

Highway Class

# **SUPER 1900-3i**

## **TRACKED PAVER**



Maximum pave width 11 m  
Maximum laydown rate 900 t/h  
Transport width 2.55 m

**PREMIUM** LINE

 [www.voegele.info](http://www.voegele.info)





## Powerful, efficient and economical



**The tracked SUPER 1900-3i** is a model of the modern VÖGELE "Dash 3" paver generation. The machine features a unique design as well as ergonomic operating comfort and high performance with minimum consumption.

When developing this road paver, a special focus was on ergonomic, economic and ecological aspects. The VÖGELE EcoPlus package, for instance, significantly reduces both fuel consumption and noise levels.

The VÖGELE ErgoPlus 3 operating system has been provided with a number of additional ergonomic and functional features for the "Dash 3" generation. The paver operator's console, for example, comes with a large colour display, ensuring brilliant readability even in poor lighting conditions.

In addition, the convenience functions AutoSet Plus and PaveDock Assistant make work with the SUPER 1900-3i even easier.

The SUPER 1900-3i is a powerful paver excellently suited for many different applications up to a maximum pave width of 11 m.



# The highlights of the SUPER 1900-3i



**Tracked Highway Class paver** with a large range of applications and pave widths up to 11 m

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

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

**Optimum feeding with mix** thanks to the large material hopper, PaveDock sprung push-rollers and PaveDock Assistant communication system

**ErgoPlus 3 operating system** with numerous convenient and automatic functions

**All screeds** can be used with high-compaction technology



# Efficient high performance with low consumption



**The powerful 6-cylinder diesel engine** rated at 145 kW is the driving force behind this Highway Class paver.

**Intelligent engine management** with ECO mode and VÖGELE EcoPlus low-emissions package keep fuel consumption and noise levels low.

**Low input – maximum output:** all drive components including the three-phase AC generator are powered via the central splitter gearbox and operate with maximum efficiency.

**Crawler tracks** with high tractive power efficiently translate the engine output into pave speed.



# Future-proof drive technology

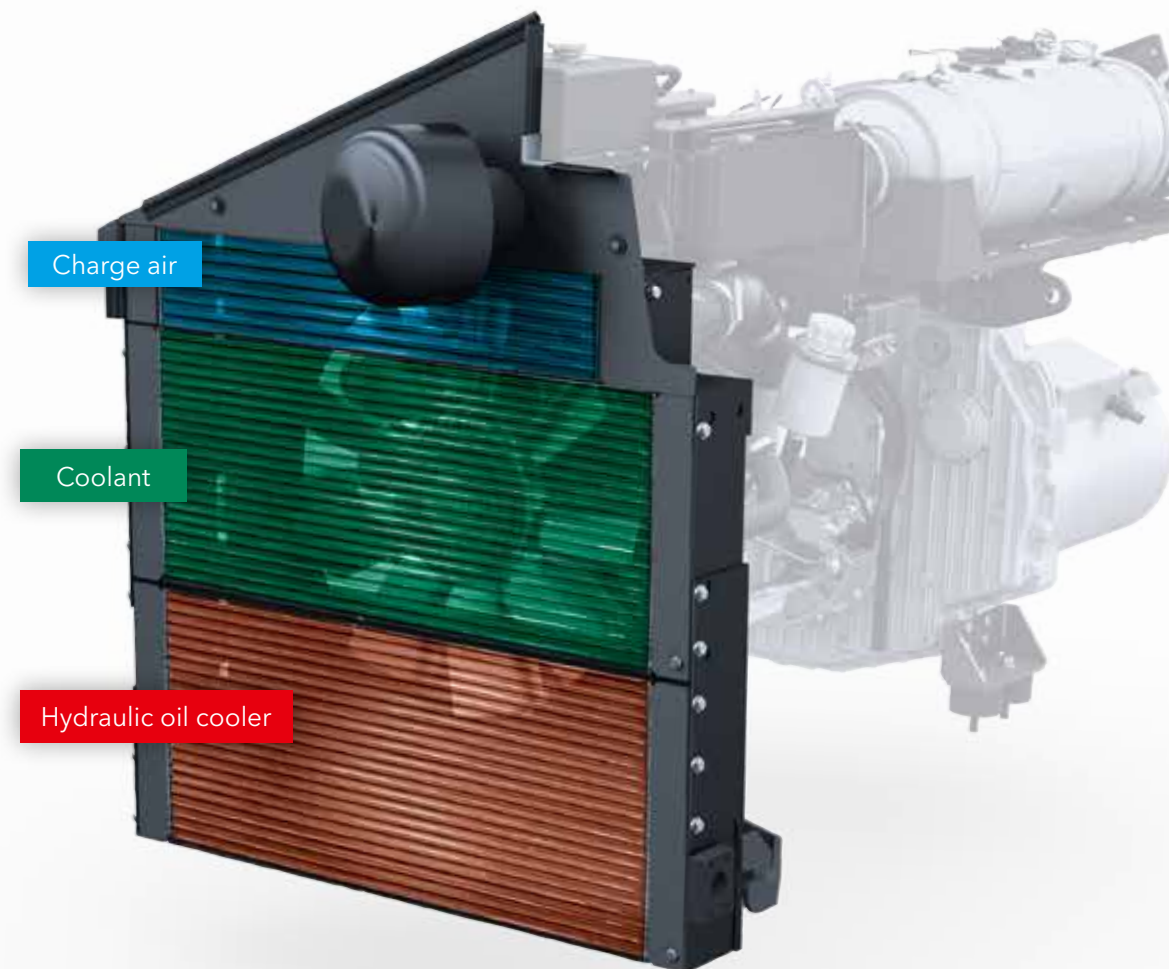
**Three main components** form the power unit of a SUPER 1900-3i: its modern, liquid-cooled diesel engine, a splitter gearbox flanged directly to the engine and a large cooler assembly.

The driving force behind this VÖGELE powerhouse is its diesel engine. The 6-cylinder engine delivers 145 kW at 2,000 rpm, though fuel-saving ECO mode is sufficient for many applications. And even then, the SUPER 1900-3i still has a full 140 kW at its disposal. Moreover, the machine generates operates particularly quietly 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. Another advantage is that the machine can be operated without difficulty in all climatic regions around the world.

All hydraulic consumers are directly supplied with hydraulic oil via the splitter gearbox. The advantage is that all 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.



