



Tracked Paver

SUPER 1800-3(i) SprayJet



PERFECT IN ALL CLASSES

The right paver for every job



VÖGELE's seamless product range is considered unique in the industry. Whether a service road or a motorway, an airfield or a race track, a new construction or a rehabilitation job, thick or thin, hot or cold – customers will find the right machine in our paver range for every paving task.

VÖGELE PRODUCT RANGE

MINI CLASS

- > Maximum pave width 3.5 m
- > Maximum laydown rate 300 t/h

COMPACT CLASS

- > Maximum pave width 5 m
- > Maximum laydown rate 350 t/h

UNIVERSAL CLASS

- > Maximum pave width 10 m
- > Maximum laydown rate 1000 t/h

HIGHWAY CLASS

- > Maximum pave width 18 m
- > Maximum laydown rate 1800 t/h

SPECIAL CLASS

- > SprayJet
- > InLine Pave

POWERFEEDER

- > MT 3000-3(i) Standard
- > MT 3000-3(i) Offset

HIGHLIGHTS

Perfectly equipped

DRIVE

01 Drive concept

- > Powerful and economical drive concept, even when operating at full load in any climate zone.

02 VÖGELE EcoPlus

- > The VÖGELE EcoPlus low-emissions package significantly reduces fuel consumption and noise levels.

OPERATION

03 ErgoPlus 3 operating system

- > ErgoPlus 3 operating system with numerous convenient and automatic functions.
- > ErgoPlus 3 screed operator's console with SmartWheel for convenient screed width control.

04 AutoSet Plus functions

- > AutoSet Plus functions for quick and safe repositioning on the job site and for storing individual paving programs.

05 Niveltronic Plus - the System for Automated Grade and Slope Control

- > Fully-integrated system perfectly matched to the machinetechnology of VÖGELE road pavers.
- > Wide range of sensors for flexible use in all fields of application.
- > User-friendly operation and monitoring of all Niveltronic Plus functions.

MATERIAL MANAGEMENT

06 Receipt of mix

- > Large material hopper with a capacity of 13 tonnes ensures optimum feeding with mix.
- > A hydraulically operated hopper front directs the mix inside the material hopper straight onto the conveyors, conveying the entire mix properly in front of the screed.

07 PaveDock Assistant

- > Facilitates communication during transfer of mix.

SPRAY TECHNOLOGY

08 World's unique spray paver

- > World's unique spray paver for placing thin asphalt overlay as well as conventional binder and surface courses.
- > Emulsion sprayed at a rate of 0.3 to 1.6 kg/m²* in a clean and controlled process.

QUALITY

09 "Dash 3" service concept

- > Uniform "Dash 3" service concept ensures easy maintenance and cuts training costs.

PAVING

10 Advanced screed technology

- > Advanced and precise screed technology for perfect high-quality pavements.



* The rate of spread per square metre must be determined as a function of the emulsion to be used. The rate of spread depends on the emulsion's consistency and temperature when applied, and on the size of nozzles used for spraying.



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SUPER 1800-3(i) SPRAYJET

Unique and innovative

VÖGELE's SprayJet technology has proved its worth for many years and is used for pavement rehabilitation and construction in markets around the world.

The VÖGELE SprayJet comes with a large array of impressive innovations. One feature of fundamental importance is that operation of the spray module has been integrated in the ErgoPlus 3 operating concept.

The module is designed as a completely self-contained functional unit. This modular design makes the SUPER 1800-3(i) SprayJet simple to service and allows it to be used both as a spray paver and as a conventional asphalt paver. The paver has a maximum spray width of 6 m. As a conventional paver without spray function it can even pave widths of up to 9 m.

It goes without saying that the paver also includes all the "Dash 3" features. The VÖGELE EcoPlus package, for instance, significantly reduces both fuel consumption and noise levels. The AutoSet Plus functions allow quick and safe relocation of the paver on the job site and make it possible to store frequently recurring paving programs.

The VÖGELE SUPER 1800-3(i) SprayJet is the world's unique spray paver for placing thin asphalt overlay as well as conventional binder and surface courses.



01 Exact spraying pattern and clean working along kerbs
02 ErgoPlus 3 operating concept for paver and spray module
03 Advanced precision screed technology for even, high-quality pavements

04 PaveDock Assistant communication system for optimum material feed
05 Large material hopper with a capacity of 13 tonnes
06 ErgoPlus 3 screed operator's console with SmartWheel for convenient screed width control

AREAS OF APPLICATION AS A CONVENTIONAL ASPHALT PAVER AND AS A SPRAY PAVER

For many road construction and civil engineering contractors, the SUPER 1800-3(i) SprayJet offers an excellent opportunity to employ their paver in a variety of applications, be it as a classic upper mid-range paver or as a special machine for particular jobs.

The machine technology of the SUPER 1800-3(i) SprayJet is ideal in all cases and is based on VÖGELE's modular machine concept. As a result, the paver can be used either with the SprayJet module or, with just minor modifications, as a classic asphalt paver without the SprayJet module.



