GOMACO

WORLD CLASS PERFORMANCE

450
Cylinder Finisher

Bridge Deck Finishing

GOMACO Corporation pioneered the development of the first cylinder finisher 25 years ago. The late Harold W. Godbersen, founder of GOMACO Corporation, developed and manufactured a bridge deck finisher to meet the growing needs for bridge markets.

Considered to be a milestone, the cylinder finisher made GOMACO a recognized name in the construction industry.

Today the 450 cylinder finisher is designed with versatility as either a C-450 or SL-450, is easy to operate and saves time and labor costs on all your concrete finishing projects.

The C-450 is a job-proven cylinder finisher, with multi-application capability for bridge decks, streets, highways, building slabs, parking lots, waste treatment plants, airport aprons, tennis courts and almost any concrete slab.

Pin-connected sections provide fast setup time and the versatility to fit exact job requirements for frame widths from 12 ft. (3.66 m) to 140 ft. (42.67 m) and finishing widths from 9 ft. (2.74 m) to 137 ft. (41.76 m).

Bridge Deck Finishing

The GOMACO C-450 is the proven bridge deck finisher. All-welded steel construction provides the sturdiest, yet lightweight finisher on the market.

Strictest Tolerances

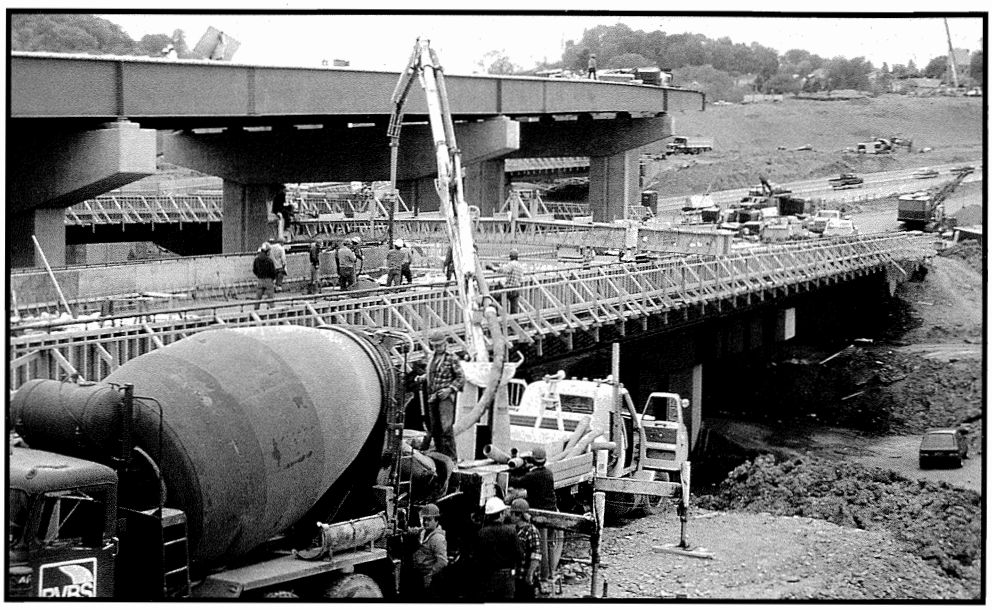
The C-450 assures you of less than 1/8 in. (3.2 mm) tolerance in 12 ft. (3.66 m) while finishing high or low slump concrete.

Incorporated Console Drive

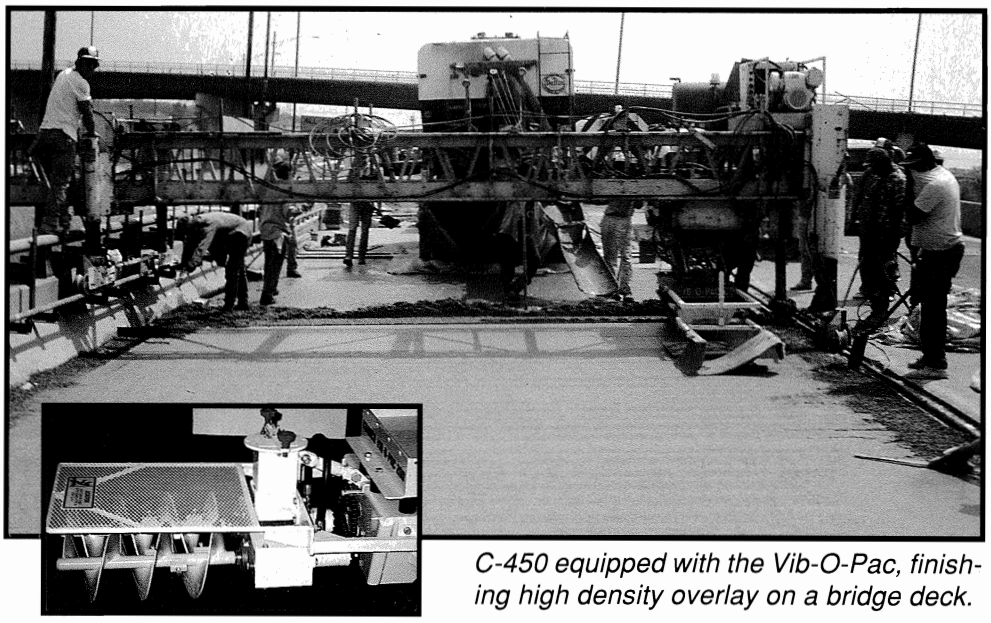
The incorporated console drive, optional on the C-450 and standard on the SL-450, is positioned on the operator console and is designed for operator ease in controlling the travel speed and direction of the carriage.

Crown Adjustment

GOMACO offers an optional hydraulic power transition adjustor (PTA) for on-the-go crown elevation changes automatically from the operator's console. One or more PTA's may be installed at any pin-connected point.



The C-450 on this bridge deck is equipped with two power transition adjustors (PTA) for on-the-go crown elevation changes which are installed at pin-connected points.

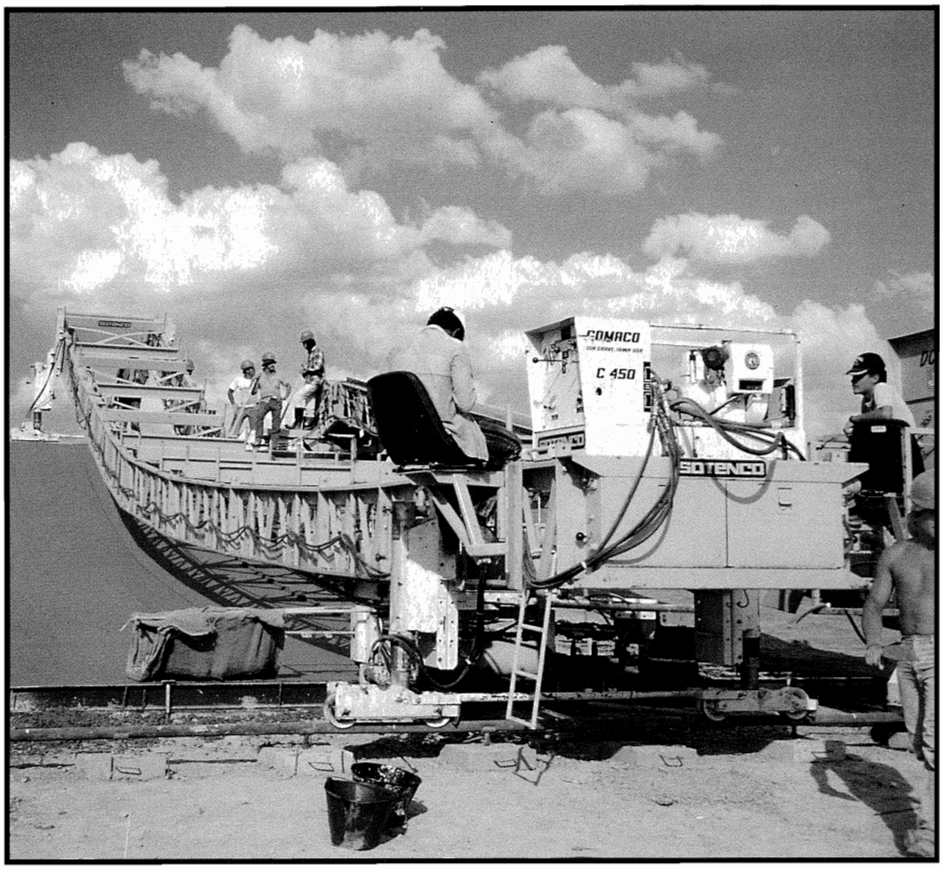


C-450 equipped with the Vib-O-Pac, finishing high density overlay on a bridge deck.

Vib-O-Pac 200

The Vib-O-Pac 200 is a new concept for low slump and high density overlays. This patented system is the only cylinder finisher available that compacts and consolidates material with cylinder vibration. This means total versatility for your bridge deck finisher, allowing your 450 to finish low slump and high density overlays, including micro-silica overlays. Variable settings allow adjustments in amplitude and frequency of vibrations for various mix designs. The optional Vib-O-Pac 200 is capable of 3,500 vibrations per minute to meet the strictest specifications. This lets you obtain required density and finishing specifications on overlays without having to use hand-held or hang-on vibrators. The Vib-O-Pac 200 is equipped with a reversing finishing cylinder with twin adjustable height augers. The Vib-O-Pac 200 can be used for full depth bridge deck finishing, flat slabs and slopes. An optional scissors extension feature adjusts in height to 30 in. (76.2 cm) for use with the GOMACO Vib-O-Pac 200, the single drum or the double drum undercarriage and competitive framework.