The large cooler assembly is made up of three parts. It ensures that engine coolant, charge air and hydraulic oil are maintained at the optimum temperature.



The power unit of the SUPER 1900-3i with its diesel particulate filter (DPF), diesel oxidation catalyst (DOC) and selective catalytic reduction (SCR) for exhaust gas after-treatment complies with the strict requirements of European exhaust emissions standard Stage V and US EPA standard Tier 4f.

» **Powerful yet economical** 6-cylinder diesel engine with ECO mode.

» **ECO mode for paver operation** at 1,700 rpm is not only perfectly adequate for numerous applications, it also cuts operating costs and allows super-quiet operation.

» **The sophisticated exhaust gas after-treatment of the engine** complies with the strict requirements of European emissions standard Stage V as well as US EPA standard Tier 4f.

» **A powerful, oil-cooled generator** with direct drive ensures rapid, uniform heating of the screed. In the "Dash 3" generation, the generator is directly driven by the splitter gearbox and therefore maintenance-free.



# VÖGELE EcoPlus: less is more

It goes without saying that our road pavers conform to the applicable emissions directives, but we like to go much further. That's why the machine concept of the "Dash 3" generation uses environmentally friendly innovations in machine technology, resulting in lower consumption, lower emissions and lower costs.

One of these innovations is the VÖGELE EcoPlus low-emissions package. Fuel savings of up to 25% can be achieved with VÖGELE EcoPlus, depending on the application and capacity utilization of the paver.

That doesn't just result in considerable savings for the contractor – it is good news for the environment, too. That's because every litre of fuel saved reduces carbon dioxide (CO<sub>2</sub>) emissions.



**25% FUEL SAVING**



**25% LESS CO<sub>2</sub> EMITTED**



**LOWER NOISE EMISSIONS**

## The technical innovations

01



### Splitter gearbox with ability to disengage hydraulic pumps

When the paver is stationary, all the hydraulic pumps needed for "traction", "conveyors and augers" and "compaction" are disengaged automatically. The result? Lower fuel consumption.



02

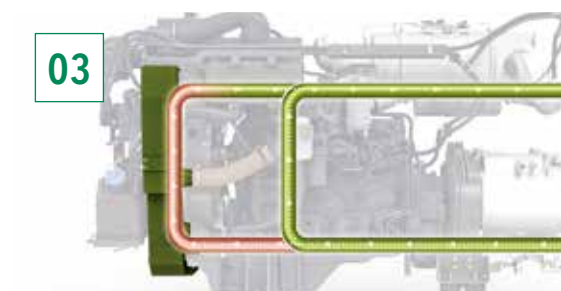


### Energy-optimized tamper drive

The tamper is driven by a variable-displacement pump which always delivers exactly the amount of oil needed for the current tamper speed and not a drop more or less.



03



### Controlled hydraulic oil temperature circuit

A bypass circuit gets the hydraulic oil to its optimum operating temperature very quickly, enabling rapid, fuel-saving operation of the paver.



04



### Variable-speed fan

The variable-speed fan automatically adapts to engine load and ambient temperature. This type of drive saves energy and 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** deliver maximum traction thanks to their large footprint. This ensures a constant forward speed even when operating on difficult terrain.

» **Positive tracking** when moving straight and accurate cornering due to electronically controlled separate drives provided for both crawler tracks.

» **The sturdy deflectors** in front of the crawler tracks reliably clear any spilled mix out of the way. With the AutoSet Plus option, the deflectors in front of the crawler tracks can even be raised and lowered hydraulically.





## Perfect material management for perfect paving quality



**A continuous flow of mix** is key to ensuring uninterrupted and high-quality paving. That is why we attach such importance to professional material management when designing our pavers.

All our development efforts focus on simple operation and the best possible overview for the paving team.

VÖGELE's PaveDock Assistant is an innovative solution to standardize and simplify communication between the paver operator and the driver of the feed vehicle.



# Large material hopper

As with all VÖGELE pavers, supplying the SUPER 1900-3i with mix is a clean, safe and swift process.

A hydraulically operated hopper front (option) directs the mix inside the material hopper straight onto the conveyors, conveying the entire mix properly in front of the screed.

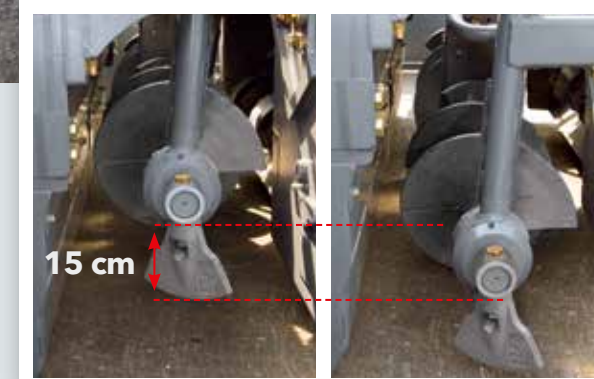


- » **The large material hopper** has a capacity of 14 tonnes so that a sufficient quantity of mix is available for paving at all times, even in situations where feeding is difficult, such as when paving under bridges.
- » **Easy feeding with mix** thanks to low material hopper, wide hopper sides and sturdy rubber baffles fitted to the hopper front.
- » **Especially wide oscillating push-rollers** for convenient and shock-free docking of feed vehicles, even on bends.
- » **The oscillating push-rollers** can be displaced forwards by 75 or 150 mm to cater to the most diverse feed vehicles.

# Precise spreading of mix across the full pave width

The augers of the SUPER 1900-3i are hydraulically infinitely variable in height up to 15 cm, even while paving.

This provides for quick and easy adaptation to the desired layer thickness across the full pave width.



*The height of the augers complete with bearing boxes and limiting plates for the auger tunnel can be hydraulically adjusted by up to 15 cm across the full pave width. This optimizes the head of mix in front of the screed, even when paving thin layers or when layer thickness varies.*

- » **Powerful, separate hydraulic drives** are provided for conveyors and augers, permitting high laydown rates up to 900 tonnes per hour.
- » **Large auger blades** (diameter 400 mm) provide for an optimal head of mix in front of the screed and prevent segregation, even when paving across large widths.
- » **Hydraulic height-adjustment** of the augers, complete with bearing boxes and limiting plates for the auger tunnel allows the paver to be moved on the job site without a need for conversion, a benefit that saves time and money.



