



HIGHWAY-CLASS PAVERS WHEELED & TRACKED



THE ROADTEC DIFFERENCE

DEPENDABILITY

Heavy highway construction companies everywhere rely on the dependability of Roadtec pavers. While many pavers would be worn out after 10,000 hours, Roadtec pavers can last 20,000 hours and more.

LONGEVITY

And even with those veteran machines you'll find the front hoppers and frames are still straight because we use heavier steel and solid plate construction on our models. A properly maintained Roadtec paver with 10,000 plus hours on it will perform just as well as a brand-new one.

CREWS LIKE ROADTEC

Our customers experience minimal downtime, and their crews are comfortable with Roadtec equipment. That's reflected in the quality of work they do.

Any good crew familiar with us and other brands will prefer Roadtec because equipment operators achieve better ride smoothness, the machines have lower maintenance costs, and the design is user-friendly. That makes operators more comfortable and confident with the equipment.

Your maintenance team plays a big role in keeping you profitable. They will like the excellent access we provide to all areas of the machine. The simplicity of our machine design allows maintenance work to be completed with ease.

PARTNERSHIP

Our customers benefit from our strong focus on customer support after the sale. In-the-field service technicians live in the regions where they work and respond quickly. 24/7 parts support will get you the right parts fast, and at a fair price. Our product specialists will train your people on any newly purchased machine, and we also offer industry-leading training at our state-of-the-art training facility or in the field.

We're proud of the partnership between us and our customers. Anytime our customers need to reach us, day or night, we're available.

WHAT OUR CUSTOMERS ARE SAYING

"Handling asphalt is tough on machines, but Roadtec equipment holds up. Roadtec designs stuff to do the job."

"I have to give Roadtec credit, because they're the best people I've seen in terms of supporting their equipment"

"They're exceptional about support, whether it's parts or other issues."

"We've got some Roadtec pavers with well over 10,000 hours on them. Some of those still have the original engines."

"Roadtec pavers have helped us succeed. There is no question that they have eliminated our center line segregation problem."



WHEELED OR TRACKED: RELIABLE ROADTEC ASPHALT PAVERS

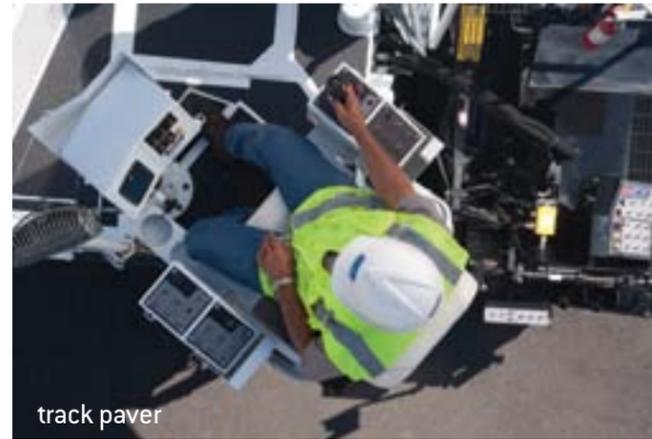


MODEL RANGE

MODEL	WIDTH	MAX. PAVING WIDTH*	ENGINE	DRIVE SYSTEM
RP-195e	10' / 305 cm	30' / 910 cm	6 Cylinder, 225 HP (168 kW) Tier 4i	Rubber Tracks
RP-190e	10' / 305 cm	30' / 910 cm	6 Cylinder, 225 HP (168 kW) Tier 4i	Hydro-Float Tires
RP-195ex**	10' / 305 cm	30' / 910 cm	6 Cylinder, 225 HP (168 kW) Tier 3	Rubber Tracks
RP-190ex**	10' / 305 cm	30' / 910 cm	6 Cylinder, 225 HP (168 kW) Tier 3	Hydro-Float Tires
RP-175	8' / 243 cm	24' / 730 cm	6 Cylinder, 174 HP (130 kW) Tier 3	Rubber Tracks
RP-170	8' / 243 cm	24' / 730 cm	6 Cylinder, 174 HP (130 kW), Tier 3	Hydro-Float Tires

* W/ OPTIONAL EXTENSIONS. SEE SPECIFICATION SHEETS FOR SCREED OPTIONS. ** ex MODELS ARE FOR CERTAIN EXPORT MARKETS WITHOUT TIER 4 REQUIREMENTS.

