

General Contractor GUPC (Sacyr Vallehermoso/Impregilo/Jan de Nul/Constructora Urbana J.V.) selected Maxon Agitators and Surgecreters for use in the expansion of the Panama Canal, one of the largest civil project in recent history. GUPC will construct new lock chambers on both the Atlantic and Pacific sides (which will add a third lane to the canal). The new locks will accommodate the larger Post-Panamax containerships which are up to 2.5 times the size of vessels that could previously navigate the Canal.



Two (2) 12 cubic yard Maxon Agitators feed large aggregate concrete to two (2) Putzmeister TB130 Telebelts. Combination rollback/steel covers on the Agitators allow operation in areas of Panama where annual rainfall can exceed 120"/year.



12 cubic yard Maxon Agitators transport and feed large aggregate (3"+) concrete to two (2) Putzmeister TB130 Telebelts for construction of the lock chamber floor.



Maxon custom insulated the Agitor bodies to transport the super cooled concrete (ambient temperatures can exceed 90° F / 30° C).

Job Report: PANAMA CANAL - Agitors, Surgecretes and Telebelts



Maxon Agitor equipped with the Hi-Dump chute discharges complete load directly into the Maxon Surgecrete, which meters concrete to the Putzmeister Telebelt.



36" wide variable speed discharge belt on the Maxon Surgecrete matches the placement rate of the Putzmeister Telebelt.



View inside Surgecrete: Bi-directional auger moves even the stiffest of concrete mixes to the hydraulically operated discharge gate, and onto the 36" discharge belt.



Versatile Maxon Surgecrete with tri-axle trailer configuration allows for easy towing to different placement sites on the project. Once in position outriggers provide for quick setup.



From the Surgecrete's platform, the operator can view the Maxon Agitors discharging into the Surgecrete hopper and the concrete feeding to Putzmeister Telebelt, thus ensuring quality concrete throughout the delivery process.



Computer rendering of completed Panama Canal lock addition. The new locks will run parallel to the existing Canal/Locks and offer a third lane and set of locks for today's larger vessels.

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