# Safe, jolt-free feeding with PaveDock and PaveDock Assistant

A constant feed rate is essential for high-quality, even paving. PaveDock Assistant was developed for precisely this purpose. It handles communication between the paver operator and the truck driver.

The core of this communication system is formed by the signal lights mounted on the right and left of the paver's hardtop and the associated controls on the paver operator's ErgoPlus 3 console.



**PaveDock assures even higher paving quality.** The push-rollers efficiently absorb the jolts from mix trucks to prevent them being transferred to the paver.

Together, these two systems ensure maximum process reliability during the transfer of mix: a sensor in the sprung push-rollers registers when a truck has docked with the paver and indicates this on the PaveDock Assistant signal lights. The truck driver can react immediately, thus contributing to a smooth, uninterrupted supply of mix.



# Ventilation system for extracting bitumen vapours

The ventilation system re-routes the vapours and aerosols from the hot asphalt, considerably reducing the exposure of paver and screed operators as a result. The VÖGELE ventilation system is tested in accordance with the guidelines of the

US National Institute for Occupational Safety and Health (NIOSH) in a so-called tracer gas test. According to this laboratory test, the ventilation system extracts at least 80% of the tracer gas.



## HOW IT WORKS

1) The ventilation system takes in the vapours via the intake ducts and routes them away from the vicinity of the operating team. The intake is located directly above the discharge point of the conveyor. 2) The suction action is created by a radial fan developed specifically for the system and positioned on the inside of the machine. 3) The extracted aerosols and vapours are mixed with fresh air and routed away from here over the roof of the paver via an exhaust air pipe behind the operator's platform

- » **Visibility not impeded in any way:** the system was developed together with the machine and perfectly integrated in the design.
- » **No additional noise:** it was possible to position the fan on the inside of the machine.
- » **No dismantling:** the exhaust air pipe is folded down with the roof for the purposes of transport.



# Automated processes with AutoSet Plus

With **AutoSet Plus**, we have enhanced the efficiency, convenience and quality of key job site processes. AutoSet Plus has two handy automatic functions.

The Repositioning and Transport function greatly facilitates the continuation of work when moving the paver on the job site from one work section to another, or after the paver has been transported.

Simply pressing the "Execute" button quickly and reliably readies the machine for travel on the job site, or for transport. Pressing the button again returns it to the previously stored working position.

The Paving Programs function allows the operating personnel to save the configured machine parameters and store these as a paving program in the menu. This program can then be called up and used whenever needed.

The two convenience functions of AutoSet Plus automate routine tasks, allowing work processes to be carried out more quickly and with greater control. This in turn means that construction projects can be completed faster and more reliably.



## 1 // AutoSet Plus – Repositioning function

Fast and safe repositioning of the paver on the job site.

No settings are lost between paving and repositioning.

Also prevents any damage to the augers and deflectors in front of the crawler tracks.

## 2 // AutoSet Plus – Paving Programs function

Automated configuration of the paver.

Storage of all paving-related parameters.

Selection of stored paving programs.

Reproducible quality.





## AutoSet Plus Repositioning function

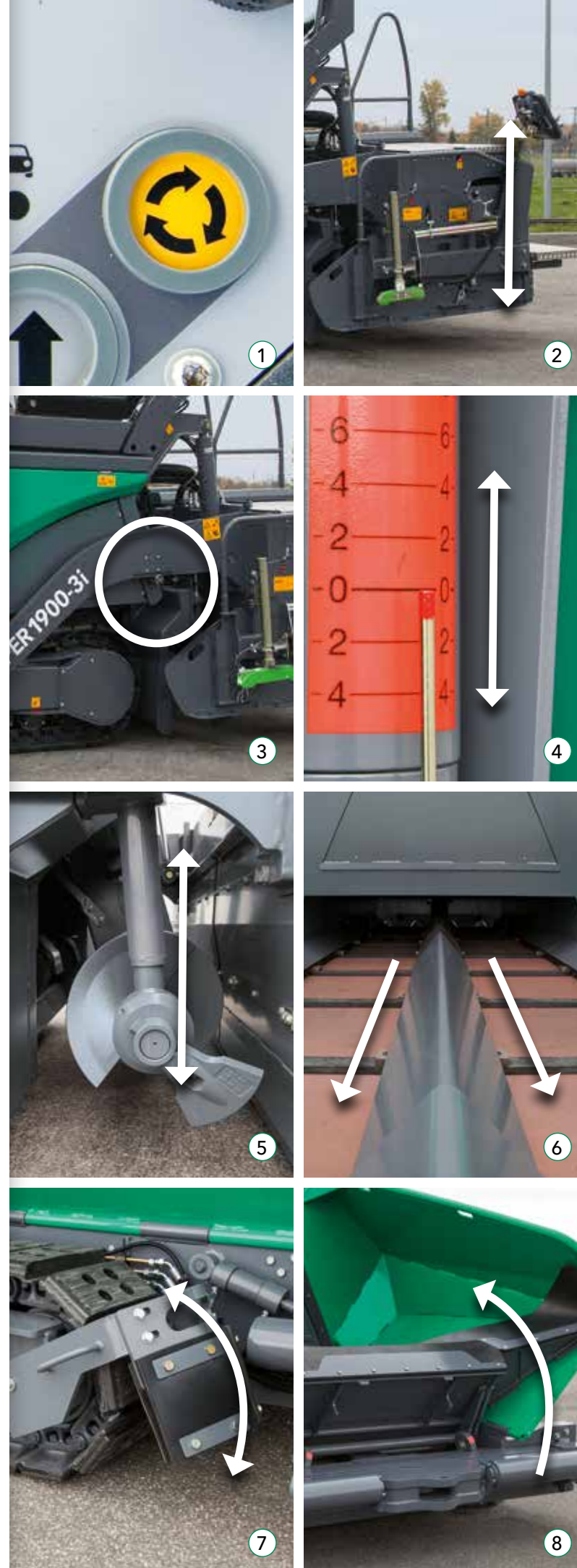
**AutoSet Plus** is especially helpful when the machine has to be moved frequently on the job site.

