

Spray Paver



ROADTEC

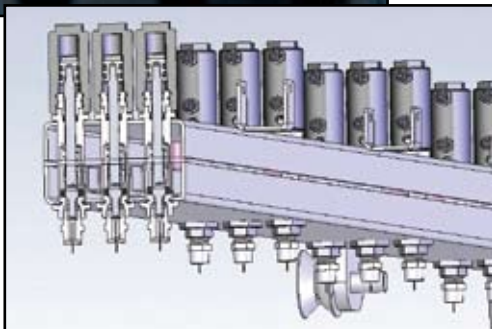
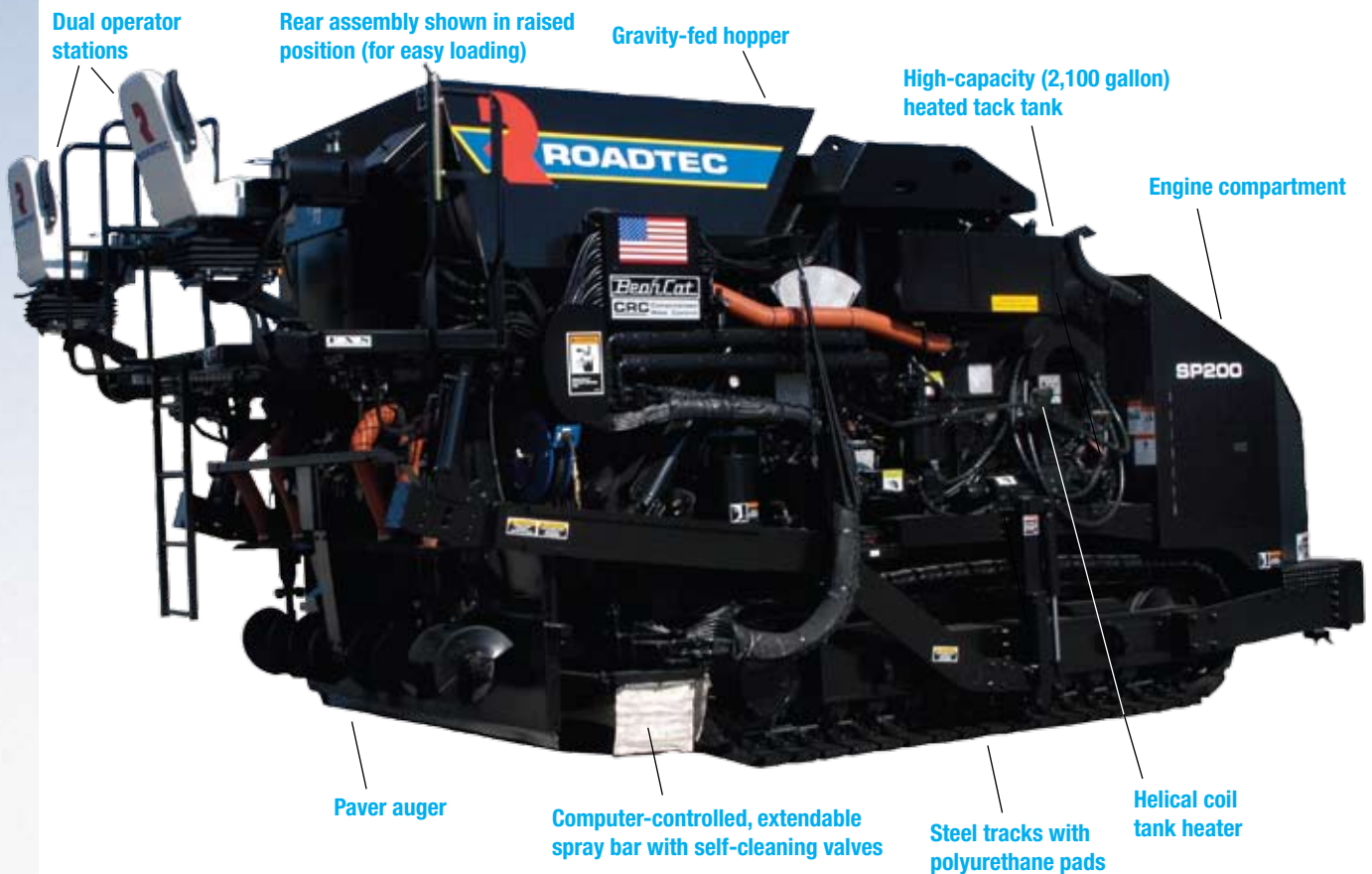
an Astec Industries Company

Versatility

An American Thin-Lift Paving Solution: The SP-200 Spray Paver™

Finally, you can choose an American-made machine that can be used for NovaChip® and thin-lift applications, or as a conventional paver!

