Cold recycling gains ground: big order for recyclers in Northern provinces.
EDITORIAL

Dear Readers,

A year went by since we kicked off the WIRTGEN CHINA NEWS. Now we have fresh news, and there is plenty of them as the WIRTGEN Group is keeping the ball rolling. Join us on a visit to a job site in Beijing, where for rehabilitation of the Beijing Capital Airport Expressway 6 large WIRTGEN milling machines were on the scene. It is an investment in one of Asia’s busiest airports.

In this issue, we also report on plant extension. Read our story on the new production facilities at the WIRTGEN GmbH’s distant headquarters in Germany. And we, at WIRTGEN China, are proud to say that we meanwhile extended local assembly at our Langfang plant and have been producing the large W 2000 milling machine since early in 2006.

Of course, numerous new products have been launched as well by WIRTGEN, VÖGELE und HAMM within a span of 12 months. Read about these in WIRTGEN CHINA NEWS 02. Or even better, come and see these products and more live: BAUMA CHINA 2006 will open its doors in Shanghai from 21 to 24 November. The WIRTGEN Group’s participation 2 years ago in Asia’s leading International Fair for Construction Machinery was a great success. We will be there this year, too. Visit us on the open air grounds in one of the biggest booths. We are looking forward to meeting you.

Yours sincerely,

Ulrich Reichert
Managing Director of WIRTGEN CHINA
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FOCUS STORY
COLD RECYCLING GAINS GROUND: BIG ORDER FOR RECYCLERS IN NORTHERN PROVINCES
Cold recycling becomes more and more popular in China. We report on job sites and explain the process.

JOB REPORT
READY TO TAKE OFF
Rehabilitation of the Beijing Capital Airport Expressway was carried out and large WIRTGEN milling machines type W 2000 did an excellent job. It is an investment in one of Asia’s busiest airports.

NEWS FROM LANGFANG
DIRECTLY AVAILABLE
Local assembly of the WIRTGEN W 2000 milling machine has been started at the Langfang plant. Production is underway and a success.

NEWS
GOOD-VALUE FINANCING OF CONSTRUCTION MACHINERY WITH DEUTSCHE LEASING CHINA
WIRTGEN China offers to its Chinese customers an attractive form of financing by a co-operation with Deutsche Leasing. We explain the principle of leasing and report on the advantages.

PRODUCT PRESENTATION
NEW ROAD PAVERS SUPER 1900-2 AND SUPER 2100-2 MADE BY VÖGELE
VÖGELE launched a new generation of pavers into the market. The first models of the cutting-edge “dash 2” family are SUPER 1900-2 and SUPER 2100-2. Others will follow.

PRODUCT PRESENTATION
VÖGELE PRESENT “ERGOPLUS”, THE NEW CONCEPT FOR PAVER HANDLING
The new models’ highlight is “ErgoPlus”, an innovative concept for paver handling.

PRODUCT PRESENTATION
NEW PRODUCTS FROM HAMM
HAMM presents 4 newcomers to their HD family, from small rollers through to the large HD O 120 V with innovative oscillation technology. We have reports from 2 job sites in the United States.

PRODUCT PRESENTATION
NEW ON THE MARKET: WR 2400
WIRTGEN extends its range of cold recyclers and launches the model WR 2400. Cold-recycling, a highly economical method of road rehabilitation, is eco-friendly and saves natural resources.

PRODUCT PRESENTATION
THE NEW SMALL MILLING MACHINES W 35 AND W 35 DC
Two newcomers in the small equipment class handle a large variety of milling tasks.

PLANT EXPANSION AT HEADQUARTERS
WIRTGEN GmbH extended their production facilities at their location in Windhagen, Germany. The project worth 60 million US$ is the biggest single investment made in the company’s history. Read our report.

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LARGE WIRTGEN MILLING MACHINES NOW ASSEMBLED IN NEW LANGFANG PLANT

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COLD RECYCLING GAINS GROUND:
BIG ORDER FOR RECYCLERS IN NORTHERN PROVINCES

Old becomes new: Cold recycling involves milling the damaged road pavement with a recycler while simultaneously admixing one or more binding agents. This operation results in a new construction material that is placed again immediately by the recycler and serves as a base layer. Environmental friendliness, however, spells profitability as well with this method. On the one hand, no costs are incurred for stockpiling or dumping the milled material at disposal sites. On the other hand, the costs incurred for procuring and transporting construction materials to the site are reduced. Cold recycling becomes more and more popular in China as an economical and fast method for the rehabilitation of the existing road network. WIRTGEN introduced the first cold recycler in 1998. There is a great potential in the Chinese market for cold recycling: In 2005 the total demand for cold recycling applications was in the region of 8 million square meters. The main field of application for the cold recycling technology is the rehabilitation of highways and expressways that are subject to extremely high loads. This is the best proof that the efficiency and high quality of cold recycling is increasingly recognized.

FOCUS STORY

This brief outline of the cold recycling technology shows that it is a highly environmentally friendly method: It reuses 100 percent of both bound and unbound layers. Environmental friendliness, however, spells profitability as well with this method. On the one hand, no costs are incurred for stockpiling or dumping the milled material at disposal sites. On the other hand, the costs incurred for procuring and transporting construction materials to the site are reduced.

Since the last 5 years a rising number of Chinese customers have investigated the possibilities of the cold recycling technology. The local authorities of the city of Changchun purchased a WR 2000 to maintain their road network up to the newest standards. Two recent projects were carried out in Yingkou in Liaoning Province where a WR 2500 S carried out cold in place recycling with bitumen emulsion and cement. Another project involved a WIRTGEN cold recycler 2200 CR doing cold in place recycling on Heida Road in Anshan.

This year four customers from Jilin Province have bought complete cold recycling trains with the machine types WR 2500 S and the slurry mixer WM 1000. Among them are highway construction and maintenance companies. Their main target is at the moment to carry out projects with the binding agent cement. There is however also an interest to use further binding agents like emulsion and the innovative foamed bitumen. Thus several trial projects are going on where the different binding agents are being tested in order to achieve the main target of a quality product.
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Cold recycling projects in China

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Old becomes new: Cold recycling involves milling the damaged road pavement with a recycler while simultaneously admixing one or more binding agents. This operation results in a new construction material that is placed again immediately by the recycler and serves as a base layer.
For all customers it was vital to rely on the extensive knowledge and experience of WIRTGEN China regarding the practical applications. The customers visited cold recycling job sites in China and Asia to see for themselves which range of machines WIRTGEN offers in this area and which applications are possible. The customers opted for WIRTGEN technology because they found out that WIRTGEN technology was used all over Asia and that the company with headquarters in Germany acted as a pioneer in this field since the end of the 80ies. The asphalt recycling technology is one of the core competencies of WIRTGEN since the family-owned company is involved in the cold milling machine business for more than 40 years. The current projects in Northern China were started at the beginning of May and involve the recycling of No. 2 grade Highways. All in all around 80 km are being recycled with the newly purchased equipment.

“We don’t let the customer down”

WIRTGEN’s approach to cold recycling has always been oriented towards practical application, and the company has always been more than just the manufacturer of machines. More than 1000 cold recyclers have been sold throughout the world. It was also very important for the new cold recycling customers to see that the
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Foamed bitumen – the innovative binding agent

Cold recycling is set to become one of the main rehabilitation technologies because there is a tremendous demand for pavement rehabilitation worldwide and a steady increase in the rate of deterioration of roads. Cold recycling involves more, however, than just the reuse of existing material. The secret to achieving a superior product lies in the choice of the binding agent as it determines the ultimate service life of a pavement. Research efforts are currently focused on flexible binding agents derived from crude oil, such as foamed bitumen and bitumen emulsion.

Foamed bitumen is a binding agent that is highly economical and environmentally friendly at the same time. Foamed bitumen enables hot bitumen to be added to wet and cold construction material mixes. It can further be used for a large number of different applications. Mobile, automatic cold recycling machines use foamed bitumen for the economical production of high-quality base layers in situ, meaning on the construction site.

When used in a cold recycling mixing plant like the KMA 200, the innovative binding agent foamed bitumen can produce a mix that is suitable for stockpiling and does not require processing within a specified period of time. In this way, road construction materials like reclaimed asphalt pavement can be recycled quickly and easily for later reuse as a high-quality product.

Another advantage of bitumen is its excellent availability, which is due to the fact that it is in use worldwide as a binding agent for the production of asphalt pavements. In contrast to the use of bitumen emulsion as a binding agent, foamed bitumen offers cost advantages with regard to both the manufacturing process and transport to the job site.

How is foamed bitumen produced?