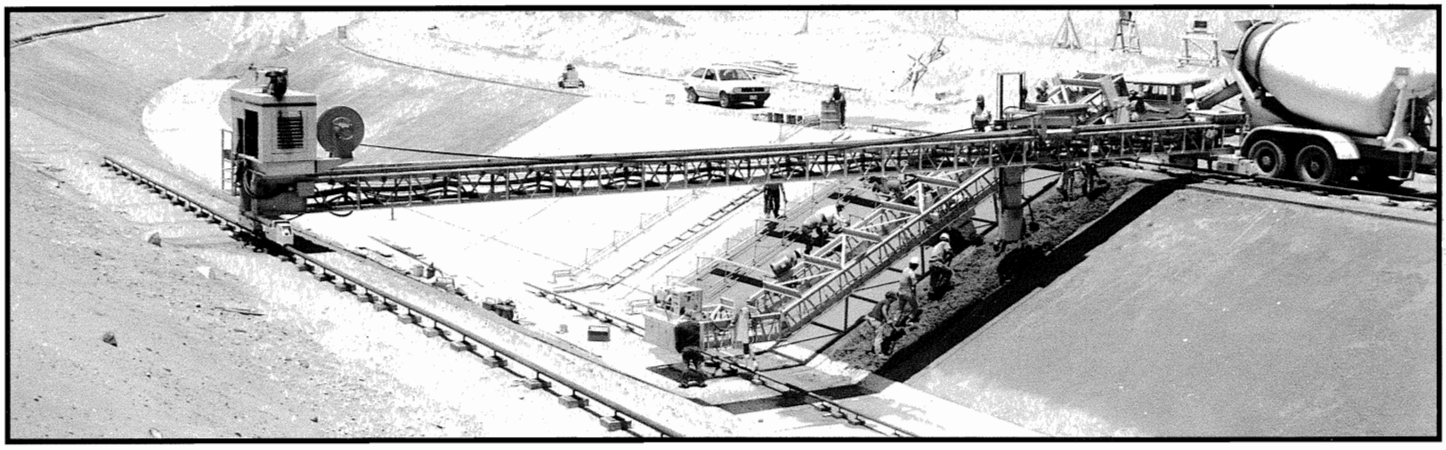
Slope Finishing

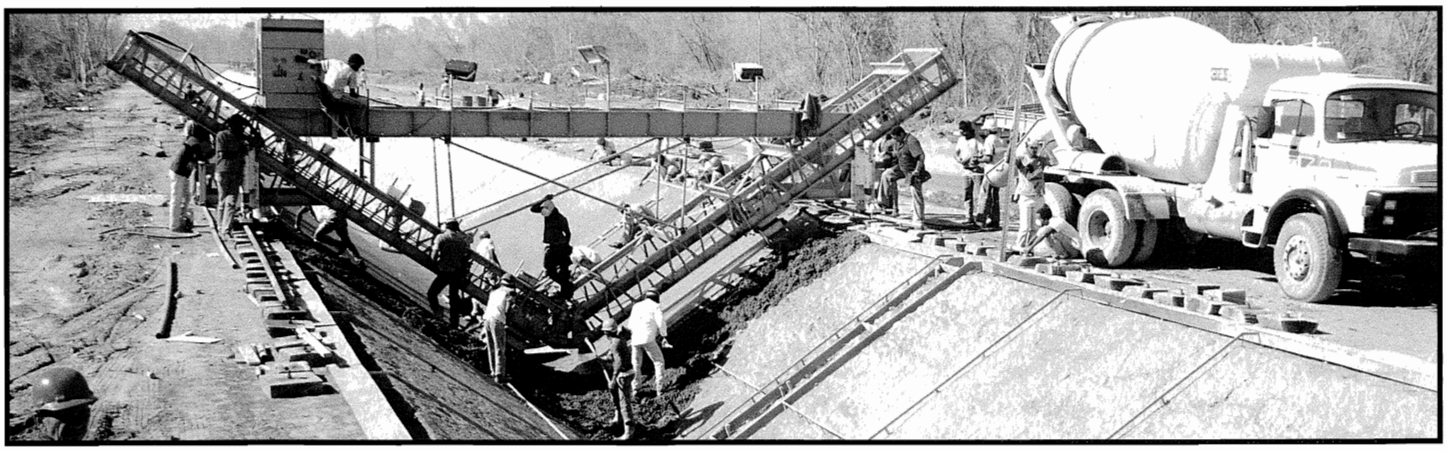


The SL-450 is designed for fast finishing, strict tolerances, even on 1:1 (45 degree) slopes, with a minimum of hand finishing. Like the C-450, the SL-450 will finish widths from 9 ft. (2.74 m) to 137 ft. (41.76 m) with pin-connected frame extensions. The hydraulic system is powered by two 16 hp (11.9 kW) air cooled gasoline engines. Finishing is accomplished with a 10 in. (25.4 cm) diameter, 48 in. (121.9 cm) long cylinder. Independent hydraulic drive on each end of the unit provides variable speed up to 62 fpm (18.9 mpm). The SL-450 with all-welded steel frame weighs approximately 4,200 lbs. (1,905.1 kg) in the basic 24 ft. (7.32 m) width.

Extensions are available in 2, 4, 8 and 12 ft. (.61, 1.22, 2.44 and 3.66 m) sections. Pin-connected sections are strengthened with overhead truss assembly on machines 76 ft. (23.16 m) or longer.

The SL-450 is equipped with the incorporated console drive, designed for operator ease in controlling the travel speed and direction of the carriage or carriages. Two independent carriages are available for high production on canal projects.





Flat Slab Finishing

If the project calls for street or airport paving, parking lots, building slabs or tennis courts the GOMACO C-450 cylinder finisher is ideal. The C-450 is powered by two 16 hp (11.9 kW) air cooled gasoline engines. The self-contained hydraulic console offers easy to operate controls, including variable travel speed for forward movement.

Consolidates and Finishes

The C-450 incorporates a consolidation pass in its finishing concept. This provides additional compaction, eliminating spalling and voids, to meet the most rigid engineering inspection.

More Production - Less Labor

The C-450 helps you obtain a compacted and finished slab at the average rate of 2,500 sq. ft. (232 sq. m) per hour, using less labor to do the job. Production rates in excess of 5,500 sq. ft. (511 sq. m) per hour have been obtained.

Troweling Time

The C-450 allows you to pour slabs with lower slump concrete, enabling the crew to get on the slab with power trowels shortly after the slab is finished. The finish left by the C-450 cuts troweling time in half.

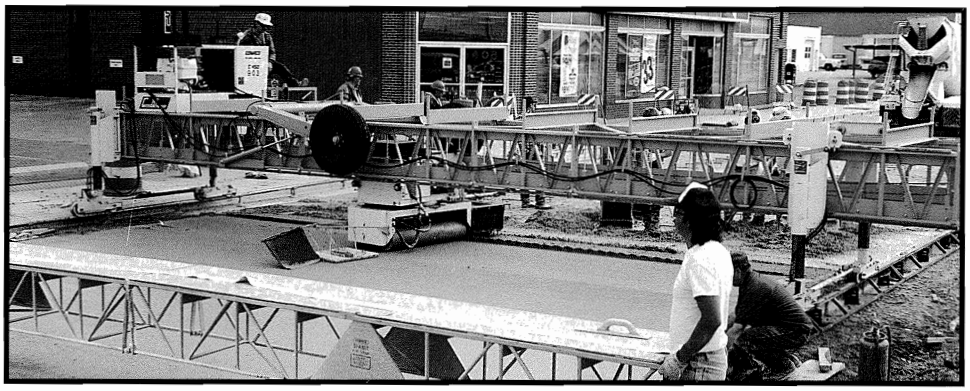
Running Forms

The C-450 can run on forms for paving streets or building slabs. When pouring building slabs in bays, the outside bays can be poured on forms. The inside bay can be poured by laying a square rail on the outside bays and pouring in between. The same principle is used in street paving with slipformed curb and gutter. The curb and gutter is first placed on each side of the street to be paved. The street is then paved between the curbs by running on a rail placed in the gutters or on neoprene wheels. Paving in this fashion leaves 6 in. (15.2 cm) or less in hand finishing at each edge of the street.

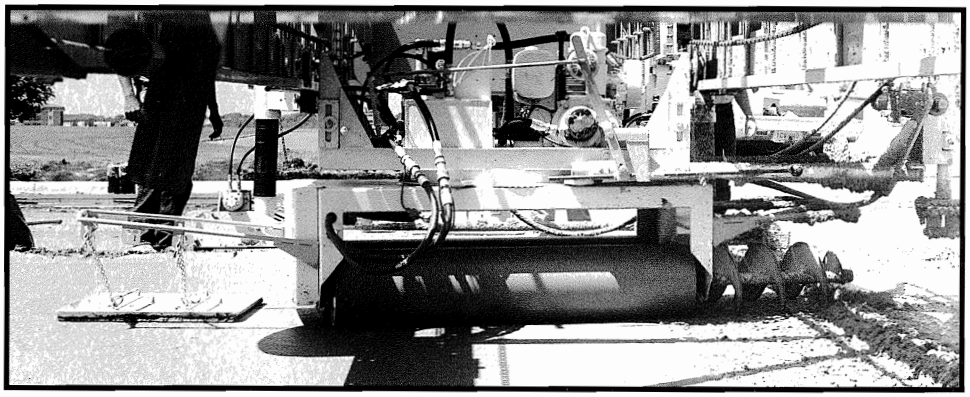
Transportability

Optional transport axles and towing tongue permit the C-450 to be towed on the jobsite. For over-the-road travel, the C-450 can be loaded on a flatbed truck or loaded in sections and assembled to the exact width at the jobsite.

