



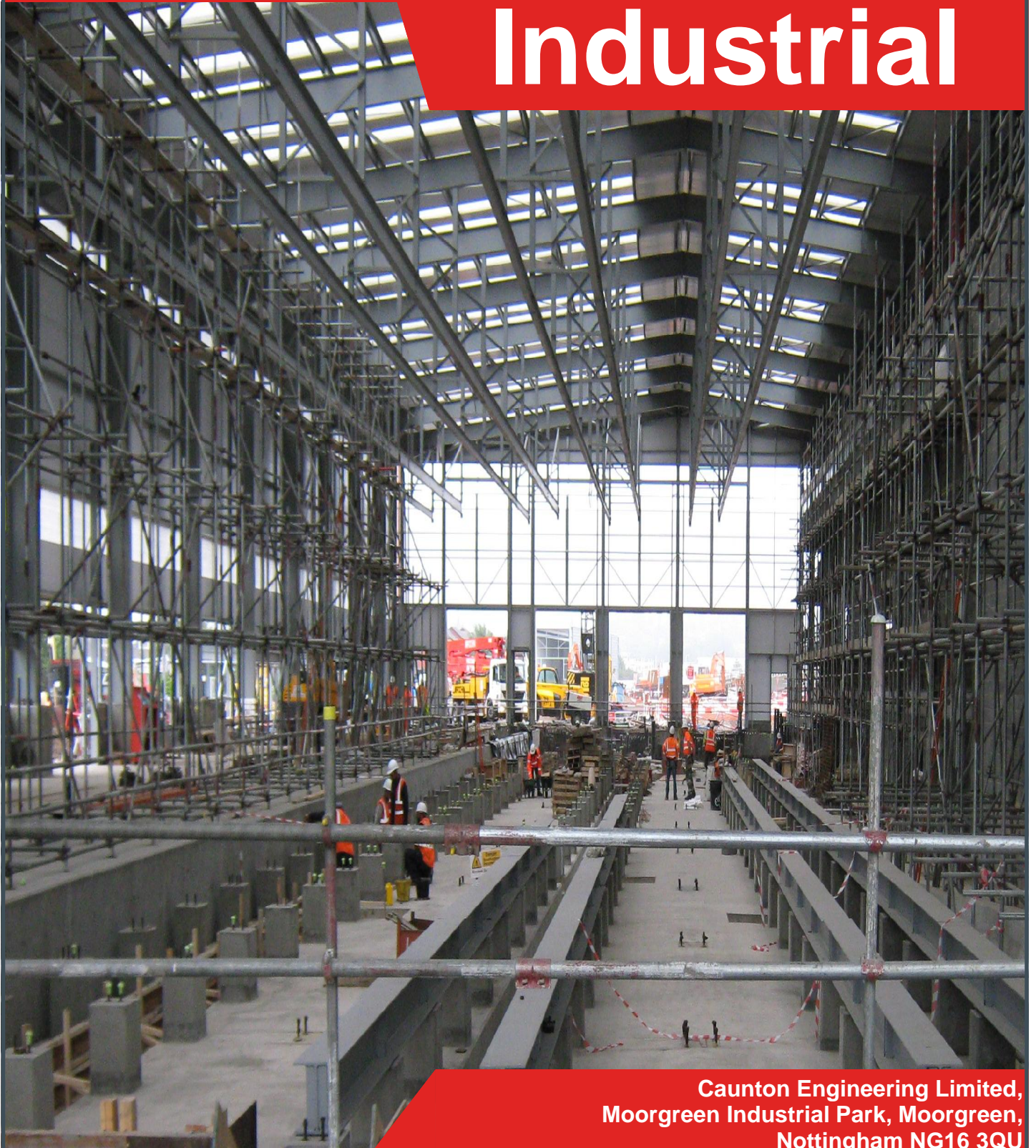
caunton

ENGINEERING

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Steelwork for

Industrial



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Caunton is one of the UK's leading steelwork contractors, offering a one stop construction solution. Specialising in the design, fabrication and erection of structural steelwork Caunton Engineering can give a first class service every step of the way.

We are a family owned company, established in 1969 and we have since proven to be a progressive pioneer of fully automated manufacture, information technology and innovation.

Our Nottingham based production facility employs some of the most up to date computer numerically controlled machinery within our 150,000 sq foot plant on a 42 acre site.

Why choose steel for Industrial Projects?

Steelwork with its quartet of major benefits – speed, flexibility, excellent strength to weight properties, and competitiveness – coupled with Caunton's design skills - means steel is the ideal material for commercial industry structures.

Plasterboard factory for Lafarge Industries

A sustainability-driven plasterboard factory utilising waste from Power Station

Caunton supplied the structural steelwork for a massive new plaster board factory for Lafarge Industries.