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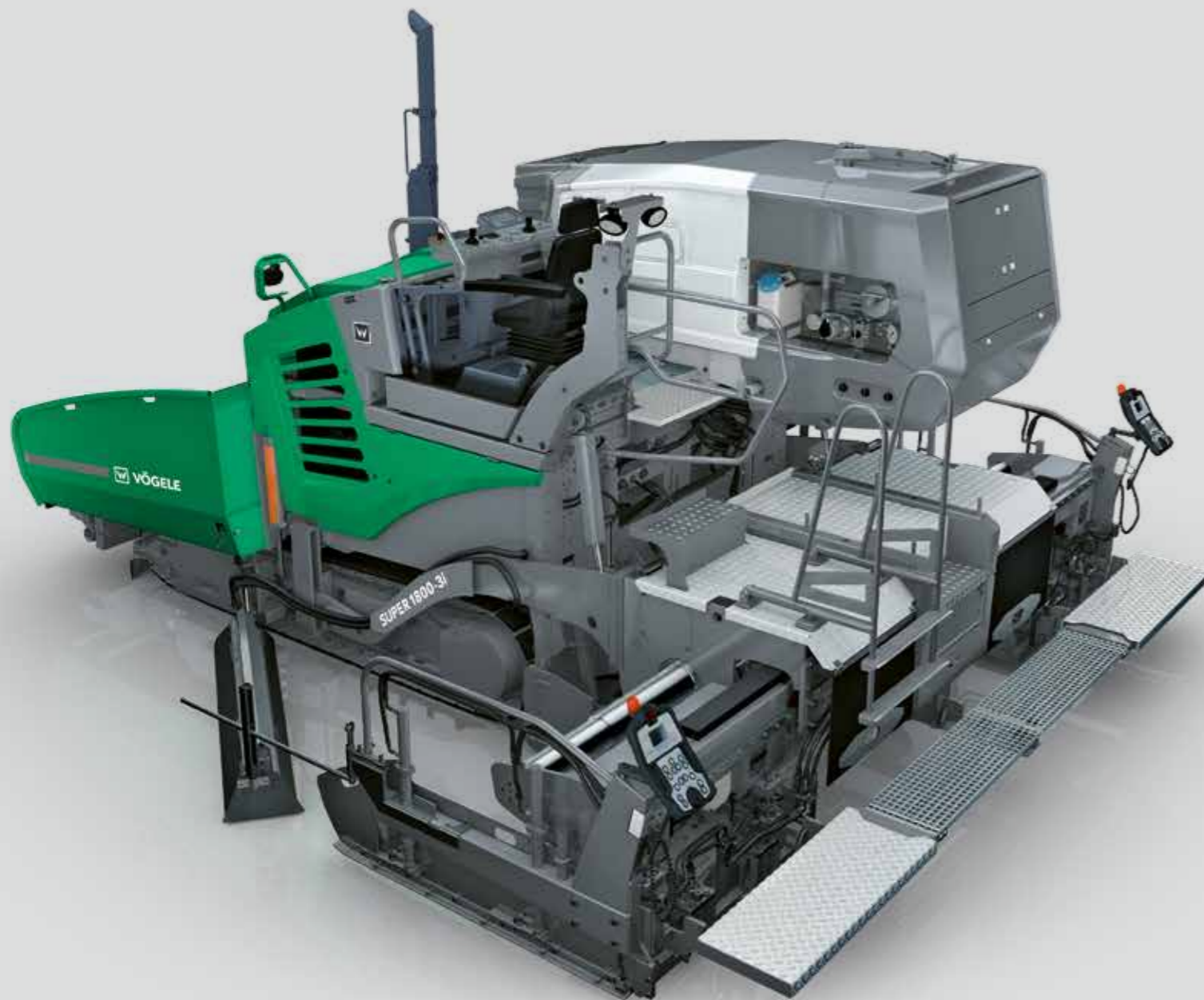
- 01 Resurfacing work on a motorway
- 02 Resurfacing a roadway in a residential area
- 03 Used as a classic paver
- 04 Rehabilitation of a causeway

PAVING THIN OVERLAY ON SPRAY SEAL, "HOT ON HOT"

Cost-effective asphalt paving method
for rehabilitating and renewing surface courses

Small layer thickness
between 1.2 and 2 cm

Quicker paving process
than in conventional road construction



This is a cost-effective asphalt paving method for rehabilitating or renewing the surface course. It can be used on all traffic areas. The layer thickness is normally no more than 1.2 to 2 cm. The method owes its cost-effectiveness to saving expensive surface course material. The procedure is ideal in municipal areas, as paving thin overlay does not require any costly adaptation of kerbs or other pavement fittings.

With the SUPER 1800-3(i) SprayJet, thin overlay can be paved on a spray seal three to five times faster than with conventional equipment.

The bitumen emulsion is sprayed and the asphalt layer placed by the VÖGELE machine in a single pass. This makes it unnecessary for job site vehicles to drive over the sprayed surface, so the emulsion film is never damaged.



ADVANTAGES OF THE TECHNIQUE

Cost savings

- > Thin layer saves up to 50% of material cost.
- > No costly adaptation or new installation of kerbs required.
- > When a spray paver is used, there is no possibility of job site vehicles driving over the sprayed area. This means that other roads in the area are not soiled and need not be cleaned once the job is complete.
- > Short construction time: roadworks are completed quickly, allowing the road to be reopened to traffic sooner.

High quality

- > An excellent bond between layers, perfect sealing and effective protection of the existing base all add up to a long service life for the road.
- > High initial and permanent roughness of the resurfaced road are guaranteed.

PAVING BINDER AND/OR SURFACE COURSE ON SPRAY SEAL

This classic method is widely used in many countries when rehabilitating traffic areas. To date, it has been common practice to spray the surface with bitumen emulsion beforehand so that the water could evaporate overnight.

This left a bitumen coat subsequently overlaid with a binder course or surface course. However, the time and equipment required have been considerable disadvantages of this method.

Another problem which should be avoided wherever possible is surrounding areas, roads and kerbs being soiled by passing job site vehicles. SprayJet technology has now made these problems a thing of the past. With this VÖGELE technology, the fresh emulsion is directly overlaid with asphalt as soon as it is sprayed. Pavement rehabilitation using porous asphalt (OPA) is a method of growing importance in many countries.

It is now commonly used mainly for noise control reasons, both on municipal roads and on motorways.

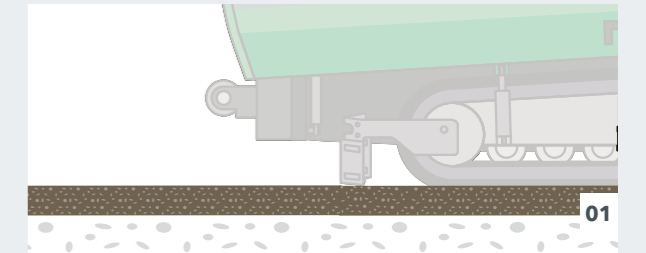
The VÖGELE paver with a SprayJet module has demonstrated on innumerable construction projects around the world that its special spray technology makes it the perfect machine for all road construction contractors - in terms of both quality and cost efficiency.



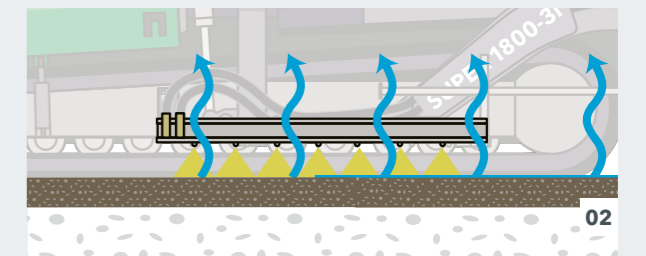
VÖGELE > GOOD TO KNOW

What happens when bitumen emulsion "breaks"?

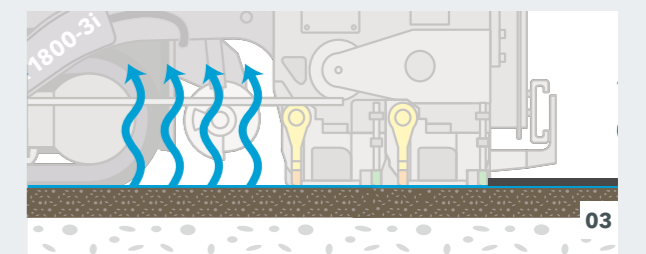
The water begins to evaporate as soon as the hot bitumen emulsion is sprayed at a temperature of 70 to 80 °C. The remaining water evaporates spontaneously when the emulsion comes into contact with asphalt heated to over 100 °C. This causes the emulsion to "break" when VÖGELE SprayJet technology is used.