The C-450 is ideal for finishing airport aprons or any flat slab project.



This C-450 is equipped with a double drum undercarriage consisting of two cylinders and augers and produces high production on this street project.



GOMACO'S Patented 3-Point Finishing System

The 450 uses the GOMACO patented 3-point finishing method. The auger serves to level the concrete, the cylinder consolidates and finishes the concrete and the float pan seals and textures the surface.

The GOMACO augers are 10 in. (25.4 cm) in diameter, the same diameter as the cylinder, assuring proper leveling and grade preparation for the finishing cylinder. The auger is hard-faced for a greater life. The auger/cylinder is adjustable in height on-the-go by raising or lowering the front elevation jacks.

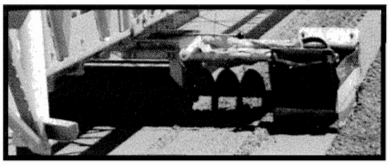
The GOMACO cylinder is 10 in. (25.4 cm) in diameter and 48 in. (121.9 cm) long. The cylinder length increases stability and the ability to hold strict tolerances. A longer cylinder would increase leverage across the frame of the machine and develop tolerance and stability problems.

The final step in the 3-point finishing method is the GOMACO float pan which follows the cylinder, seals and textures the surface, and eliminates bull floating.

Features and Options

Double Drum Undercarriage... *The optional double drum undercarriage consists of two 10 in. (25.4 cm) diameter augers and cylinders, 48 in. (121.9 cm) long, and trailing float pan. The augers and cylinders rotate in opposite directions, with the rotation of the leading cylinder in the direction of carriage travel. The double drum simultaneously compacts and strikes the concrete to exact grade and finishes the slab. The trailing float pan seals and textures the surface.*
The undercarriage, when in the skewed position, automatically changes attack angle at the end of each carriage pass.

Stinger-Type Vibrator... *Optional hydraulic stinger-type vibrator and mount assembly, equipped with the horizontal shift cylinder to allow vibration close to the paving form.*

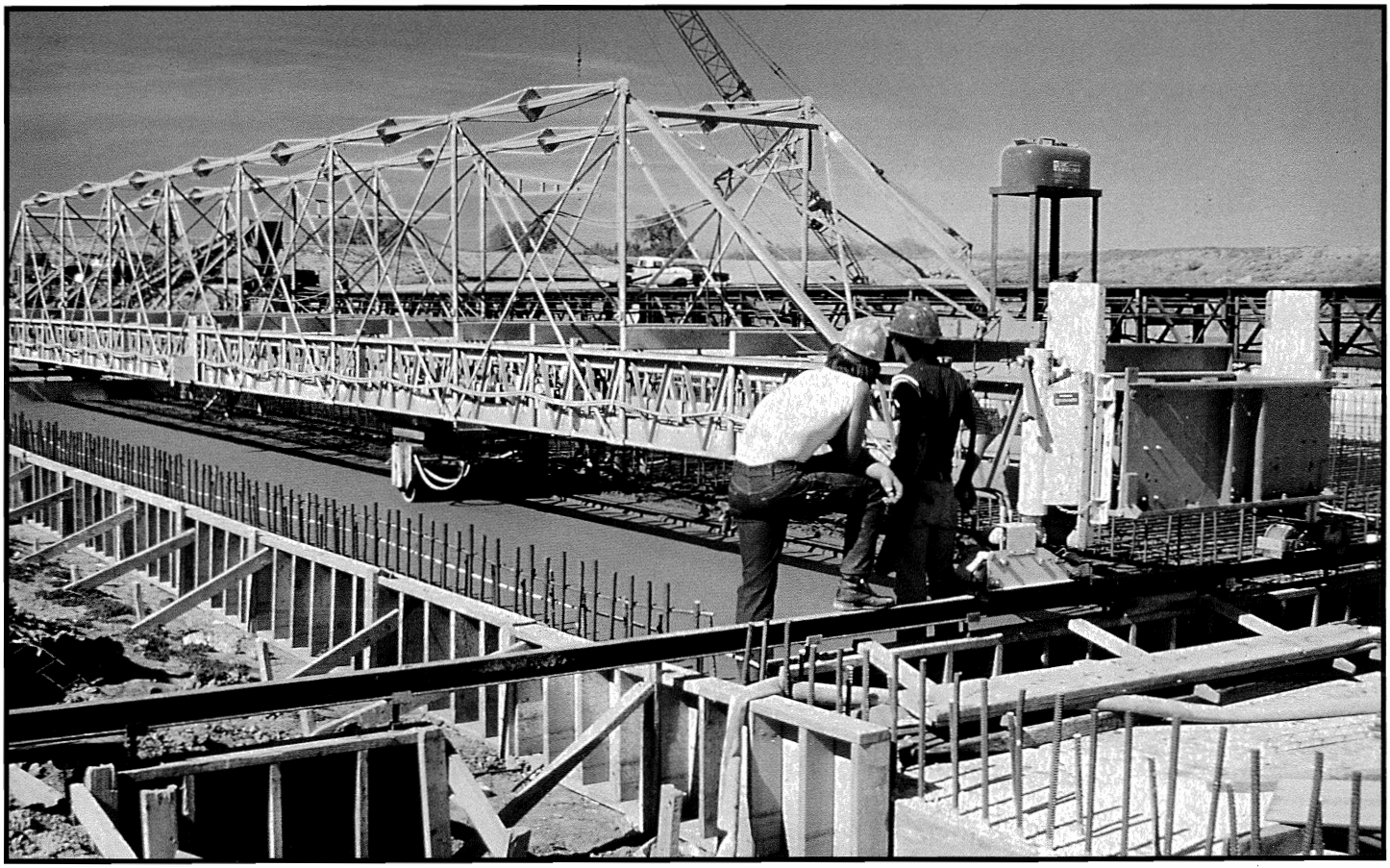


Pan-Type Vibrator... *Optional hydraulic pan-type vibrator for latex material is available.*

Skewed Carriage... *A 360 degree turntable on the upper carriage allows maximum skewing of the undercarriage to keep the finishing cylinder parallel to the center of the slab.*

Features and Options

Pivot Point Operation...*Waste treatment facilities which require a 360 degree concrete finish can easily be accomplished with the C-450 pivot point operation.*



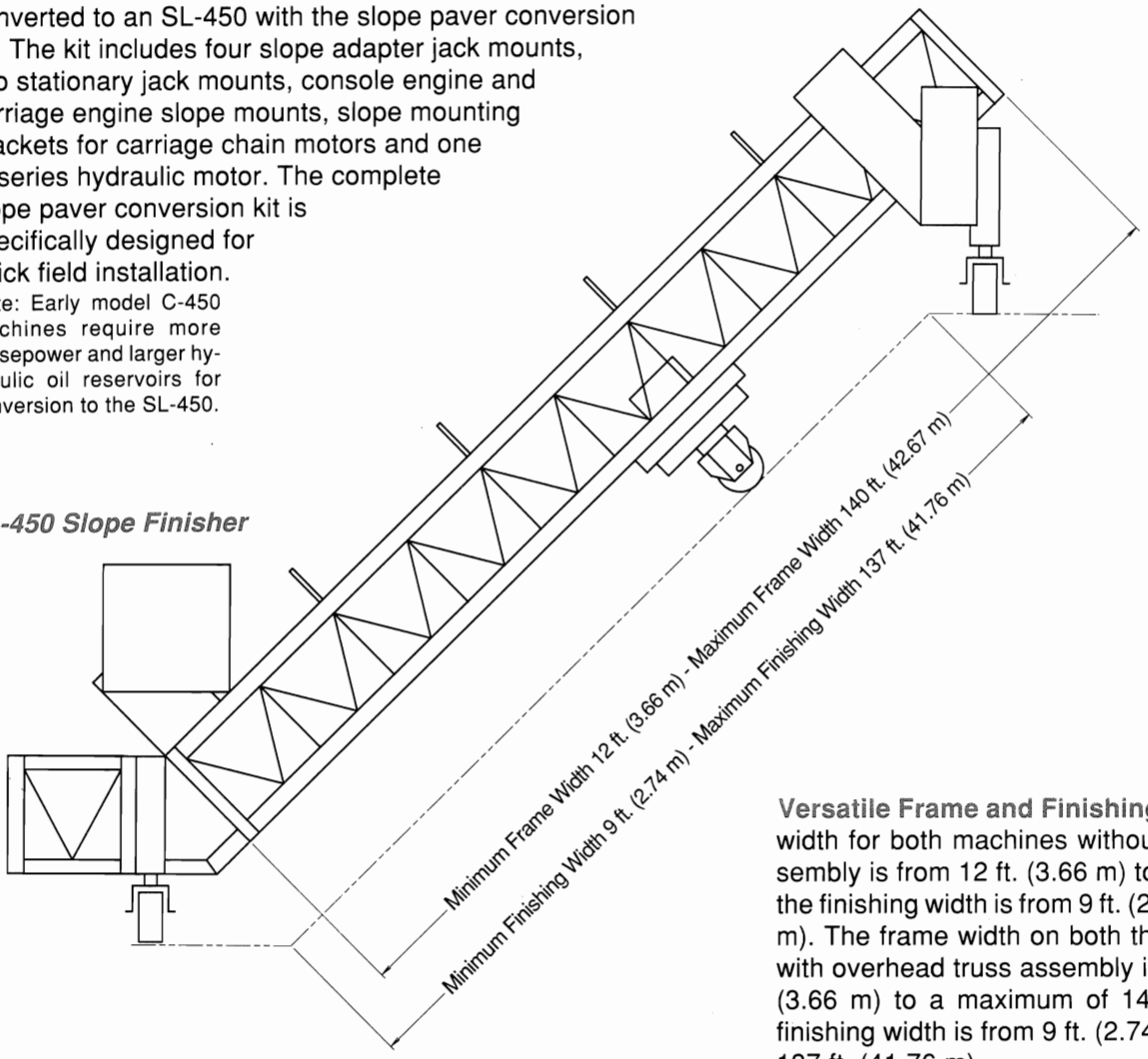
Self-Widening...*The C-450's wide range of standard equipment includes self-widening jacks for automatic negotiation of tapered decks and slabs.* ***Overhead Truss Assembly...*** *By adding the overhead truss, you have the advantage of taking the basic 450 frame to wider widths and by removing the system, the basic 450 frame can be used for narrower width applications. This gives the GOMACO 450 model the versatility to adapt to several projects. GOMACO engineers recommend the truss system at widths exceeding 76 ft. (23.16 m).*

