



GRT has two core verticals: Road Rehabilitation or Recycling, and Kacha Roads – polymer reinforcing.



L&T has tie-ups with equipment manufacturers and also makes machines in-house.

tors were shying away as infrastructure projects were not lucrative enough and the private entrepreneur was unwilling to undertake the risk. Mitigating risk was a concern and HAM has encouraged private entrepreneurs to take up only a partial risk as the balance is funded by the NHAI or the government.

MEETING THE STANDARDS

Equipment manufacturers have introduced a range of machines in the market. For instance, L&T manufactures and sells its own road-making equipment, that are synergistic with the range of equipment from Komatsu; for eg., the motor graders and dozers come from Komatsu-Japan, but the wheel loaders and vibratory compactors are made locally.

Similarly, Wirtgen Group offers Wirtgen slipform pavers with innovations like Dowel Bar insertor system, super smoother, central tie bar insertor, oscillating beam, etc. for concrete pavers. Slipform pavers pave a width of 1.5m-



EPC CONTRACTS
CALL FOR ENGAGING,
WELL-QUALIFIED AND
EXPERIENCED DESIGN

AND SAFETY CONSULTANTS.

AKHIL KUMAR GUPTA, AFCONS

16m. In asphalt paving, it has the new generation Dash 3 pavers with features like Ergo plus operating system, Pave dock assistant, Autoset plus and multiplex. For cold milling technology, it has the new machine W 130cf.

CASE India offers advanced technological products and its recently upgraded CASE 1107EX soil compactor ensures powerful, fuel-efficient performance. It features the new FPT Industrial S8000 3.9 litre engine that delivers 100hp at 2,200rpm and torque of 435Nm at 1,300rpm. In addition to the above, Intelligent Compaction System (ICS) is one of the recent technological innovations with advantages over conventional compaction technologies. It has also launched new models of crawler dozers, 1150L & 1650L, ranging from 13-20 tonnes of operating weight with "hydrostatic transmission" technology.

Road building has lagged behind motorisation. But in the near future, this might not be the case. **cw**