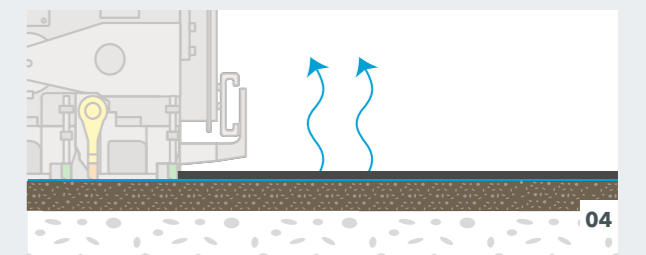
01 The prepared base is either a milled surface or a freshly-laid binder course.



02 Hot bitumen emulsion at a temperature between 70 and 80 °C is applied by the spray paver.



03 Paving of the binder or surface course starts. The bitumen emulsion "breaks" immediately, as the hot asphalt causes the water to evaporate, leaving a firmly-adhering film of bitumen.



04 Any water still remaining in the emulsion evaporates through the "open pores" of the asphalt overlay.

THE SPRAYJET MODULE



ErgoPlus 3 operating concept
for paver and spray module

Controlled spraying process
in a range from 0.3 to 1.6 kg/m²*

- 01 Effective insulation and the integrated electric heating** (2 x 7 kW) ensure that the emulsion is maintained at the temperature required for spraying.
- 02 The capacity of the emulsion tank**
The capacity of the emulsion tank of 2,100 litres ensures a long paver's range.
- 03 A compressed air system** has been integrated in the module.
- 04 Large hinged panels**
Even with the spray module installed, all the main service points are readily accessible behind large hinged panels.
- 05 An auxiliary gas heating system** rapidly heats the bitumen emulsion to the required temperature if it is too cold on delivery.
- 06 Heated emulsion pump**
A heated emulsion pump circulates the bitumen emulsion in the tank and ensures that it is permanently homogenized.
- 07 Electronically-controlled ball valves**
All circuits are switched automatically via electronically-controlled ball valves.
- 08 Additional filler port**
An additional filler port on the left-hand side ensures greater flexibility when refilling the emulsion tank of the "Dash 3" spray module.

* The rate of spread per square metre must be determined as a function of the emulsion to be used. The rate of spread depends on the emulsion's consistency and temperature when applied, and on the size of nozzles used for spraying.

VÖGELE SPRAY TECHNOLOGY

The SUPER 1800-3(i) SprayJet is equipped with five spray bars. The front spray bar has six spray nozzles and is located between the machine's crawler tracks right behind the push-rollers. An articulated spray bar installed on each side of the paver comes with 7 nozzles per side.

Finally, a short spray bar with two nozzles is provided right behind each crawler track. This arrangement of the spray bars allows full coverage of the road surface with emulsion, even when the pave width varies. The rate of spread can be selected accurately within the range of 0.3 and 1.6 kg/m²*

Seamless application of emulsion
even when pave widths vary

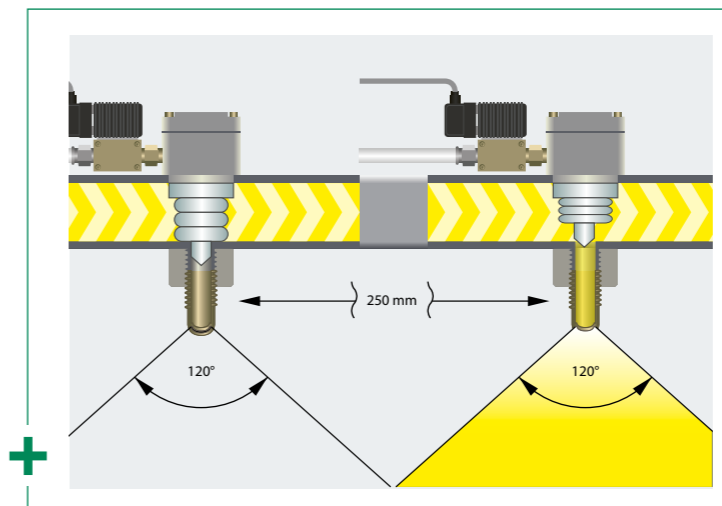
Low spray pressure
for clean, environmentally-friendly working



- 01** The spray nozzles are opened and closed pneumatically. A compressed air system is integrated in the SprayJet module for this purpose.
- 02** A very low spray pressure of no more than 3 bar allows absolutely uniform spreading of bitumen emulsion and a clean result when spraying along kerbs.
- 03** The particularly high quality of the spray nozzles guarantees perfect spraying.

The SprayJet nozzles do not spray the emulsion continuously, but operate instead in pulsed mode. The frequency of the spray pulses is adjusted automatically as a function of the selected rate of spread, pave speed and pave width. This achieves complete coverage of the existing surface with a uniform film of emulsion without any overlaps.

Emulsion is applied at an exceedingly low spray pressure of no more than 3 bar. In combination with the high-quality spray nozzles, this allows the emulsion to be sprayed in a clean, environmentally-friendly manner.



Pulsed mode
The nozzles do not spray the emulsion continuously, but operate in pulsed mode. The frequency of the spray pulses is adjusted automatically as a function of the selected rate of spread, pave speed and pave width.

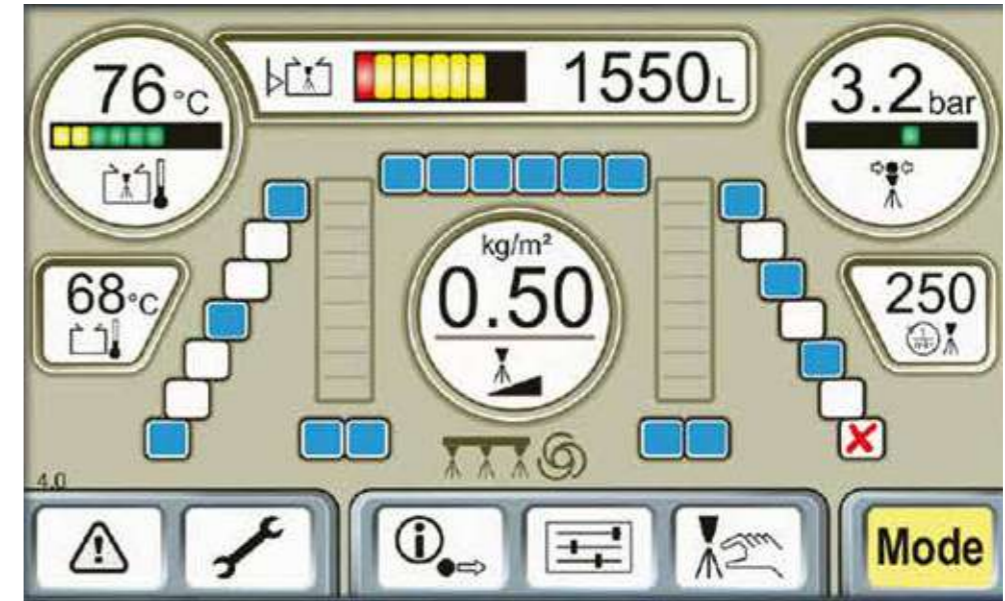
* The rate of spread per square metre must be determined as a function of the emulsion to be used. The rate of spread depends on the emulsion's consistency and temperature when applied, and on the size of nozzles used for spraying.