450 Standard Dimensions

SL-450 Conversion Kit ... The GOMACO C-450 can easily be converted to an SL-450 with the slope paver conversion kit. The kit includes four slope adapter jack mounts, two stationary jack mounts, console engine and carriage engine slope mounts, slope mounting brackets for carriage chain motors and one G-series hydraulic motor. The complete slope paver conversion kit is specifically designed for quick field installation.

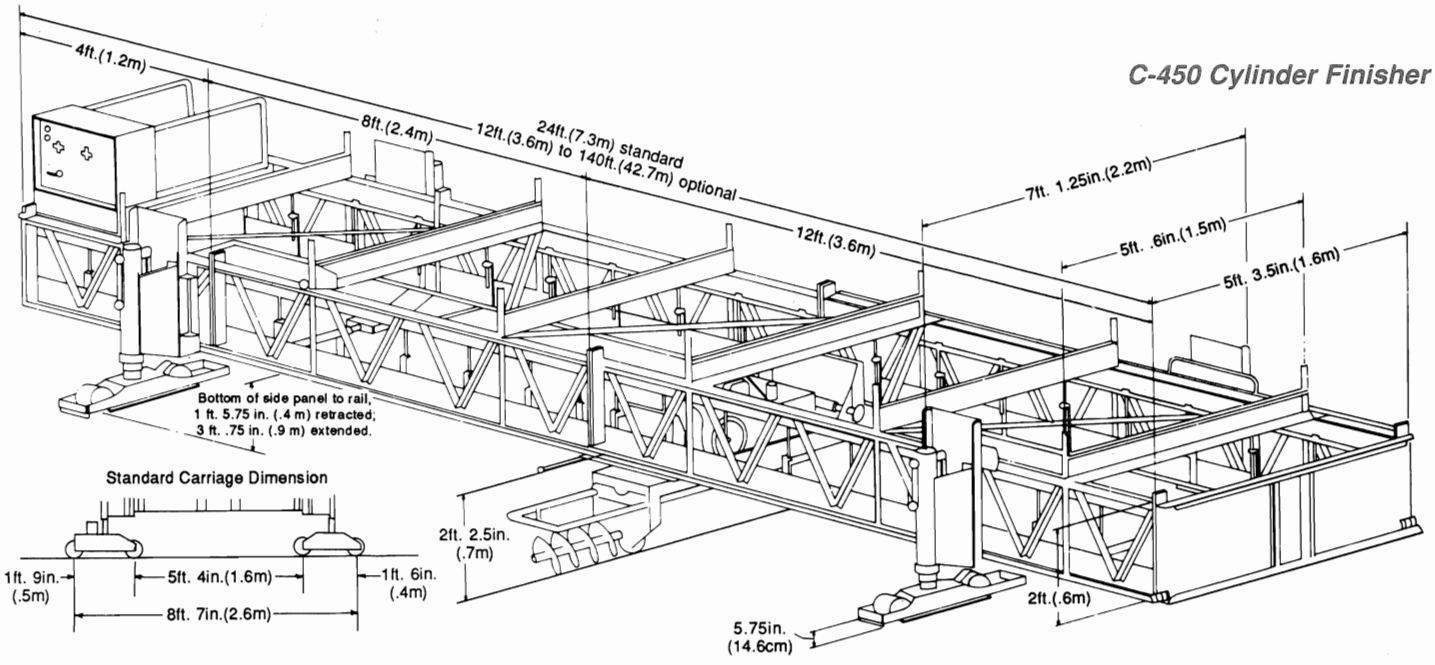
Note: Early model C-450 machines require more horsepower and larger hydraulic oil reservoirs for conversion to the SL-450.

SL-450 Slope Finisher



Versatile Frame and Finishing Width ... The frame width for both machines without overhead truss assembly is from 12 ft. (3.66 m) to 76 ft. (23.16 m) and the finishing width is from 9 ft. (2.74 m) to 73 ft. (22.25 m). The frame width on both the C-450 and SL-450 with overhead truss assembly is a minimum of 12 ft. (3.66 m) to a maximum of 140 ft. (42.67 m). The finishing width is from 9 ft. (2.74 m) to a maximum of 137 ft. (41.76 m).

C-450 Cylinder Finisher



450 Cylinder Finisher

ENGINE (2)

Type: Air cooled gasoline.
Horsepower: 16 hp (11.9 kW).
Electric start: 12 volt start motor with a 20 amp flywheel alternator.

CONSOLE

Self-contained: Hydraulic console with easy to operate controls, including variable travel. Can be positioned anywhere on main frame for operator safety and convenience.
Incorporated console drive: Designed for operator ease in controlling travel speed and direction of the carriage. (C-450 option) (SL-450 standard)

SERVICE CAPACITIES

Fuel reservoir: 5.8 gal. (22 liter) each engine.
Hydraulic oil: Carriage 9 1/2 gal. (36 liter). Console 13 gal. (49.2 liter).

TRACTION SYSTEM

Traction drive: Two hydraulically driven flanged wheels, 3 1/4 in. (8.3 cm) double flanged bogey wheels or cupped wheels to run on 2 in. (5.1 cm) pipe. Optional urethane wheels available.
Traction speed: Up to 62 fpm (18.9 mpm).

CONSTRUCTION

Frame: All-welded steel, pin-connected main frame.

TRANSPORT ASSEMBLY (C-450 option)

Two transport axles with 6.7 x 15 in. (17 x 38.1 cm) 6-ply tires and removable towing tongue for job site use only.

FRAME WIDTH

Without overhead truss assembly:
12 ft. (3.66 m) to 76 ft. (23.16 m).
With overhead truss assembly:
76 ft. (23.16 m) to 140 ft. (42.67 m).
Note: Finishing width is normally 3 ft. (.91 m) less than frame width indicated.

VARIABLE FINISHING WIDTHS

The finishing width of the 450 is adjustable with the frame to within 1 ft. 6 in. (.46 m) of each end panel. The frame is adjustable in 2 ft. (.61 m), 4 ft. (1.22 m), 8 ft. (2.44 m) or 12 ft. (3.66 m) increments from 12 ft. (3.66 m) to 140 ft. (42.67 m). Finishing width is from 9 ft. (2.74 m) to 137 ft. (41.76 m).
The 450 assures a specified tolerance of 1/8 in. (3.2 mm) in 12 ft. (3.66 m). Includes self-widening capability for use on tapered decks and slabs. A 360 degree turntable on the upper carriage allows maximum skewing of the undercarriage to keep the finishing cylinder parallel to the center of the slab.

CARRIAGE/FINISHER ASSEMBLY

Finishing cylinder: One 10 in. (25.4 cm) diameter, 48 in. (121.9 cm) long.
Cylinder rotation: 314 rpm.
Carriage speed: Variable to 130 fpm (39.62 mpm).
Augers: One 10 in. (25.4 cm) diameter (right-hand) and one 10 in. (25.4 cm) diameter (left-hand) with auger guard.
Finishing pan: 25 in. (63.5 cm) x 22 in. (55.9 cm) trailing float pan.

POWER TRANSITION ADJUSTER (PTA) (C-450 option)

Hydraulically operated for on-the-go grade elevation changes. Power transition adjusters can be installed at pin-connected points.

TRIMMER UNDERCARRIAGE ASSEMBLY (option)

Trimmer wheel assembly for fine grading the subgrade. Standard holders and cutter teeth.

WEIGHT

Basic 24 ft. (7.32 m) unit: 4200 lbs. (1905.1 kg).
12 ft. (3.66 m) extension: 750 lbs. (340.2 kg).
8 ft. (2.44 m) extension: 525 lbs. (238.1 kg).
4 ft. (1.22 m) extension: 300 lbs. (136.1 kg).
2 ft. (.61 m) extension: 150 lbs. (68 kg).