360° VIEW GIVES THE OPERATOR THE FULL VANTAGE POINT



Operator stations swing out hydraulically. The operator can easily see down the side of machine, into the hopper and also down to the rear auger. No stacks in the operator's field of vision on e and ex series models. Great visibility for safety and control.



OPERATOR STATIONS DESIGNED TO ELIMINATE FATIGUE



All functions are at the tip of the operators fingertips, including feed system and flow gate controls. Track models use a single joystick for all propel functions. A tilt steering wheel controls paver models with tires.



Roadtec air flow design draws any fumes emitted by the asphalt mix (from front and back of machine) and all engine exhaust away from the operator. They are directed away through louvered vents at the front of the engine hood, leaving the operator area fume-free.

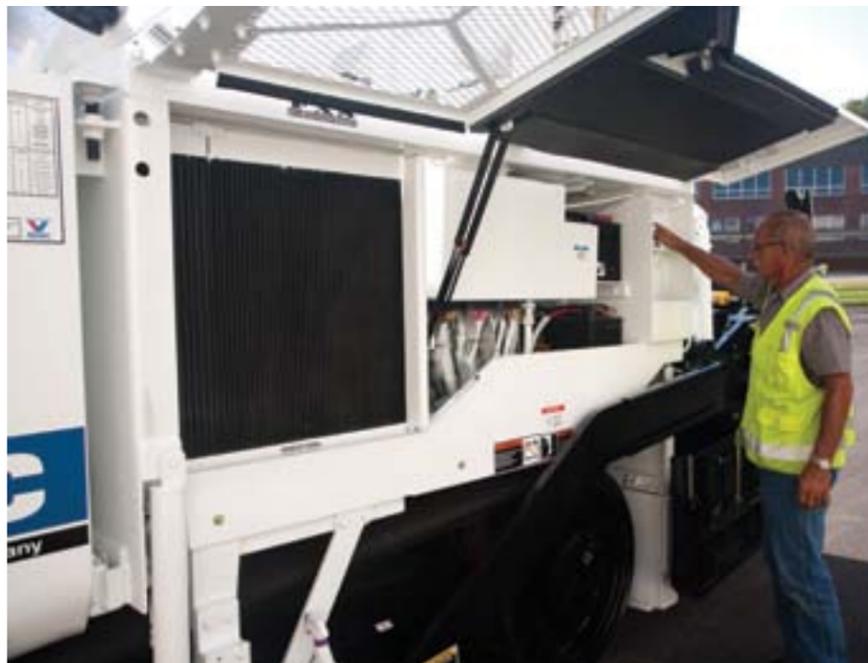


SOLID CONSTRUCTION THE ROADTEC WAY: DESIGNED FOR DURABILITY, SERVICE ACCESS & PERFORMANCE



Rugged frame with four inch thick (10 cm) front cross frame is extremely stable. No skewing, warping or buckling. It's part of what makes Roadtec pavers last. Open front and side walls allow easy service access.

Push roller engages with loading vehicles. Note thick front cross frame.