Recycling with foamed bitumen aims to achieve a homogeneous distribution of the bitumen in the construction material mix to be recycled. For this purpose, hot bitumen (approx. 180°C) is foamed in the individual expansion chambers of the cold recycler or cold recycling mixing plant by adding small quantities of water and air. In the foaming process, the bitumen expands to up to 20 times its original volume. Depending upon the type of bitumen, the expansion ratio and half-life of the foam are influenced by the quantities of water (1% to 5% of the bitumen quantity) and air that are added to the process.

The advantages of cold recycling at a glance

- 100% reuse of the existing material
- Rapid progress of the construction work
- No temperature-related time frame for processing
- The recycled layer is ready for use immediately after compaction
- Environmentally friendly method which saves natural resources at the same time
- The traffic can continue to flow alongside the rehabilitation site
- Reduced labour costs due to smaller construction gang
- The mix is suitable to be stockpiled for extended periods when using foamed bitumen
- No disposal costs or transport of material to and from the job site

The reference work for cold recycling: The WIRTGEN Manual

WIRTGEN has developed a reference work for all users of the cold recycling technology. The Cold Recycling Manual was first published in 1998. Since 2004, a fully revised second edition has been available in nine languages: German, English, Spanish, Italian, Portuguese, Polish, Russian, French and Chinese. More than 15,000 copies of the new edition were printed in these languages. The general idea behind this international manual was to provide an overview of the broad range of cold recycling applications to various target groups, such as users, road engineers and authorities issuing invitations to tender, as well as to all those who are interested in this technology and want to familiarize themselves with this pioneering technology in an easily comprehensible way. The book offers both theoretical knowledge – a comprehensive appendix provides detailed background information – as well as practical advice like, for instance, a guide to cost analysis. The Cold Recycling Manual has meanwhile acquired the status of a renowned reference work. It is unique internationally in its form and comprehensiveness. Research and other publications refer to the book regularly. It is handed out at trainings and seminars. University chairs and laboratories use the book as a basis for their tests and mix designs.
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Beijing’s Airport Expressway has a total length of 18.73 km, linking Beijing Capital International Airport and the city’s eastern 3rd Ring Road. It was built in 1992/93 and was completed within a period of just one year. The new expressway has slashed driving time to the airport from the previous hour (using the old airport road) to just around 15 to 20 minutes.

The significance of the new expressway becomes quite clear when looking at the 2005 statistics of Beijing Capital International Airport: A traffic volume of 41 million passengers and 341,681 take-offs and landings in 2005 make Beijing Capital International Airport one of the leading airports in all of Asia. Transit passengers not considered, some 100,000 persons per day travel from the city of Beijing to the airport or from the airport to the city, and the majority of them use the Airport Expressway.

13 years after its initial completion, the expressway’s asphalt surfacing was in need of repair. “Cracks and other types of damage had developed”, says chief engineer Zhou who is in charge of the rehabilitation project. The operation focused on the asphalt surfacing which was milled off at a depth of between 4 and 6cm before placing a new asphalt wearing course. The project also involved upgrading the monitoring, communication and illumination systems.

Because of the high volume of traffic frequenting the expressway during the day, the operation took place during the night hours. Both lanes – from and to the airport – were closed each night from 11:00 pm to 6:00 am the following morning. Work commenced on 23rd August and was completed on 28th September 2006.

No. 3 Engineering Company of the Ministry of Communication’s No. 1 Highway Engineering Corporation was awarded this prestige job and completed the challenging project within a period of 66 days only. Some 55,000 tons of RAP material were removed by milling and replaced with a new asphalt wearing course. A 1,000 m long and 12 m wide section was completed each night.

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WIRTGEN GmbH developed the cold milling technology at the end of the 1970ies and is the world market leader in cold milling today with a portfolio comprising as many as 16 different machine models. The company offers a broad range of road construction technologies including cold and hot recycling and is a member of the renowned WIRTGEN Group together with VÖGELE AG, who own the world’s largest plant for the production of road pavers, and HAMM AG, the second largest manufacturer of compaction equipment in Germany.

A fleet of six WIRTGEN W 2000 cold milling machines worked on Beijing’s Airport Expressway each night. The W 2000, a machine of the 2-m class, is synonymous with high performance, accurate milling, high profitability and user-friendly operation. It has an operating weight of 30 tons and is driven by a powerful 421 kW engine. Its milling depth of up to 320 mm enables it to remove entire carriageway pavements in one single pass. Like other machines of its class, the W 2000 loads the reclaimed asphalt pavement to the front. A highly precise WIRTGEN levelling system ensures that the required milling depth is maintained at all times.

The machine’s excellent efficiency is ensured not only by its high power and performance capability but also by the economical and ecological benefits it has to offer. Low costs at full output and an efficient soundproofing system make the machine ideally suited for its job, especially on projects requiring night work in the vicinity of residential areas.

With a high market share in China, WIRTGEN sets the standard in the cold milling market. Mr. Zhou Fei, chief engineer of Xuzhou Dongrun Project and Machinery Co. Ltd., explains, “WIRTGEN’s tremendous success in China is due not only to the machines and their superior engineering but also to the after-sales service, repair, training and field support they offer. With their assembly, repair and service centre in Langfang and further service centres in Shanghai, Guangzhou and Xian, they are always close to their customers.”

“Besides the quality and performance of the machines, this is a vital factor, in particular for companies like ours who work in all parts of China”, says Mr. Jiang, Chairman and Managing Director of Xuzhou Dongrun Project and Machinery Co. Ltd. who, together with Xuzhou Kaiyuan Senior Highway Maintenance Co., carried out the milling portion of the Airport Expressway rehabilitation as sub-contractor for No. 3 Engineering Company of the Ministry of Communication’s No. 1 Highway Engineering Corporation.

Having completed the work in only 66 days, the six W 2000 cold milling machines are now looking forward to their next job, and as the opening of the new passenger terminal at Beijing’s International Airport in 2007 draws near, Beijing is well prepared for an increasing number of visitors who will be able to travel smoothly and safely into the capital city of China.

Top: After 66 nights all milling work was completed according to schedule.
Bottom Right: The WIRTGEN milling machines hand over the job site to the pavers for placing the new asphalt surfacing.

Powerful, compact-size WIRTGEN W 2000 milling machines remove the old asphalt surfacing to a depth of 4-6cm.
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Powerful, compact-size WIRTGEN W 2000 milling machines remove the old asphalt surfacing to a depth of 4-6cm.
... for our customers: large WIRTGEN milling machines now assembled in new Langfang plant.

Managing Director Uli Reichert and Production Manager Marcel Konrad congratulated the highly professional assembly team in March. The first W 2000 was ready for our Chinese customers.

DIRECTLY AVAILABLE...

It was by far the best selling milling machine in 2005. The W 2000 hit a new record in China and customers’ demand is still on the rise for this extraordinary record in China and customers’ demand is still on the rise for this extraordinary.

The W 2000 was assembled in March 2006. Plans are now to produce two machines per month for the local market. Since the machines are assembled locally, WIRTGEN China is able to respond in a more flexible way to customer requests.

What are your objectives for the future regarding the milling machines for our market?

The W 2000 is a powerful, compact cold milling machine mounted on crawler tracks. It can be used for removing individual pavement courses, as well as complete carriageway pavements in a single pass. High engine power, large crawler tracks and a generously dimensioned conveyor system ensure high performance per day. The W 2000 is easy to transport from one site to the next. The Flexible Cutter System (optional) permits the use of different milling drums with a variety of line spacing.

The W 2000 at a glance

- Milling depth: 0 - 320 mm
- Engine output: 421 kW / 573 PS
- Operating weight: 30,000 daN (kg)
- Number of crawlers: 4
- Milling drum drive: mechanical
- Travel drive system: hydraul/crawler

The most important tasks were to find a quick way to locate parts for our milling machines with high-quality suppliers. Then it was of course significant to find a useful method to train the personnel since the assembly of a milling machine is a very complex matter and it consists of many production steps. Our very well established machine documentation systems and extensive training material helped to prepare the staff in detail. We have now a well qualified team here which does not only understand how to assemble the machines in theory but is now also expert in putting their knowledge down into practice.

What is more important: Customers are now also more flexible way to customer requests. WIRTGEN China is able to respond in a more flexible way to customer requests.

WIRTGEN CHINA NEWS interviewed Production Manager Marcel Konrad:

Which challenges did you have to master during the setup of the assembly line for milling machines?

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Ergonomically designed, highly profitable and powerful: the W 2000 is now assembled at Langfang by our trained technicians.