OPTIONS

Incorporated console drive. (C-450)
Power transition adjuster (PTA). (C-450)
Transport assembly. (C-450)
Hydraulic pan-type vibrator (Latex material). (C-450)
Hydraulic stinger-type vibrator and mount assembly, equipped with horizontal shift cylinder to allow vibration close to paving form. (C-450)
Cylinder lowering attachment.
Main frame extension.
Seat assembly.
Double 10 in. (25.4 cm) diameter cylinders and augers. (C-450)
Slope paver conversion kit. (C-450)
Tining attachment. (C-450)
Trimmer undercarriage assembly.
Four hydraulically powered bogies.
Vib-O-Pac 200 attachment.
Spare console, upper and undercarriage assembly.
Slope wedges for breaking frame at top or bottom of slope. (SL-450)
Other options are available to customize machine to accommodate applications and customer needs.

Note: If specification is only for C-450 or SL-450, it is designated following the specification.

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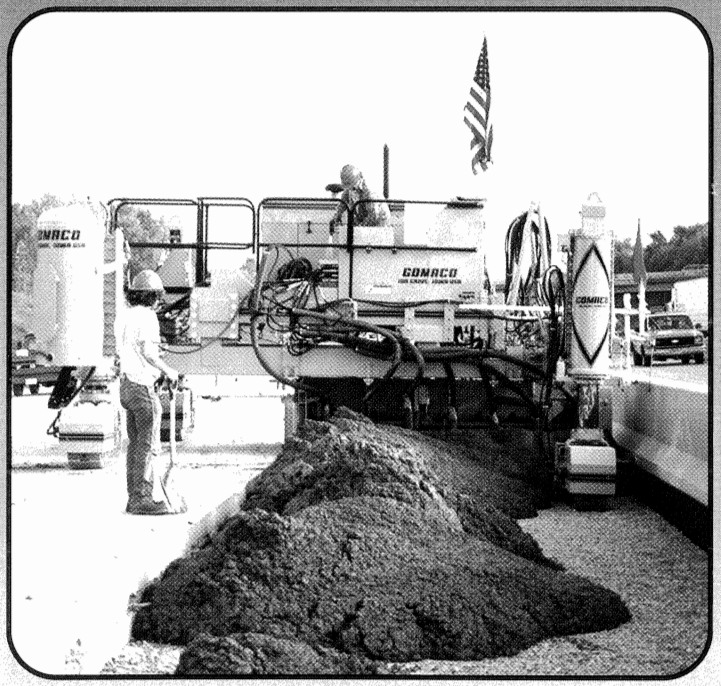
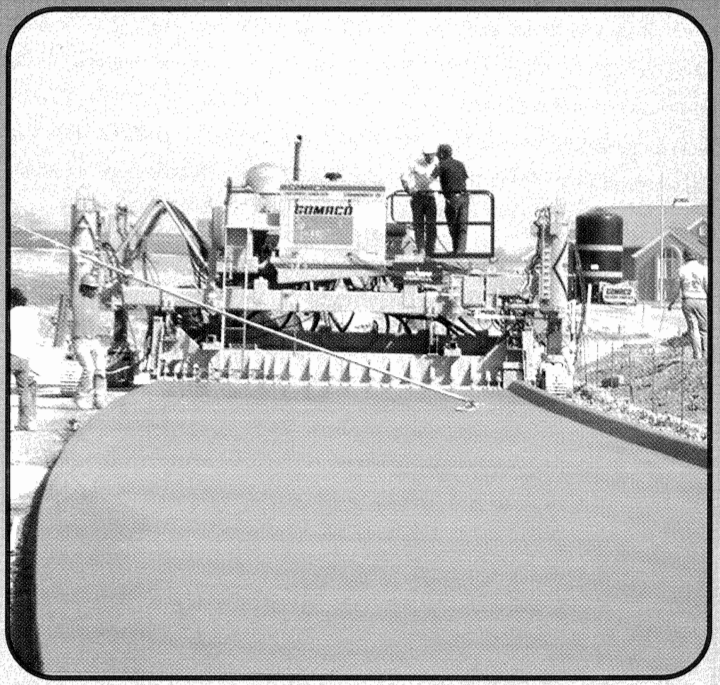
GOMACO

Pave with Pride





COMMANDER III

The World's Most Versatile Slipform Pave

Behind every GOMACO product is a common sense design philosophy, called versatility. No other GOMACO product better typifies this philosophy than the COMMANDER III. GOMACO's patented method of simultaneous trimming and slipforming is at the heart of this versatility.

The COMMANDER III is recognized around the world as the elite multi-application slipform paver in the concrete construction industry. Whether the job calls for curb and gutter, barrier wall, bridge parapet, monolithic sidewalk curb and gutter, bicycle or golf paths, 20 ft. (6 m) wide paving or even irrigation canals, no other paving machine in history has been capable of tackling more types of projects and satisfying more customers. GOMACO has the highest standard of quality in the industry with skilled personnel producing state of the art machines. GOMACO has a global distributor network for sales, service and parts. The COMMANDER III has high resale value that proves durability, quality and return on your investment.

The COMMANDER III is the most job-proven slipform paver in the world with over 30 years of technology built into this machine. Features include the introduction of the latest technology. The GOMACO Micro Controller system was introduced in 1987 and the four-track option was introduced in 1989. CONEXPO '93 was the event for commemorating the 1000th COMMANDER III since its introduction in 1974. The list of applications continues to grow as contractors and GOMACO work in partnership on new innovations and attachments. The GOMACO COMMANDER III ... the slipform paver that brings a new dimension to paving.

Simultaneous trimming and slipforming *assures maximu concrete yield.* ***Fast concrete loading*** *increase production with the 24 in. (610 mm) wide, 16 ft. (4.88 m) long charging convey or. The belt spee is variable to 32 fpm (97.54 mpm*

Job-To-Job Mobility... *The COMMANDER III three-track and optional four-track are designed to allow f quick and easy job-to-job mobility, keeping time between pours to a minimum.*

GOMACO Leadership in Technology

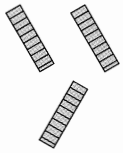
Micro Controller System, optional on three-track and required on four-track

The Micro Controller System is a programmable computer control system featuring stringline monitoring, odometer readout, smart steer and self diagnostics to enhance your slipforming operation. Built-in diagnostics feature system self-checking upon machine start-up. Built-in digital voltmeter enhances the ease of system troubleshooting and facilitates setup and calibration of the machine. System diagnostics include detection of low battery voltage, incorrect sensor signals, wiring problems, off stringline and location of faults.

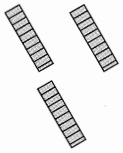
SMART STEER CONTROLS ... features a forward/reverse steer switch and a position switch used to select the stringline steer mode or one of the other steering modes with the steering control dial for manually steering the tracks.

STRINGLINE STEER MODE ... This mode is selected when steering is to be controlled by the steering sensors. The controller automatically recognizes where the sensors are plugged in and assigns steering, slope, or dual stringline to the appropriate tracks and display meters.

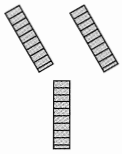
COORDINATED STEER ... For minimum turning radius. When the steer select switch is in the "coordinated steer" position, the steering control dial will control the turning of the tracks. When the dial is in the center position, the tracks will be straight ahead. If the dial is turned left or right from the center position, the leading tracks will turn in the corresponding direction and the trailing track(s) will turn in the opposite direction.



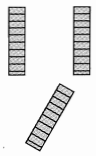
CRAB STEER ... Walk sideways for ease in putting machine on line. When the steer select switch is in the "crab steer" position, the steering control dial will control the turning of the tracks. If the dial is turned left or right from the center position, all tracks will turn in the corresponding direction to walk the machine to the side.



FRONT STEER ONLY ... When the steer select switch is in the "front steer only" position and the steering control dial is turned left or right from the center position, the front tracks will turn in the corresponding direction and the rear track(s) will remain straight.



REAR STEER ... When the steer select switch is in the rear steer position and the steering control dial is turned left or right from the center position, the rear track(s) will turn in the corresponding direction and the front tracks will remain straight.



OTHER MICRO FEATURES ... A non-volatile memory allows the system to be started at the same point it was when it was shut down. It also features voltage protection to shelter the system from excess voltage caused by failure of voltage regulators, etc. The system is protected from transient voltage spikes up to 200 volts. Fewer component parts, fewer connections and less panel wiring enhance the reliability. The sensor system is highly tolerant of humidity, moisture and temperature.

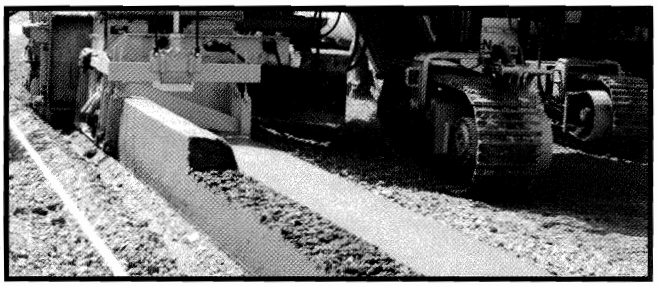
Curb & Gutter

The GOMACO COMMANDER III introduces curb and gutter slipforming to Japan as this contractor simultaneously trims and slipforms curb and gutter on this street project.

