

# Spray Paver **SP-200**



**ENGINE**

Tier 4F, Cummins® QSB 6.7 230 hp @ 1,900 rpm

**SHIPPING WEIGHT**

63,800 lbs (28,939 kg)

# THE ROADTEC® SPRAY PAVER PROVIDES THE BEST THIN-LIFT PAVING SOLUTION WITH SPEED AND EFFICIENCY.



## **SP-200e Spray Paver**

Finally, you can choose an American-made machine that can be used for ultra thin bonded wearing course applications or as a conventional paver!

Ultra thin bonded 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. 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.



## 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-200e is equipped with a 2,100 gallon (7,949 l) 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.

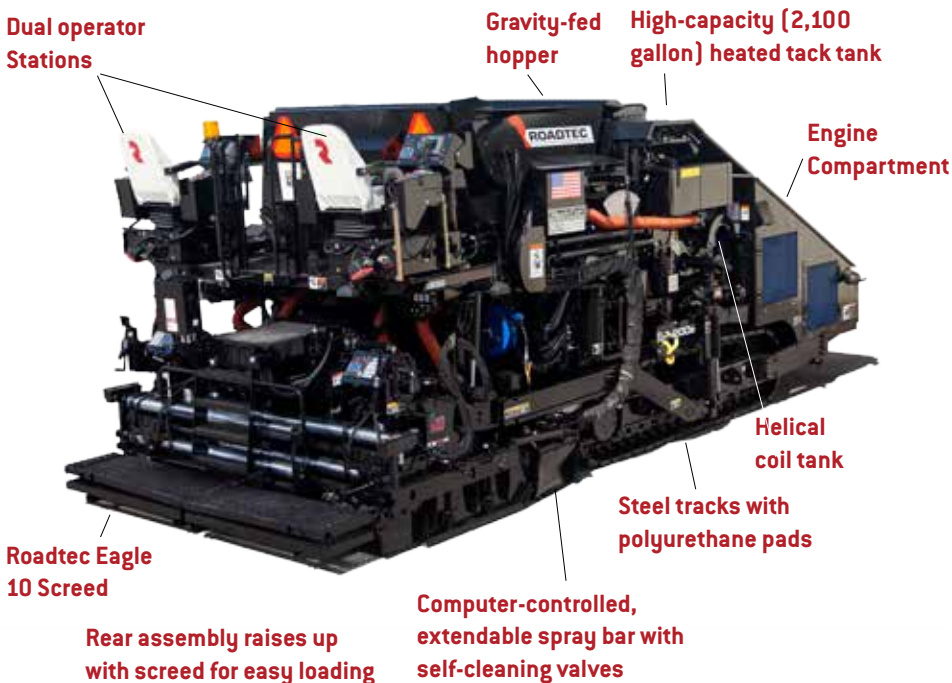
Valves provide instant, uniform spray when they open and won't clog. Even after cooling, the internal poppet valve design does not require manual cleaning.

The 10' (3 m) SP-200e is used with a Roadtec® Eagle™ 10 screed for a maximum paving width of 19'-6" (5,944 mm). Spray bars extend as needed. When the paver is to be used conventionally, the spray mechanism can be turned off.

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

Hot mix enters the SP-200e hopper from the chute of the Roadtec Shuttle Buggy® material transfer vehicle. The Shuttle Buggy's® ability to remix (and thus eliminate thermal segregation in the mix) used in conjunction with the superior bonding due to the paver's spraying action, lets you lay down smooth, high-quality pavements as thin as 0.5" (13 mm).

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.



- 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.
- 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.
- A diesel-fired helical coil heater spans the tack tank for even heating.

# SPECIFICATIONS

## ENGINE

- Tier 4F, Cummins® QSB 6.7 230 hp @ 1,900 rpm

## WEIGHT

- 63,800 lbs (28,939 kg)

## ELECTRICAL SYSTEM

- Two 4D batteries & 95 amp alternator.
- 24v system with master disconnect switch
- Electric-over-hydraulic solenoids with manual override

## COOLING SYSTEM

- Low noise, variable speed, hydraulically-driven fan

## PROPEL SYSTEM

- Variable-displacement hydraulic pumps.
- Two-speed hydraulic motor. Direct hydraulic, single speed planetary final drives.