PERFECT SPRAYING EVEN AT THE LOWEST RATES OF SPREAD

The VÖGELE SprayJet module allows to precision selection of rates of spread, ranging from a very small to a large quantity of emulsion. The range extends from 0.3 to 1.6 kg/m²*. Rate of spread and pave width can be selected independently of pave speed. The possibility of spreading emulsion accurately at a very low rate of just 0.3 kg/m²* makes VÖGELE SprayJet technology unique in the market.

Please note that spread rates depend on the kind of emulsion used, emulsion viscosity and application temperature.

The SprayJet module's colour touchscreen display provides the operator with all the important information and allows him to set the desired rate of spread easily.



The module's colour touchscreen display provides the operator with all the key information and makes it very easy for him to set the desired rate of spread.



Three different types of spray nozzle are available for the spray bars of the SprayJet module: nozzles of sizes 07, 10 or 16. Size 10 nozzles are fitted as standard. Size 07 nozzles have a throughput of 70% compared to size 10 nozzles (100%). Size 16 nozzles have a throughput of 160%.

AVAILABLE NOZZLE TYPES

Nozzle size	Spray pressure	Quantity	Length of sprayed patch
07	2 bar	0.3-0.5 kg/m ²	40-60 mm
10	2.5-3 bar	0.5-1 kg/m ²	40-60 mm
16	2.5-3 bar	1-1.6 kg/m ²	50-80 mm

* The rate of spread per square metre must be determined as a function of the emulsion to be used. The rate of spread depends on the emulsion's consistency and temperature when applied, and on the size of nozzles used for spraying.

STANDARD EMULSION TANK AND EXTRA EMULSION TANK

In addition to the standard emulsion tank, the SUPER 1800-3(i) SprayJet can be equipped with an extra tank.

The standard version of the SUPER 1800-3(i) SprayJet is equipped with a 2,100 l emulsion tank. The tank should always be filled with hot emulsion and a heating unit (2 x 7 kW) is installed to keep the bitumen at the desired temperature. The tank of the SUPER 1800-3(i) SprayJet comes with a powerful heated emulsion pump to keep the bitumen in a homogeneous state. In addition, effective insulation of the tank avoids loss of heat.

Temperature sensors are fitted to prevent the emulsion from burning and to turn off heating automatically as soon as the emulsion level drops below a defined limit. A controller can set emulsion temperature to a value between 0 and 80 °C.

If the emulsion supplied is too cold, an auxiliary gas heating system quickly heats it to the desired temperature.



01



02



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- 01** A diesel heating unit with a capacity of 30 kW maintains the emulsion in the extra emulsion tank at an ideal temperature.
- 02** The extra tank has its own pump.
- 03** If the paver is equipped with the extra tank, material is supplied by a material feeder. A filling hopper in the tank module conveys the material straight onto the conveyors.



For contracts requiring very large rates of spread, an extra emulsion tank is available as an option for the VÖGELE spray paver. The extra tank holds 5,000 litres, so that a total of 7,100 litres of bitumen emulsion can be carried on board the paver. The extra tank is accommodated in the paver's material hopper. A stand-alone heating unit operated with diesel

fuel and featuring a heating capacity of 30 kW is installed in the extra tank, thus keeping the emulsion at the desired temperature. The extra tank furthermore comes with its own pump circulating the emulsion and maintaining it in a highly homogeneous state. If the emulsion level in the standard tank drops below 1,000 litres, emulsion is automatically delivered from the extra tank integrated in the standard tank.

VÖGELE > GOOD TO KNOW

Heated emulsion pump

The tank of the SUPER 1800-3(i) SprayJet comes with a powerful heated emulsion pump to keep the bitumen in a homogeneous state. If the tanker supplying the emulsion does not have its own on-board pump, this circulation pump can furthermore be used for filling the paver's emulsion tank. The pump delivers up to 270 litres/min.



Large emulsion tank
with a capacity of 2,100 litres

Optional extra tank
with an additional capacity of 5,000 litres

STATE-OF-THE-ART DRIVE TECHNOLOGY

High output with low consumption

Three main components define the power unit of a SUPER 1800-3(i) SprayJet: its modern, liquid-cooled diesel engine, a splitter gearbox flanged directly to the engine and a large cooler assembly.

The driving force in this VÖGELE power pack is its diesel engine. The six-cylinder engine of the SUPER 1800-3i SprayJet delivers 129 kW at 2,000 rpm, although fuel-saving ECO mode is sufficient for many applications. Moreover, the machine generates less noise when running at just 1,700 rpm.

A large cooler assembly ensures that the power unit always delivers its full output. With innovative air routing and a variable-speed fan, temperatures are continuously maintained within the optimum range, significantly extending the service