If there's one type of work the GOMACO COMMANDER III is best known for, it's curb and gutter. It is "THE" curb and gutter paver preferred by more contractors for many reasons.

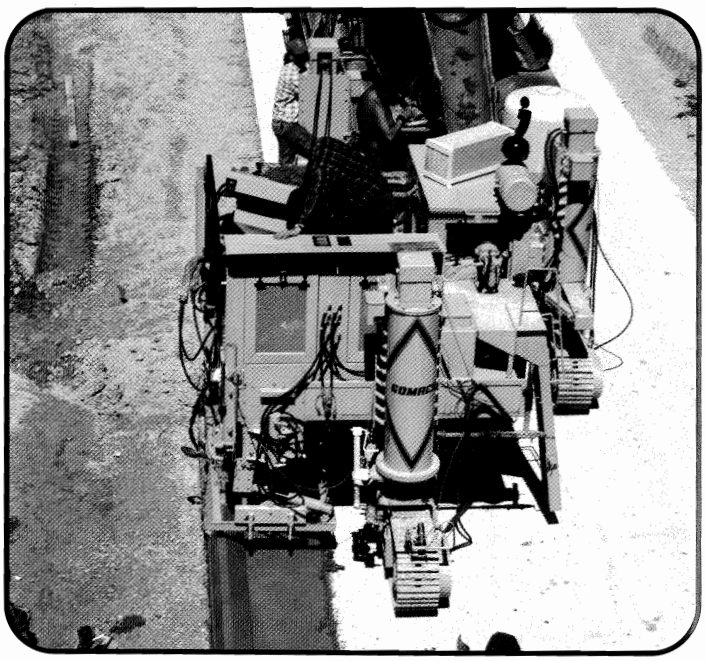
The COMMANDER III is mobile ... fast to set up ... easy to operate ... and it slipforms beautiful curb and gutter right through 15 ft. (4.57 m) radii and 35 ft. (10.67 m) radius cul-de-sacs.

The three-track COMMANDER III design works in the most rugged terrain while trimming and paving simultaneously. The COMMANDER III provides high production with small crew efficiency. Interchangeable molds can be built to meet varying job requirements. All of these features provide versatility, quality and high production slipforming.



Available for curb and gutter molds on the COMMANDER III is a hydraulic curb depressor for driveways.

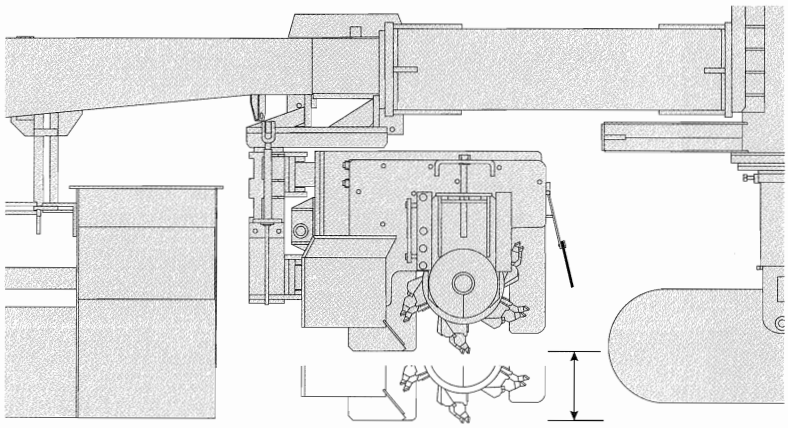
The majority of work on this project was stand-up curb, 6 in. (152 mm) by 18 in. (457 mm) and 6 in. (152 mm) by 24 in. (610 mm).

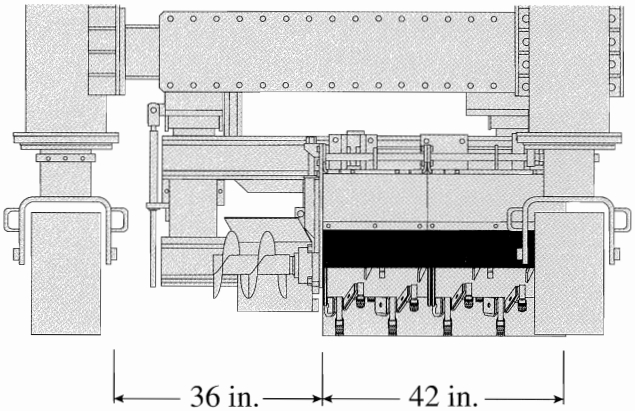


Another application for the COMMANDER III is scab-on curb and gutter to an existing slab.

Hydraulic Sideshifting and Vertical Adjustment with the COMMANDER III Trimmerhead

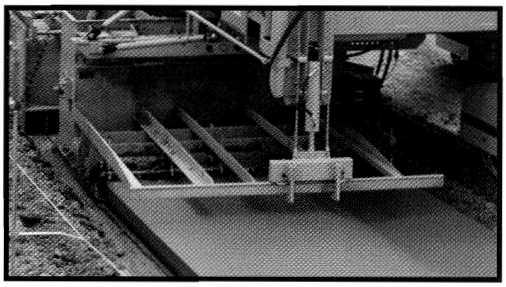
A hydraulic trimmerhead mount is available for the COMMANDER III. This optional trimmerhead mount has 36 in. (914 mm) of hydraulic sideshift to the right and 12 in. (305 mm) of hydraulic vertical adjustment. This enables the trimmerhead to be raised or shifted to clear obstacles.

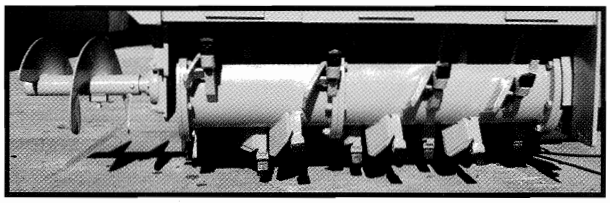




Monolithic Trimmerheads Designed for Accurate Grade

Monolithic sidewalk curb and gutter with simultaneous trimming and slipforming reduces production costs. The sectionalized monolithic trimmerhead is designed to match the profile to provide accurate grade, resulting in high concrete yield. If you're slipforming rollover or vertical monolithic sidewalk curb and gutter, you will see a product you expect.

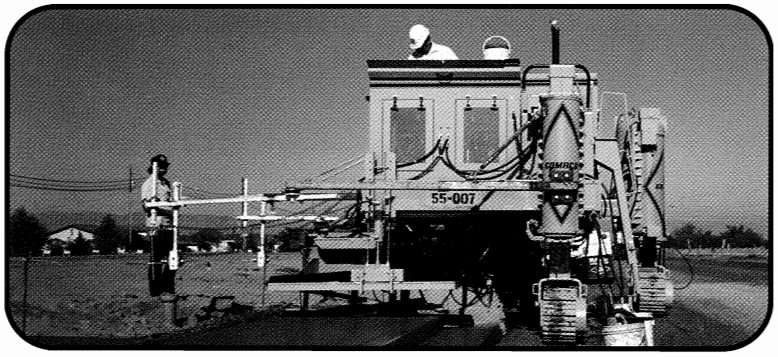




Sectionalized Trimmerhead...

The COMMANDER III is equipped with the standard 42 in. (1,067 mm) wide sectionalized trimmerhead which includes one 24 in. (610 mm) drive section with hydraulic internal drive and 18 in. (457 mm) extension. Optional extensions are available for trimming up to 10 ft. (3.05 m) wide with right or left hand discharge available. The unique sectionalized trimmerhead features easy width adjustment. This means more production because the trimmer cuts only as wide as necessary and eliminates unnecessary backfill behind the pour.

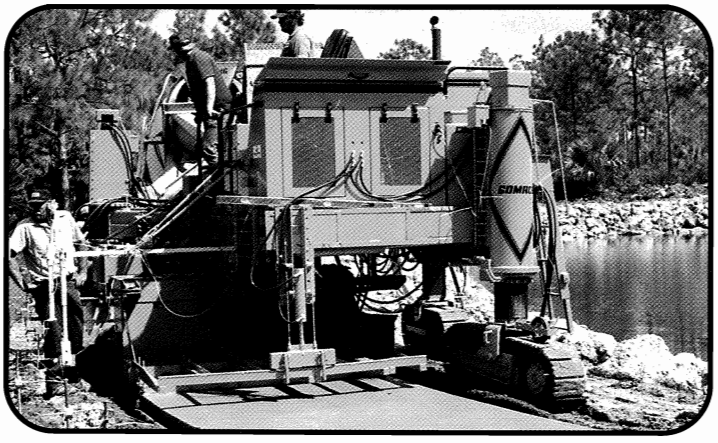
Sidewalk ... Monolithic Sidewalk Curb & Gutter



The COMMANDER III trims and slipforms monolithic sidewalk curb and gutter in a single pass operation.

The GOMACO COMMANDER III does it all, monolithic sidewalk curb and gutter in a single pass, sidewalk, bicycle or golf cart paths.
The simultaneous trim and slipform system cuts production costs and lets you take on more jobs. The trimmer cutterhead is designed to match the profile to provide accurate grade, resulting in high yield. The three-track suspension allows the COMMANDER III to pave within 2 in. (51 mm) of obstacles for minimum clearance requirements.

