Further Provision of Convenient to Use Optional Features

Canvas type Canopy

Canvas type canopy is available as option instead of the hard top canopy.

Rear control box

A detachable rear control box has been designed to allow all operations necessary for paving to be completed from the screed step. It is also possible to remove the liquid crystal monitor from the driver's main control box, and attach it to the control box. This allows travel speed and steering angles to be controlled.

Color liquid crystal monitor and camera

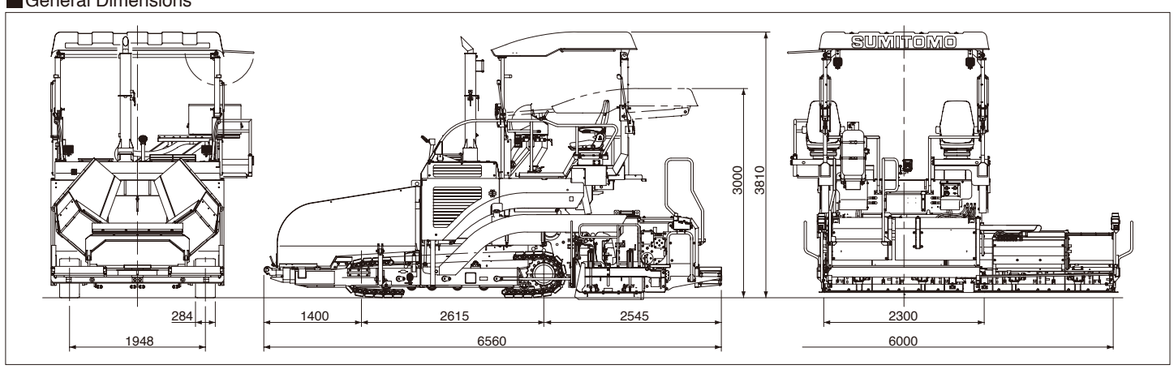
A color liquid crystal monitor and camera are set up, which are convenient for use when operating from the screed section. People moving in front of the hopper and the condition of asphalt materials can then be checked at a glance.

Principle Specifications

			HA60C-7CE
Paving width	Standard	m	2.3～6.0(infinitely variable)
Paving perormance	Max laydown rate	ton/hr	587
	Paving thickness	mm	10～300
	Max paving speed	m/min	1.5～20
	Hopper Capacity	ton	13
	Center crown ratio	%	-1～3
Dimensions	Operating weight	kg	14,550
	Overall length	mm	6,560
	Overall width	mm	2,490
	Overall height (with canopy)	mm	3000(3810)
	Tumbler distance	mm	2,615
	Crawler width	mm	284
Conveyor system	Type of driving method		Hydraulic
	Width × No. of line	mm	400 ×2
Auger system	Auger dimensions	mm	300dia. × 300pitch
	Rotating speed	mm-1	0～75
Screed system	Heating system		LPG 4×Blowerburnner (OP:Electric)
	Compaction sysytem type	–	Hydraulic Tamper＆Vibrator
	Vibrator frequency	Hz	0～50
	Tamper rotating speed	Hz	0～20
	F/R screed level gap adjustment		Hydraulic
	Center crown adjustment		Hydraulic
Drive system	Type	–	Crawler type
	Drive mrthod		HST
	Brake type		Automatic brake
	Traveling speed	km/h	0～3
Engine	Make&Model	–	ISUZU 4JJ1
	Displacement	L	2,999
	Rated output	kW/min^-1	89.2/2200
	Fuel Tank capacity	L	140
	Exhaust emission		COM 3a / EPA Tier 3
	Erectrical system	V	24

*Units in the table above represent SI units adhering to the International System of Units.

General Dimensions



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Illustrations may include optional equipment and accessories and may not include all standard equipment.

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SUMITOMO

JPaver

Sumitomo Asphalt Paver

HA60C-7CE

Paving Width 2.3~6m
Without any extra screed extension equipment.

CE
Non-road Special Motor Vehicle Exhaust Emission Standards.