Since the machines are assembled locally, WIRTGEN China is able to respond in a more flexible way to customer requests. And what is more important: Customers can choose from a larger range of options.

Customers profit as well from the efficient and excellent after-sales service in the large service center in Langfang and for example in Guangzhou and Shanghai. Modern workshops, large spare parts stores and application consultants offer customers a comprehensive support for their milling machines. For many customers, a local production factory plays a vital role in their decision to purchase, in particular where efficient service is concerned. It is, therefore, no wonder that the workshop services receive excellent customer feedback.

WIRTGEN is the worldwide market leader for cold milling machines and offers customers a unique product range with 16 different machine types. Milling widths range from 35 cm up to 4,40 m.

increase the percentage of locally produced machine components. All components that we locate here pass a strict testing procedure at the WIRTGEN headquarters in Germany prior to being released. It is our principle to maintain here the high quality standards that we have for all WIRTGEN milling machines around the world.

At the modern assembly plant in Langfang the team produces the large milling machines with state-of-the-art assembly equipment and special tools.

The most important tasks were to find a quick way to locate parts for our milling machines with high-quality suppliers. Then it was of course significant to find a useful method to train the personnel since the assembly of a milling machine is a very complex matter and it consists of many production steps. Our very well established machine documentation systems and extensive training material helped to prepare the staff in detail. We have now a well qualified team here which does not only understand how to assemble the machines in theory but is now also expert in putting their knowledge down into practice.

WIRTGEN CHINA NEWS

NEWS FROM LANGFANG

It was by far the best selling milling machine in 2005. The W 2000 hit a new record in China and customers’ demand is still on the rise for this extraordinary machine type. Sales activities for the milling machines are buzzing in the whole of China. Thus Managing Director Ulrich Reichert came to the quick conclusion that it was essential to start local assembly for this popular large milling machine in the Langfang plant. Reichert emphasizes: “We want to serve our Chinese customers directly and more quickly without having to wait for import licences. Customers now also have the advantage that they can close the deal in local currency. The decision makes both the life of our customers easier and serves our aim to have a full assembly line for WIRTGEN, VOGELE and HAMM products in China. We are now a WIRTGEN Group full-liner in terms of final assembly!”

It was a very successful take-off: Production Manager Marcel Konrad congratulated the Managing Director Uli Reichert and Production Manager Marcel Konrad congratulated the managing director of the WIRTGEN headquarters in Germany came to the quick conclusion that WIRTGEN China is now a WIRTGEN Group for WIRTGEN, VÖGELE and HAMM products both the life of our customers easier and deal in local currency. The decision makes increase the percentage of locally produced machine components. All components that we locate here pass a strict testing procedure at the WIRTGEN headquarters in Germany prior to being released. It is our principle to maintain here the high quality standards that we have for all WIRTGEN milling machines around the world.

Ergonomically designed, highly profitable and powerful: the W 2000 is now assembled at Langfang by our trained technicians.

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Ergonomically designed, highly profitable and powerful: the W 2000 is now assembled at Langfang by our trained technicians.
Managing Director Uli Reichert and Production Manager Marcel Konrad congratulated the highly professional assembly team in March. The first W 2000 was ready for our Chinese customers. 

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The W 2000 at a glance

The W 2000 is a powerful, compact cold milling machine mounted on crawler tracks. It is easy to transport from one site to the next. The Flexible Cutter System (optional) permits the use of different milling drums with a variety of line spacing. 

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The first W 2000 was assembled in March 2006. Plans are now to produce two machines per month for the local market. Since the machines are assembled locally, WIRTGEN China is able to respond in a more flexible way to customer requests. And what is more important: Customers can choose from a larger range of options.

Customers profit as well from the efficient and excellent after-sales service in the large service center in Langfang or for example in Guangzhou and Shanghai. Modern workshops, large spare parts stores and application consultants offer customers a comprehensive support for their milling machines. For many customers, a local production factory plays a vital role in their decision to purchase, in particular where efficient service is concerned. It is, therefore, no wonder that the workshop services receive excellent customer feedback.

Assortments in the spare parts store are adjusted to the needs of milling machines and customers ensure a swift support, wherever your milling machine may be working just now. WIRTGEN is the worldwide market leader for cold milling machines and offers customers a unique product range with 16 different machine types. Milling widths range from 35cm up to 4,40m.

The first W 2000 was assembled in Langfang by our trained technicians. Ergonomically designed, highly profitable and powerful: the W 2000 is now assembled in Langfang by our trained technicians.

WIRTGEN CHINA NEWS interviewed Production Manager Marcel Konrad:

Which challenges did you have to master during the setup of the assembly line for milling machines?

“Most important tasks were to find a quick way to locate parts for our milling machines with high-quality suppliers. Then it was of course significant to find a useful method to train the personnel since the assembly of a milling machine is a very complex matter and it consists of many production steps. Our very well established machine documentation systems and extensive training material helped to prepare the staff in detail. We have now a well qualified team here which does not only understand how to assemble the machines in theory but is now also expert in putting their knowledge down into practice.”

What are your objectives for the future regarding the milling machines for our market?

“We certainly want to keep up our pace in assembling the W 2000 and train also more staff for the assembly of the milling machines. We also plan to continuously increase the percentage of locally produced machine components. All components that we locate here pass a strict testing procedure at the WIRTGEN headquarters in Germany prior to being released. It is our principle to maintain here the high quality standards that we have for all WIRTGEN milling machines around the world.”

Directly available...

... for our customers: large WIRTGEN milling machines now assembled in new Langfang plant.
GOOD-VALUE FINANCING OF ROAD CONSTRUCTION EQUIPMENT WITH DEUTSCHE LEASING CHINA

Leasing – this modern form of financing is increasingly gaining ground in China. This is one of the reasons why WIRTGEN China has been offering this attractive service for the financing of road construction equipment since the end of 2005.

Its partner in the scheme is one of the most experienced companies on this market: Deutsche Leasing. It collaborates exclusively with the WIRTGEN Group in the Chinese road construction machinery sector. With this cooperation, WIRTGEN China has introduced a successful concept in Asia which has been proving its worth in Europe for many years.

For over 40 years, Deutsche Leasing has been operating successfully in the leasing business and is among Europe’s top five leasing companies which are independent of manufacturers or brands. In November 2005, it was granted a licence to offer leasing business throughout China by the Chinese Ministry of Commerce (MofCom). This made it the first European leasing company to be authorized to establish a subsidiary in China without a Chinese joint venture partner. Just four months later, at the end of March 2006, it held an official opening ceremony for the office in Pudong/Shanghai. Along with many members of the management of the Deutsche Leasing Group and the WIRTGEN Group, Dr. Wolfgang Roehr, Consul General of the Federal Republic of Germany, and Liu Jingping, Director General of the Shanghai Municipal Foreign Investment Commission, did not miss the opportunity to wish the young company the greatest success.

With Alexander Fromme from Germany and Qigan Lu from China, Deutsche Leasing China is headed up by two experienced finance professionals. The other employees are all from China, which will make communications between customers and Deutsche Leasing very simple. The objective of the team in Pudong is to create a customized package for each and every potential customer which is tailored to his needs and economic situation. The leasing and financing concepts will not only take account of seasonal operations. For example, this permits the adaptation of the leasing instalment to the earnings situation.

What is leasing?

The basic principle of leasing is simple: the leasing company purchases a precisely specified construction machine from the manufacturer and assumes the overall financing. As the lessee, the contractor makes an advance payment and then pays monthly instalments to the leasing company over an agreed period. Once the term has expired, the contractor can purchase the machine at its residual value, but is not obliged to do so. This modern financing arrangement offers many advantages. The most important points are set out below:

1. Liquidity

The purchase of a new road construction machine does not impair the contractor’s liquidity, as Deutsche Leasing assumes the financing of the machine.

2. Financing without Equity Capital

Leasing permits investments without tapping on equity and without additional security. This is more than is usually offered by bank loans. Moreover, leasing transactions can be effected without other objects or properties comprised within the contractor’s assets having to be offered as security or pledged.

3. Flexibility of the Payments

The nature and scope of the leasing payments can be tailored precisely to the contractor’s specific situation and to the value development of the machines. This is important in connection not only with projects which must be pre-financed in full, but also with seasonal operations. For example, this permits the adaptation of the leasing instalment to the earnings situation.

4. Current Status of the Machines

Leasing offers a defined planning timescale, right from the outset. Thus, road construction machines can be quickly and easily replaced with current models once the leasing term has expired.
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the customer’s individual environment as a building contractor, road operator or investor; the employees are also familiar with the specific circumstances of the Chinese market and the fiscal and legal framework conditions – an immensely important point when it comes to designing the optimum financing scheme. Thanks to an unbur-reaucratic procedure, the leasing professionals can present every customer with binding conditions for the financing transactions within three days of receiving all the necessary information from the customer, at the latest.

