



Keyhole News

Utilicor's New MPX Coring Equipment Hits the Mark Every Time

Utilicor announces the newest addition to its comprehensive fleet of keyhole coring equipment - the **MPX**. Like all Utilicor coring equipment, the **MPX** coring unit has been designed to meet and exceed the keyhole coring needs of both gas utilities and their contractors.



Versatile and compact, the **MPX** (Multi-Platform) coring unit can be mounted on a pick up truck with a standard 8-foot box and a payload capacity of at least 3,600 lbs, or on a suitable trailer, or on a flat decked unit or service vehicle.

The **MPX** comes standard with a powerful 38 HP Kohler gas engine coupled to a hydraulic pump that delivers plenty of hydraulic power for coring in the most severe conditions. Beyond having power to spare, the **MPX** also comes standard with integrated outboard stabilizers which create a rock-solid base and dead-level base for the most demanding roadway coring conditions.

Like the rest of the Utilicor fleet, the **MPX** accommodates coring drums up to 24-inches in diameter and will easily cut a core up to 20-inches deep, with Utilicor's unique center pilot hole that makes core extraction and reinstatement simple.

High pressure wash pump, easy open shell doors, 100 gallon water tank and hydraulic stabilizers all come standard. A 500 lb core lift and a glycol wintering system are optional extras.

Installation on a variety of vehicles

is simple and can be done on site in most utility service facilities. Employing a standard forklift, the unit can be loaded into the 8-foot box of a pick up truck (with tailgate removed), or onto the flat deck of a truck or trailer, where it is bolted down to the existing frame rails. Just add gas and water, and you



Trailer Mounted MPX

can literally be ready to core in just minutes. Production of the **MPX** coring unit has already begun, and will begin shipping early in 2012.

Click [HERE](#) to see the MPX video:
<http://www.youtube.com/watch?v=VCCYxuLQuzE>

Las Vegas Sets the Standard for Core Reinforcement

Following the Maricopa Association of Governments' successful integration of keyhole coring and reinstatement into their uniform construction standards, Las Vegas Clark County has adopted a similar standard.

This new municipal standard that came into effect January 1, 2011, recognizes the importance of accuracy and precision in the coring process and mandates the use of coring equipment that can be adjusted to core perpendicular to the horizon. It also specifies a core reinstatement material

that is both quick to gain strength and has a high bond strength. In doing so it specifically refers to the performance of Utilibond as the basis for its choice.

According to Paul Judd, an official of the Commission responsible for testing: "The decision to specify Utilibond was based on an industry-wide search in which we could not find a product with sheer strength equal to that of



Utilibond. Other products could achieve compressive strength equal to Utilibond, but not in the same time as Utilibond".

At Utilicor we are proud to say that all our coring equipment as well as our Utilibond™ bonding compound meet this new standard and are helping the Regional Transportation Commission of Southern Nevada take any gamble out of the keyhole coring and reinstatement process.

Read the specifications at:
<http://www.utilicor.ca/downloads/pdf/January2011-Approval-Clark-County-keyhole-specifications.pdf>



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Five "Tips and Tricks" for cold weather core reinstatements

- 1 **Utilize Utilicor's Core heater device**
- 2 **Use warm water to mix the Utilibond™**
- 3 **Keep the Utilibond™ powder warm / store it inside overnight**
- 4 **Allow for extra set up time**
- 5 **Keep the top warm with eternal heat while the core sets**

U.K. Recognizes Keyhole

Process as means of reducing traffic congestion

Read more at: <http://www.utilicor.ca/downloads/pdf/October2011-City-of-London-Approval.pdf>

Keyhole coring and reinstatement has been recognized by the City of London and Transport for London as one of the principal means of reducing the impact of road works on traffic congestion and they have recommended the process to contractors, utilities, highway authorities and equipment suppliers as a means to reduce the impact of road works on traffic congestion.

National Grid, the largest gas utility in the United Kingdom, has been using the process since 2008 and estimates that, between January 2009 and September 2011, the use of 'Core & Vac', as they call it, has reduced delays to the travelling public by 253 days and reduced the amount of excavation and reinstatement materials needed to be transported to and from the site by 1,845



Utilicor Technologies moved to new manufacturing facilities in Toronto, Canada in October 2011, which will allow the company to increase production and deliver better value to its keyhole coring customers.

Cold Weather Core Reinstatements: Getting It Done Right

As we move into the colder months of the year it is important to adjust the procedure used in Core Reinstatements. In the warmer months, where ambient temperatures can hit 90°F or more, the set up time required for Utilibond to gain full strength to allow the road to be safely reopened to traffic can be as short as 25 minutes.

But when Jack Frost arrives and temperatures plummet to freezing levels, we need to add some external heat to the reinstatement process.

The **Utilicor Core Heater** is an easy and fool-proof way to heat both the core and the cored



portion of the roadway at the same time and restore reinstatement times to those experienced during the summer.

The **Utilicor Core Heater** forces super-heated air down through

a baffle into the cored portion of the road, where it heats the walls of the hole. At the same time it circulates the hot air back upward into the heater dome where it gently warms the core, bringing surface temperatures up to 70-80°F and driving any frost layer back into the core and away from the surface, eliminating any frost crystals that can get in the way of achieving a perfect bond.

In 15 to 20 minutes a core and the cored roadway can be brought from below freezing to above 70°F at which point the crews can reinstate the core as if it were a balmy summer day.

Utility Saves Big By Using Keyhole Technology

Washington Gas is in the midst of a major project to rehabilitate about 143,000 gas service lines and 1,900 miles of gas mains.

Keyhole technology has lowered the cost and improved the efficiency of this twofold replacement project, according to Clayton Munsey, Washington Gas manager - field technologies.

"Making an 18-inch diameter keyhole cut rather than a conventional 3- by 5-foot or 4- by 6-foot utility cut has reduced

our costs by approximately 50%. A majority of that savings comes from eliminating the need for the extensive pavement restoration work associated with digging a conventional size hole."

"One of the challenges with keyhole technology comes at the permit stage," said Tracy Townsend, Washington Gas operating and engineering division head. In the case of the coupling project, keyhole technology entails removing a core of pavement to open up an 18-inch hole. When the job is

done, the pavement core is restored to its original position.

"We interact with approximately 100 permitting jurisdictions, and it has taken a team effort to convince the jurisdictions to accept reinstated and bonded pavement cores as a permanent restoration that won't lead to the degradation or decreased life of their streets." Townsend said.

Acknowledgement

This article is based on an interview prepared by Washington Gas for American Gas magazine <http://www.pipelineandgasjournal.com/utility-saves-using-keyhole-technology>

Utilicor Moves to New Manufacturing Facilities

October 1st 2011 was a big day for Andrew Pollock, Vice President and General Manager of Utilicor Technologies. That was the day Utilicor completed the move to new manufacturing facilities. Until then he had to manage production in the company's old facilities while they transitioned to new facilities two blocks away. It was a great day when everything was

finally moved, and the shop was set up and running, and everything was in one place.

"Nobody likes to move", says Pollock, "but at this point Utilicor had outgrown our old manufacturing facilities. We had spent a lot of time just shuffling parts and work in progress around on a daily basis than was practical or cost effective.

The increased size and layout of the new facilities gave a chance to start fresh and to make sure the facility would meet our current and future needs and allow us to deliver greater value to our keyhole coring customers."

Utilicor has moved to **49 Sheffield Street, Toronto, Ontario**. The phone numbers remain the same.