Simply pressing the “Execute” button raises the augers, the hydraulically operated hopper front and the deflectors in front of the crawler tracks to the uppermost positions. The screed and the screed tow point rams are brought into transport position. In addition, the screed is locked hydraulically in transport position. The conveyors are temporarily reversed, preventing mix from falling to the ground when the paver travels to the next work section on site.

Once the paver has been repositioned, pressing the “Execute” button again returns all systems to the previously stored working positions.

This ensures that no settings are lost when changing from paving to repositioning or transport. It also effectively prevents any damage to the machine.

1. The **AutoSet Plus Repositioning function** is activated just by pushing the “Execute” button.
2. **Raise/lower** screed.
3. **Lock/unlock** screed.
4. **Screed tow point rams** in transport position/at last set value.
5. **Raise/lower** augers.
6. **Conveyor movement** reversible for a short time.
7. **Raise/lower** deflectors in front of the crawler tracks.
8. **Raise** hopper front.



## AutoSet Plus Paving Programs



**The automatic Paving Programs function** allows the operating personnel to store their own paving programs. All the key parameters for paving a specific layer, e.g. a base course of asphaltic concrete 18 cm thick, can thus be stored.

On the display of his console, the paver operator saves in his program the values set for the compacting systems (tamper and vibrator speed, pressure for the pressure bars), height of the augers, position of the tow point rams, pressure for Screed Assist and pave speed.

He also enters the amount of crown and the screed temperature. The program is completed with additional information on the material being used, layer thickness and pave width.

The stored paving programs can subsequently be selected and used at any time via the menu. In the event of a repeat situation, this ensures that work is carried out with exactly the same settings, maintaining a consistent quality.



## The ErgoPlus 3 operating concept

**Even the very best machine** with the most advanced technology can only really show its strengths if it can be operated easily and as intuitively as possible. 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. With VÖGELE pavers, the user consequently retains full control over the machine and the construction project.

On the following pages, example illustrations will provide you with more detailed information on the extensive functions of the ErgoPlus 3 operating concept. ErgoPlus 3 encompasses the operator's platform, the paver operator's console and screed consoles and Niveltronic Plus, the System for Automated Grade and Slope Control.





The paver operator's  
**ErgoPlus 3** console

***“Full control for the machine operator!”***



# The paver operator's ErgoPlus 3 console

**Idling function**

Idling function is provided for the warm-up or cleaning of conveyors, augers and tamper.




**Reversing conveyor movement**

In order to avoid mix dropping from the conveyors during a move of the paver on the job site, conveyor movement can be reversed at the push of a button. Reverse movement takes place for a short time only and stops automatically.



**AutoSet Plus Repositioning function (option)**

With the AutoSet Plus Repositioning function, the paver is quickly and safely prepared for a move on the job site at the push of a button. After the move, all paver components are reset to their previous working positions simply by pressing the button again. This ensures that no settings are lost when changing between "Pave" and "Job Site" modes. AutoSet Plus also effectively prevents damage during transport.



**Choice of operating modes for the paver**

All the main paving and machine functions can be controlled directly by individual push-buttons on the paver operator's ErgoPlus 3 console. By pressing the arrow buttons, up or down, the operator changes modes in the following order: "Neutral", "Job Site", "Positioning" and "Pave". An LED indicates the mode selected.



**Safe operation during the night**

Glarefree backlighting comes on automatically as darkness sets in so that the paver operator can also work safely on night-time jobs.



The paver operator's console is extremely clear and has been designed according to practical principles. All functions are combined into logical groups, so that the operator finds each function exactly where he would expect it to be.

On the ErgoPlus 3 console, all push-buttons are easily identifiable by touch even when wearing work gloves. Once a button is pressed, off you go, thanks to the "Touch and Work" principle. This means that a function is executed directly – without the need to confirm.



**Module 1:** Conveyors and augers, traction


**Module 2:** Screed

**Module 3:** Material hopper and steering

**Module 4:** Display for monitoring and adjusting basic settings


**Display of the paver operator's console**

The high-contrast colour display delivers brilliant readability even in poor lighting conditions. Vital information, such as the positions of the screed tow point rams or the material level in the conveyor tunnel, is shown on menu level 1. Further paver functions such as speeds of tamper and vibrators or feed rate of the augers can easily be set up via the display, too. And the display gives access to machine-related information such as fuel consumption or service hours.




**PaveDock Assistant (option)**

With the PaveDock Assistant signal lights, the paver operator can give the driver of the feed vehicle unambiguous signals indicating signals, indicating what needs to be done (e.g. reverse, stop, dump mix). The lights are conveniently activated directly from the paver operator's ErgoPlus 3 console.




**Choice of engine speed ranges**

For the diesel engine, there is a choice of three modes to select from: MIN, ECO and MAX. To switch modes for engine rpm, all the operator needs to do is press the arrow buttons, up or down. In ECO mode, the engine delivers sufficient power for a great number of paving applications. Operating in ECO mode reduces noise emissions and fuel consumption considerably.



**Screed Assist (option)**

This button switches Screed Assist on (LED lights up) or off. Screed Assist pressure and balance can be set via the display. Screed Assist is active only when the screed is floating.





# The screed operator's ErgoPlus 3 console

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

With ErgoPlus 3, the screed operator has the process of paving at his fingertips. All functions are easily comprehensible and all controls are clearly arranged.



## The screed console

The screed console is designed in keeping with the conditions prevailing on the job site. Push-buttons are provided for the frequently used functions operated from the screed console. These are watertight and surrounded by raised rings, to make them identifiable "blindfold" simply by touch, even when wearing work gloves. Important paver and screed data can be called up and adjusted from the screed console, too.



## The display of the screed console

The display of the screed console allows the screed operator to control and monitor both the left and the right side of the screed. The screed operator can quickly and easily adjust machine-related parameters such as tamper speed or conveyor speed. The clear menu structure, combined with easily understandable, self-explanatory symbols neutral in language, makes operating the display panel both simple and safe.



## Crown adjustment at the press of a button

The crown can be conveniently adjusted at the press of a button on the screed operator's console. When the "plus" or "minus" keys are pressed, the set crown value is shown on the display.



## Ergonomic screed width control at two speeds

Screed width can be effortlessly adjusted by means of the SmartWheel. This is done at two speeds: slow, for precise control e.g. along an edge, or fast, for rapid extension or retraction of the screed.