The first Chinese construction companies are already making use of the advantages of the cooperation scheme, for example in Greater Peking. Several leased WIRTGEN large milling machines of the types W 1900 and W 2000 are working on road construction sites in the capital as part of the preparations for the 2008 Summer Olympics. In the neighbouring provinces Jiangsu, Hebei, Tianjing and Shandong, too, a number of state and private companies have already selected this attractive financing option and are now achieving successful sales with the leased WIRTGEN cold milling machines, VÖGELE pavers and HAMM rollers.

More information on this attractive form of financing is available from the sales consultants of WIRTGEN China. They will be glad to explain the wide array of leasing possibilities or make you an offer from Deutsche Leasing China for the leasing of your next road construction machine.

Most leasing agreements concluded in China since November 2005 were for large milling machines from WIRTGEN with a milling width of 2m, large pavers like S2100-C and the brand new S2100-2 and heavy tandem rollers of the HAMM HD series.

The demand for WIRTGEN milling machines in China, especially for the model W 2000, set up a record in 2005.

The HD tandem rollers succeeds by its high compaction results, clear arrangement, driving comfort, simple handling and service friendliness.
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With the SUPER 1900-2 and SUPER 2100-2 pavers, Mannheim-based German manufacturer JOSEPH VÖGELE AG launches a new and particularly powerful generation of road construction equipment. The new pavers, featuring a stylish product design, come with a host of technical innovations. "ErgoPlus", the new concept for paver handling, is a particular highlight in the focus of this product presentation.

**NEW ROAD PAVERS**
**SUPER 1900-2 AND SUPER 2100-2**
**MADE BY VÖGELE**

The two new machines are capable of handling larger pave widths compared to the preceding models: up to 11m are possible with SUPER 1900-2 and up to 13m with SUPER 2100-2. The tractor units combine with the SB 250 Fixed-Width Screed and with AB 500-2 and AB 600 Extending Screeds. In addition to tamper and vibrators, VÖGELE offer High Compaction Technology for these screeds, with 1 or 2 pressure bars. Both pavers are equipped as standard in the new machines, too. The electrical system provides for quick and uniform heating of the screed's temperature. In both new pavers, proportional control is installed for conveyors and augers, which provides for a head of mix in front of the screed in precise keeping with augers, which provides for a head of mix in front of the screed. The overall concept and primarily the systems for conveyance and spreading of mix are so dimensioned as to easily cope with the large pave widths the two new pavers offer to users. A fact reflected by impressive laydown rates coming up to 900 t/h for SUPER 1900-2 and 1,100 t/h for SUPER 2100-2.

As a matter of course electric screed heating, typical of VÖGELE pavers, is equipped as standard in the new machines. The augers adjustable in height across the full pave width already when feeding mix into the material hopper holding 14 tonnes: extra wide push-rollers make it easy for the drivers of feed lorries to dock with the pavers. A hydraulic hopper front available as an option helps keep the job clean as there is no spilling of mix. Furthermore, this feature offers the benefit of directing the mix inside the material hopper right onto the conveyors. Spills of the past which used to require some hand work with shovels are also positively avoided. All in all, this adds to mix quality as asphalt is conveyed in front of the screed at a consistent temperature. In both new pavers, proportional control is installed for conveyors and augers, which provides for a head of mix in front of the screed in precise keeping with requirements, thus ensuring excellent paving results.

**Augers adjustable in height across the full pave width**

SUPER 1900-2 and SUPER 2100-2 allow to adjust augers (with auger blade diameters of 400mm or 480mm) in height across the full pave width complete with auger bearing boxes and limiting plates for the auger tunnel, either mechanically or hydraulically as an option. The advantage to users is optimal spreading of mix in front of the screed even when paving thin layers. As an extra benefit: prior to a move of the paver on site to continue work elsewhere, there is no need to demount auger extensions or bracings, a benefit that saves time and money.

**The drive concept: powerful, economical, low noise**

Powerful and economical, these are the main characteristics of the DEUTZ diesel engines installed in the new SUPER 1900-2 and SUPER 2100-2 pavers. Engines deliver full outputs of 142 kW or 182 kW at just 2,000 rpm. They stand out through low noise levels and low exhaust emissions. No problem to comply with exhaust emissions standards COM 3a und EPA 3 (US). In order to be able to meet these highly eco-friendly standards, common-rail fuel injection and internal exhaust recirculation are installed. The two new pavers reach high maximum pave speeds of 25 m/min. With ECO Mode selected, engines run at just 1,800 or 1,700 rpm, which cuts operating cost and supports low-noise paving.

A large cooler assembly with innovative 400mm or 480mm (US). In order to be able to meet these highly eco-friendly standards, common-rail fuel injection and internal exhaust recirculation are installed. The two new pavers reach high maximum pave speeds of 25 m/min. With ECO Mode selected, engines run at just 1,800 or 1,700 rpm, which cuts operating cost and supports low-noise paving.
New VÖGELE SUPER 1900-2 and SUPER 2100-2 pavers, VÖGELE present a new generation of pavers with their “dash 2” family. The design has been completely revised giving the machines a truly attractive outer appearance. The new pavers to be launched under the “-2” label come with a host of innovations and refined performance features.

Top Left: VÖGELE SUPER 2100-2 with SB 250 Fixed-Width Screed in TP2 version and hydraulic bolt-on extensions, paving in 11m width.

Top Right: SUPER 2100-2 in operation: new generation pavers come with lots of new technology.

The two new machines are capable of handling larger pave widths compared to the preceding models: up to 11m are possible with SUPER 1900-2 and up to 13m with SUPER 2100-2. The tractor units combine with the SB 250 Fixed-Width Screed and with AB 500-2 and AB 600 Extending Screeds. In addition to tamper and vibrators, VÖGELE offer High Compaction Technology for these screeds, with 1 or 2 pressure bars. Both pavers offer High Compaction Technology for these systems for conveyance and spreading of mix quality as asphalt is conveyed in the material hopper right onto the conveyor. Spills of the past which used to require some hand work with shovels are also positively avoided. All in all, this adds to mix quality as asphalt is conveyed in front of the screed at a consistent temperature. In both new pavers, proportional control is installed for conveyors and augers, which provides for a head of mix in front of the screed in precise keeping with requirements, thus ensuring excellent paving results.

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For road pavers of this performance class, efficient transfer and conveyance of mix are vital criterions. SUPER 1900-2 and SUPER 2100-2 display their strong points as an option. The advantage to users is optimal spreading of mix in front of the screed even when paving thin layers. As an extra benefit: prior to a move of the paver on site to continue work elsewhere, there is no need to demount auger extensions or bracings, a benefit that saves time and money.

Paving large quantities of mix in large widths, this is the domain of both pavers. SUPER 1900-2 is ideal when it comes to paving large traffic areas, highways or racing circuits. SUPER 2100-2 is the one for large-scale contracts such as motorway construction, where tough continuous operation is a capability that counts.

Large pave widths, high laydown rates

The overall concept and primarily the systems for conveyance and spreading of mix are so dimensioned as to easily cope with the large pave widths the two new pavers offer to users. A fact reflected by impressive laydown rates coming up to 900 t/h for SUPER 1900-2 and 1,100 t/h for SUPER 2100-2.

As a matter of course electric screed heating, typical of VÖGELE pavers, is equipped as standard in the new machines, too. The electrical system provides for quick and uniform heating of the screed’s compacting systems to operating temperature, thus creating optimal conditions for high pavement quality.

Feed with mix and storage capacity

High pavement quality.

For road pavers of this performance class, efficient transfer and conveyance of mix are vital criterions. SUPER 1900-2 and SUPER 2100-2 display their strong points...
SUPER 1900-2 and SUPER 2100-2 come with a modern hardtop of glass fibre reinforced polymer material. It protects the operator whether rain or shine. Via a manually operated hydraulic pump, the hardtop can be folded down, thus getting the paver ready for transport quickly and with effortless ease. VÖGELE have for many years attached great importance to easy servicing of their pavers. The two new machines, too, set a new benchmark in this respect and offer a lot of comfort. Large hinged panels on SUPER 1900-2 and SUPER 2100-2 give free access to service points. All hydraulic pumps are attached to the transfer gearbox, so that their clear arrangement and easy access provides for service-friendliness at the highest level.

