They call me that crazy girl with those purple things, but they call me," she says. "They even call me if they see one of my trucks speeding."

Jill was subbing curb work until deciding to purchase a 5700-



Mary Mitchell, with 17 years experience operating a Power Curber, is delighted with the color scheme. Purple is her favorite color, she says

SUPER-B this year so that she could control this part of the business. She expects to add 10 to 12 employees to handle curb-and-gutter and sidewalk work.

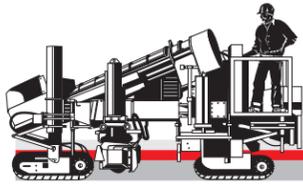
Regional Site Solutions specialized in landscaping, grading and utilities until moving into the curb business. Bob Dunbar is vice president of the company, and Hubert Floyd is superintendent.

Mary Mitchell, who has had 17 years of experience operating a Power Curber 5700 with another company, is the machine operator. "I love the work," says Mary. "I like being outside, and it's something different for a woman. We've come a long way, and now I have a woman boss!"

"And I like purple. When they told me the machine is purple, I said, 'That's my favorite color.'"

The crew has nicknamed the machine Barney for the purple TV cartoon character, and Mary expects a stuffed Barney to appear on the console any day.

Jill and her crew are impressed with their dealer, Southern Equipment Service of Salisbury, NC, as they head into this new phase of their business. Eddie Lanter, service manager for SES, trained the crew and brought Mary up-to-date on machine changes from the 5700 to the 5700-SUPER-B. "Eddie is awesome," says Jill. 



SUPER-B on the Job: More Smiles from the Crew



Ryan Laubenstein

“We’ve cut load times down to 6 minutes, as compared to 15 minutes (with the competitive machine). A lot of it has to do with the complete set-up.”

— Ryan Laubenstein, Machine Operator

“We should have bought the Power Curber 5 years ago,” says Bob Ryan, co-owner of Monroe Roadway Inc. in Denver, NC.

After two months of running the SUPER-B, Bob says he sees a different attitude from his curb crew operator, foreman and other key people. “There are actually smiles on some of the guys’ faces,” he says. “There’s a difference in production and quality. The work is easier on the guys. They’re doing what they’re getting paid to do.”

Monroe Roadway, owned by Bob and Paul Carini, is a turnkey site contractor that had run a competitive curb machine. The company moved from New York to Denver about 8 years ago. “We go in when the trees are standing and leave when the house is built,” Bob says.

“Our competitors in New York ran Power Curbers and then we were seeing mostly Power Curbers in the Charlotte area,” Bob says. “We got to watch them run and we actually had sub-contractors with Power Curbers on our jobs. The machine did a better job and was faster.”