## Optimum visibility even in darkness

The screed operator's console is specially designed for night-time operation. To prevent operator errors, the buttons are backlit as soon as dusk falls or in darkness. What is more, the downward-angled high-power LED lighting gives the operator a perfect view of all processes associated with the side plate.





# VÖGELE Niveltronic Plus

**Niveltronic Plus, the System for Automated Grade and Slope Control,** is an in-house development by JOSEPH VÖGELE AG based on many years of experience in grade and slope control technology. Easy operation, precision and reliability are its hallmarks, ensuring perfect mastery of all grade and slope control jobs.

This fully integrated system is perfectly adapted to the machine technology of the Premium Line pavers. All wiring and connections, for instance, are integrated in the tractor unit and screed, effectively eliminating all risk of damage to these components.

VÖGELE naturally offers a particularly large and practical selection of sensors, permitting versatile use of the Niveltronic Plus system. Whether car parks, roundabouts or highways need building or rehabilitating, VÖGELE offers the right sensor for every job site situation.

Sensors can be changed quickly and easily, as Niveltronic Plus automatically detects which sensor is connected, thus simplifying the configuration process for the user.

Left-hand side of screed

Right-hand side of screed

The value (in cm) displays the height of the tow point ram on the left-hand side.

Shows the value specified for the sensor on the left-hand side. All values are indicated in mm, except for the slope sensor which indicates values in per cent.

Shows the type of sensor selected for the left-hand side. Displayed in this example is the symbol for the sonic sensor used in Ground mode.

Shows the actual value currently picked up by the sensor.

Shows the sensitivity set for the sensor in use.

The value (in cm) displays the height of the tow point ram on the right-hand side.

Shows the value specified for the sensor on the right-hand side. All values are indicated in mm, except for the slope sensor which indicates values in per cent.

Shows the type of sensor selected for the right-hand side. Displayed in this example is the symbol for the sonic sensor used in Ground mode.

Shows the actual value currently picked up by the sensor.

Shows the sensitivity set for the sensor in use.







## The ErgoPlus 3 operator's platform

### 1. The comfortable paver operator's platform

gives an unobstructed view of all crucial areas on the paver such as material hopper, steering guide or screed.

2. The seats, which swing out to the sides, and the streamlined design of the paver operator's platform likewise provide maximum visibility of the auger tunnel, permitting the paver operator to keep an eye on the head of mix in front of the screed at all times.

### 3. Working comfortably

The paver operator's seat and console on the platform, as well as the screed operator's platforms can now be adjusted even more easily to personal needs.

### 4. A place for everything and everything in its place

The paver operator's platform is streamlined and well organized, offering the paver operator a professional workplace. The operator's console can be protected by a shatter-proof cover to prevent wilful damage.

### 5. Hardtop provides excellent protection

The modern hardtop made of glass fibre-reinforced polymer material shelters the operator come rain or shine.

### 6. Consistent service concept

All "Dash 3" pavers have a consistent service concept with identical intervals.

### 7. Safe and convenient step

The walkway and convenient central step on the screed ensure safe and convenient access to the operator's platform.

### 8. Ergonomic screed operator's console

The height and position of the console are easily adjusted. The high-contrast colour display can be read clearly from all angles.



# AB 500 and AB 600 Extending Screeds



### VÖGELE AB 500 and AB 600 Extending

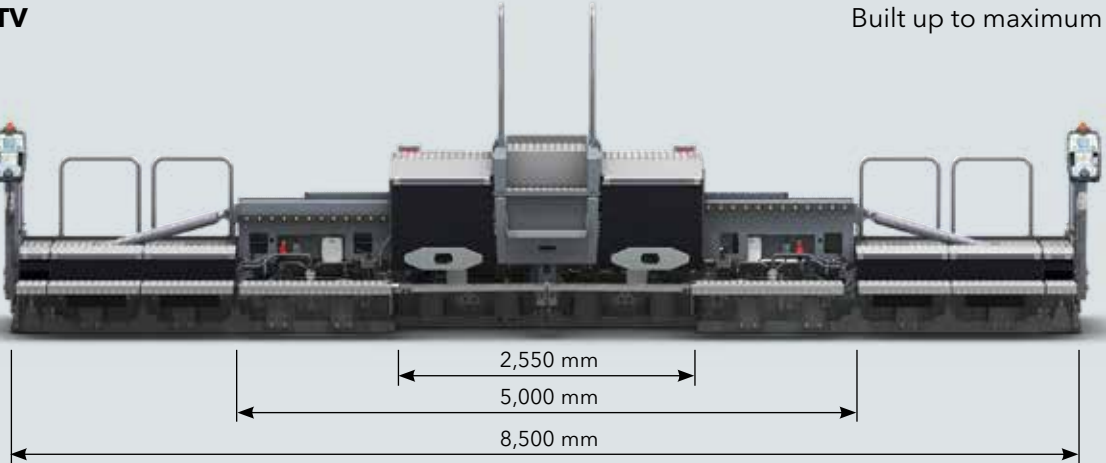
**Screeds** are the preferred choice on all those jobs where pave width varies and prime pavement quality counts. Thanks to their sturdy single-tube telescoping system, these screeds can be set quickly and accurately to any pave width desired. Effective sound insulation in the extending screeds reduces noise levels on the job site. In combination with the low-noise tractor unit, these screeds are hence ideally suited for use even in noise sensitive areas.

**Both extending screeds** are available for the SUPER 1900-3i in the TV version (with tamper and vibrators) for standard compaction or in the TP1 or TP2 versions (with 1 or 2 pressure bars) for high compaction. The AB 500 and AB 600 Extending Screeds in the TP2 Plus version are available particularly for paving binder courses and base courses with maximum precompaction.

- » **The extending screeds guarantee homogeneous surface texture** thanks to uniform heating of screed plates, tamper bars and pressure bars.
- » **Even with the paver's engine running at minimum rpm**, the time required for the screed to reach its operating temperature is reduced substantially thanks to intelligent generator management.
- » **When the paver functions are set to automatic**, the generator management system activates Alternating mode for screed heating (heats the screed alternately on the left and right), a feature which is easy on the engine and reduces fuel consumption.

