



PRESSE-INFORMATION PRESS RELEASE

VÖGELE Present 4 New Pavers for the Australian Market

JOSEPH VÖGELE AG introduced an entirely new class of pavers. Given the name "VISION Series", the line of machines was designed specifically for the Australian and American markets.

The full range of VÖGELE products

VÖGELE already are the global market leader with their SUPER Series, currently encompassing a total of 13 machines as well as 4 special machines. VÖGELE offer a uniquely diverse and ultra-modern range of products, from the small paver for footpaths and cycle paths all the way to a very large machine capable of placing asphalt in widths up to 16m.

With their new VISION Series, VÖGELE now have expanded their product portfolio by 4 machines. The tracked VISION 5200-2 paver and the wheeled VISION 5203-2 model serve the 10-foot segment (3m approx.). They primarily are used for highways and for other large-scale construction projects. VISION 5100-2 and VISION 5103-2 are two machines for the smaller 8-foot segment (2.6m approx.), ideal for secondary roads and municipal paving jobs.

Paver concept with modern "dash 2" technology

The VISION Series encompasses modern asphalt pavers designed and engineered on the specific needs of the Australian and American markets. As the "dash 2" ending indicates, these machines are part of the innovative "dash 2" paver generation successful all over the globe.

All 4 machines come with ErgoPlus[®], the highly intuitive paver operating system characterized by easy-to-learn handling. ErgoPlus[®] makes it very comfortable for both the paver operator and the paving crew to control the machine. But ErgoPlus[®] offers more than that. The entire operator's stand is of strictly ergonomic design, so that the paver operator enjoys maximum visibility and maximum comfort. From a sitting position, he can follow the entire material feed and paving process at all times, thanks to an unobstructed view of the material hopper, the outer edges of the screed and the auger tunnel.

Powerful engines and high pave speeds up to 76m/min.

The entire machine and material handling concept of the VISION pavers is tailored to high throughput rates. So the VISION 5200-2 and VISION 5203-2 10-foot pavers reach laydown rates up to 1,200 tons of mix per hour. For this high performance, powerful engines are installed in the new pavers. With an engine output of 179kW at 2,000 rpm, the CUMMINS engines are real powerhouses. As the machines come with large fuel tanks holding 400 litres, they can work all day without refilling. The VISION 5100-2 and VISION 5103-2 8-foot pavers reach laydown rates up to 700 tons per hour and have modern CUMMINS engines rated at 127kW. All engines comply with current Tier III exhaust emission standards.

Efficient cooling according to WAT (World Ambient Temperature Design)

Naturally these extremely high performance values can only be achieved if cooling of the entire system is efficient. In VÖGELE road pavers, a large cooler assembly ensures ideal temperatures of engine cooling liquid, hydraulic oil and charge air based on innovative air routing. Efficient cooling not only allows paver operation at ambient temperatures of more than 50 °C, but also contributes to a long service life of all paver components. The VÖGELE cooling system operates very quietly, helping to maintain noise emission of the pavers at very low levels.

Modern drive concept supports precision control of the paver

One of the major advantages of the VISION Series is the perfectly co-ordinated drive system of its pavers. Electronically controlled, separate drive units ensure excellent power transmission, tracking stability and precise turning of radii. For their high pave speeds, the tracked pavers are fitted with rubber tracks. As far as the wheeled pavers are concerned, excellent ground contact is ensured by 3-point suspension of the front wheels. For the wheeled VISION 5203-2 paver, an all-wheel drive is available as an option.

When it comes to material handling, the VISION pavers incorporate the highest-quality components and solutions. The material hopper of the 10-foot pavers, for instance, holds 14.2t of material, so that enough asphalt is available at all times to tide over breaks in supply, e.g. under bridges. A hydraulic hopper apron provides for a clean job site and guarantees a continuous flow of material. Material handling, in the longitudinal and transverse directions, is by conveyors and

augers for which separate hydraulic drives are installed. Due to proportional feed rate control for conveyors and augers, exactly the amount of mix needed in front of the screed is conveyed and spread on either side.

Modern technology supports paving without segregation

Material segregation is one of the main challenges of everyday construction work. VÖGELE offer a number of technical solutions to counteract mix segregation. For instance, the shape of the material hopper is designed to prevent mix from sticking to the hopper and thus to ensure that material is conveyed in a continuous flow. The conveyor ascends slightly from front to back, towards the augers, to ensure delivery of the material onto the top of the augers instead of pressing it into them. Another technical feature that counteracts segregation is the auger blades: with a diameter of 16 inches, they provide for homogenous spreading of the asphalt in front of the screed.

Several of screed options

Different fields of application require different types of screeds. VÖGELE offer several screed options for the VISION pavers. For the tracked VISION 5200-2, for instance, contractors have a choice of the VÖGELE HR 500-1 E screed with rear-mounted extensions, or two Carlson screeds (EZ III and EZ IV) with front-mounted extensions. The VÖGELE HR 500-1 E screed is suitable for pave widths of up to 7.8m. On account of their range of application in the municipal sector, the 8-foot machines are offered with the Carlson screeds with front-mounted extensions.

**** End of Press Release ****
Characters (including spaces): 5,937
Text and photos available in digital format

Mannheim / July 2009

**Press contact and
product information:**

JOSEPH VÖGELE AG






Roland Schug
Press and Public Relations




Neckarauer Str. 168 - 228
D-68146 Mannheim
Germany

Tel.: +49 (0) 621 8105 232
Fax: +49 (0) 621 8105 469

press@voegele.info
www.voegele.info

Photos:

<p>VOE_Fig1_VISION 5200-2.jpg</p>		<p>Designed specifically for the Australian and American markets, VÖGELE's new VISION asphalt pavers incorporate leading-edge technology. The four pavers set new standards in terms of ease of operation, low noise and exhaust emission, material management and drive technology.</p>
<p>VOE_Fig2_VISION 5203-2.jpg</p>		<p>In the 10-foot class: The tracked VISION 5200-2 and wheeled VISION 5203-2.</p> <p>In the 8-foot class: The tracked VISION 5100-2 and wheeled VISION 5103-2.</p>
<p>VOE_Fig3_VISION 5100-2.jpg</p>		
<p>VOE_Fig4_VISION 5103-2.jpg</p>		
<p>VOE_Fig5_cut-out-photo_VISION 5103-2.jpg</p>		<p>The new VÖGELE pavers include outstanding features. The super quiet VISION pavers come with ErgoPlus®, the revolutionary concept for easy paver operation.</p> <p>The VISION Series pavers, furthermore, are extremely cool and quiet during operation.</p>

<p>VOE_Fig6_ErgoPlus.jpg</p>		<p>The new paver operator's console is made up of 4 functional modules. Module 1: Conveyors and Augers, Traction Module 2: Screed Module 3: Material Hopper, Steering Module 4: Display shows vital paver functions on menu level 1</p>
<p>VOE_Fig7_sight.jpg</p>		<p>A clear view of both the paving process and the job site: the VISION pavers stand out through excellent ergonomics and unobstructed all-round view.</p>
<p>VOE_Fig8_conveyor guard.jpg</p>		<p>The extremely narrow conveyor guard allows optimal material flow and eliminates centreline marks in the pavement. Furthermore, the conveyors ascending slightly towards the rear provide for a higher dumping point. As a result, delivery of the material is onto the top of the augers. The asphalt is dumped onto the augers instead of being pressed into them.</p>