## SPEED

- Paving speed is 0-168 fpm (0-51 mpm)
- Travel speed is 0-3.6 mph (0-5.8 kph)

## BRAKE SYSTEM

- Hydrodynamic brakes and parking brake

## FRICTION DRIVE UNDERCARRIAGE

- Two D4 6.75" (171 mm) pitch track assemblies with a 92" (2,337 mm) track gauge
- 21.5" diameter (546 mm) track sprocket idlers and polyurethane replaceable pads.

## OPERATOR STATIONS

- (2) Comfort Drive™ operator stations. Operator stations pivot out past edge of machine for increased visibility.
- Single joystick control.
- Armrest Comfort Drive™ finger tip paver function control.

## FUME EXTRACTION SYSTEM

- FXS™ fume extraction system

## FRONT HOPPER

- 11 Ton (10 mt) . Self-relieving
- Hopper air curtain

## SPRAY SYSTEM

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

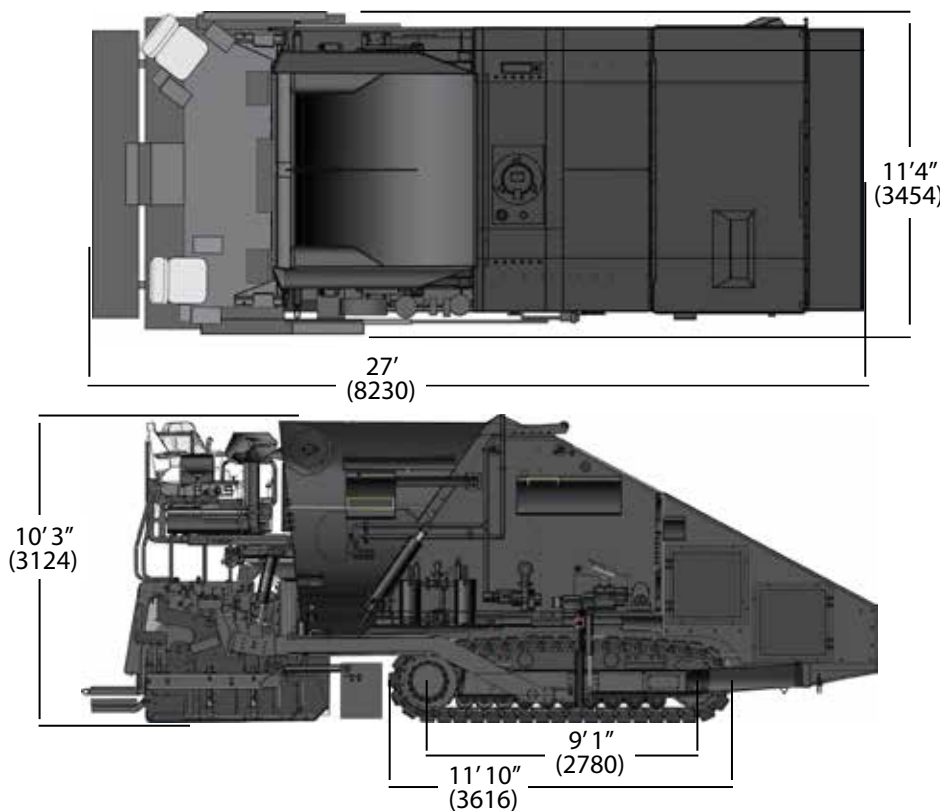
## SERVICE CAPACITIES

- Fuel Tank ..... 145 gal (549 l)
- Hydraulic Fluid Tank..... 81 gal (307 l)
- Product Tank..... 2,100 gal (7949 l)

## SCREED

### ROADTEC® EAGLE™ 10

- Rear extendable 10' (3,048 mm) electrically-heated, vibratory screed. 20" (508 mm) long "u" shaped, reversible, screed plate.
- Paves up to 19'-6" (5,944 mm) wide
- 8,200 lbs (3,720 kg)



Dimensions in brackets are mm.

06/02/17

Specifications are subject to change without notice.

© 2017 Roadtec, Inc. All Rights Reserved

**ROADTEC** an Astec Industries Company

800 MANUFACTURERS RD • CHATTANOOGA, TN 37405 USA • 800.272.7100 • FAX 423.267.7104 • roadtec.com