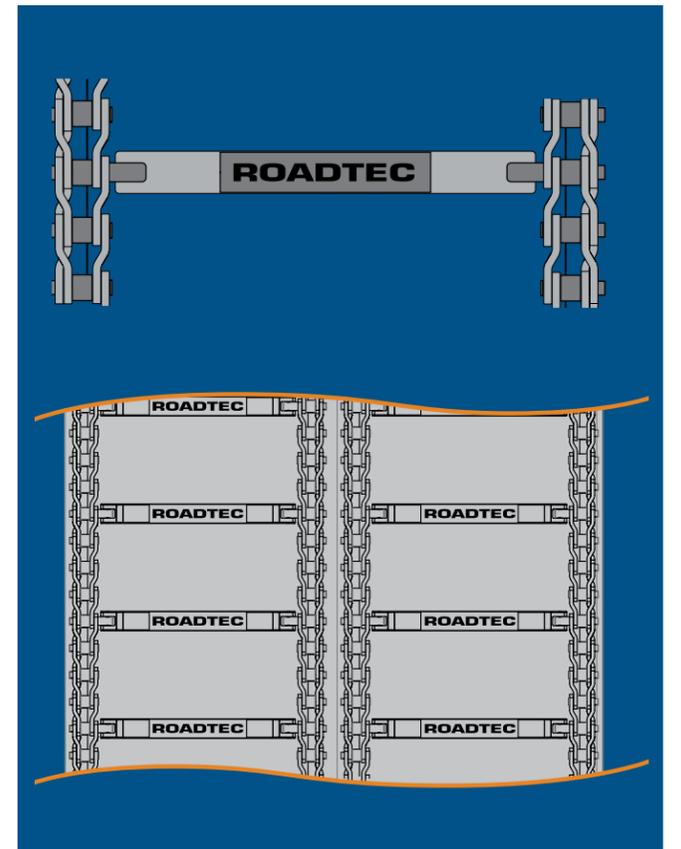


One-piece axles for front bogies go all the way through frame (models with tires). No weld-on stub shafts.



Hinged, dual apron plates make clean-out easy.

Roadtec uses heavy-duty, offset link conveyor chain for durability and performance. Head and tail plates are made of chromium carbide-clad plate. Conveyor floor plates are covered with wear-resistant material and simply drop in, requiring no bolts.



The thick flights of the rear auger are also made from cast, hardened steel. Built to last.

A view of the chain assembly from below.

ROADTEC PAVER DESIGN FEATURES COMBAT SEGREGATION

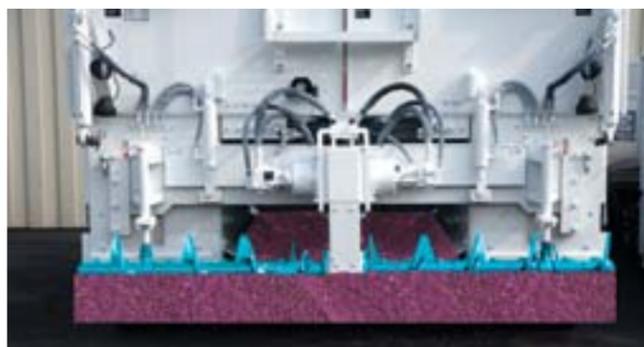
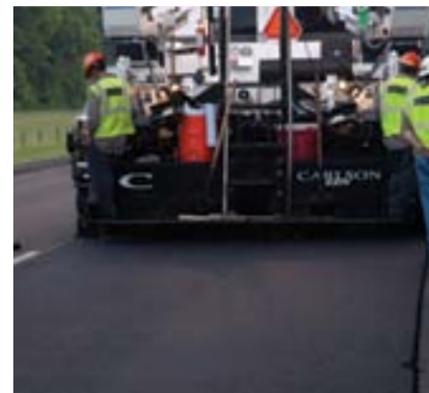


Each rear auger and conveyor is driven by its own hydraulic motor. This way conveyers can be wider and closer together. Each side can be run independently. Mix is conveyed out as one uniform flow, which greatly reduces segregation. Conveyor drive motors can be controlled independently of the augers by screed operators to decrease the pile at the end of each pull.