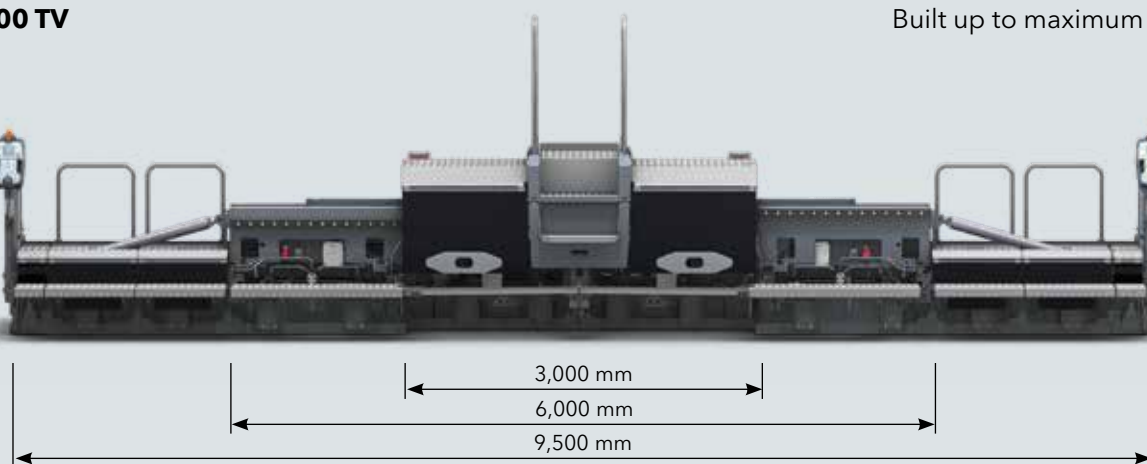
AB 500 TV

Built up to maximum pave width



AB 600 TV

Built up to maximum pave width



### AB 500

#### 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 500 TP2 with tamper and 2 pressure bars
- » AB 500 TP2 Plus with tamper and 2 pressure bars for maximum precompaction

### AB 600

#### Pave widths

- » Infinitely variable range from 3 m to 6 m
- » Larger widths if bolt-on extensions up to a maximum of 9.5 m are added

#### Compacting systems

- » AB 600 TV with tamper and vibrators
- » AB 600 TP1 with tamper and 1 pressure bar
- » AB 600 TP2 with tamper and 2 pressure bars
- » AB 600 TP2 Plus with tamper and 2 pressure bars for maximum precompaction







# SB 300 and SB 300 HD Fixed-Width Screeds

**Fixed-width screeds from VÖGELE** deliver absolutely high-quality, perfectly even results. They show their strengths wherever large pave widths have to be handled, when laying down thick layers (e.g. crushed stone base courses) and where high degrees of precompaction have to be achieved.



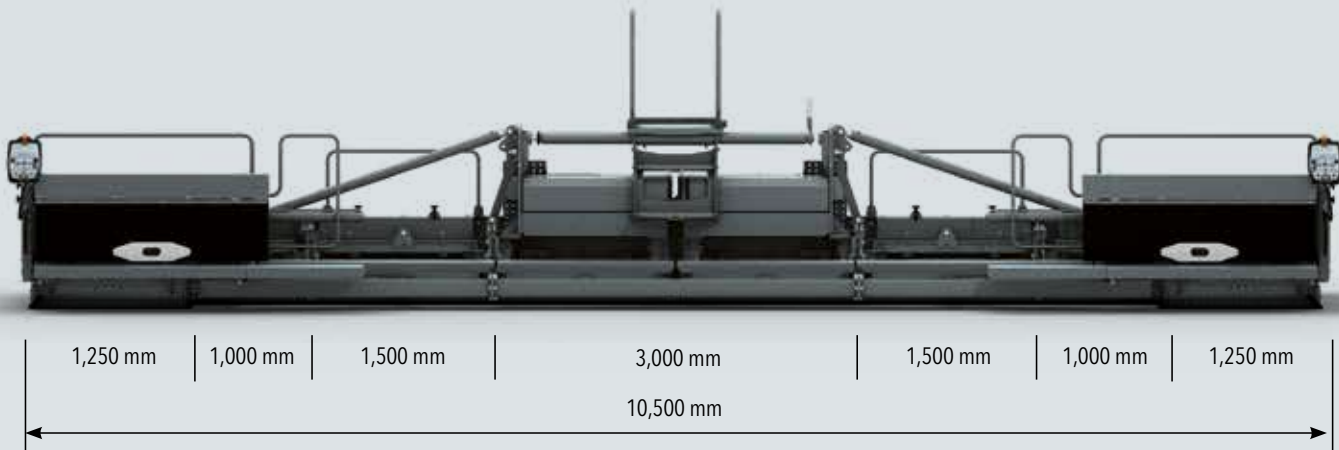
The **SB 300** provides numerous user-friendly innovations. The possibility of hydraulically adjusting the screed by up to 2.5 m with the newly developed bolt-on extensions is a globally unique feature. This guarantees high flexibility during paving. In addition, a special telescoping and positioning system greatly reduces the set-up times when mounting the fixed bolt-on extensions. Another benefit for users is that the tamper stroke can now be adjusted hydraulically when required, i.e. simply by pressing a button on the paver operator's or screed operator's console. This speeds up processes, especially when working with varying layer thicknesses. The screed is also

The SUPER 1900-3i can be combined with the new SB 300 and SB 300 HD Fixed-Width Screed.

equipped with a new heating system which heats the screed plate, tamper and pressure bars twice as fast as before and much more uniformly.

**Like the SB 300, the SB 300 HD Fixed-Width Screed** has a basic width of 3 m. The key difference between them is that this screed was designed specifically for paving non-bituminous mixes in sub-base construction, so has no screed heating. This rugged screed is equipped with a purpose-made tamper which achieves a particularly high precompaction value. This allows crushed stone base courses and anti-freeze layers to be paved efficiently and accurately in high layer thicknesses.

