**Project involving the VÖGELE SUPER 1803-3i wheeled paver**

**State-of-the-art technology in the mountains**

**Many people consider building mountain roads one of the royal disciplines: the steep terrain puts far more demands on technology and logistics than projects on the level. The SUPER 1803-3i from VÖGELE masters these challenges. A variety of construction projects typical of the Alpine region can be managed using this Universal Class machine. The wheeled paver proved this once again in the Austrian Tyrol.**

A picturesque mountain village, a famous ski resort and starting point for a spectacular Alpine pass: the construction project in Hochgurgl was not a routine one, even for the paving team from Swietelsky, the contractor. At an altitude of 2,100 m, the job was to extend the helipad. It is part of a toll booth on the Timmelsjoch road in the High Alps which links the Austrian Tyrol to the Italian South Tyrol and which crosses the highest national road boundary in Austria at an altitude of 2,474 m. This spectacular stretch of road is an Alpine legend which can only be kept free of snow and open to traffic for a few months every year.

Projects in the Alpine region place heavy demands on construction machinery. In addition to working at high altitude, where the air gets thinner all the time, the terrain itself is a challenge. The machines frequently have to overcome huge inclines whilst simultaneously paving tight bends. This is why Andreas Berkmann, construction manager for asphalt paving and road construction at Swietelsky, says that “The Tyrol is VÖGELE country”. The sophisticated machine technology from VÖGELE really does prove itself every day, and in particular under the harshest conditions – customers and paving teams all over the world appreciate its rugged nature and precision.

**Advantages of the wheeled paver: transport under its own power at 20 km/h and high degree of manœuvrability**

The Austrian construction company based in Linz relies on a VÖGELE SUPER 1803-3i wheeled paver. The reason: its sensitive steering facilitates the paving of tight bends whilst the all-wheel drive delivers a high level of traction. In addition, VÖGELE wheeled pavers can travel at up to 20 km/h under their own power. This means they can quickly reach job sites which even low-loaders find difficult. The wheeled undercarriage is also an advantage when repositioning, as demonstrated in the Tyrol. In this case, each carriageway was paved in the same direction, so the SUPER 1803-3i had to keep returning to its starting point. It completed this section more quickly than any tracked paver. Another advantage of the wheeled paver is an innovative option from world market leader VÖGELE, which increases the outstanding manœuvrability of the SUPER 1803-3i still further: the Pivot Steer steering brake. It automatically slows down the rear inside wheel hydraulically at maximum steering angle, reducing the outside turning circle to a modest 3.5 m. Without the Pivot Steer feature, this is 3 m larger.

**Special feature: surface course directly onto base course**

On the job site in Hochgurgl, the SUPER 1803-3i extended the helipad and hangar by two-thirds to create an area of some 4,100 m². This will enable up to four helicopters to take off and land in future. The location serves as a base station for air transport operations, rescue and emergency services and avalanche blasting. The asphalt structure of this air traffic surface differs somewhat from conventional road construction. Because shear forces such as those always occurring on roads from braking vehicles, for example, do not have to be taken into account, it is possible to dispense with the binder course. As a result, the surface course was paved straight onto the base course. The SUPER 1803-3i and its AB 500 TV Extending Screed ensured good precompaction and evenness of the surface, the screed compacting the layers using both tamper and vibrators. The two Swietelsky screed operators maintained layer thicknesses manually - 10 cm for the base course and 4 cm for the surface course.

**Clean technology mobilizes high output**

Of course where steep terrain is involved, high output is as important as manœuvrability. VÖGELE has designed the drive concept so that the largest wheeled paver suits its sphere of application perfectly - in whichever climate of the world it is being used. The diesel engine mobilizes 129 kW at 2,000 rpm to do this, but because maximum output is usually not required, the system has an ECO setting for even more environmentally-friendly and economical operation.

The SUPER 1803-3i makes a further contribution to the environment with its system for cleaning exhaust gas. Like all the machines in the WIRTGEN GROUP with the “i” suffix in their product names, the wheeled paver is not only economical, it is also extremely clean-running. It meets the strict standards of European exhaust emissions level V as well as the US standard EPA Tier 4f.

**SUPER 1803-3i: Premium Line pavers for a variety of projects**

The SUPER 1803-3i is a member of the VÖGELE Premium Line. These pavers integrate the current functions and innovations of the “Dash 3” generation of pavers, particularly the ErgoPlus operating system. The machines furthermore feature a great many other ecological, economic and ergonomic benefits. The VÖGELE EcoPlus package, for instance, significantly reduces fuel consumption and noise levels. The AutoSet Plus automatic functions furthermore relieve users of a massive amount of work.

As a representative of the Universal Class, the SUPER 1803-3i covers a broad range of applications from narrow pathways to the construction and rehabilitation of motorways. The manœuvrability typical of wheeled pavers means the machine can even cope with construction projects involving sharp bends, like roundabouts, with style. The reason: the VÖGELE concept for the undercarriage provides individual hydraulic drives in both rear wheels and in two or optionally all four front wheels for maximum power transmission. The front axle which oscillates in both the transverse and longitudinal directions guarantees uninterrupted contact with the ground. In conjunction with electronic traction management and electronic differential locking, the VÖGELE undercarriage concept thus guarantees optimum traction.

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

Characters (including spaces): 6,300

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www.wirtgen-group.com/pr-super-1803-3i

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Background information:

**SUPER 1803-3i: VÖGELE Premium Line Universal Class wheeled paver**

> Maximum pave width 8 m

> Maximum laydown rate up to 700 t/h

> Transport width 2.55 m

> Wheeled undercarriage with oscillating front wheels, of which two and optionally four can be driven (6x4 or 6x6 drive)

> Pivot Steer steering brake for significant reduction in turning circle (3.5 m instead of 6.5 m)

> ErgoPlus 3 with numerous additional ergonomic and functional advantages.

> Powerful diesel engine of the latest generation

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

> “AutoSet Plus” functions for quick and safe repositioning on site and for saving own paving programmes.

> Many further innovations of VÖGELE’s current “Dash 3” paver generation

**Photos:**

V\_1326\_075:

**Ein Bild, das Himmel, draußen, Berg, Boden enthält.

Automatisch generierte Beschreibung**

SUPER 1803-3i from VÖGELE: the wheeled paver masters tight bends and steep slopes - and can drive to the job site under its own power. No wonder it is extremely popular in the Alpine region, in particular.

V\_1326\_047:

Ein Bild, das draußen, Himmel, LKW, Straße enthält.

Automatisch generierte Beschreibung

AB 500 TV Extending Screed: the extending screed can be combined with all VÖGELE pavers of the 2.5 m class and covers pave widths from 2.55 to 8.5 m (up to 8 m on the SUPER 1803-3i).

V\_1326\_039:

Ein Bild, das Himmel, draußen, Person, orange enthält.

Automatisch generierte Beschreibung

Good technology for a good mood: it was clear that the paving team thoroughly enjoyed working at an altitude of 2,100 m.