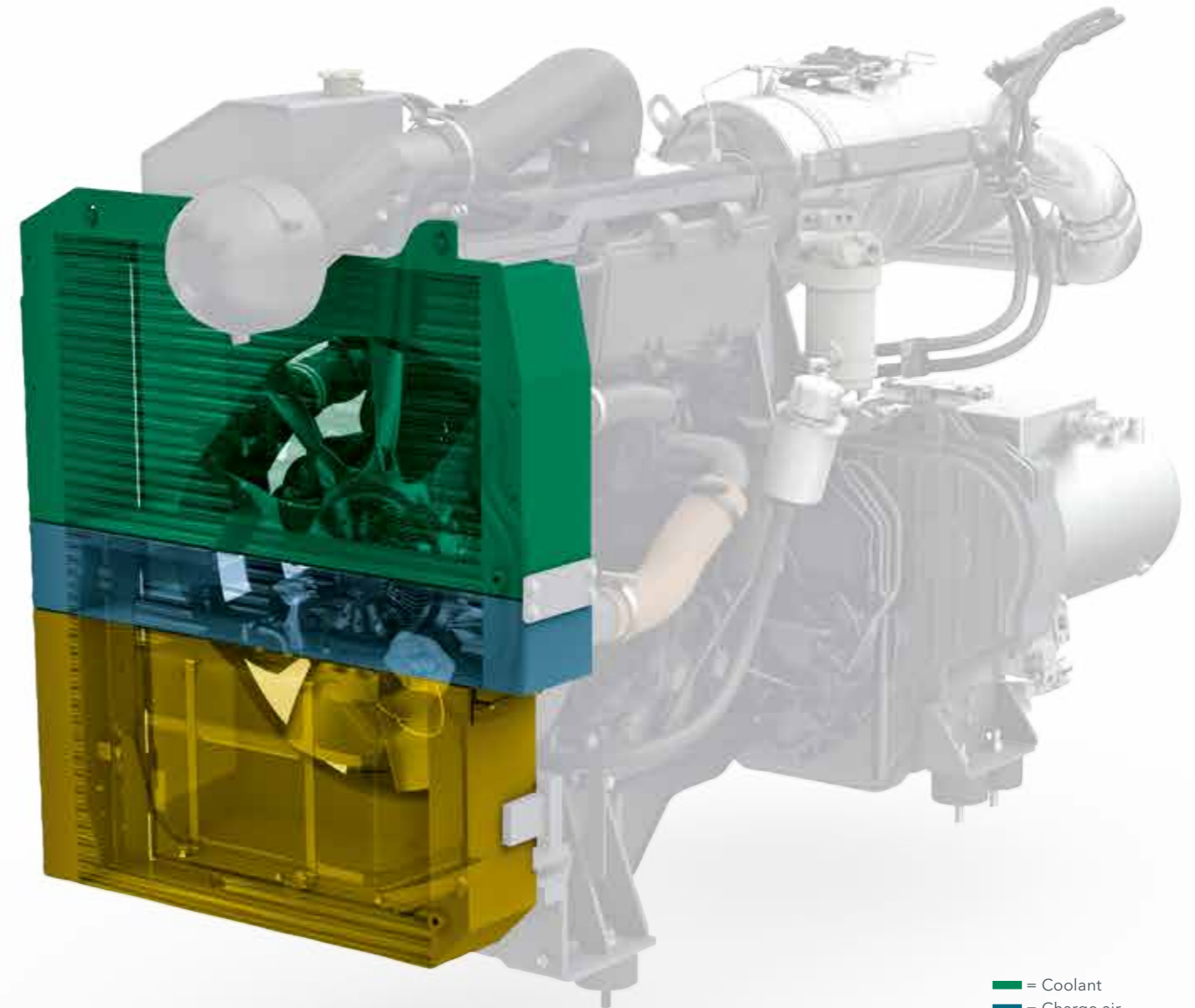
life of both the diesel engine and the hydraulic oil. A further advantage is that the machine can operate without difficulty in all climate regions worldwide.

All hydraulic consumers are directly supplied with hydraulic oil by the splitter gearbox. Hydraulic pumps and valves are centrally located, making them easily accessible for servicing. Even the powerful generator for screed heating is flanged directly onto the splitter gearbox. Its integrated oil cooling system makes it completely maintenance-free and very quiet.

ECO mode at 1,700 rpm
reduces operating costs

300 litres
Capacity fuel tank

Generator
is oil-cooled and powerful



■ = Coolant
■ = Charge air
■ = Hydraulic oil

VÖGELE > GOOD TO KNOW

Exhaust emissions after-treatment and VÖGELE EcoPlus

On engines of exhaust emission Stage V, exhaust emissions after-treatment is provided by the diesel oxidation catalyst (DOC), a diesel particulate filter (DPF) and a selective catalytic reduction (SCR) catalytic converter.

VÖGELE EcoPlus furthermore significantly reduces emissions. This package is capable of reducing consumption and CO₂ emissions by up to 25% and likewise reduces noise emissions.

EFFICIENT TRANSMISSION OF ENGINE POWER

High-quality separate hydraulic drives are essential components of the VÖGELE drive concept. They allow our pavers to operate incredibly cost-efficiently at a high level of performance.

Since the traction drive units are directly integrated in the sprockets of the crawler tracks, engine output is translated into pave speed without any loss of power.

- > The hydraulic systems for the traction drive, conveyors and augers as well as the compacting systems all operate in separate closed circuits for maximum efficiency.
- > Long crawler tracks with large ground contact deliver maximum tractive effort, allowing the paver to get on well at a constant speed even when operating on difficult terrain.
- > Positive tracking when moving straight ahead and accurate cornering due to separate drive and electronic control provided for each crawler track.

Hydraulic drives
directly in the sprockets

Consistent straight moving
thanks to separate electronically-controlled drives

Long crawler tracks
for maximum traction



ADVANTAGES OF THE "DASH 3" GENERATION

The SUPER 1800-3(i) SprayJet can be used both as a spray paver and as a conventional paver at any time. Regardless of the application, the machine always offers its operators all the various advantages resulting from the innovative edge of the "Dash 3" paver generation.

These advantages are of particular significance for construction projects in urban areas. The functions of AutoSet Plus automate on-site relocation and transport of the machine on the one hand, and store individual paving programs on the other. This not only saves time, but also enhances process safety and pavement quality.

Despite all their differences, the "Dash 3" features have one thing in common: they are all consistently designed to improve the operator's control of the machine and the paving process, as well as to make the paver more eco-friendly. As a result, the SUPER 1800-3(i) SprayJet is also ideal for use as a powerful and versatile standard paver.



VÖGELE > GOOD TO KNOW



Advantages of the "Dash 3" generation



VÖGELE EcoPlus

The innovative VÖGELE EcoPlus low-emissions package includes a number of features for reducing both noise levels and fuel consumption. Fuel costs are cut by around 25% through the combination of an energy-optimized tamper drive, variable-speed fan, controlled hydraulic oil temperature circuit and splitter gearbox with ability to disengage hydraulic pumps.



PaveDock Assistant

PaveDock Assistant is the communication system between the paver operator and the feed vehicle driver. It allows particularly fast and reliable transfer of mix to the paver. The PaveDock Assistant communication system contributes greatly to process safety during transfer of the mix.



AutoSet Plus

AutoSet Plus incorporates two handy automatic functions: the Repositioning and Transport function makes it easier to change between work sections on the job site. The paver is automatically set to transport mode at the push of a button and the current settings are saved. The Paving Programs function allows paver and screed settings to be saved; they can then be called up when required at a later date, for instance on job sites with comparable conditions.



THE ERGOPLUS 3 OPERATING CONCEPT

Improved efficiency, reliability and convenience

Even the very best machine with the most advanced technology can only really show its strengths if it is as easy and as intuitive as possible to operate. At the same time, it should offer an ergonomic and safe working environment for the operating team.

The ErgoPlus 3 operating concept accordingly focuses on the operator, so with VÖGELE pavers, the user retains full control over the machine and the construction project.

The following pages explain more about the extensive functions of the operating concept. For the SUPER 1800-3(i) SprayJet, ErgoPlus 3 encompasses paver and screed operator's consoles and the control panel for the SprayJet module.



THE PAVER OPERATOR'S ERGOPLUS 3 CONSOLE

Clearly arranged in line with experience from the field

Like all "Dash 3" generation pavers, the SUPER 1800-3(i) SprayJet comes with the VÖGELE ErgoPlus 3 operating concept which substantially facilitates the paver's handling. VÖGELE thus offers the operators every conceivable convenience expected of a modern operating system. All the important, regularly-used functions are clustered in logical groups, making their operation easy to learn.