Simultaneous fine grade trimming and slipforming a 10 ft. (3.05 m) wide sidewalk, 4 in. (102 mm) thick is an application for the COMMANDER III. This contractor utilizes the versatility of the COMMANDER III by switching from sidewalk to curb and gutter and also pre-trimming projects.

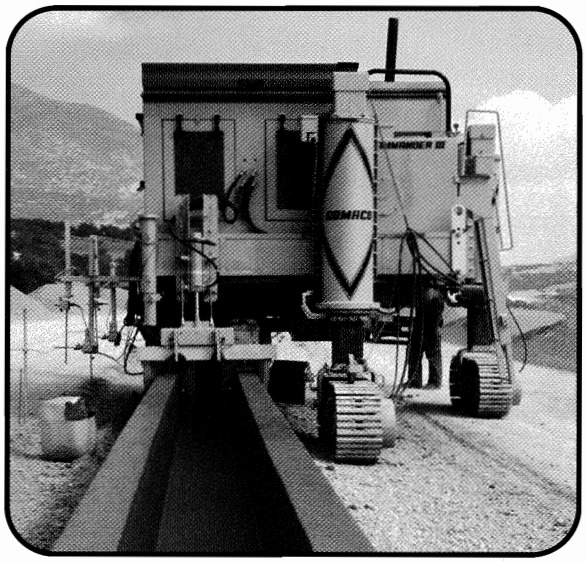


Other applications for the COMMANDER III include golf cart, bicycle and walk paths.

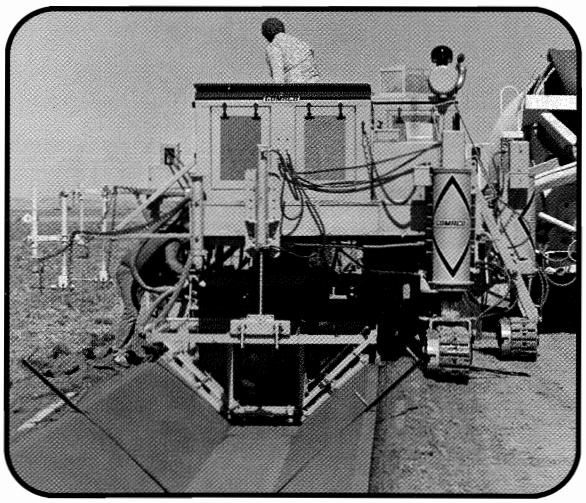
A driveway depressor for the monolithic mold depresses sidewalk and curb to increase concrete yield while slipforming on-the-go.

Irrigation Canals ... V-Ditch & More

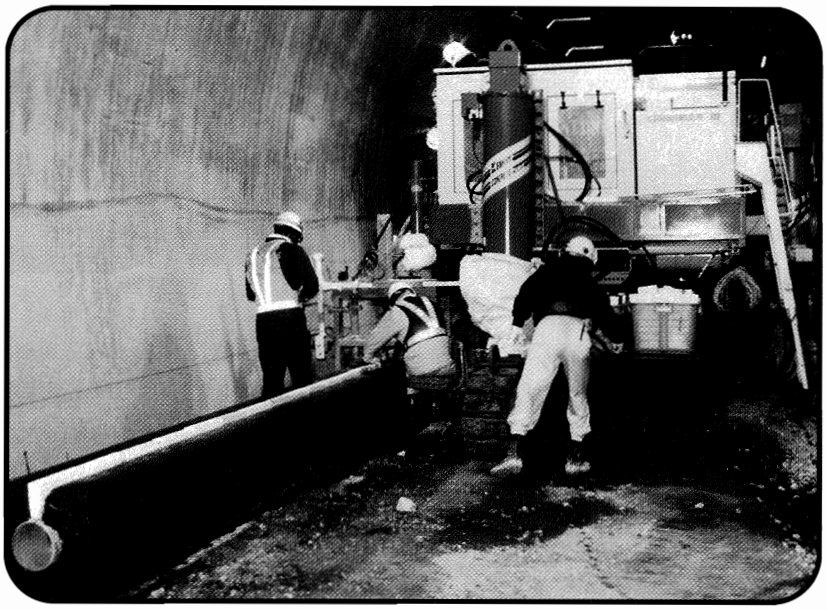
The COMMANDER III's versatility allows it to do a wide range of unique applications like irrigation ditch, V-ditch, drainage channel, feed bunk and more.
These applications with the COMMANDER III cut crew size dramatically over the old handforming methods. This means higher production and less cost to provide for profitability.



A contractor in Athens, Greece simultaneously trims and slipforms this concrete drainage channel with their COMMANDER III in the median of a new four-lane highway.



The GOMACO COMMANDER III trims and slipforms irrigation canals in various configurations all over the world.

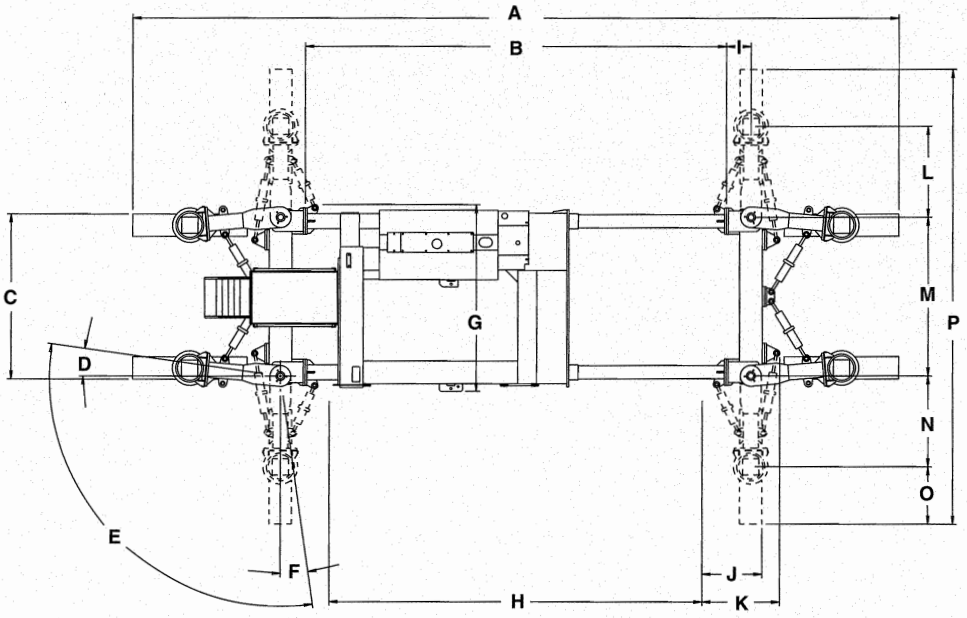


A unique application for the COMMANDER III was slipforming this slit-trench channel in Japan. The slit-trench channels were 450 mm (17.72 in) square for enclosing pipe. If your project requires certain specifications for any unique type of application, GOMACO will build that custom mold to fit your needs.

A chain-type trimmer is used on this irrigation canal in Turkey. The COMMANDER III simultaneously trims and slipforms this canal in a single pass.

COMMANDER III Four-Track Versatility & Transportability

- **The COMMANDER III four-track is a revolutionary concrete paver for wider width slipforming up to 20 ft. (6 m) with a new modular design four-track paving framework and built-in versatility.**
- **This four-track paver features the exclusive GOMACO Micro Controller, four-point grade control, and the adaptability for the GOMACO Auto-Float®.**
- **The COMMANDER III is capable of zero clearance paving in the four-track mode with one of the rear tracks removed. The four-track will also handle minimum clearance paving requirements.**
- **The GOMACO COMMANDER III four-track has job-proven rideability results.**
- **GOMACO's four-track option design for the COMMANDER III paver adds versatility with job-to-job mobility. The pivoting leg assemblies on the COMMANDER III four-track allow the legs to easily swing to the outboard position for travel while the machine remains mobile. It can be loaded on an 8 ft. (2.5 m) wide trailer with the paving mold still attached.**



Standard Dimensions

Transport height:
8 ft. 9 in. (2.67 m)
with mold attached

A. Transport length:
34 ft. 7.86 in. (10.56 m) extended
28 ft. 7.86 in. (8.73 m) retracted

B. 18 ft. 7.56 in. (5.68 m) extended
12 ft. 7.56 in. (3.85 m) retracted

C. 6 ft. 10.25 in. (2.09 m) minimum

D. 8 degrees

E. 106 degrees

F. 8 degrees

G. Transport width:
8 ft. 2.25 in. (2.5 m)

H. Paving widths with minimum track clearance on both sides:
Minimum width: 11 ft. (3.35 m)
Standard width: 16 ft. 6 in. (5.03 m)
Maximum width with frame extensions: 20 ft. (6 m)

I. 13 in. (330 mm)

J. Minimum clearance, edge of slab to outside of track with track pivoted in 8 degrees: 2 ft. 2 in. (.66 m)

K. Clearance to outside of machine:
3 ft. 2.5 in. (.98 m)

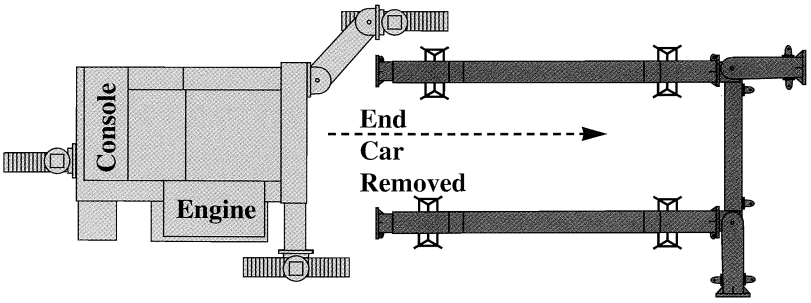
L. 4 ft. 1.62 in. (1.26 m)

