



EQUIPMENT GALLERY

EZ STREET'S HYBRID TECHNOLOGY™

The EZ Street® Co., Miami, Fla., introduced the EZ Street Hybrid Technology™ cold asphalt pothole patch as an alternative energy concept for pavement preservation solutions. It's a new formulation of EZ Street cold asphalt, leveraging modern recycling techniques and the latest in alternative fuel sources. Through research and development, EZ Street engineers have built a product with portions of the mix containing 100 percent less fossil fuel derivatives.

"It's not based on today's or yesterday's oil futures prices," said Senior Vice President Lars Seagren. "In the end, it's practical sustainability that led to the introduction of a product that we can put our full weight behind."

EZ Street Hybrid Technology is comprised of proprietary multi-feedstock 100 percent renewable resources, and carries with it all of the functionality of other EZ Street products. It offers permanent street repairs, better shelf life and improved cold weather workability, and is instantly ready for traffic. No mixing is required. For commercial, private, residential, city, county, state agency or any other use where pothole or pavement repair is required.

For more information, contact Tom Francione at (305) 663-3090 or (800) 734-1476 or tom@ez.st, or visit the Web site at www.ezstreetasphalt.com.



ECCO'S FOCUSED SOUND BACK-UP ALARM

The SVXTM back-up alarm from ECCO Group, Boise, Idaho, uses Sound-Vector™ technology to contain the reverse warning signal where it's needed—in the hazard zone behind a vehicle. By concentrating sound in the hazard zone, SVX addresses the concerns of noise pollution, driver irritation and vehicle identification currently associated with conventional back-up alarms.

The four models offered focus warning sound in the hazard zone behind the vehicle and use the traditional "Beep-Beep" warning sound recognized world-wide as the signal for a reversing vehicle. They feature robust, glass-filled nylon housing designed to withstand demanding applications and epoxy-encapsulated electronics to provide protection against vibration, dust and moisture. They also feature reverse-polarity electronics that are surge protected. The units are compatible with positive or negative ground systems. They can be steam cleaned and pressure washed.

All this in the name of increased safety.

For more information, contact ECCO at (800) 635-5900 or visit the Web site at www.eccolink.com.

VOGELE'S SUPER 1800-2 SPRAY JET

The Super 1800-2 SJ paver from Vögele America Inc., Chambersburg, Pa., offers improved technology for placements of sophisticated pavement preservation surfacings like NovaChip® Ultrathin Bonded Wearing Course.

SprayJet technology with the Super 1800-2 SJ lets pavement preservation contractors take advantage of new, powerful spray technologies. The Super 1800-2 SJ permits spraying of a tack coat and asphalt paving to take place in one pass, promoting optimum bonding between layers, keeping the job site clean, and eliminating the tack coat truck from the paving train. But the Super 1800-2 SJ's ability to spray liquid asphalt or emulsion also makes it an ideal application vehicle for ultrathin bonded wearing courses, in which modified emulsion and aggregate can be placed in one pass.

Five precisely adjustable spray bars with a total of 20 self-sealing spray nozzles are located at the front, sides and behind the crawler tracks, and are supplied with emulsion from a heated tank with a capacity of more than 528 gallons.

The SprayJet module incorporates a high-precision control system which lets it spread emulsion in small volumes (from 0.04 pounds/square foot) at slow pave speeds. Its low constant spraying pressure (43.6 psi) lets spraying be undertaken with very little mist and drift. And without the SprayJet module, the Super 1800-2 SJ reverts to a conventional high-performance paver.

In keeping with Vögele's ErgoPlus design, operation of the SprayJet module is simple. Once the operator has set the required quantity to be metered, the spray pressure and spray rate are automatically adapted to the paving speed and width.

The Super 1800-2 SJ uses the ultra-modern AB 500-2 Extending Screed, which permits paving widths of up to 16.4 feet wide. Like all Vögele screeds, the AB 500-2 features electric heating. The screed and emulsion tank are heated independently. An additional gas heating system can be used to quickly heat up cold emulsion.

As only minor modifications are needed for operation with the module, the paver also can be used for conventional paving when the SprayJet module is removed. Without the SprayJet module the Super 1800-2 can pave up to 32 feet, 10 inches wide, with a laydown rate of up to 772 tons per

hour and forward speed of up to 79 fpm.

For more information, contact Vögele America Inc., Chambersburg, Pa., at (717) 264-3200 or visit the Web site at www.wirtgenamerica.com.



Vögele's Super 1800-2 Spray Jet