NovaChip or ultrathin HMAC wearing course applications can be used on asphalt or concrete pavements as a preventive maintenance or surface rehabilitation treatment. An important advantage of thin overlays is the speed in which they are applied and the resulting minimal traffic disruption. And, since there is no tack placed in front of the paving train, traffic can move freely in front of the train without tracking oil into adjacent streets and sidewalks. Unrestricted traffic can often be returned to the fresh surface within one half hour. This surface treatment is as effective for high-volume, high-speed roadways as it is for neighborhood streets. Best of all, the SP-200 is great for thin-lift applications, but it works just as well as a conventional paver.



The exclusive 3-valve arrangement allows forward movement at higher speeds. On-board electronics control rate of flow. The design uses proven BearCat™ road spraying technology.

How it Works

The Spray Paver sprays tack and applies hot mix asphalt seconds later. Combining spraying and laydown produces a high-quality mat with a strong bond between layers.

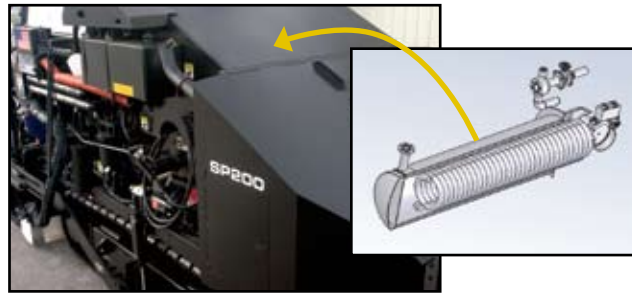
A spray bar just in front of the paver's auger distributes the liquid through computer-controlled, self-cleaning valves. An onboard microprocessor precisely controls the rate of flow. Valves can also be controlled manually.

Valves are arranged in sets of three, providing plenty of spray capacity so you can move fast. To cut down on refill stops, the SP-200 is equipped with a 2,100 gallon tack tank, the largest tank available on the market today.

Liquid tack is continuously circulated through the system. A 500,000 btu heater heats a hot oil system, which keeps the tack at the proper temperature.

Valves provide instant, uniform spray when they open and won't clog. Even after cooling, the internal poppet valve design does not require manual cleaning.

The 10-foot SP-200 is used with a Roadtec Eagle 10 screed for a maximum paving width of 19'-6". Spray bars extend as needed. When the paver is to be used conventionally, the spray mechanism can be turned off.



A diesel-fired helical coil heater spans the tack tank from right to left for even heating.

Spray Paver and Shuttle Buggy® MTV Combo for Productivity and Quality



Hot mix enters the SP-200 hopper from the chute of the Shuttle Buggy material transfer vehicle. The Shuttle Buggy's ability to remix (and thus eliminate thermal segregation in the mix) together with the superior bonding due to the paver's spraying action, lets you lay down smooth, high-quality pavements as thin as 1/2 inch.

Compacting rollers can easily damage a thin lift that has cold spots in it. But the

Shuttle Buggy gets rid of temperature differences, and Spray Paver users have reported significant improvements in smoothness.

Plus, the combination of Shuttle Buggy and paver allows you to pave non-stop, making the whole job smoother and more efficient. With its gravity-fed hopper and large tack tank, the SP-200 is built for maximum material throughput. Put that together with a Shuttle Buggy, and you've got the tools for quality and productivity.



The Spray Paver comes with an Eagle 10 hydraulically extendable, vibrating screed. The spray bar extends right along with the extensions. Excess tack is captured in a pan and pumped back to the heated tank.

Productivity



Use of the Shuttle Buggy® material transfer vehicle with the gravity-fed Spray Paver allows crews to pave without stopping and produces smooth, segregation-free pavements in record time.

SP-200 Spray Paver™ Specifications

ENGINE:

CAT® C7 , 6-cyl, 225 HP (168 kW) diesel @ 2,200 rpm, ACERT Tier III.

PROPEL SYSTEM:

Variable displacement 90 series hydraulic pumps driving planetaries with 2-speed motors. Paving speed is 0-168 fpm (0-51 mpm). Travel speed is 0-3.6 mph (0-5.8 kph).

ELECTRICAL SYSTEM:

Heavy-duty 12V starting system and a 12V operating system. 115A alternator.

AUGERS:

14" (355.6 mm) x 34" (19 mm) thick Ni-hard, hydraulically raisable auger system with tilt capabilities which allow the operator to maintain a parallel position of the auger and screed bottom.