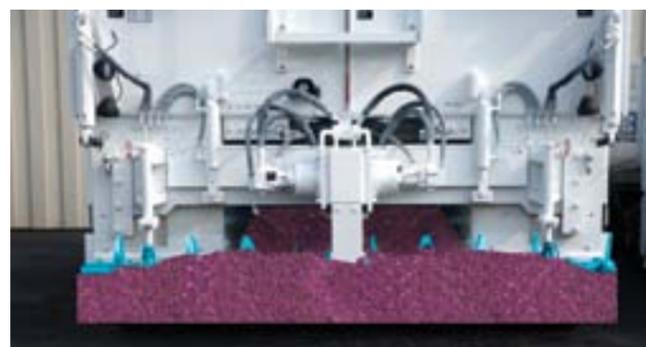
The delta plate defines the front wall of the material tunnel. It keeps mix from rolling forward under the paver and also clears mix off the conveyors.



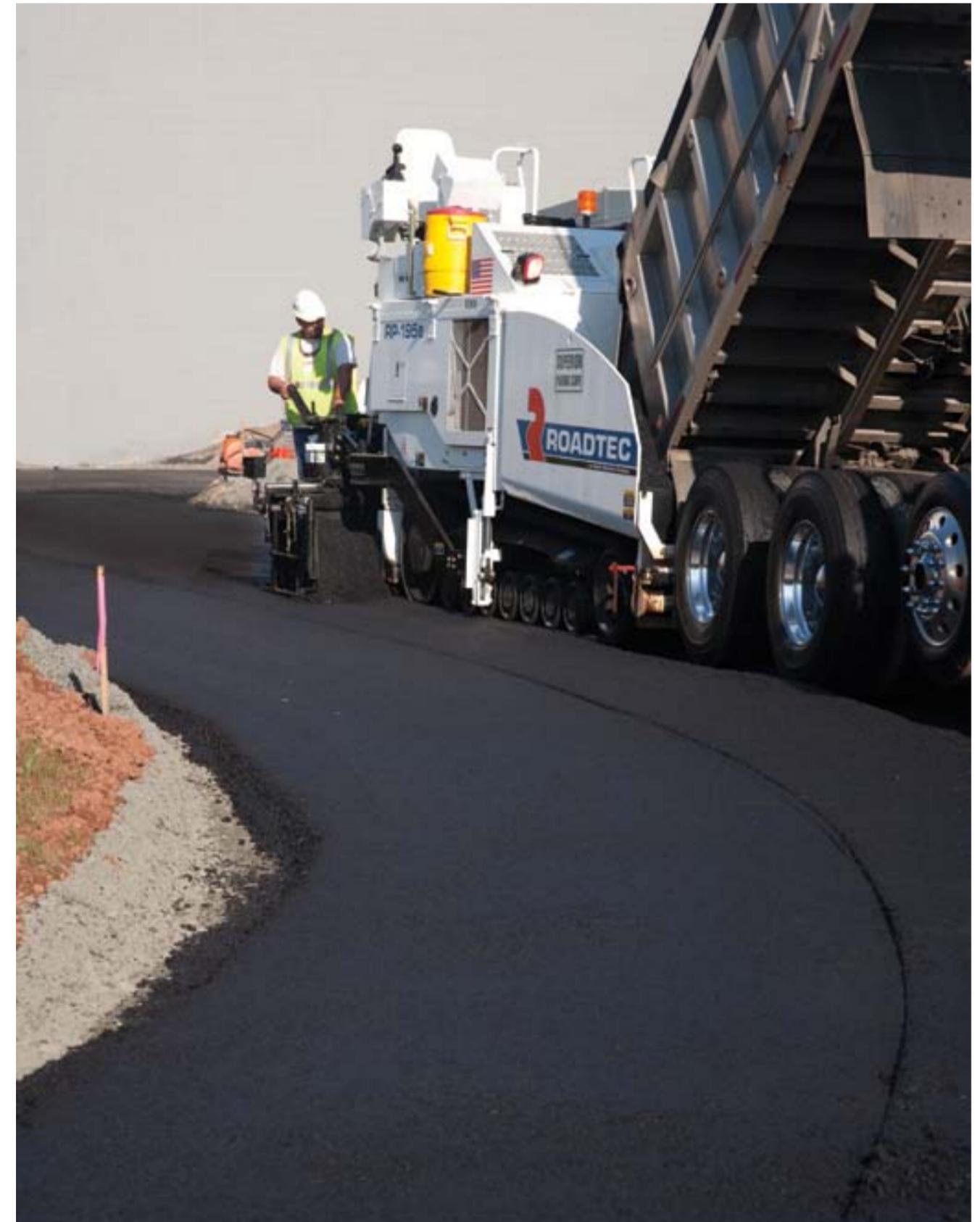
Roadtec pavers have electric flow gates. They are simple to operate and give precise control over the head of material in any situation.