Important spraying functions have been integrated in the large colour display on the paver operator's console which offers outstanding legibility, even in poor lighting conditions. Maximum possible pave speed as a function of the set rate of spread is displayed here for the paver operator. In addition, the handy automatic functions "Start of Job" and "End of Job" can be activated at the push of a button.



Indication of maximum pave speed
The display shows the maximum possible pave speed which still ensures full coverage of the road surface.



"Start of Job" and "End of Job"
The convenience functions "Start of Job" (F6) and "End of Job" (F8) are provided so that spraying always starts and ends at exactly the required point and continues over full pave width.



- 01** **Conveyors and augers, traction**
All controls for the conveyor and auger are located here. The traction main switch, the operating mode selector and the setpoint adjuster for the pave speed are also included in this function group.
- 02** **Screed functions**
All controls for the screed are grouped at the centre of the paver operator's console.
- 03** **Material hopper and steering**
This function group includes the controls for the material hopper, the steering and the diesel engine. Various options are also operated from here.
- 04** **Paver operator's console display**
The high-contrast colour display delivers brilliant readability even in poor lighting conditions. Essential information is shown on menu level 1. More paving settings, as well as information about the machine, can be found at the secondary levels.

ERGOPLUS 3 SCREED CONSOLE

The screed is crucial for pavement quality, so easy and positive handling of all screed functions is of the utmost importance for high-quality road construction.

With ErgoPlus 3, screed operators have the paving process at their fingertips. All functions are easily comprehensible, and all controls are clearly arranged.

Push-buttons in watertight, raised enclosures are provided for the frequently-used functions operated from the screed console. This makes them identifiable blindfold simply by touch, even when wearing work gloves. Important paver and screed data can also be called up and adjusted from the screed console.



01 The high-contrast colour display provides for brilliant readability even in poor lighting conditions. What's more, the downward-angled high-power LED lighting gives the operator a perfect view of all processes associated with the side plate, even in the dark.

02 Screed width can be adjusted by means of the SmartWheel.



01 The screed console display

02 Ergonomic screed width control in two speeds

01 The screed console display

The two active outer spray nozzles can be switched on and off on the screed operator's console. This enables the screed operator to manage even the more difficult job site challenges and achieve a perfect paving result.

02 SmartWheel

Both pave width and spray width can be controlled really conveniently in two speeds using the handy SmartWheel.

THE ERGOPLUS 3 CONTROL PANEL FOR THE SPRAYJET MODULE

Operation of the SprayJet module has been consistently integrated in the ErgoPlus 3 operating concept. This applies not only to the icons used on the operator interface, but also to the "Touch and Work" principle. All functions for preparation, spraying and cleaning are conveniently selected and started

via the touchscreen mounted directly on the module. Work sequences are completed automatically in accordance with the function which has been selected. All this makes operation of the SUPER 1800-3(i) SprayJet module extremely safe and simple.



01 Preparation

All the functions needed to prepare for spraying can be set via menus **1.1** to **1.3**. Menu **1.1** controls the process of filling the emulsion tank, menu **1.2** is used to set up the nozzles, whilst the parameters for heating and circulating the emulsion are set in menu **1.3**.

02 Cleaning

The ErgoPlus 3 SprayJet module includes a fully automatic cleaning program to ensure that lines and valves are cleaned thoroughly.

03 Spraying

The paver operator can set up and monitor all the relevant spraying parameters, such as the filling level of the emulsion tank, temperature, spray pressure and rate of spread, as well as nozzle activity.

THE ERGOPLUS 3 CONTROL PANEL FOR THE SPRAYJET MODULE

Operation of the SprayJet module is effected entirely using the ErgoPlus 3 control panel on the spray module. Clearly legible in all weather conditions, the touchscreen assures the operator of full control over the spraying process at all times.

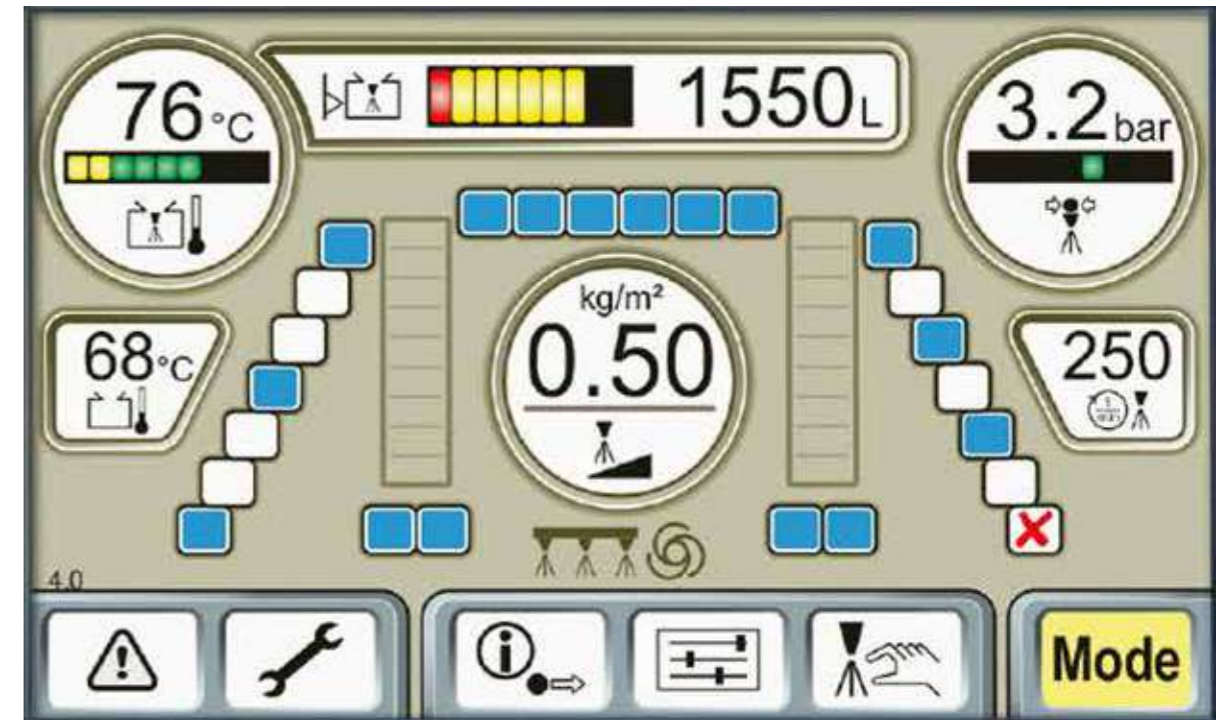
The "Dash 3" generation VÖGELE spray paver provides a large number of convenient automatic functions meeting practical needs. For the operator, they fundamentally simplify preparation of the spray module, the spraying process itself and maintenance of the spray module.

All the settings required for filling, circulating and heating the emulsion can be entered and monitored directly via the touchscreen.