TRACKS:

Two 6.735" (171 mm) pitch D4 tracks with 92" (2337 mm) track gauge, 111.5" (2832 mm) track sprocket idlers and polyurethane replaceable pads.

SPRAY SYSTEM:

Spray bar contains three rows of spray nozzles which are controlled automatically by a microprocessor. The spray bar extends with the screed extensions.

SCREED:

10' (3.0 m) Eagle 10™ vibratory screed equipped with 24" (610 mm) wide, 1/2" (12.7 mm) thick alloy steel plate replaceable wearing surface. Power crowning capacity of 3" positive to 1" negative.

FUME EXTRACTION SYSTEM:

FXS standard. One blower exhausts fumes from working area.

SERVICE CAPACITY:

Fuel133 gal (503 l)
 Hydraulic system81 gal (307 l)
 Hopper Capacity11 tons (10MT)
 Product Tank.....2100 gal (7949 l)

SHIPPING WEIGHT:

62,500 lbs (28,350 kg) with Eagle 10™ screed

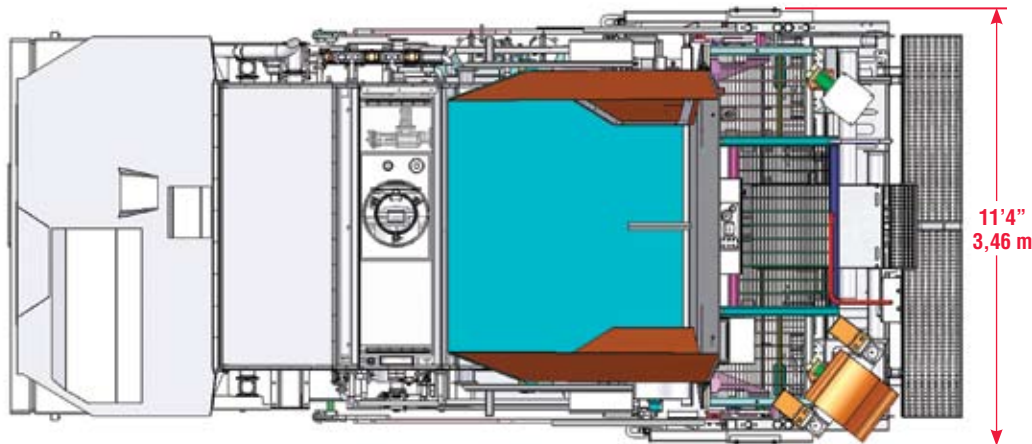
AUTOMATIC GRADE /SLOPE CONTROL:

Automatically controls the elevation or slope of the mat being placed. Grade can be run on either or both sides and slope can be run with reference to either side. Moba and Topcon systems available.

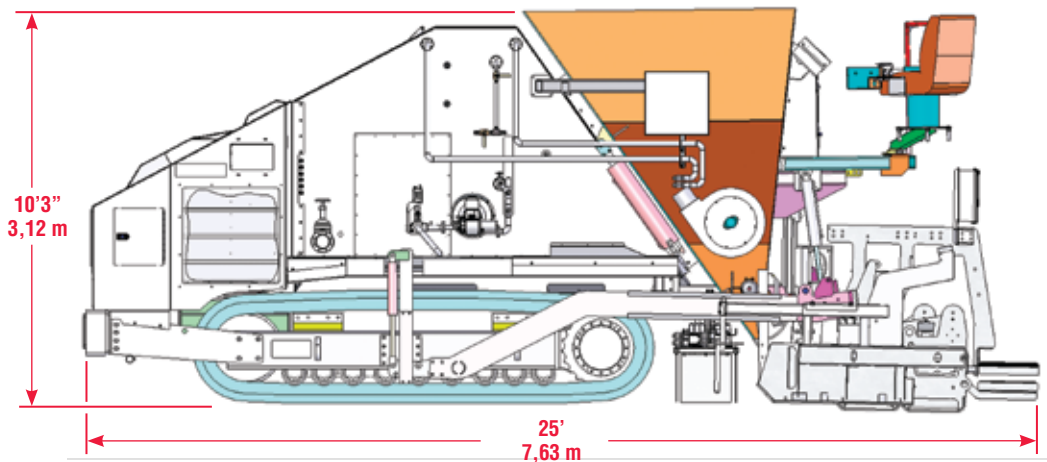
AVERAGING SKI:

30' (9.1 m) and 40' (12.2 m) skis available.

Top View



Side View



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