Flow gates are correctly set. Material is properly distributed about half way up the rear auger. (Above images colorized for illustrative purposes.)



If flow gates are incorrectly set, or with pavers that do not have flow gates, it's easy to bury the auger and flood the middle.



CHOOSE FROM TRACK OR TIRE UNDERCARRIAGES

The Roadtec track system gives a smooth ride on a large footprint with excellent flotation and traction. Smooth-tread rubber tracks are 18" (457mm) wide on 10 ft (305cm) models.

On 8 foot (244cm) models the tracks are 14" (355mm) wide.

An automatic hydraulic tensioning system keeps constant, even tension on the tracks.

Oscillating front bogies provide even pressure along the track and give a smooth ride.



Roadtec rubber-tired pavers have great maneuverability, ride quality and traction.

Two large rear drive tires are steered by two tandem bogie assemblies. The offset bogie assemblies let the operator to increase the ground pressure gradually.

Dry disc brakes on both wheels give you precise control during operation. Rubber-tired models also have hydraulic braking and a parking brake.

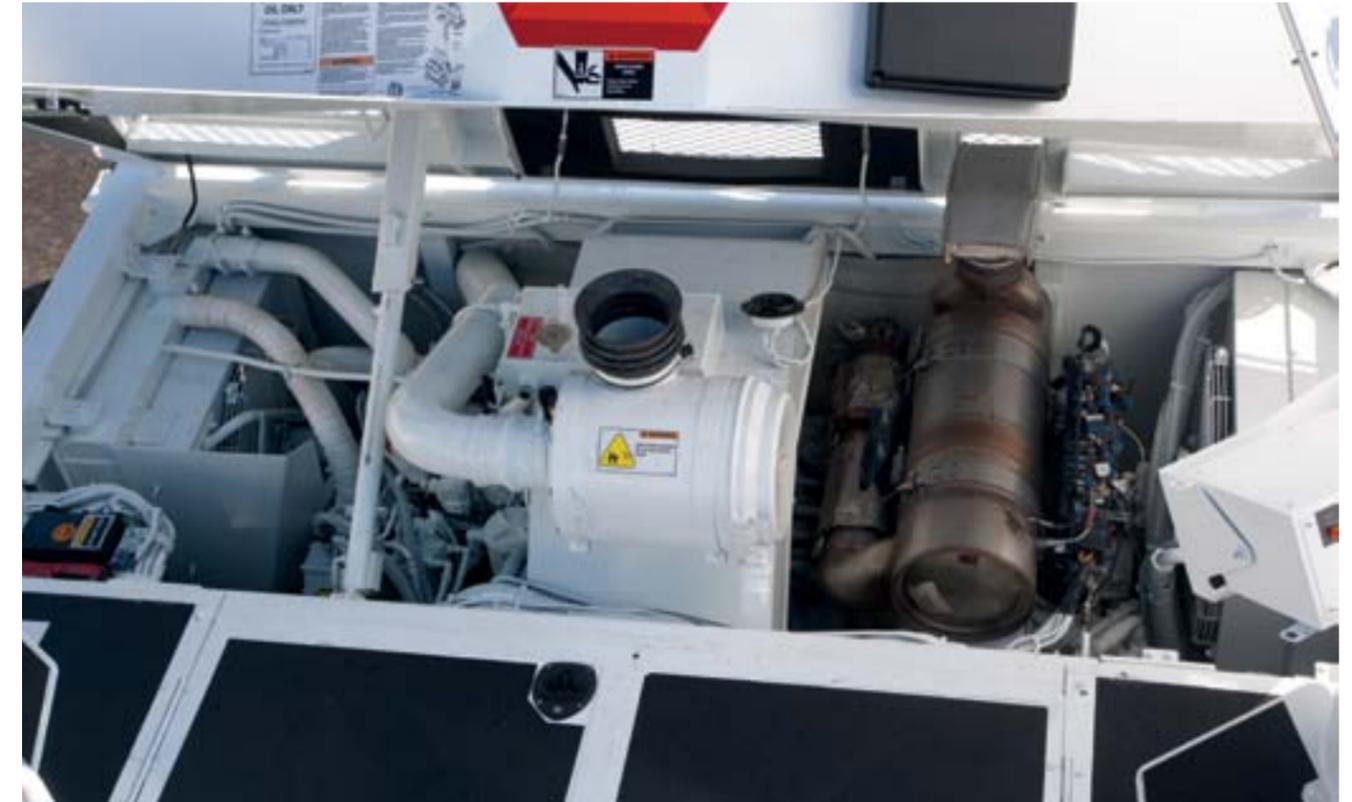


Roadtec track paver smooth tread.



Disc brakes on tire pavers.

EFFICIENT, COOL-RUNNING POWER



Roadtec 10 ft (305cm) wide have 225 HP (168 kW) diesel motors; and the 8 foot (244cm) wide models feature 174 HP (130 kW). Motors are mounted transversely to improve access and cooling capacity.

Oversized variable displacement pumps are used for propel and feed systems on all Roadtec pavers. These high-capacity pumps can run at optimal speed and keep components cool. Cooler running hydraulics means components last longer.

ROADTEC UNSURPASSED SERVICE ACCESS

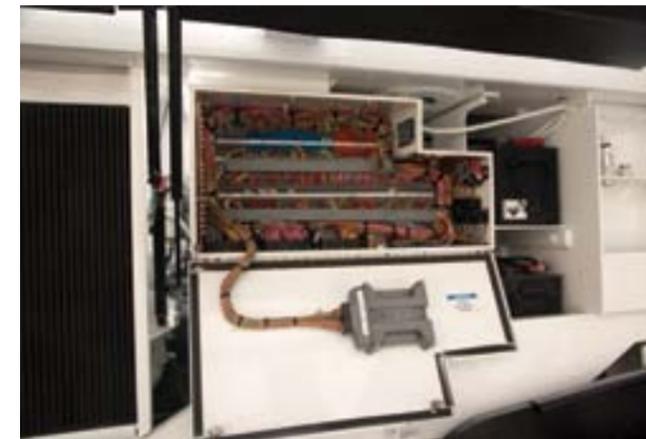


All maintenance and inspection areas are easily reached through access doors on the sides and top of the pavers. The hood lifts hydraulically and has a manual lift back-up feature. The engine compartment is roomy enough to make component access convenient. The hydraulic oil tank is located under hinged doors on the operator platform.

A retractable hose for spray-down is standard. Shown here is the optional dual wash-down system.