HA60C-7CE

World First : Screed Extensibility Allows a Double Role
Save a Maximum of 50% on Working Hours

The infinitely variable triple screed can be used for 2.3~6.0m widths **World first**

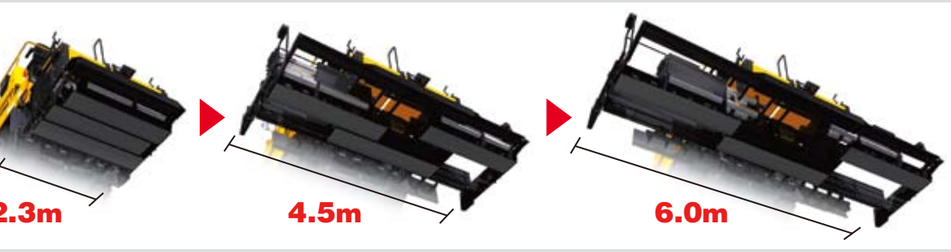
J-paver 2360

The J-paver screed can be freely extended from 2.3 to 6.0 meters without any extra screed extension equipment. Even during construction, the paving width can be changed without halting operations.
The screed is also designed to have no auxiliary screed, so the paving quality (finished surface, density) is free from any problems caused as a result of the difference in width between screeds.

Employment of the adjustable strike-off system (STV spec) that can be used with all types of asphalt materials.

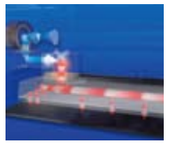
Sumitomo's strike-off provide an optimal material flow into a screed plate as well as preliminary compaction.

An easy to understand screed extendable / retractable verification gauge



LPG Blower type heating system

The screed plate is evenly heated up by hot air produced from the blower heater. This makes the paving surface even from the start of paving. The blower system is also efficient. Therefore, the shorter heating time also reduces the consumption of propane gas. The installed temperature sensor indicates the optimum temperature, and is displayed by the lamp.

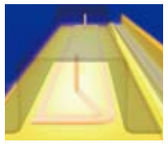




Electric heating system (OP)

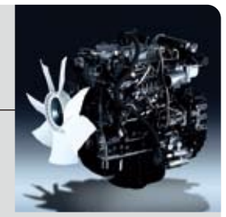
The electrical heating system developed newly was added to an option of HA60C. Sumitomo's originally control system realized , without increasing the horsepower of the engine. As a result, it realized reduction of the fuel costs.





High-power Torque and Low Fuel Consumption Engine

"Achieving an exceptionally high standard for the 5 major qualities required of construction machinery", that is the solution provided by the SPACE5 engine that will meet the demands of the next generation.



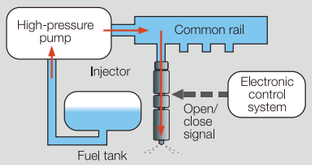
SPACE5
SUMITOMO Powerful And Clean Engine System

❶Powerful ❷Economy ❸Clean ❹Silent ❺Strong

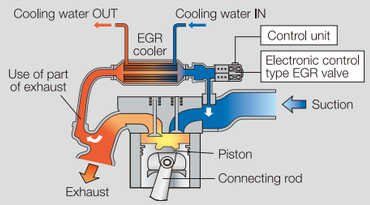
Rated output 10.1%* UP

Fuel consumption rate 7.3%* improving

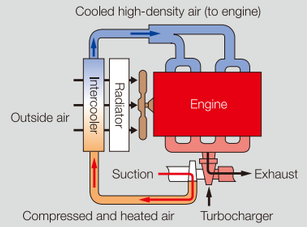
Common rail fuel injection system



Cooled EGR system



4-valve DOHC turbo engine with intercooler



*Comparison with HA60C-5

Rich horse power

An engine rated at 89.2kw with a turbo charger provides enough power for any types of operations.

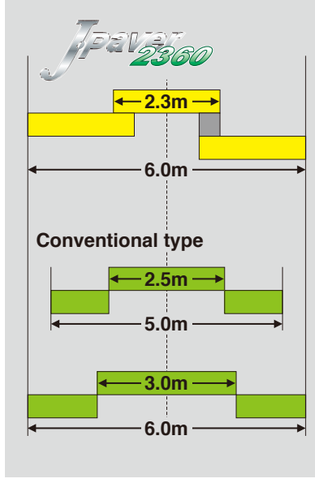
Tier 3 emission engine.