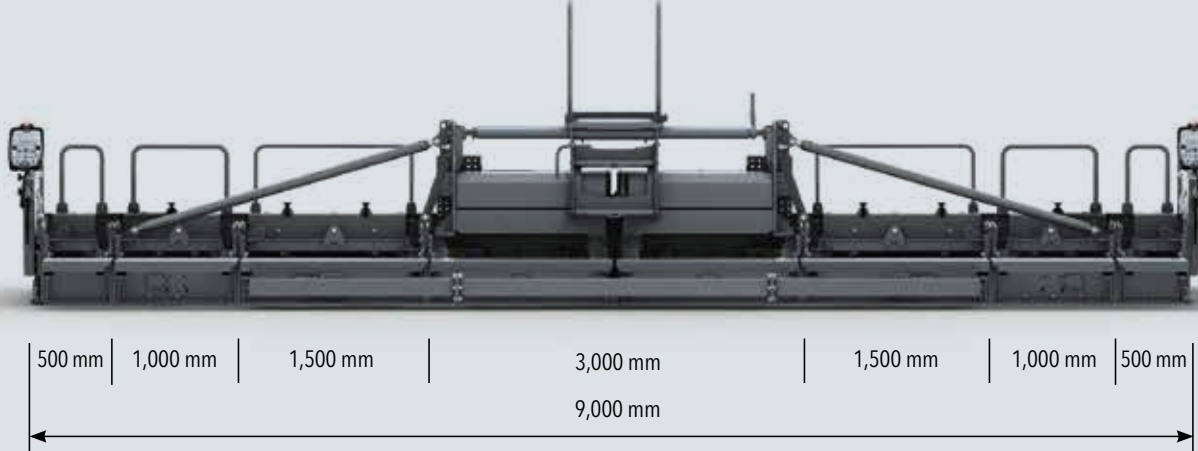
**SB 300 TV** Built up to maximum pave width



- Pave widths**
- » Basic width 3 m. Larger widths if bolt-on extensions up to a maximum of 11 m are added
  - » 125 cm hydraulic bolt-on extensions make pave width infinitely variable within a range of 2.5 m

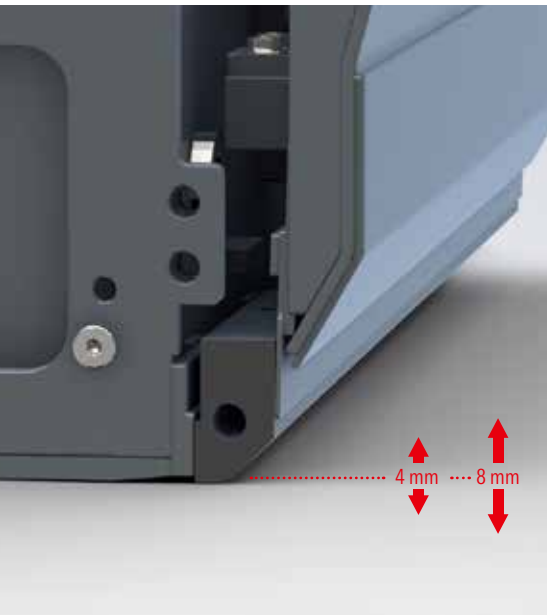
- Compacting systems**
- » SB 300 TV with tamper and vibrators
  - » SB 300 TP1 with tamper and 1 pressure bar
  - » SB 300 TP2 with tamper and 2 pressure bars

**SB 300 HD** Built up to maximum pave width



- Pave widths**
- » Basic width 3 m. Larger widths if bolt-on extensions up to a maximum of 9 m are added
  - » Specifically for use in sub-base construction, so no screed heating system

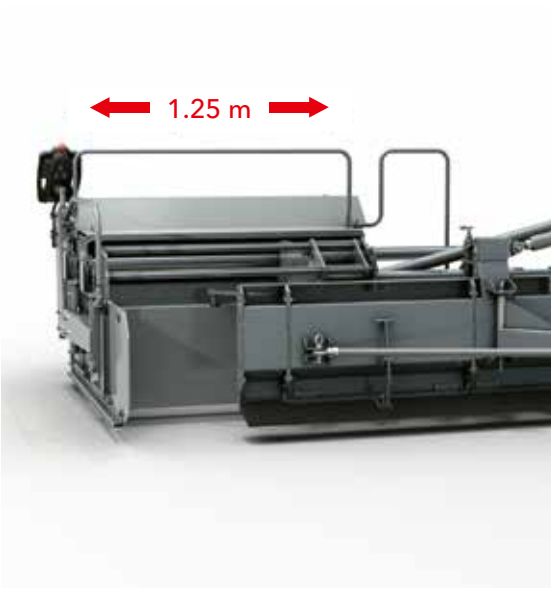
- Compacting systems**
- » SB 300 HD TV with tamper and vibrators



**Hydraulic tamper stroke adjustment at the press of a button**

The correct setting of the tamper stroke has a key impact on the compaction results and floating behaviour of fixed-width screeds. Since adjusting the tamper stroke mechanically is a very time-consuming process, it is often not adjusted even when different layer thicknesses are being paved with one and the same screed. This prompted VÖGELE to develop the hydraulic tamper stroke adjustment system.

With this system, paver operators can set the optimum tamper stroke of 4 mm or alternatively 8 mm for the particular paving job simply at the push of a button. This option allows high-quality paving results to be achieved even more conveniently.



