

2.5 TONNE EXCAVATOR MOUNTED CPT RIGS (CPT009, CPT014 & CPT015)

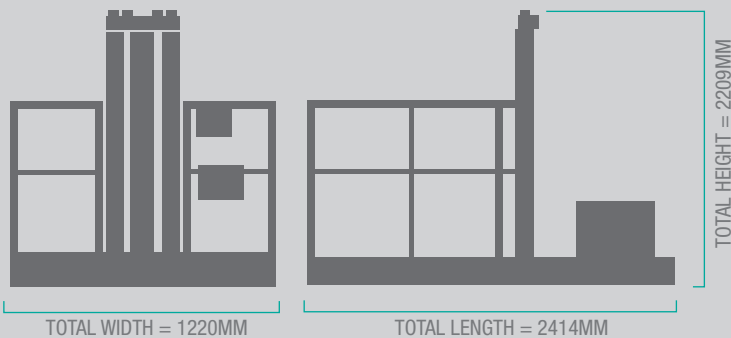
We have 3 excavator mounted CPT rigs which are ideal for work on rail sites, including the track bed or embankments, cuttings and areas of restricted access. Each rig weighs 2.5 tonnes and is attached to an excavator or RRV when completing CPTs. When working on the rail, we are able to mobilise two or more of these rigs on a single possession saving the client the additional cost of further possessions.

CPT RIG DETAILS

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|-----------------------------------|--|
| DRIVE SYSTEM | DEPENDENT ON THE EXCAVATOR OR RRV IT IS ATTACHED TO |
| TOTAL WEIGHT | 2.5 TONNES PLUS THE REACTION FROM THE EXCAVATOR/RRV POSSIBLE UP TO 20 TONNES. |
| GROUND BEARING PRESSURE | DEPENDENT ON THE EXCAVATOR OR RRV. |
| CPT RAM THRUST CAPACITY | 20 TONNES |
| MAXIMUM PENETRATION | 20-30M DEPENDING ON THE GROUND CONDITIONS. |
| PERFORMANCE RATES | 80-150M OF TESTING A DAY, DEPENDING ON ACCESS TO POSITIONS. |
| TYPICAL SITES FOR THIS RIG | RAIL SITES BOTH ON THE TRACK BED OR ON EMBANKMENTS AND CUTTINGS. OFF TRACK WORK ON EMBANKMENTS AND AREAS OF RESTRICTED ACCESS. |



CPT RIG DIMENSIONS



PROJECT REVIEW

In Situ Site Investigation completed geological testing for the electrification of the Great Western Railway; one of Britain's oldest and busiest railways. Modernising the route will improve the experience of everyone who uses it and stimulate economic growth in the South West and beyond.

We used our combined cone to complete CPTs and UXO tests along the cesses each side of the rail track in the Bristol area. All tests went to a depth of 6 metres; the required depth by the client. The positions were completed where the gantries are to be placed alongside the track.

We worked a total of ten night shifts to complete this part of the project. On the final shift, we were able to deploy two of our excavator mounted CPT rigs (Rail Rigs) to work simultaneously to complete an impressive 23 locations in a single possession. By doing this, we were able to save our client the cost of a further possession.

Furthermore, the versatility of having our CPT rig mounted on an excavator enabled us to move the rig across the track quickly to aid the other rig to complete the final tests on their side of the cess. Again, this enabled us to complete the locations quicker and saved our client money.



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