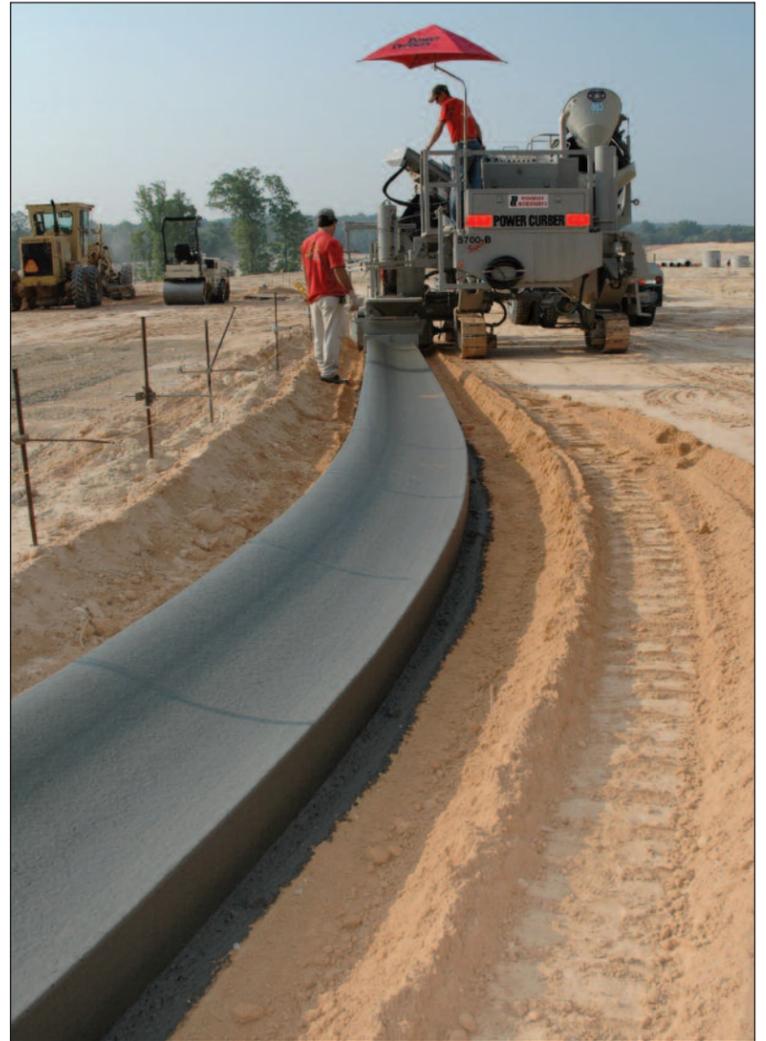
He describes the Power Curber as “really flawless. We’re tickled to death.”

Operator Ryan Laubenstein says that the machine has fine details that he likes. “We’re able to have a 3-inch slump (7.6cm) on the machine (as opposed to a 1.5-inch slump (3.8cm) with the competitive machine). “It is wet concrete and the machine just glides right through it. It all goes back to the vibrators.”

“We’ve cut load times down to 6 minutes, as compared to 15 minutes (with the competitive machine),” he says. “A lot of it has to do with the complete set-up.”

Mike Orbaker, curb crew foreman, says that the consistency of the concrete is better. The other machine left a lot more holes in the concrete, so there was a lot more finishing work, Mike says.

Ryan estimates that he has added 1,000 feet of curb (305m) per day to his pours. He also likes the way the machine handles moving over a catch basin, or other obstacles. He had to raise the whole body of the competitive machine to go over the catch basin, he says, as opposed to just the mold and trimmer on the SUPER-B. **PC**



The crew is pouring 1,000 more feet of curb (305m) per day with the SUPER-B

Biodiesel and Your Power Curber

By Brett Houser
 Power Curbers/Power Pavers
 Health, Safety & Environmental Director

With the recent spike in fuel cost in the U.S., there is more interest in conservation and methods to make the most of our energy dollars. Many view alternative energy sources in a new light, including biodiesel.

Power Curber machines manufactured since 1993 (Deutz series engines 912, 913, 1011, 1012, and 2012) can use biodiesel, without modifications. If you have questions about your curb machine’s engine and biodiesel fuel, contact Brett of Power Curbers at 704-647-6126.

If you are considering converting your equipment fleet to biodiesel fuel, keep these factors in mind:

- Cost – B20 biodiesel is competitive with regular petroleum diesel (\$3.05/gallon in some areas).
- Available at 800 pumps currently, with availability increasing.
- Environmental issues – biodiesel use lowers diesel engine emissions.
- Engine benefits – biodiesel has increased lubricity properties over petroleum diesel and will clean engine deposits.
- Biodiesel, by itself, is nontoxic, biodegradable, and safer to handle than petroleum due to a higher flash point.
- B20 can be used in most diesel engines without modification (most engines built since 1993, but it may degrade certain engine components)

Commercial biodiesel is made from soybeans in the U.S. and from rape seed oil in Europe. Biodiesel is derived from plant or animal oil through a process called esterification, but biodiesel is not the same as a vegetable oil. In its pure form, biodiesel is denoted B100 and is registered with the U.S. Environmental Protection Agency as a fuel and a fuel additive.