**High degree of flexibility thanks to hydraulic bolt-on extensions**

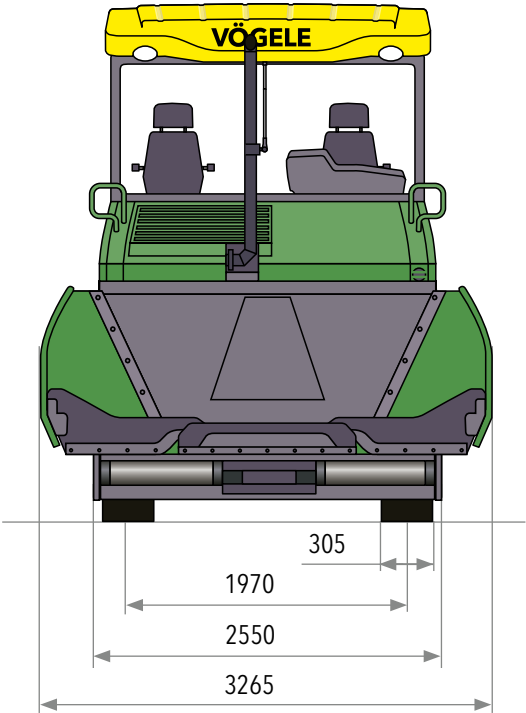
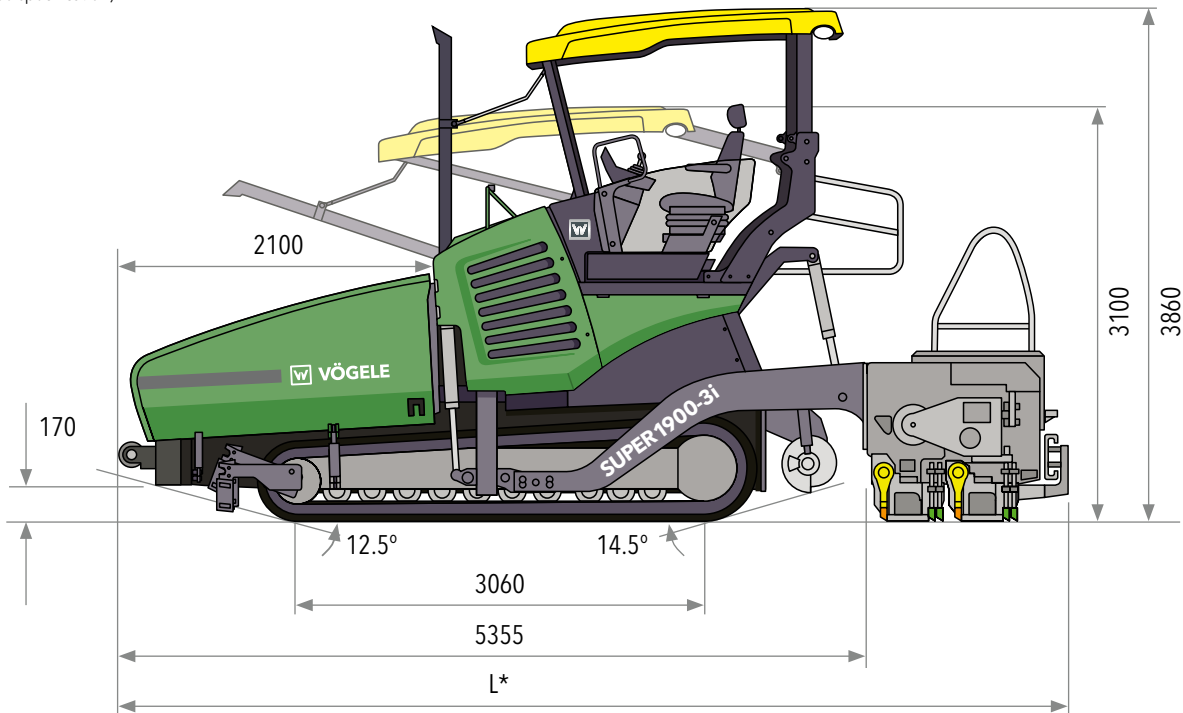
Both fixed-width screeds offer a high degree of flexibility when combined with the newly developed extra-wide hydraulic bolt-on extensions. Using the SmartWheel, pave width can now be hydraulically varied by 1.25 m on each side of the screed - adding up to a total adjustment range of 2.5 m. This offers a high degree of flexibility and saves time, too, particularly on projects involving varying pave widths.



All the facts at a glance



Dimensions in mm  
L\* = Dependent on screed type  
(see specification)



Power unit	
Engine	6-cylinder diesel engine, liquid-cooled
Manufacturer	Cummins
Type	B6.7-C195
Output	
Nominal	145 kW at 2,000 rpm (according to DIN)
ECO mode	140 kW at 1,700 rpm
Exhaust emissions standard	EU Stage V, US EPA Tier 4f
Exhaust gas after-treatment	DOC, DPF, SCR
Emission data	
Sound power level	≤108dB(A) (2000/14/EC and DIN EN 500-6)
Daily noise exposure level	>80dB(A) (DIN EN 500-6)
Fuel tank	380 litres

Undercarriage	
Crawler tracks	with rubber pads
Ground contact	3,060 x 305 mm
Track tension adjuster	spring assembly
Track roller lubrication	lifetime

Undercarriage	
Traction drive	electronically controlled separate hydraulic drive provided for each crawler track
Speeds	
Paving	up to 25 m/min., infinitely variable
Travel	up to 4.5 km/h, infinitely variable

Material hopper	
Hopper capacity	14 t
Width	3,265 mm
Feed height	590 mm (bottom of material hopper)
Push-rollers	
Standard	oscillating
Position	can be displaced forwards by 75 mm or 150 mm
Option	sprung (PaveDock)

Conveyors and augers	
Conveyors	2, with replaceable feeder bars, conveyor movement temporarily reversible
Drive	separate hydraulic drive provided for each conveyor

Conveyors and augers	
Speed	up to 31 m/min., infinitely variable (manual or automatic)
Augers	2, with exchangeable auger blades, auger rotation reversible
Diameter	400 mm
Drive	separate hydraulic drive provided for each auger
Speed	up to 79 rpm, infinitely variable (manual or automatic)
Height	infinitely variable by 15 cm, hydraulic
Lubrication	centralized lubrication system with electrically driven grease pump

Screed options	
AB 500	basic width 2.55 to 5 m maximum width (TV/TP1/TP2) 8.5 m compacting systems TV, TP1, TP2, TP2 Plus
AB 600	basic width 3 to 6 m maximum width (TV/TP1/TP2) 9.5 m maximum width (TP2 Plus) 8.5 m compacting systems TV, TP1, TP2, TP2 Plus

Screed options	
SB 300	basic width 3 m maximum width (TV/TP1) 11 m compacting systems TV, TP1, TP2
SB 300 HD	basic width 3 m maximum width (TV) 9 m compacting system TV
Layer thickness	up to 40 cm (SB 300)
Screed heating	electric by heating rods*
Power supply	three-phase AC generator

Dimensions (transport) and weights	
Length	paver with screed
AB 500/600	TV 6.6 m TP1/TP2/TP2 Plus 6.73 m
SB 300	TV/TP1/TP2 6.5 m
SB 300 HD	TV 6.5 m
Weights	paver with screed
AB 500 TV	pave widths up to 5 m 21,050 kg pave widths up to 8.5 m 26,900 kg

Key: DOC = diesel oxidation catalyst AB = extending screed TP1 = with tamper and 1 pressure bar TP2 = with tamper and 2 pressure bars  
DPF = diesel particulate filter SB = fixed-width screed TP2 Plus = with special tamper, 2 pressure bars and additional weights  
SCR = selective catalytic reduction HD = heavy-duty

Subject to technical modification.  
\* not for SB 300 HD





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