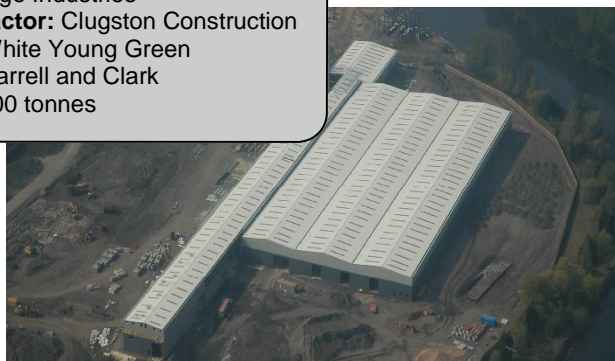
The site is adjacent to the Ferrybridge Power Station in West Yorkshire whose cooling towers are most visible on the accompanying photograph.

The plasterboard manufacturing process utilises a waste product from the new flue gas desulphurisation plant recently commissioned there. This by-product is synthetic gypsum, and gypsum is a major constituent in the manufacture of plaster board.

As well as the obvious sustainability benefits, synthetic gypsum has two further advantages over natural gypsum in that it arrives as a powder and does not therefore need to employ a crushing process, and nor does it have to be imported. This "aggregate" of energy saving benefits makes it even more sustainability attractive!

Lafarge currently manufacture in Bristol where the natural gypsum is imported, and manufactures there 50 million square meters of plasterboard - Ferrybridge is budgeted to manufacture 25 million.

Client: Lafarge Industries
Main Contractor: Clugston Construction
Engineer: White Young Green
Architect: Farrell and Clark
Tonnage: 800 tonnes



Other Industrial Projects include:

- TEVA UK , Wakefield
- Kingston Gateway, Milton Keynes
- Danisco Packaging Plant
- Wincanton Logistics - Runcorn



Combustion Systems Factory for Rolls Royce

Our third major project for world's leading aero and marine engine manufacturer

Caunton Engineering supplied over 570 tonnes of structural steelwork on a design and build basis for world-leading power systems group Rolls Royce. The triple span portal with additional offices was set to be Rolls Royce's new Combustion Facility Factory

Engineers BWB Partnership. This is one of three contracts for Rolls Royce in which



Client: Rolls Royce Plc
Main Contractor: Bowmer & Kirkland
Engineer: BWB Partnership
Architect: CPMG Architects
Tonnage: 570 tonnes

Caunton completed. Other contracts include over 100 tonnes of structural

and was part of a £100m investment over two and a half years. The investment was part of Rolls Royce's transformation programme to modernise factories and drive down costs to ensure Rolls Royce operates at world-best levels of competitiveness.

Caunton worked with main Contractor Bowmer & Kirkland on this exciting project on a design and build basis alongside CPMG Architects and

steelwork supplied for a new engine test bed and steelwork for new plant & control rooms back in 2005.

Caunton were delighted to work for such a vast and successful company as Rolls Royce who now have customers in nearly 120 countries with an impressive order book standing at more than £26.1 billion.



ASCT Building for Honda

Innovative ASCT process creates sustainability beneficial 30% weight reduction in engine block



Honda Line 1 modifications

development; the new Advanced Semisolid Casting Technology (ASCT) Building on their manufacturing site in Swindon.

Caunton supplied nearly 800te of structural steelwork for this building alone which is to house the manufacturing unit for the new Honda ASCT Engine. This engine will include a high-strength cylinder block manufactured using a brilliant new production process.

This new process, ASCT, has been adopted for the newly developed 2.2L 4-cylinder Intelligent Common-rail Turbo Diesel Injection (i-CTDi) diesel engine which will be fitted

into the new and most stylish Honda Accord.

The new process results in a 30% weight reduction in the new cylinder block, compared to that of the conventional cast iron diesel engines of the same displacement. The brilliance of this is that it creates a more sustainably-attractive motor car coming onto the market.

Details on other Honda contracts are available upon request.

A well established relationship with Honda and their engineer SSOE based in Toledo USA has been built over recent years with around 2,500 tonnes of structural steelwork supplied as a result.

Purposes of these industrial structures range from roof canopies through to 18 dock extensions.

In the most recent project Caunton were involved in a brand new cutting-edge

Client: Honda
Main Contractor: Honda of the UK Manufacturing
Engineer: SSOE
Tonnage: 530 tonnes



BIW (Body in White) Plant for Land Rover

New half million square feet pre-paint body assembly area for UK's major 4x4 manufacturer

Caunton completed the manufacture and erection of over 3000te of steelwork for main contractor Anglo Holt Construction at the Land Rover Factory at Solihull. The project is a brownfield site extension of over half a million square feet to the BIW Facility. - BIW or Body in White is a traditional motor industry term given to the pre-paint body assembly area.