Commercial fuel is sold as a mixture of biodiesel and petroleum-based diesel and is denoted by the percentage of biodiesel in the mixture (i.e. B5 contains 5% biodiesel and 95% petroleum

diesel). The most common mixtures are B5 and B20. Mixing the bio- and petro-diesel offsets some of its less favorable characteristics, while capitalizing on the favorable properties.

Biodiesel fuel is susceptible to microbial contamination, has a freeze point 3-5 degrees higher than petro-diesel, and has the potential to degrade during storage. CAUTION: Biodiesel has solvent properties that may attack certain types of fuel pump seals and other composite engine components. This solvent effect may also cause clogged fuel filters during the conversion from petro-diesel to

biodiesel because the biodiesel fuel will loosen deposits in the fuel system. On the positive side, B20 fuel can lower volatile organic carbon emissions by 20%, carbon monoxide, and particulate matter emissions by 10% when compared to conventional petro-diesel. Additional information on the biodiesel movement is available at <http://www.biodiesel.org/>.

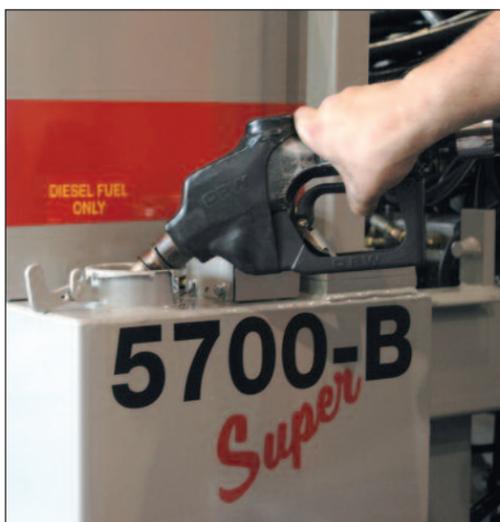
Deutz, a supplier for Power Curber equipment, has released Technical Circular 0199-99-3005/4 EN, which details the fuel requirements for its engines. This document provides the user with the fuel specifications and specific condition requirements. Deutz requires that the

biodiesel fuel meet the EN 14214 standard in Europe and that the biodiesel is derived from soy methyl ester that meets ASTM D6761 in the U.S. Deutz also states that the use of B20 will require the following modifications to the standard procedures:

- Lubrication oil change intervals must be halved.
- A power loss of 5% is possible.
- Standstill times greater than 4-6 weeks must be avoided.
- Fuel lines, diaphragm pumps, and LDA diaphragms must be changed annually.
- Fuel filters must be changed after the first 30-50 hours of biodiesel operations.

The Deutz fuel Technical Circular 0199-99-3005/4 EN is available at www.deutzamericas.com.

You may also consult with Deutz Customer Service for specific questions about this or any other application. The telephone number is 770-564-7100. **PC**



Power Curbers Associates Surprise President

President and CEO Dyke Messinger completed 30 years of continuous service at Power Curbers with a surprise celebration at the company’s new manufacturing facility, now being upfitted.

Attending were his family, business associates, and Power Curbers associates.

The new facility is located several miles from the present facility in Salisbury, NC, USA. Power Curbers is expected to move its manufacturing and sales offices to the new facility, just off Interstate 85, in 2007. The company has been in its present location for 41 years.

Power Curbers, Inc. is now in its 53rd year of operation by the Henderson-Messinger family. The business began as a manufacturer of curb

extruding equipment and grew into a manufacturer of equipment for concrete slip-form curb-and-gutter, highway safety barrier, and other specialized applications. Today, the Power Curber 5700-SUPER-B is the top selling

curb-and-gutter machine in the world. Power Curbers operates an international dealer network with machines sold into more than 80 countries.

Dyke Messinger’s grandfather, John S. Henderson, established the company in 1953.