The same clear arrangement characterizes the power module, including all valves and flexible tubing. Measuring points, conveniently accessible, make life easy when it comes to diagnostics, and the centralized VÖGELE lubrication system, installed as standard in the new pavers, provides that grease is supplied automatically to bearings of conveyors and augers, highly reliably and by demand.

Example: Screeds built up to maximum pave width
SUPER 1900-2 and SUPER 2100-2 come with a modern hardtop of glass fibre reinforced polymer material. It protects the operator whether rain or shine. Via a manually operated hydraulic pump, the hardtop can be folded down, thus getting the paver ready for transport quickly and with effortless ease. VÖGELE have for many years attached great importance to easy servicing of their pavers. The two new machines, too, set a new benchmark in this respect and offer a lot of comfort. Large hinged panels on SUPER 1900-2 and SUPER 2100-2 give free access to service points. All hydraulic pumps are attached to the transfer gearbox, so that their clear arrangement and easy access provides for service-friendliness at the highest level. The same clear arrangement characterizes the power module, including all valves and flexible tubing. Measuring points, conveniently accessible, make life easy when it comes to diagnostics, and the centralized VÖGELE lubrication system, installed as standard in the new pavers, provides that grease is supplied automatically to bearings of conveyors and augers, highly reliably and by demand.

With NIVELTRONIC® Plus activated, users find all major functions and data right on level 1 of the display.

**Transport und servicing made easy**

**Super 1900-2**
- Maximum pave width: 11m
- Maximum layer thickness: 30cm
- Laydown rate: up to 900 tonnes/h
- Material hopper: 14 t
- Transport width: 2.55m
- Pave speed: up to 25m/min.
- Travel speed: up to 4.5km/h
- Powerful 6-cylinder DEUTZ engine (142 kW at 2,000 rpm) with ECO Mode
- New “ErgoPlus” concept for paver handling
- Hardtop of glass fibre reinforced polymer material
- Screed options SB 250, AB 500-2, AB 600 each in versions TV, TP1 or TP2

**Super 2100-2**
- Maximum pave width: 13m
- Maximum layer thickness: 30cm
- Laydown rate: up to 1,100 tonnes/h
- Material hopper: 14 t
- Transport width: 2.55m
- Pave speed: up to 25m/min.
- Travel speed: up to 4.5km/h
- Powerful 6-cylinder DEUTZ engine (182 kW at 2,000 rpm) with ECO Mode
- New “ErgoPlus” concept for paver handling
- Hardtop of glass fibre reinforced polymer material
- Screed options SB 250, AB 500-2, AB 600 each in versions TV, TP1 or TP2

Example: Screeds built up to maximum pave width
Mannheim-based German manufacturer JOSEPH VÖGELE AG presents “ErgoPlus”, a revolutionary operating concept which simplifies the handling of VÖGELE road pavers substantially. Operation can be learned quickly and mastered without problems. “ErgoPlus” is launched as a highlight in the new pavers SUPER 1900-2 and SUPER 2100-2.

**New Concept “ErgoPlus”**

“ErgoPlus” encompasses five innovations allowing VÖGELE pavers to be operated easily and relaxed, and above all as intuitively as possible: the operator platform, the operator’s control desk and the screeman’s lateral console, the new NIVELTRONIC® Plus for Automated Grade and Slope Control and a well-thought-out service concept. Also new is the yellow hardtop of glass fibre reinforced polymer material sheltering the operator whether rain or shine.

**Operator control desk and screwman’s console**

The operator has direct access to all major paver and paving functions, they are operated by push-buttons. Push-buttons are logically arranged, i.e. clustered in groups according to job site requirements, which makes it very easy for the operator to quickly get to grips with his control desk.

All push-buttons are designed for the conditions prevailing on site and are marked with self-explanatory symbols. When a button is pressed, the function concerned is executed directly thanks to the »Touch and Work« principle.

Functions not so often used are controlled and monitored via a display, just as easy to understand. The menue structure is clear and simple, so that in no time at all users get familiar with the set-up, for instance, of tamper speed or Screed Assist. Furthermore, the display supplies important information on the paver’s current operating status. Data such as pave speed, mix levels on the conveyors or positions of tow point rams can be read off on the display.

Like the operator’s control desk, the screwman’s lateral console, too, is clearly and logically arranged. He has direct access to major paver and screed functions. If the roadway narrows on one side, for instance, screed width needs to be reduced and conveyor and auger speeds must be regulated accordingly at the same time.

The comfortable paver platform provides optimum operator visibility of augers, material hopper, steering guide and screed.

**New hardtop of glass fibre reinforced polymer material**

New and part of the “ErgoPlus” concept is a yellow hardtop. Not only does it look good, it gives optimum shelter to the operator whether rain or shine. Sunshades extend easily by hand on the left and right sides so it excellently fulfils its protecting function even with the operator seat swivelled outwards. For transport of the paver, the hardtop folds down with effortless ease via a manually operated hydraulic pump. Six working lights are integrated into the hardtop to illuminate the site, xenon lamps are available as an option. Raising the lights in this way vastly improves visibility in dark conditions.

**New NIVELTRONIC® Plus for Grade and Slope Control**

NIVELTRONIC, the VÖGELE System for Automated Grade and Slope Control, has been thoroughly revised and now stands out through a design offering to users the benefit of particularly easy handling. In addition to various screed and paver functions, NIVELTRONIC® Plus, too, can be conveniently controlled and monitored from the screwman’s console. With NIVELTRONIC® Plus activated, its “Start Screen” is displayed by default. A few inputs by the screwman is all that needs to be done in order to set tow point rams to the desired layer thickness – and transverse slope if required. A “Quick Set-Up” function allows the screwman to define input values as specified values at the push of a button.

The new VÖGELE NIVELTRONIC® Plus for Automated Grade and Slope Control stands out through simple and logical menu assistance. To all functions are assigned self-explanatory symbols on the display, so that operation can be learned quickly and mastered faultlessly. Follow-up control of the tow point rams while paving ensures that specified grade and slope are adhered to automatically at all times. Actual values displayed by NIVELTRONIC® Plus allow the screwman to permanently verify compliance with specified values.

**Service made easy**

“ErgoPlus” also includes a well-thought-out service concept. As a particular benefit, the operator’s console is of modular design. This means that if a component ever has to be replaced on the control desk, each of the modules can be replaced individually, without having to replace the entire unit. This easy and above inexpensive replacement in case of need helps users save money.

**A new variable, mechanical grade sensor specially developed for NIVELTRONIC® Plus**

VÖGELE PRESENT “ERGOPLUS”, THE NEW CONCEPT FOR PAYER HANDLING

A new variable, mechanical grade sensor specially developed for NIVELTRONIC® Plus makes life even easier. This new grade sensor combines the advantages of a sonic sensor with those of a mechanical sensor. It has the high accuracy typical of mechanical sensors with a deviation tolerance of just ± 0.5mm and offers “visible” tracing of the reference, insensitive to external factors such as temperature, exhaust fumes etc. The large measuring range of 200mm typical of sonic sensors and a handy function for zeroing at the push of a button from the screwman’s lateral console round off the range of conveniences.

**New Concept „ErgoPlus“**

Display of the lateral console, with NIVELTRONIC® Plus activated.

*ErgoPlus* allows fatigue-free working, thus contributing to safety on site.

New “ErgoPlus” lateral console on the screwed.
Mannheim-based German manufacturer JOSEPH VÖGELE AG presents "ErgoPlus", a revolutionary operating concept which simplifies the handling of VÖGELE road pavers substantially. Operation can be learned quickly and mastered without problems. “ErgoPlus” is launched as a highlight in the new pavers SUPER 1900-2 and SUPER 2100-2.

**VÖGELE PRESENT "ERGOPLUS", THE NEW CONCEPT FOR PAVER HANDLING**

"ErgoPlus" encompasses five innovations allowing VÖGELE pavers to be operated easily and relaxed, and above all as intuitively as possible: the operator platform, the operator’s control desk and the screwman’s lateral console on the screed, the new NIVELTRONIC® Plus for Automated Grade and Slope Control and a well-thought-out service concept. Also new is the yellow hardtop of glass fibre reinforced polymer material sheltering the operator whether rain or shine.

**Functional diversity, convenience**

"ErgoPlus" focuses on the operator. The convenience associated with "ErgoPlus" is evident as soon as he steps onto his platform. The operator platform is clearly designed, with everything arranged according to functionality. A few adjustments are all it takes to position the control desk exactly in keeping with the operator's personal needs. The control desk can be displaced over the full width of the platform, swivelled out to the sides and tilted. It can also be swivelled out together with the operator's seat. In this way, an ergonomically optimized workplace is set up in no time at all. The new machines offer excellent all-round visibility giving the operator an unobstructed view of material hopper, screed and auger tunnel.