Depending on the size of nozzle installed and the selected rate of spread, maximum pave speed is calculated by the SprayJet module's control unit and displayed on the paver operator's ErgoPlus 3 console. This ensures uniform application of the emulsion.

The rate of spread can be set here just as easily and the nozzles calibrated or switched on and off individually. Correct operation of the front spray bar is monitored electronically, as it is out of sight of the screed operator.

Lines and valves are cleaned in a fully automated process controlled by a separate program.



Operating the SprayJet module
via the ErgoPlus 3 display of the spray module



Spraying menu

The entire spraying process is monitored here. The operator can monitor at a glance all settings and values such as spray nozzle activity (active/inactive/switched off) and spray pressure.



Nozzle setup menu

The size of nozzle installed can be entered in this menu, and nozzles can be tested and the rate of spread checked here.



Cleaning menu

The number of cleaning cycles is shown here as a function of the degree of soiling. The circuits to be cleaned are actuated individually. A preservative can be added to the final cleaning cycle. Once started, the cleaning process is executed entirely automatically.

VÖGELE EXTENDING SCREEDS FOR PERFECT PAVING QUALITY

For the SUPER 1800-3(i) SprayJet, two screed options are available: AB 500 and AB 600. Either of the extending screeds handles pave widths up to 6 m. The AB 600 comes with a basic width of 3 m and extends hydraulically up to 6 m.

The AB 500 builds up to its maximum width of 6 m with additional bolt-on extensions (75 cm). The widths of the screeds are limited electronically to a maximum of 6 m. Either screed is available in the TV version (with tamper and vibrators) or in the TP1 version (with tamper and 1 pressure bar).

POSSIBLE CONFIGURATIONS

SUPER 1800-3(i) SprayJet	Maximum spray width 6 m	Extra emulsion tank
AB 500 TV Extending Screed	■	■
AB 500 TP1 Extending Screed	■	■
AB 600 TV Extending Screed	■	■
AB 600 TP1 Extending Screed	■	■

Uniform heating

of screed plates, tamper bar and pressure bars for uniform surface courses

Much shorter preheating time

as a result of the electric heating system's intelligent generator management system - even when the engine is idling

Alternating mode for screed heating

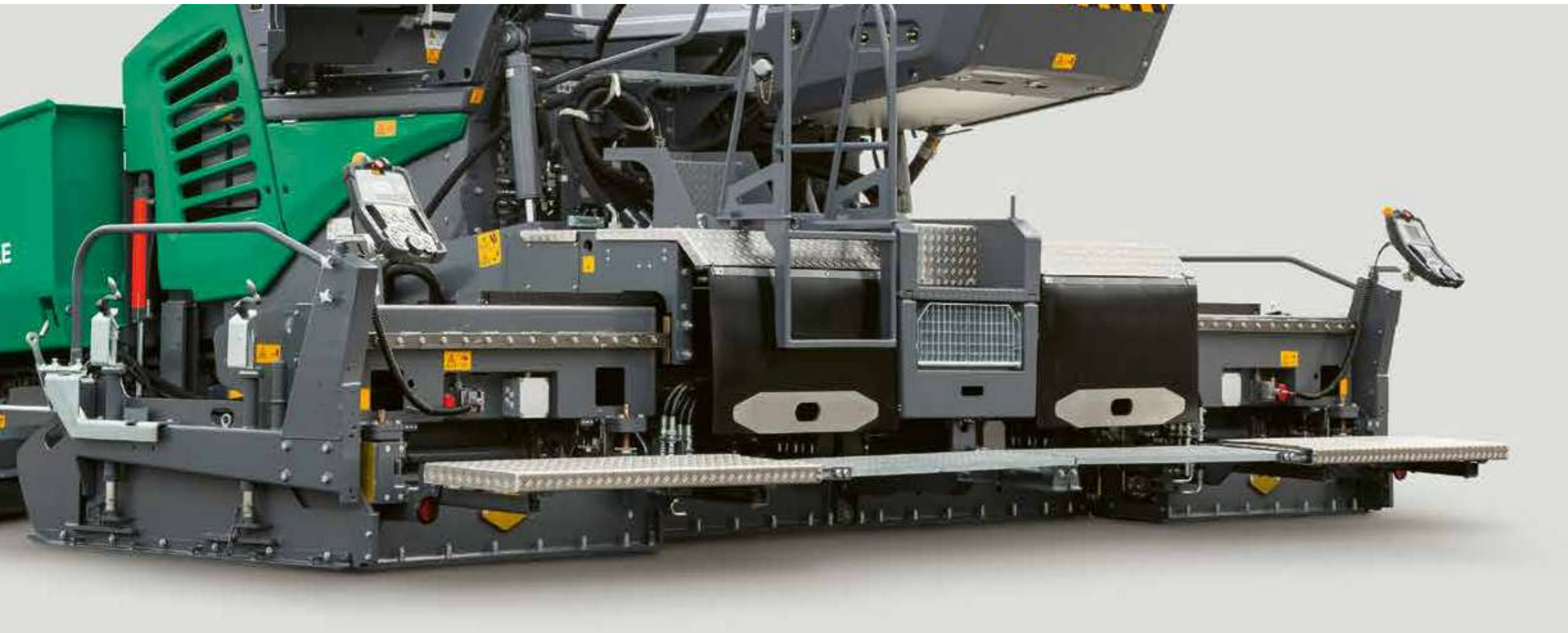
powers each half of the screed heating system alternately

Hydraulic crown adjustment

Crown can be conveniently adjusted at the touch of a button on the screed operator's console.

Like all VÖGELE screeds, the AB 500 and AB 600 Extending Screeds also feature efficient electric heating. Screed and emulsion tank are heated independently, so the emulsion can be heated without the need to heat the screed.

All the vital information is displayed on the two ErgoPlus 3 screed consoles for the operators: self-explanatory symbols facilitate setup and the making of adjustments.



AB 500

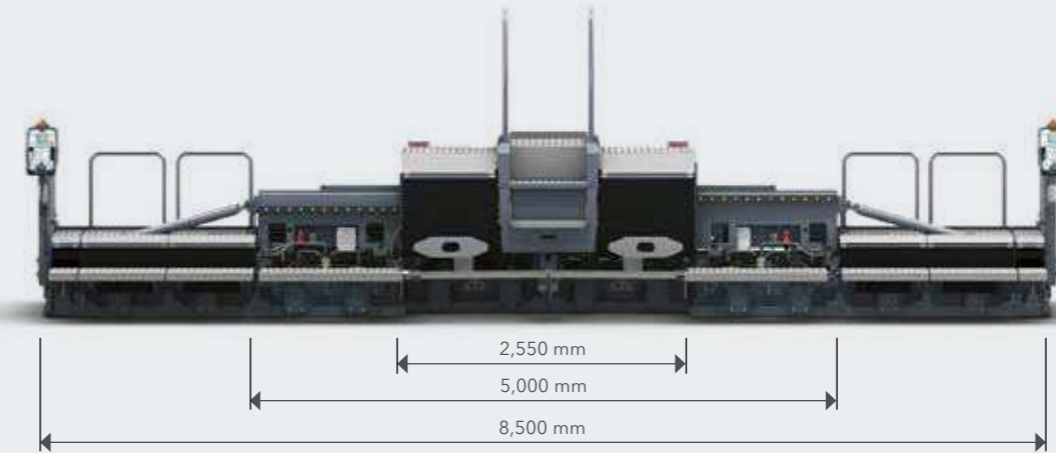
Built up to maximum pave width

Pave widths

- > Infinitely variable range from 2.55 m to 5 m
- > Larger widths if bolt-on extensions up to a maximum of 8.5 m are added