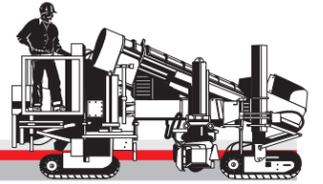
Henderson’s son-in-law, Dick Messinger, joined the company in 1959. As president, he broadened the company’s base, developing a regional company into a network of dealers selling machines worldwide.

Dyke joined his father in the business in 1976, and became president in 1981. During his tenure, the business has more than doubled in growth. In the past decade, Dyke has added new businesses with Southern Equipment Service of Salisbury, NC, a 3-state dealership; Anvil American of White House, TN, a supplier of stringline components; and Power Pavers of Cedar Falls, IA, a manufacturer of concrete paving equipment.



Dyke Messinger celebrates 30 years of service at Power Curbers. He is posing with a model of one of the company’s earliest products, the Smith-field Curb and Gutter Machine (c 1957).

Photo by Mary Messinger, mother of Dyke Messinger



The crew recently poured 150 islands of 18-inch (45.7cm) stand-up curb with radii as tight as 4 feet (1.2m) at this shopping center in York, PA

Photo by Jay McNally, Regional Sales Manager



Pennsylvania Curb Contractor Prides Himself on Maintenance, Good Product

Dennis Pantano is a third-generation curb man in York, PA, whose family business has been using Power Curber machines for 16 years.

His grandfather, Tony Pantano, started the business and handed it off to his father, Tony Jr., now retired.

The Pantano family was doing concrete work by hand before seeing a Power Curber at the World of Concrete trade show. "It seemed to be the most sensible looking machine," says Dennis. "I started off running the machine and almost gave up. There was a learning curve, but we stuck with it."

"Now there is no job that we haven't used the machine on. We try to pour it so that the next day we don't mind coming back and looking at it. We do the best we can every day."

The company was organized in the 1950s for residential work, foundations and basements. Curb work evolved from that. "My knees got tired of basements," says Dennis.

Dennis says that in 16 years of using Power Curber equipment, he has lost only 30 yards of concrete. That was when a belt broke on an earlier model machine. "I attribute that to maintenance and the machine," he says.

Pantano purchases winter maintenance on the machine from Terry Duncan, Power Curbers' service manager in Pennsylvania, Maryland, New Jersey, New York, Delaware and northern Virginia.

Terry, Steve Carlton and Mark Horvath go over the machine in their shop in Pennsylvania. "They'll catch something that might mess you up," says Dennis. "The support is good. If there are problems, Terry and Steve are right on it. They get up parts overnight to keep us going."

The company emphasizes machine cleanliness, as well as maintenance. The crew is still using the original auger flighting on its 5700-B. With 4,000 hours on the machine, the auger is in pristine shape, with the stamped letters of "Power Curbers" still clearly visible.

Dennis says the machine is the perfect size for applications from parking lots to big roads. "You can pour below grade and pour another piece above grade and hardly have to change anything," he says.

Machine operator Paul Harris, during his 20 years in the business, has run 3 different brands of curb machines. Pantano runs a small crew, he says, because there is little finishing behind the

machine.

"The offset is nice. You can stretch it out to what you need," he says, and change it in a matter of minutes. "You can go over manholes and the machine still carries a nice grade."



Machine Operator Paul Harris has run 3 different brands of curb machines. There is little finishing behind the Power Curber, he says, so you can run a small crew

manholes and the machine still carries a nice grade."

Paul likes the versatility, saying it's easy to go from grade to below grade. The auger

allows him to stop at the end of a radius, fill the auger up and go all the way around the next radius, without waiting for the concrete truck to back up with more concrete.

Here is his advice: A good machine, and keep it clean. Know your mix. And "keep moving and don't stop."

Jay McNally is sales manager and Terry Duncan is service manager in Pennsylvania, Maryland, Delaware, New Jersey, New York, and northern Virginia. Contact Jay at jmcnally@powercurbers.com or Terry at tduncan@powercurbers.com.