Operator control desk and screwman’s console designed according to job site requirements

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A new variable, mechanical grade sensor specially developed for NIVELTRONIC® Plus makes life even easier. This new grade sensor combines the advantages of a sonic sensor with those of a mechanical sensor. It has the high accuracy typical of mechanical sensors with a deviation tolerance of just ±1/0.5mm and offers"visible" tracing of the reference, insensitive to external factors such as temperature, exhaust fumes etc. The large measuring range of 200mm typical of sonic sensors and a handy function for zeroing at the push of a button from the screwman’s lateral console round off the range of conveniences.

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- "ErgoPlus" allows fatigue-free working, thus contributing to safety on site.
- New "ErgoPlus" lateral console on the screed.
GREAT NEW PRODUCTS FROM HAMM

HAMM extended its HD roller family by 4 new members. Among the newcomers joining the range of small equipment are 3 vibratory rollers standing out through excellent operator visibility and high-level ergonomics. In addition, HAMM launched its top of the range model HD O 120 V, the biggest oscillation roller ever.

**SPECIFICATIONS HD 8 AND HD 10C**

Due to the offset arrangement of the drums combined with lateral clearance, the ground can be compacted right up to the house wall on both sides of the machine.

**HD 8**
- Tandem roller with articulated steering
- Drum width: 0.80m
- Operating weight: 1500kg
- Engine power: 16 kW / 22 hp

**HD 10C**
- Tandem roller with articulated steering
- Drum width: 1.00m
- Operating weight: 1600kg
- Engine power: 16 kW / 22 hp

Since the machines are called upon to operate on a wide variety of construction sites in earthmoving and asphalt laying with vastly differing soil compositions, manoeuvrability top of the line. Here, the articulated steering joint plays a central role. Over the last few years, HAMM has obtained exceptionally good results with the newly developed 3-point articulated steering joint for large roller trains. Improved driving and steering properties, increased roller safety, taking corners and excellent straight-running have been achieved. This new steering joint is now also available for the small tandem rollers.

All controls and displays are arranged clearly and with self-explanatory symbols in the modern instrument panel placed directly in the driver’s view. Since drivers often change, in particular for small tandem rollers, an extremely low machine height of only 2150mm including ROPS has been achieved.

The innovative 3-point articulated steering joint provides improved driving and steering properties, increased roller safety and outstanding straight-running whilst also reducing cumbersome steering corrections. Underneath the bonnet there is no lack of innovations. The new water-cooled HATZ diesel engine with the latest emission control technology even exceeds the currently demanded emission control standards and is thereby well-equipped for the future. Simpler maintenance has also been a special focus of development. As a result, almost all maintenance operations can be carried out on one side of the machine and with easy access.

**SPECIFICATIONS HD 14**

The new HD 14 with 4.2 tonnes and a drum width of 1.4m provides outstanding all-round visibility combined with high driver comfort and considerable area coverage.

**Tandem roller with articulated steering**
- Drum width: 1.40m
- Operating weight: 4200kg
- Engine power: 98 kW / 133 hp

machines, care was taken to ensure that all functions of the machine are easy for everyone to use. Driver comfort is no luxury.

The visibility is particularly striking. Without straining in the slightest, the driver can keep an eye on the area around the machine whilst seated in the driver’s seat. The articulated steering joint plays a central role. Over the last few years, HAMM has obtained exceptionally good results with the newly developed 3-point articulated steering joint for large roller trains. Improved driving and steering properties, increased roller safety, taking corners and excellent straight-running have been achieved. This new steering joint is now also available for the small tandem rollers.

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**Oscillation for large-scale asphalt-laying construction sites**

With the new HD O 120 V HAMM presented a new tandem roller with articulated
HAMM extended its HD roller family by 4 new members. Among the newcomers joining the range of small equipment are 3 vibratory rollers standing out through excellent operator visibility and high-level ergonomics. In addition, HAMM launched its top of the range model HD O 120 V, the biggest oscillation roller ever.

**Great New Products from HAMM**

HAMM has developed the HD 8 and HD 10C tandem rollers. The HD 8 with a drum width of 80cm and a weight of 1.5 tonnes, is now the new "little one" from HAMM. The HD 10C – the "C" stands for “compact” – has a drum width of 100cm. In both machines, the drums are suspended from one side and are also offset by 50mm each. This configuration extends the working width and more particularly enables the machines to approach edges and obstacles with precision, e.g. right up close to the wall. Thanks to the compact construction with its low centre of gravity, an extremely low machine height of only 2150mm including ROPs has been achieved. The visibility is particularly striking. Without straining in the slightest, the driver can keep an eye on the area around the machine whilst seated in the driver’s seat, retaining a clear view of the drum edges to the front, rear and in particular to the side. The work area therefore remains clearly in view.

Since the machines are called upon to operate on a wide variety of construction sites in earthmoving and asphalt laying with vastly differing soil compositions, manoeuvrability is essential. Here, the articulated steering joint plays a central role. Over the last few years, HAMM has obtained outstanding results with the newly developed 3-point articulated steering joint for large roller trains. Improved driving and steering properties, increased rollerover safety taking corners and excellent straight-running have been achieved. This new steering joint is now also available for the small tandem rollers. All controls and displays are arranged clearly and with self-explanatory symbols in the modern instrument panel placed directly in the driver’s view. Since drivers often change, in particular for small machines, care was taken to ensure that all functions of the machine are easy for everyone to use. Driver comfort is no luxury. The more comfortable the machine, the more efficient and therefore the more productive its operation. In developing the new machines, HAMM has taken care to avoid one-sided and strained body positions. Consequently, for example, the low-set driver’s stand has been designed with sufficient foot-room, keeping these criteria for comfort firmly in mind.

The new HD 14 tandem rollers with original design and high productivity.

Another HAMM innovation is the HD 14 tandem roller with articulated steering. In addition to the HD 8 and HD 10C, a new 4-tonne machine with the same design has been developed. With this model, the existing range of small tandem rollers with articulated steering has also been extended “upwards”. Like its sister models, the HD 14 is characterised by outstanding visibility and convincing driver ergonomics. The HD 14 has an operating weight of 4.2 tonnes and engine power of 30 kW, combined with a sizable drum width of 1380mm and a static linear load of 15.2kg/cm. In addition to its high area coverage it is the ideal machine in particular for new materials such as open-pore asphalt (low-noise asphalt) as well as for compact asphalt. New applications and potential uses have therefore been opened up for this “mid-range” weight class. Development engineers at HAMM have again taken care to combine high productivity with extremely good visibility for this tandem roller. The low-cut bonnet provides an optimal clear view forward and of the drum edges. The driver’s seat can slide sideways, giving the driver not only an ergonomic seating position but also a good overview of the entire construction site. In combination with the new, modern and functional instrument panel, the driver is given all the tools required to operate the machine efficiently. The innovative 3-point articulated steering joint provides improved driving and steering properties, increased rollerover safety and outstanding straight-running whilst also reducing cumbersome steering corrections. Underneath the bonnet too, there is no lack of innovations. The new water-cooled HATZ diesel engine with the latest engine technology even exceeds the currently demanded emission control standards and is thereby well-equipped for the future. Simpler maintenance has also been a special focus of development. As a result, almost all maintenance operations can be carried out on one side of the machine and with easy access.

Oscillation for large-scale asphalt-laying constructions with the new HD O 120 V

With the new HD O 120 V HAMM presented a new tandem roller with articulated...
steering, specially designed for large asphalt-laying sites. This new 12-tonne roller from the HD family has an innovative new oscillation drum. This new machine has been built specially for use on sites requiring the compaction of large areas of asphalt. The initial prompting came from the USA. Over there, oscillation is progressing rapidly for asphalt compaction. Highly satisfied users of this gentler yet efficient dynamic compaction method have frequently expressed the desire for a heavier and wider oscillation roller. In Europe too, this machine offers a highly attractive alternative for contractors on asphalt construction sites, because it combines high area coverage with excellent surface smoothness.

The larger dimensions of the machine, in particular the 2m working width, required a new design for the oscillation drum. Consequently, the HDO O 120 V is the first machine to have an oscillation drum with four instead of the previous two eccentric shafts. This system provides a perfectly tuned oscillatory movement, because the high compacting forces are transmitted to 4 axes.

Simple operation, outstanding all-round view, high driver comfort and good performance data are the key features of the new small tandem rollers in the HD product family. The driver has a direct clear view over the working area in front, behind and in particular over the sides of the drums.

