**Powerful and versatile for the North American market:**

**VÖGELE SUPER 2000-3i and Super 2003-3i**

**The SUPER 2000-3i and SUPER 2003-3i 10-foot pavers were designed primarily for highways and large-scale projects where performance and productivity are key. Both pavers come with VÖGELE’s user-friendly ErgoPlus 3 operating system.**

**Together with these Highway Class machines, VÖGELE also offers the right screed for every application. Both the SUPER 2000-3i tracked paver and SUPER 2003-3i wheeled paver can be combined with the VF 600 Extending Screeds (with extending units mounted in front of the basic screed), or with the VR 600 or AB 600 screeds (with extending units mounted behind the basic screed). The AB 600 Extending Screed has both vibrators and a tamper, meaning it achieves optimum compaction. It is ideal for paving recycled material as well as roller compacted concrete (RCC).**

**Efficiency and high performance meet low fuel consumption**

The driving force behind these two VÖGELE Highway Class pavers is their powerful, 6-cylinder diesel engine rated at 250 hp (186 kW). Intelligent engine management with ECO mode supports low fuel consumption and low-noise operation.

What’s more, the large cooler assembly guarantees that the power unit delivers full output at all times. With innovative air routing and a variable-speed fan, temperatures continually are kept in the optimum range, which in turn has a positive effect on engine life and oil consumption. Another advantage is that the machines can operate without difficulty in all climate regions. Self-diagnostics and sensors for all critical engine functions eliminate daily maintenance checks. Simply put, the engine requires virtually no daily maintenance.

**Optimum material management for top paving quality**

The SUPER 2000-3i and SUPER 2003-3i can be supplied with mix quickly and easily thanks to their large material hoppers with a capacity of up to 16.5 US tons (15 tonnes), wide hopper sides and sturdy rubber baffles.

The hydraulically operated hopper front prevents mix from spilling when feed trucks change and ensures complete emptying, without requiring any manual work. The wide conveyor tunnel and powerful separate hydraulic drives for the conveyors and augers support a high laydown rate of up to 1,540 US tons/h (1,400 tonnes/h).

Large-diameter auger blades (16 in./40 cm) with a precise pitch provide for an optimum head of mix in front of the screed when paving across large widths or at lower engine speeds. Specially developed by VÖGELE, the unique auger flight design supports a longer service life compared with standard flight geometries. Thanks to the effective spreading of material, the pavers provide for an optimal head of mix in front of the screed in every paving situation.

**ErgoPlus 3 operating system**

ErgoPlus 3, the latest version of the VÖGELE operating system, has been enhanced with a number of new ergonomic and functional features. With its mounting system for example, the paver operator’s console can be shifted conveniently and easily to either side of the operator's platform during operation. In addition, it has a large color display that ensures good readability even in poor lighting conditions. The screed consoles have been completely redesigned, making operation of these two "Dash 3" machines even easier for the entire paving team.

**Screeds for all applications**

Given their enormous tractive power and high laydown rates, the new 10-foot pavers are the ideal machines for paving across large widths. Several screed types are available featuring different compacting systems. Both pavers can be combined with the VF 600, VR 600 or AB 600 Extending Screeds.

The VÖGELE **VF 600** Extending Screed with extending units mounted in front of the basic screed is ideal for variable paving widths. Its maximum paving width with bolt-on extensions is 25 ft. 6 in. (7.75 m) for both pavers .

The VÖGELE **VR 600** Extending Screed with extending units mounted behind the basic screed is perfect for standard applications. Its maximum paving width with bolt-on extensions is 28 ft. 3 in. (8.6 m) for the SUPER 2000-3i and 24 ft. (7.3 m) for the SUPER 2003-3i.

The VÖGELE **AB 600** Extending Screed with extending units mounted behind the basic screed achieves higher compaction thanks to its vibrators and tamper. The screed is particularly suitable for placing cold reclaimed asphalt pavement (RAP) as the roadbase and polymer modified asphalt. Its maximum paving width with bolt-on extensions is 27 ft. 11 in. (8.5 m) for the SUPER 2000-3i and 24 ft. 7 in. (7.5 m) for the SUPER 2003-3i.

\*\* End of press release\*\*

Characters (including spaces): 4,564

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**Photos**:

**Voegele\_1169\_049**

The SUPER 2000-3i and SUPER 2003-3i   
10-foot Highway Class pavers are suitable for a wide range of applications.

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**Voegele\_MG\_0120**

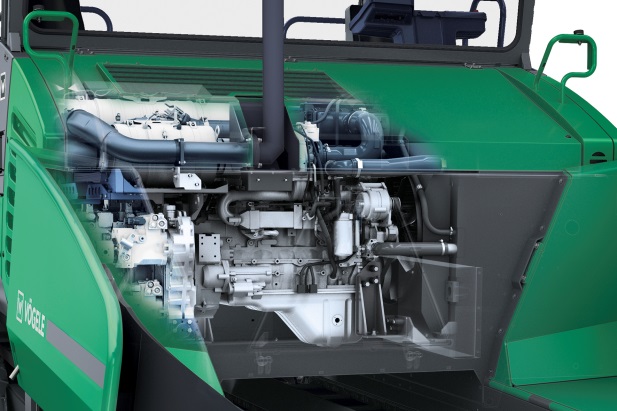
The high-performance and precise conveyors and augers support high laydown rates and consistent quality.

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**Voegele\_1112\_137**

Ergonomic screed operator's console:

The height and position of the console can easily be adjusted. The high-contrast color display is readable from any position.

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**Voegele\_1112\_137**

The driving force behind these two VÖGELE Highway Class pavers is a powerful,   
6-cylinder diesel engine rated at 250 hp (186 kW). Intelligent engine management with ECO mode supports low fuel consumption and low-noise operation.

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