End-of-Season Machine Inspection

By Rick Harbaugh
Power Curbers Parts Department

The busy pouring season is coming to an end in many areas. Preventive maintenance should be taken seriously all year long to keep your Power Curber running strong. However, things sometimes get overlooked during the hectic pouring season. Here's a list of things that should be inspected before calling it a season.

The starting point of any good inspection is to **Clean the Machine**. All that dust, dirt and dried concrete could be hiding a problem. Of course, Kleen Kote and Kleen Krete solvent products will help prevent the build-up from occurring in the first place.

The torque hubs and gearboxes should have their lubricant levels checked regularly.

Clean the area around the plug to avoid getting dirt inside the casing. Check the level to make sure it is not too low or too high. Both signal that repairs are needed. The recommended lubricant for torque hubs and gearboxes is 80W90.

Inspect the trimmer teeth and their pockets.

These parts take a beating. While checking the teeth for wear, make sure that they still fit snugly in their holders. The trimmer bearings and coupling chain should also be examined. Don't forget to check the fluid in the trimmer torque hub. This is one of the most overlooked parts of the machine.

Inspect your conveyor flighting. Badly worn flighting will leave excess concrete in the

conveyor, adding to material costs. The off-season is a good time to replace any worn pieces. While inspecting the flighting, be sure to check the auger bearing and seal.

Hydraulic hoses can become chaffed and worn over time. **Clean any accumulated grease, dirt, and concrete from the hydraulic hoses.** This will allow you to thoroughly inspect them for any cuts and abra-

sions that could lead to leaks. Hose ends should be kept free of any dirt and grit.

The radiator should be inspected and cleaned regularly.

The off-season is a good time to give it a thorough cleaning and straighten any bent fins. This will allow air to flow through and keep your Power Curber running cool. Radiator hoses should also be replaced at regular intervals.

Look for any excessive movement between the inner and outer post during starts and stops.

While inspecting the front post, look at the bearing in the steering collar. You should have a snug fit between the pin

and the bearing. Any void can cause the machine to steer erratically.

Safety devices, such as e-stops, guards and safety decals should be included in inspections.

Technical assistance is available from Lee Myers and Brandon Bello at 704-647-6141. Factory authorized repair parts are available from Power Curbers, 704-647-6195.



Machine clean-up is always important and can save you time and money. This auger flighting is on a well-cared-for machine that has more than 4,000 hours on it. The machine is owned by Pantano Concrete of York, PA

NEW

Post-Hole Digger Reduces Labor in Wire Rope Fence Applications

A post-hole digger for the Power Curber 5700-SUPER-B digs pier holes up to 34 inches deep (86cm) for slipforming wire rope foundations.

The attachment mounts on the left rear of the machine and is powered with the machine's auger conveyor circuit. The auger for the post-hole digger operates inside a cylinder. It moves the dirt upward into a hinged chute, catching the material before it hits the ground. The hinged chute allows the material to be dumped out of the way of the slipform application and eliminates the need for a crew member to move the dirt manually. The excavated material does not fall back into the hole;

thus, the pier hole is left clean for the slipform application. A pier hole can be dug in a matter of minutes. Diameter is optional. Consult the factory.

The attachment requires a Quick-Connect Mold Mount option.

After the holes are dug, the 5700-SUPER-B then slipforms the foundation, filling the holes with concrete as it passes over them. The machine's vibrators consolidate and strengthen the concrete so that no voids are left in the concrete inside the pier holes.

After the mold passes over a hole, a crew member inserts a tube into the pier. A steel post is then inserted into each tube, and the wire rope is strung between the posts.

A stop rod is available for the attachment for consistency of hole depth.

The concrete foundation is flush with the ground and prevents grass from growing around the posts. Grass-cutting crews can run their mowing machines over the edge of the concrete, reducing maintenance costs.



Pier holes up to 34 inches deep (86cm) can be dug in minutes



Material in hinged chute is displaced and does not fall back into the pier hole