The driver, like the machine, is therefore subjected to only very slight vibration stresses. Otherwise, the new tandem roller is identical to the proven HD 120. In other words it provides all the familiar advantages of the HD family, such as the panoramic driver’s cab with all-round visibility and a direct view of the drum surfaces, extremely simple operation with a new instrument panel and ergonomic driver’s seat position, together with enormous manoeuvrability and simple maintenance.

The oscillating movement in combination with the permanent static load of the drum guarantee a fast increase of compaction paired with very homogeneous compaction and good surface roughness.

Sure about the oscillation roller’s performance: contractor Shelly & Sands from Ohio, United States, has absolute confidence in the large oscillation roller. Ed Morrison, in charge of quality assurance at Shelly and Sands, praises the HD O 120 V roller for its capability of compacting asphalt even at lower temperatures without crushing the aggregate, an advantage over classical vibratory rollers. This relaxes the process of paving and extends the window of time available for compaction. In addition, application on various jobs proved that the machine is capable of producing a pavement surface of extraordinary evenness.

Compacting thin layers economically

Since 2004, the issue of oscillation has been a personal concern of Wayne Brassell, Vice President of Kokosing Construction’s Highway Asphalt Division. Several trials performed on most varied job sites convinced him of HAMM technology. The “highway professionals” quite recently added a HD O 120 V roller to their equipment fleet of 17 compactors, among them several HAMM models. The US contractor uses its large 12-tonne tandem rollers above all on thin asphalt surfacing applications (< 20mm). In the photo a HD O 120 V roller in operation on the Highway U.S. 18 to the west of Medina.

Job Reports: HD O 120 V Oscillation Roller

A Job in Ohio

Big Oscillation Roller Gets Midnight Call at JFK Airport

York compacted the two asphalt layers 10 and 20cm thick. Intercounty’s asphalt specialist Rick Loret opted for use of the company’s new large oscillation roller, as this machine is capable of achieving the specified density of 97% on the large area after just a few passes. This was an essential aspect on this job, as paving was done at night and construction machinery were required to disappear from the runway by the early morning hours.

The efficient tandem roller also shows best results under extreme conditions by night.
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Big Oscillation Roller Gets Midnight Call at JFK Airport

With 37.5 million passengers in 2004, John F. Kennedy International Airport in New York is one of the busiest airports in the world. In order to get ready for the new Airbus A380 “megajet” with a maximum take-off weight of 560 tonnes and a wingspan of 80m, one of the runways of JFK Airport was widened in 2005. Contractor Intercounty Paving Associates LLC of New York compacted the two asphalt layers 10 and 20cm thick. Intercounty’s asphalt specialist Rick Loret opted for use of the company’s new large oscillation roller, as this machine is capable of achieving the specified density of 97% on the large area after just a few passes. This was an essential aspect on this job, as paving was done at night and construction machinery were required to disappear from the runway by the early morning hours.

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PLANT EXPANSION AT HEADQUARTERS

New WIRTGEN assembly plant in full swing – further construction projects progressing at full speed.

In Windhagen/Germany, at WIRTGEN GmbH’s site between the former capital of Bonn and Frankfurt, the final assembly plant expansion has opened and has become a magnet for customers and visitors from WIRTGEN subsidiaries worldwide: WIRTGEN has doubled the size of its existing manufacturing facility. A new final assembly plant with 17,000 square metres was completed in January and is already in operation since then. The assembly of cold milling machines – WIRTGEN offers 16 different machine types in this leading market segment – cold recyclers, soil stabilizers, slipform pavers, surface miners and hot recyclers takes place in the new plant. Also integrated in the new final assembly plant are the pre-assembly, electronics and quality assurance functions and the new stores, which currently contain about 28,000 articles.

The project is boosting WIRTGEN’s functional assembly hall area of 25,000 to 45,000 square metres. In addition, on completion, the total outdoor area of the WIRTGEN GmbH plant will increase to 240,000 square metres. This US $ 60 million project represents the largest single investment in the company’s history, and will increase production capacity at the headquarters of WIRTGEN in the long term and improve its competitiveness, safeguard jobs and the site, while at the same time permitting growth in international markets.

Jürgen Wirtgen and Stefan Wirtgen, Presidents of the WIRTGEN Group, emphasized the significance of the project during the official inauguration ceremony with WIRTGEN GmbH’s staff: “Today, we can all celebrate a particularly significant milestone that will again lead us to whole new dimensions and sustainably strengthen our competitive ability. While many companies are having to struggle very hard today to retain their existing production facilities in Germany, we are in the enviably fortunate position of being able to inaugurate a completely new and ultra-modern assembly plant.”

At the beginning of 2006, final assembly of machines was shifted to the new assembly plant. For the move, in the assembly area alone, 22,000 articles had to be moved from the existing works site to the new final assembly plant and sorted into the racks there.

WIRTGEN GmbH belongs with the strong brands JOSEPH VÖGELE AG and HAMM AG to the WIRTGEN Group. WIRTGEN Group is the world market leader in the development, production and sale of machinery for road construction, recycling and repair. The group supports equipment in the workplace as a result of the building work. WIRTGEN GmbH works in Windhagen, which exports some 90 percent of its production for worldwide consumption.

Optimum boundary conditions in final assembly plant: whether it be milling drums, power stations or heavy chassis from the steel construction unit, interior cranes can handle loads up to 40 metric tonnes.

The new assembly plant is in operation since January 2006: On 17,000 square metres 46 machine types are produced, with more than 11,000 different variants.

Due to increased orders for spare parts and machinery since the beginning of 2006, the final assembly plant is going at full speed, and the extended production capacities already are being utilized to meet increased demand. Some 60 new workplaces have been created this year and the staff are rendering a terrific performance.

Production staff will find state-of-the-art workplaces in the new assembly plant. All supporting areas, and production itself will profit from the additional space, assembly equipment and the outstanding support equipment in the workplace as a result of the building work.

Stefan Wirtgen (left) and Jürgen Wirtgen (right) celebrated the successful start of the new assembly plant together with staff and invited guests in May 2006.

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Jürgen Wirtgen and Stefan Wirtgen, Presidents of the WIRTGEN Group, emphasized the significance of the project during the official inauguration ceremony with WIRTGEN GmbH’s staff: “Today, we can all celebrate a particularly significant milestone that will again lead us to whole new dimensions and sustainably strengthen our competitive ability. While many companies are having to struggle very hard today to retain their existing production facilities in Germany, we are in the enviable fortunate position of being able to inaugurate a completely new and ultra-modern assembly plant.”

At the beginning of 2006, final assembly of machines was shifted to the new assembly plant. For the move, in the assembly area alone, 22,000 articles had to be moved from the existing works site to the new final assembly plant and sorted into the racks there. However, WIRTGEN’s “Building for the future” project is far from completion. On the existing company grounds, other construction projects include the powder spray coating plant, and an office building. The 3,000 square metres spray coating plant for machine parts is due to be commissioned at the beginning of 2007. The plant complies with the latest European Union environmental directives. The surface quality of machine parts will be optimized by the powder coating process. An already completed, 180m long power and free tunnel conveys the coated parts from the existing works site to a delivery station in the new final assembly plant. There the parts are stored, according to assembly location, directly next to their respective assembly lines.

Due to increased orders for spare parts and machinery since the beginning of 2006, the final assembly plant is going at full speed, and the extended production capacities already are being utilized to meet increased demand. Some 60 new workplaces have been created this year and the staff are rendering a terrific performance.

Production staff will find state-of-the-art workplaces in the new assembly plant. All supporting areas, and production itself will profit from the additional space, equipment and the outstanding support equipment in the workplace as a result of the building work.

WIRTGEN GmbH belongs with the strong brands JOSEPH VÖGELE AG and HAMM AG to the WIRTGEN Group. WIRTGEN Group is the world market leader in the development, production and sale of machinery for road construction, recycling and repair. The group of companies provides jobs for more than 3,500 men and women around the world, including more than 950 at the WIRTGEN GmbH works in Windhagen, which exports some 90 percent of its production for worldwide consumption.
NEW ON THE MARKET WR 2400

WR 2400 from WIRTGEN for efficient soil stabilization and cold recycling with all options.

**PRODUCT PRESENTATION**

The newly developed WR 2400 is a compact all-rounder based on the well-proven concept of the WR 2000. When used for soil stabilization, the WR 2400 works its way even through the most difficult terrain due to its powerful all-wheel drive and high reserve capacity. For cold recycling, the customer can choose from a full range of options: The WR 2400 restores damaged road pavements to stable layers of high bearing capacity by mixing in liquid or powdered binding agents. The WR 2400 offers the international working width of 2.40m and is capable of milling and recycling to a depth of up to 50cm.