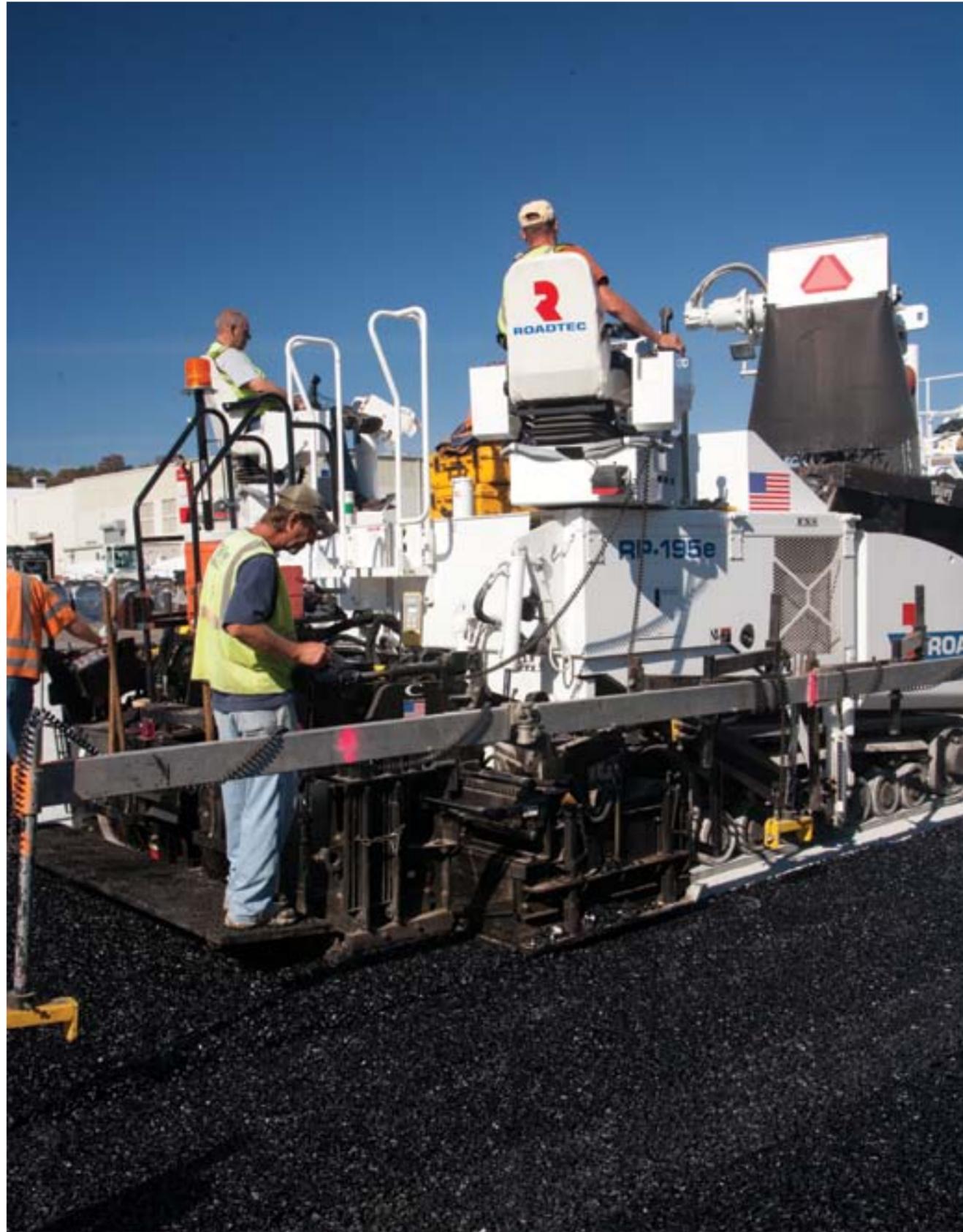


The cooling radiator for hydraulic oil and fuel can pivot out for easy cleaning and inspection. A second radiator on the opposite side of the machine cools charge air and engine coolant. Easily reach the electrical from the ground.



Hydraulic pressure testing ports are reachable from ground level. (Ports can be used while the system is under pressure.) Lube points are grouped in a central location on the side of the machine. (Auto-lube systems available.) The longer throat of the fuel fill cap prevents fuel leakage when paving on an incline.





ROADTEC an Astec Industries Company

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