The new engine complies with the Emission Regulation U.S.EPA Tier Ⅲ,and EU stage ⅢA. The advanced low noise design complies with upcoming EU noice regulation 2000/14/EC,STAGE Ⅱ.

Total Support for All Paving Conditions

Double role

The J.paver2360 can cover two range of conventional screeds.



Power height adjustment of extendable screeds

The HA60C permits easy adjustment of face height through simple switch operation. Thanks to this device, when a difference in face height occurs between front and rear screeds, it can be adjusted immediately.


Power crown

The hydraulic power crowning adopted allows the crowning amount to be easily adjusted through switch operation.


HA60C-7CE

A Crawler with High-durability and Good Surface Contact

Utilization of a link-shoe that employs durable rubber pads

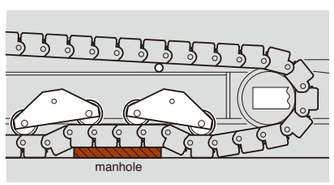
The link-shoe utilizes rubber pads, which can run on road surfaces that have already been set without marking them. In addition, the link employs a high durability structure.

In-shoe motor

The running motor employs a direct HST drive installed inside left and right side sprockets. It is a structure that does not require the use of a drive chain, so extra labor created by chain adjustments is eliminated. This means that construction can be carried out in the assurance that running stoppages caused by the chain breaking will not occur.

Oscillating bogie

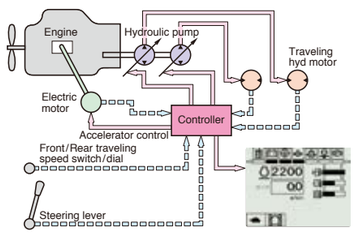
The bottom section roller is a equalizer type, which is able to absorb uneven features on the road surface, such as manholes etc. It improves smoothness by traveling with an excellently adapted surface contact system.



Adopting the latest travel control system

The engine, hydraulic pumps, and traveling motor are centrally controlled with fine precision by a computer. In addition, settings are stored in the computer's memory, so asphalt paving can be carried out simply by turning the traveling switch to "on" or "off". The HA60C's controller contains the following special features

1. Fluctuations of speed due to changes in the weight of load do not occur, so paving smoothness is improved.
2. Deviations from the set course caused by changes in the weight of load are very small, so unevenness in forward movement is reduced to an absolute minimum.
3. Paving speed can be set to a minimum of 1.5m/min. It is adaptable to all kinds of construction.
4. At the start of construction works, a control function is used to achieve a soft-start.
5. Paving speeds can be set and altered even when at a standing stop.



Labor-saver Feeding System for Best Efficiency and Safety

Thanks to use of the new-concept hopper, it has become easier to feed in asphalt material.

Low front and large hopper

The hopper's leading edge is low and can accommodate a dump truck with low bumper. What's more, the hopper has an ample supply capacity.

Hydraulically operated hopper front

The hopper front moves up and down in superb timing with the hopper wings.
Material does not spill onto the push rollers and there is also no spillage in front of the machine.
Almost no material remains inside the hopper.

Individually operated hopper wings

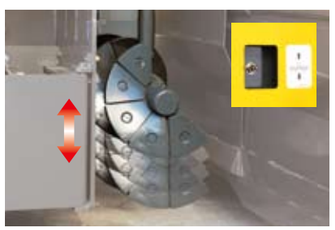
The left and right hopper wings are able to move up and down independently and at the same time as the hopper front which also moves up and down. Reaction to obstructions is good and in such cases there is no spillage of material in front of the push rollers and machine.

Reversible auger & conveyor

A good balance of materials in front of the left and right screeds can be achieved by combining this equipment and the hydraulically adjusted auger. For construction with obstructions, they also operate effectively in construction sites with obstructions when using the Individually operated hopper wings.

Hydraulically adjusted auger

The hydraulic cylinders move up and down with ease and can be fixed at 4 levels
Material supply according to pavement thickness and loading to the deadhead is easy.
The height of the auger can be adjusted according to the thickness of the pavement to achieve superior pavement precision.