Compacting systems

- > AB 500 TV with tamper and vibrators
- > AB 500 TP1 with tamper and 1 pressure bar



AB 600

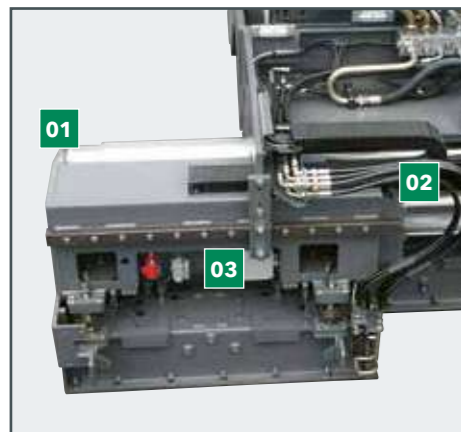
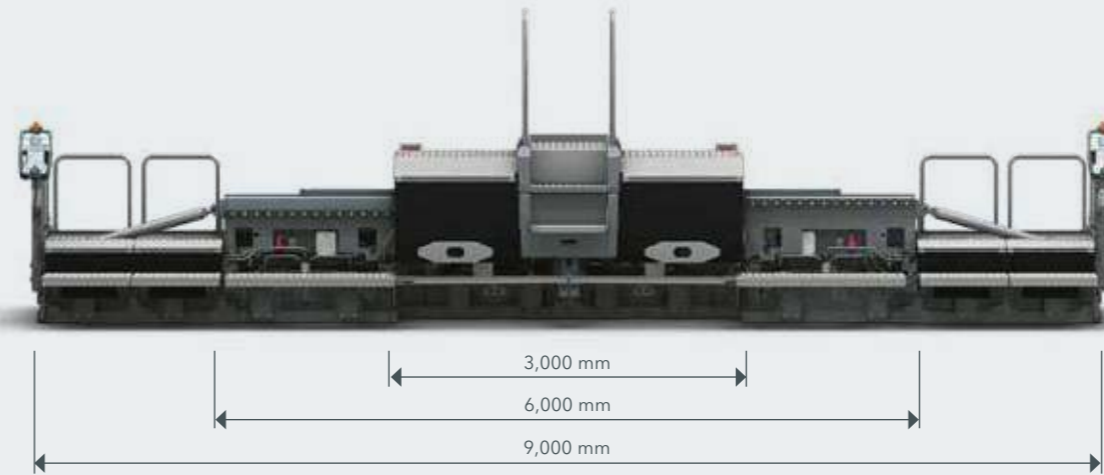
Built up to maximum pave width

Pave widths

- > Infinitely variable range from 3 m to 6 m
- > Larger widths if bolt-on extensions up to a maximum of 9 m are added

Compacting systems

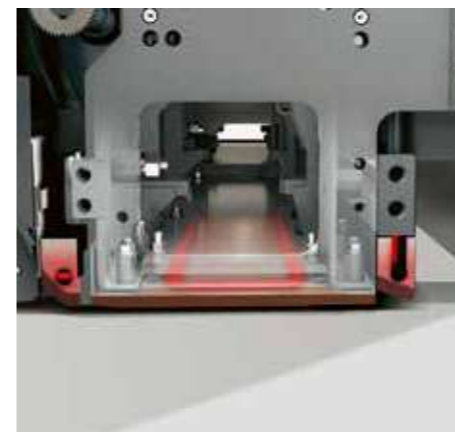
- > AB 600 TV with tamper and vibrators
- > AB 600 TP1 with tamper and 1 pressure bar



VÖGELE single-tube telescoping system

The hydraulic extensions of all VÖGELE extending screeds slide in and out smoothly on a single-tube telescoping system. The three-section telescoping tube is amply dimensioned (diameter 150/170/190 mm) and perfectly stabilised. Even with the screed set to its maximum width, each tube section is extended by no more than half.

The 3-point suspension of the screed's hydraulic extensions prevents the screed's telescoping system being affected by the torsional forces exerted on these units by the pressure of the mix. Forces are absorbed at the telescoping tube's point of attachment (01), the bearing of the fixed guide tube (02) and a torque restraint system (03), ensuring that the screed's hydraulic extensions extend and retract smoothly, with no jamming or catching.



Innovative screed heating

In order to optimise compaction performance and to produce a smooth surface structure, all compacting elements are heated across full screed width.

Screed plates are fitted as standard with heating elements which distribute heat throughout the plates. The plates are thoroughly insulated on top so that 100% of the heat is directed to where it is needed: the area of contact with the mix. Tamper bar and pressure bars are fitted with heating rods for quick and uniform heating from the inside. Sophisticated control technology is installed to allow automated management of screed heating.

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At the WIRTGEN GROUP, construction machinery involving leading-edge technology goes hand in hand with sophisticated telematics solutions. Intelligent monitoring systems such as WITOS or JD Link* not only make it easier for you to plan the maintenance of your machines, they also increase productivity and efficiency.

> www.wirtgen-group.com/telematics

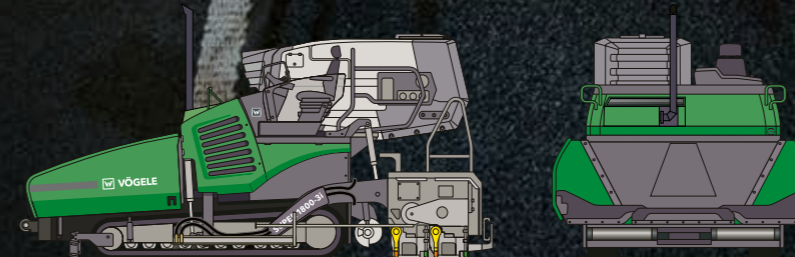
* Neither WITOS nor JD Link are currently available in all countries. Please contact the subsidiary or dealer responsible for you for more information about this.

ALL THE FACTS AT A GLANCE

SUPER 1800-3(i) SprayJet Tracked Paver



TECHNICAL DATA



SUPER 1800-3(i) SprayJet

- > Maximum spray width: 6 m
- > Maximum pave width: 9 m
- > Maximum laydown rate: 700 t/h
- > Transport width: 2.55 m



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For more information scan the code.