The steelwork itself comprises heavy latticed trusses spanning 18 metres supported by substantial steel columns. The design was carried out by the Caunton team as a design and build partnered contract thus permitting the time and the opportunity to make many improvements in final details to accelerate both the manufacture and the erection processes. One of the more interesting and demanding

features of the design requirements was that Land Rover required a comprehensive formula for loading and load point flexibility for the building. The entire roof is in fact so designed to carry point loads of up to 6 tonnes at 3m centre points along the bottom booms of all the trusses. This is in effect 16 times greater than the loading normally specified for a standard portal frame.

Delivery and erection flexibility was also necessary as Caunton was working through the summer and winter periods on what has been effectively a live and busy vehicle production site. Expansion by Land Rover is necessary to meet soaring demand and to encompass latest technologies.

Client: Land Rover
Main Contractor: Anglo Holt Construction
Engineer: Chmiel Overton Partnership
Tonnage: 3,000 tonnes



Pirelli Cables, Eastleigh

New Optical Fibre Manufacturing Building on a Design & Build Basis

A major development for Pirelli Cables at Eastleigh for their new optical fibre manufacturing building. The structural steelwork package of over 700 tonnes was integrated with and up to existing buildings.

With Caunton responsible for the Design, Supply, Delivery of the steelwork together with the Cladding, Metal Deck flooring, Doors, Staircases and windows, careful liaison and programming with main contractor Vinci UK, formerly Taylor Woodrow, and project manager Taymel Engineering was a major factor on this project.

Maintaining production at Pirelli was a key issue and much of the steelwork was lifted and erected during evenings under floodlights and at weekends.



For further information on any of our projects please feel free to e-mail our marketing department at sales@caunton.co.uk

The Manufacturing Technology Centre, Ansty

A unique facility aimed to support UK manufacturing businesses in keeping at the forefront of innovation & competitiveness

Caunton were involved in the design & build of structural steelwork for a most interesting project in Coventry; the £40.55m Manufacturing Technology Centre (MTC). The research centre, located on Ansty Park, is to become a unique facility helping to ensure innovation stays at the forefront of British Industry. The MTC will support UK manufacturing businesses, and their supply chains, to bring about major improvements in their manufacturing competitiveness.

The steelwork, comprising over 900te, is in effect three portal frames interspersed with two-storey buildings, and a covered "Street" linking all five distinct areas along

"A steel frame was chosen not just for its ease of construction, but also because of the ease with which services could be moved. This would permit a substantial future extension to be added."

one side. The portals are two single frame-works 27.5metre span and 22.5 metre span, with a double portal in the centre of total span 41 metres. These three areas contain the manufacturing facilities, and the steelwork includes substantial crane beams too.

The two storey buildings will be providing viewing galleries to allow spectators to observe activities in the manufacturing areas. These buildings comprise not only the viewing galleries but also contain exhibition areas and some technical areas.

Connecting to the two-storey elements are a couple of mezzanine areas for plant, one of which cantilevers out by approximately 2.5m along the elevation which separates the MTC halls from the 'Street.'

The design of the street by overall project architect Fairhurst is aimed to complement the buildings state-of-the-art image, and will be a most imposing area comprising attractive oval-shaped columns fabricated from Corus' Celsius Ovals sections.



Main Contractor: Morgan Sindall Plc
Engineer: Waterman Burrow Crocker
Architect: Fairhurst Design Group
Tonnage: 930 tonnes

Superbike Factory for Triumph Motorcycles

New factories and a post-fire rebuild for world leader in trend-setting two-wheel vehicles

Caunton Engineering completed constructing their third major steelwork project for the company that is very much a super-bike legend, Triumph Motorcycles.

Two major buildings have grown up on the site and Caunton completed a major extension to what is titled T2 the factory for parts manufacture and repair activity. The original T2 factory, comprising some four 31m spans by twenty 7.5m bays, was built by Caunton back in 1999.

This extension, comprising a further two 31m spans by twenty 7.5m bays (bays 5 & 6) & one 48m span by eighteen 7.5m bays (bay

7) gives approx. 16,000 sq. m of additional floor-space.

Not that it has all been plain sailing for the company. In 2001 the second building on the site entitled T1 experienced a major fire. Building T1 houses the assembly of the bikes. In this case repairs and rebuild was also carried out by Caunton in double quick time in order to maintain production. Contractor on that occasion was Bowmer and Kirkland and the same contractor has been responsible for the new extension to building T2. Totalling up the tonnage for all these projects, the sum comes to over 1,500 tonnes.

This major extension serves as a further production facility combined with office accommodation & an amenity block. Evidence indeed of Triumph's great success in producing quality bikes.

Client: Triumph Motorcycles Limited
Main Contractor: Bowmer & Kirkland
Engineer: Latter Ramsay Partnership
Architect: David Scotton Partnership
Tonnage: 1,500 tonnes



INVESTORS IN PEOPLE



Sustainability
in Steel Construction