Automatic extendable mold-board

Due to the simultaneous extension and retraction of the screeds and mold board, materials are conveyed efficiently by the auger, so a reduction of over capacity at the screeds as well as an improvement in pavement precision can be expected.

Oscilating push roller

Joining with the dump truck at construction sites with curves is easier because of the oscillating push rollers, and steering is not affected.

Central control for the screed section

Extension and retraction of the screeds, paving thickness control, the auger high-speed- charge and reverse control are possible.
An emergency shutdown function and horn switch are also installed.

HA60C-7CE

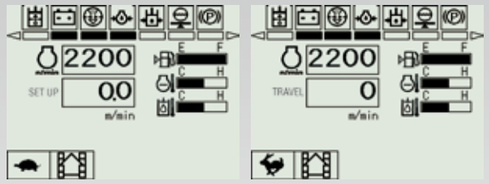
The User Friendly Concept of Paver Operation

Emergency controller for manual operation

In a worst case scenario, where computer trouble has occurred, operation is made possible by the emergency drive controller.

Liquid crystal monitor panel displaying all kinds of information

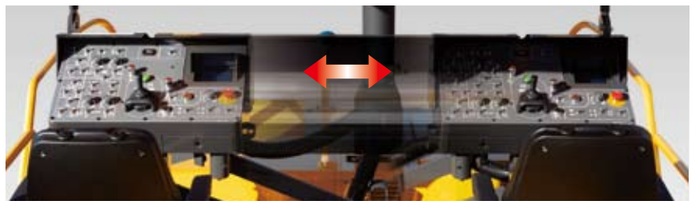
Information can be observed through text and graphics.



- Adoption of a digital speed meter
  During paving operations (low speed mode) the set speed is displayed.
  During transit (high speed mode) traveling speed is displayed.
- Engine revolution counter is displayed
- In addition to the angles of the operational turning lever being visually displayed, the steerage angles are shown as a 7-level bar graph, allowing the operator to control the degrees of steer.
- A service monitor displays the condition of the engine at a glance

Movable control box

Control box movable from right to left provides an operator with great flexibility.



Repair-friendly

By the pursuit of usability, a simple toggle switch has been adopted which can be easily replaced individually. Liquid crystal monitor panel displays every thing you need.

Comfortable operation seat

Seat allows the operator to stretch out and check the road and working details all around. The comfortable seat with arm-rest can also reduce operator's tiredness,and realize safety of operating.

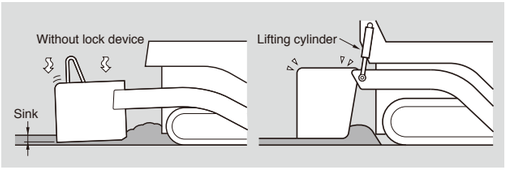
Easy-to-view thickness gauge

On previous models the thickness gauge was located on the very top of the pivot cylinder, but thanks to moving it further back, it can now be viewed easily even from aboard the screed.

Cutting Edge Technology Used for Maneuverability and Automation

Automatic screed-lock and soft-start functions

When surfacing operations are temporarily suspended, while waiting for asphalt materials etc, the automatic lock device is activated, and the lift cylinder prevents (holds) the screed from sinking into the surface. When operations are resumed, the computer controlled soft-start function is automatically activated and the machinery can move forward without leaving screed marks.



Grade sensor

The grade sensor automatically senses the hight of the screed and automatically controls the screed.

Slope sensor

The slope sensor automatically senses the slope of the screed which are controlled.

Material flow controller

The ultrasonic sensor automatically maintains the appropriate amount of material at the front of screeds.

Compact Package

The screed width and canopy of the HA60C allow its frame to fit easily within the width(2.5m) and height limits(3.0m) required for transportation.

Sensor brackets stored inside the main body

When the sensor brackets are not in use, they can be stored inside the main body by opening the side cover.

Foldaway retaining plate

This is a folding type retaining plate, which can be stowed away in the main body of the vehicle.

Canopy (paving)

Canopy (transporting)