



On the utility patch in Ontario, the Vögele AB 340 V screed is used in compaction mode.



International Utility

BY TOM KUENNEN

Quality Paving 1994 Ltd., Kitchener, Ontario, performs government road construction, in addition to suburban residential work. “We’re 75 percent civic or government work, and the rest commercial,” Dave Tittley, president and owner of Quality Paving said. “We get the call because we can do the small and the big pavements.”

Quality serves its market niche with one paver that can adjust its size. “This smaller paver allows us to go into all kinds of places that the bigger machines can’t get to, yet it’s a big machine,” Tittley said. “It has the power to do road work. We can go into a subdivision and do a 23- to 26-foot roadway in two passes. The big machines can do that, but we can take that 13-foot screed down to 6.5 feet and do a pathway, such as a bike or golf cart...” To Tittley, the Vögele Super 1300-2 provides the best of both worlds.

Quality acquired the Super 1300-2 in spring 2013, and in late summer 2014 had some 800 hours on the machine. In late summer on a water and sewer repair at light manufacturing plant in Mississauga, Ont., Quality Paving was placing a final wide patch, 197 feet by 13 feet. Approximately 66 short tons of hot mix asphalt (HMA) was placed in one morning.

“The plant put in new sewer lines, and we are putting in two layers of hot mix asphalt, 2 inches of HL8 binder course, and 1.5 inches of HL3 finish course,” Tittley said. The HL8 lift has a maximum aggregate size of $\frac{3}{4}$ inch, and the HL3 has a maximum aggregate size of $\frac{3}{8}$ to $\frac{1}{2}$ inch. Some might think the size of machine “overkill” for the parking lot utility patch. “At the end of the day, when the equipment gives you a good quality job, it’s not overkill,” Tittley said.





TOP: The Super 1300-2 may have the horsepower and extension for roadway paving, but the Quality Paving Ltd crew used it in Southern Ontario for a utility patch with superb results. BOTTOM LEFT: For the utility patch, the Quality crew didn't require use of the Vögele Niveltronic Plus system for automatic grade and slope control. For this trench, the paver operator matched to the existing pavement. BOTTOM RIGHT: Dave Tittley, president and owner of Quality Paving

The Super 1300-2 is paired with the AB 340 V screed from Vögele, not commonly seen in North America. "Once we set the screed level, we hardly ever touch it," Tittley said. "For the size of the machine, it's a very heavy duty screed, it's as heavy as a large highway class machine."

On the plant parking lot, the vibrating screed was getting about 90 percent compaction ahead of finish rolling by a Hamm HD 12 CompactLine roller. "We don't always use compaction at the screed, but on road work, we will use it,

depending on the length of the road," Tittley said. "It helps us get compaction a little bit faster, so we don't have to stay as long rolling." The Hamm compactor provided a fine complement to the Super 1300-2, he said.

Like all Vögele screeds, the AB 340 V is electric-heated. "One of the biggest pluses of a smaller machine like the Super 1300-2 is that we have electric heat," he said. "The screed is constantly heated, and we always get a smooth finish, whereas a lot of small machines don't

have that capability, instead using propane burners. It's one of the few smaller-size pavers that has the technology normally seen in a larger paver."

The paver incorporates the Vögele Niveltronic Plus system for automatic grade and slope control, to achieve superior paving results. "Because we've been doing mostly trenches this season, we haven't had the need to use it," Tittley said. "But when we do bridge work we'll use the Niveltronic. For this trench we're just matching to the existing pavement and don't have it on."



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Quality feeds asphalt to the Super 1300-2 using either a dump truck or front-end loader. “We can use both, depending on what the project is,” Tittley said. “Most of the time we have our triaxles dump directly in the hopper. The 100 hp engine provides lots of power to push triaxles, tractor-trailer dumps and flow-boys; we have no problem in pushing any of them. But if we’re in a small area that a truck can’t back into, the paver is ready for a large skid-steer or even a backhoe to feed with asphalt.”

“The paver is more economical to operate than other pavers we’ve had, because we are able to select between three different operating modes for the engine,” Tittley said. “Most of the time we keep it in Eco mode, which is economical for general use. The only time we change that is when we put the machine into production. For that we have an Idle and also a Super mode, which really brings the engine up when dealing with heavy asphalt loads, for example, to

push a truck whose brakes are on. Otherwise we can use Eco in virtually every application.”

The hopper also has an easy-to-use cleanout system, he said. “One of the best things about the Super 1300-2 is that the screed goes down to 2 meters wide, but the whole machine goes down to 2 meters as well,” he said. “You can go through narrow downtown alleyways; the whole machine goes right through it.” 