WR 2400, WR 2500 S and WR 2500 SK, offering customers a finely graded range of machines with common working widths and well-adjusted engine ratings. Track-mounted machines purely used for cold recycling include the WR 2000, WR 2400, WR 2500 S and WR 2500 SK, while the WR 2000 possesses high reserve capacities for the treatment of difficult soils. The machine has all-wheel drive and features a high ground clearance owing to its well-proven lifting column design with individually and hydrostatically driven wheels. This enables the WR 2400 to make headway even in very rough terrain and prevents the machine from getting stuck. The WR 2400 additionally features four different steering modes allowing excellent manoeuvrability. The all-wheel steering system with its four modes enables both the manoeuvring of tight curves radii as well as the parallel approach of kerbs or other obstacles.

A technical highlight is the WR 2400’s 4-fold full-floating lifting column system, enabling the chassis to “glide” on the surface smoothly even in case of pronounced bumps. All four lifting columns adapt to the terrain dynamically, thus enabling the smooth behaviour, constant working depth and precise operation of the machine.

**Soil stabilization**

Soil stabilization can specifically modify the properties of soils with poor bearing capacities in order to enable them to be compacted. This is effected by using cold recyclers which mill the existing soil and mix it in a binding agent, such as lime or cement, at the same time. With its powerful engine rating of 420 kW, the WR 2400 possesses high reserve capacities for the treatment of difficult soils. The machine has all-wheel drive and features a high ground clearance owing to its well-proven lifting column design with individually and hydrostatically driven wheels. This enables the WR 2400 to make headway even in very rough terrain and prevents the machine from getting stuck. The WR 2400 additionally features four different steering modes allowing excellent manoeuvrability.

**Cold recycling**

The cold recycling of damaged pavements is the most environmentally friendly and also a highly economical method of road rehabilitation which saves natural resources at the same time. Cold recycling involves milling the existing pavement structure. The addition of binding agents allows a new construction material mix to be produced in situ, which then serves as a base layer or subbase layer. This involves the 100 percent reuse of both bound and unbound layers. The WR 2400 offers a full range of equipment, enabling the various options of in-situ cold recycling to be used in everyday job site procedures. The machine is equipped with microprocessor-controlled injection systems for water, emulsion, cement slurry or foamed bitumen which precisely meter the quantities added, thus ensuring an optimum quality of the mix. The spraying nozzles of the different injection systems can be switched to on or off individually. Cleaning of the nozzles is effected automatically.

**Milling and mixing rotor**

The milling drum of the WR 2400 is equipped with the patented quick-change toolholder system HT11. A main feature characterizing this well-proven system is that the toolholders can be replaced quickly, thus reducing downtimes of the machine. As with all recyclers of the new generation, the milling and mixing rotor of the WR 2400 is driven mechanically. This drive concept, which is successful worldwide, ensures maximum efficiency and utilizes the power of the diesel engine in the best way possible. A variable mixing chamber ensures constant quality of the mix. The larger the working depth, the larger the quantity of material to be processed in the mixing chamber. This well-conceived design enables the mixing chamber to increase correspondingly and automatically.

**Ergonomic operator’s platform offers maximum convenience**

The operator’s cabin can be displaced to either side at the push of a button, providing the driver with an optimum view of the milling edge and ensuring precise and safe milling flush to kerb. The operator’s console inside the cabin (driver’s seat and control panel) can be turned continuously by up to 90°. These features ensure the non-fatiguing and convenient operation of the machine and facilitate the operator’s work on the job site. The steering wheel can additionally be adjusted in height and tilt. The driver’s ergonomic sitting position, the low design of the WR 2400 and the clear view of the operating elements enable the cold recycler to be operated easily and safely.

Top: The WR 2400’s milling and mixing rotor with the patented quick-change toolholder system HT11. It enables the fast and easy replacement of toolholders on the milling drum.
Bottom: High-tech injection systems for the precise metering of binding agents: The systems use microprocessor control to process water, emulsion, foamed bitumen or cement slurry during the cold recycling operation.
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With the newly developed WR 2400, the product range of soil stabilizers and cold recyclers comprises a total number of eight machine models plus the mobile cold recycling mixing plant KMA 200: The self-propelled, wheel-mounted soil stabilizers and recyclers include the WR 2000, WR 2400, WR 2500 S and WR 2500 SK, offering customers a finely graded range of machines with common working widths and well-adjusted engine ratings. Track-mounted machines purely used for cold recycling include the 2200 CR as well as the high-performance recycler WR 4200, which operates in Southern and Eastern Europe and was introduced into the US American market in 2004. The comprehensive product portfolio offered by WIRTGEN GmbH is completed by the tractor-towed stabilizer models WS 2200 and WS 2500.

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MARKET LEADER WIRTGEN PRESENTS:
THE NEW SMALL MILLING MACHINES W 35 AND W 35 DC

PRODUCT PRESENTATION

The new generation of small milling machines is complete

With the machine models W 50 and W 50 DC, WIRTGEN GmbH launched a new generation of small milling machines at Bauma 2004. This range of small milling machines is now completed by the two models W 35 and W 35 DC. These four innovative models fully cover the small milling machine class with standard milling widths of 35cm and 50cm. The milling machine class with standard innovative models fully cover the small models W 35 and W 35 DC. These four machines is now completed by the two Bauma 2004. This range of small milling generation of small milling machines at W 50 DC, W 35 DC are operated by construction companies, municipal undertakings and milling contractors. Both new “small ones” make it big when milling small areas, carrying out partial pavement repairs, milling around manhole covers, placing or removing road markings. This also includes milling for the rehabilitation of shop floors. The lighter W 35 is particularly suitable for this purpose: The W 35 has an operating weight of 2,450kg, whilst the operating weight of the W 35 DC is 4,550kg. Additional weights of approx. 1,400kg can be removed to allow the W 35 DC to work inside of halls or multi-storey car parks.

An important innovation of this small milling machine concept is the position of the operator’s platform directly above the milling drum, which allows the driver a better view in front of the milling drum and on the milling edge as well as increased overall control and safety in the operation of his machine.

Other ergonomic aspects also played an important role in the engineering of the new small milling machines. All operating elements are located conveniently and within direct reach of the operator. The steering elements are located conveniently and within direct reach of the operator. The steering elements are located conveniently and within direct reach of the operator. The steering elements are located conveniently and within direct reach of the operator.

The efficient milling drum drive with its high degree of efficiency.

The abbreviation DC in W 35 DC signifies “Deep Cutting”. The new small milling machine has a milling depth of up to 110mm, the standard milling width of this machine class being 350mm. An optional milling drum assembly with a milling width of 500mm is available for the W 35 DC. Since it has a larger range of activities, this small machine is powered by a 42.5 kW engine.

All in good view: Operator’s platform above the milling drum

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Maintenance and servicing are easily carried out via large maintenance doors on both sides of the small milling machines. An exceptionally practical feature of the doors is their swing door design. They open upwards and have a self-retaining function, thus providing good access to all machine components. This also includes the milling drum which is accessed via a wide opening door in order to carry out the replacement of cutting tools.

Higher production with conveyor, optimum traction with all-wheel drive

The W 35 DC can be supplied with a short conveyor and all-wheel drive. The machine operator can attach or remove the 250mm wide conveyor at the rear of the machine without difficulty and in next to no time. The conveyor can be slewed to both sides and has a maximum discharge height of 1m. The milled material can either be loaded directly into the bucket of a wheel-loader or deposited in a windrow next to the machine by swiveling the conveyor to one side. The conveyor makes milling more economical, since it saves the additional work of having to pick up the milled material in a manual operation.

The all-wheel drive can be engaged permanently in milling gear, thereby ensuring optimum traction on slippery or unconsolidated soils and guaranteeing the continuous removal of road pavements.

Different milling drums are available for special applications. These include milling drums for the removal of road markings or for the so-called “rumble strips”, strip-shaped safety depressions in the pavement shoulder that help to prevent cars from running off the road. Slot cutting rings are additionally available to cut along rails. Fine milling drums with 3mm tool spacing are also offered.
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Increased performance due to a practice-oriented concept: The short conveyor can load the milled material, for instance, directly into the bucket of a wheel-loader, thus saving manual work. Easy maintenance due to immediate access to the most important components: In this way, even the cutting tools are changed quickly.

Top: Increased performance due to a practice-oriented concept: The short conveyor can load the milled material, for instance, directly into the bucket of a wheel-loader, thus saving manual work. Bottom: Easy maintenance due to immediate access to the most important components: In this way, even the cutting tools are changed quickly.

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