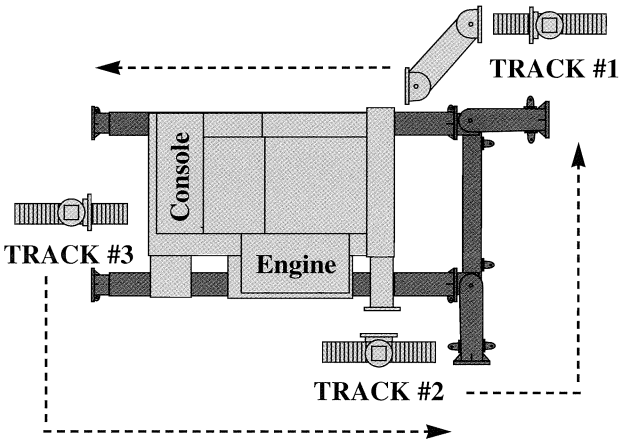
M. 7 ft. (2.13 m)

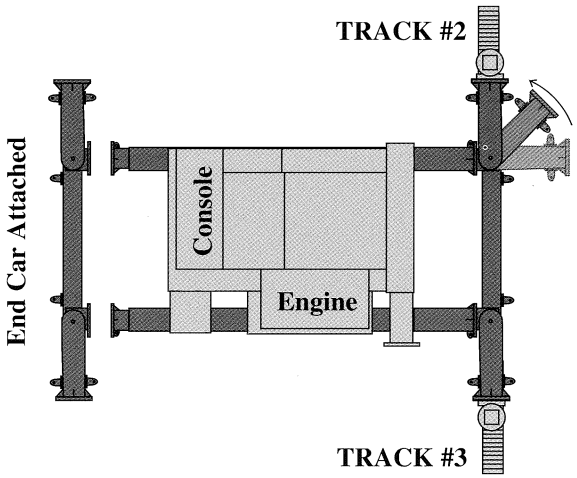
N. 4 ft. 1.62 in. (1.26 m)

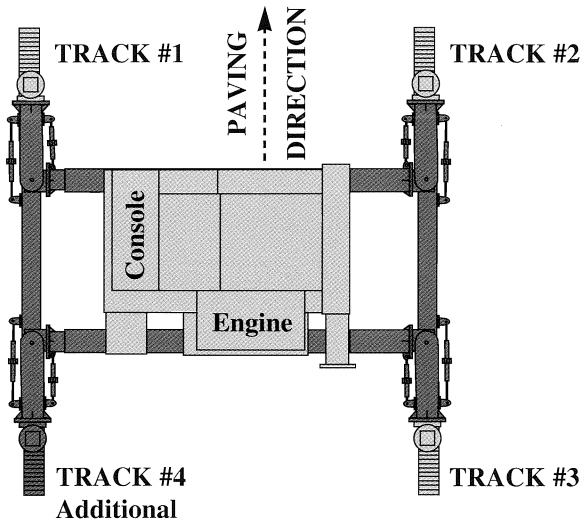
O. 2 ft. 6 in. (.76 m)

P. 20 ft. 3.24 in. (6.18 m)









Three-Track COMMANDER Transforms to a Four-Track Paver

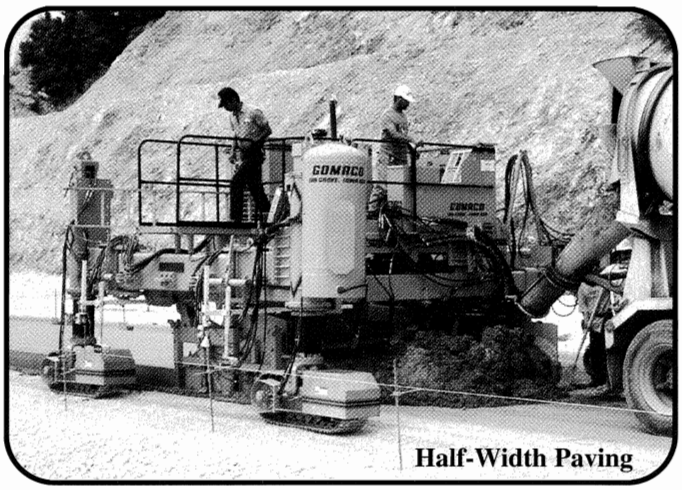
The three-track COMMANDER prime mover drives over the supported four-track frame. The left end car has been removed from the frame to allow the rear leg of the COMMANDER to move through the framework.

The COMMANDER is attached to the four-track frame. The pivoting left front mount is removed. The three track assemblies (leg and track) are utilized for the four-track paving mode. The left front track assembly (Track #1) on the COMMANDER is positioned as the left front on the four-track frame. The right front track assembly (Track #2) on the COMMANDER is positioned as the right front on the four-track frame. The rear track assembly (Track #3) on the COMMANDER is positioned as the right rear on the four-track frame. Location of steering cylinder and potentiometer on the track assembly dictates its positioning in the transformation.

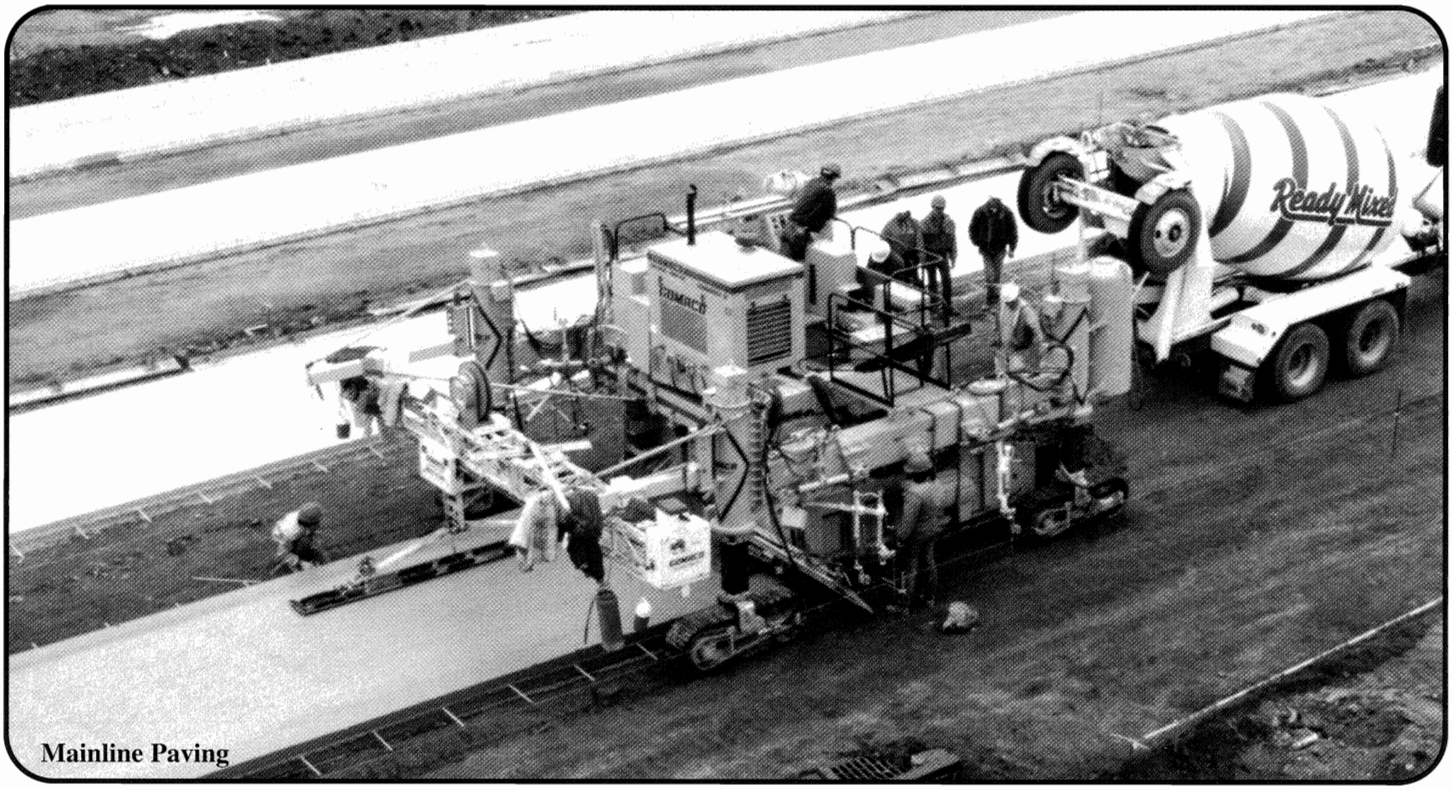
The end car on the four-track frame is attached, and the left front track assembly from the COMMANDER is attached. The additional fourth track assembly is attached to the left rear of the frame. The four-track paver drives over the paving mold for quick attachment.

Four-Track

COMMANDER III Provides Versatility & Achieves Rideability



Half-Width Paving

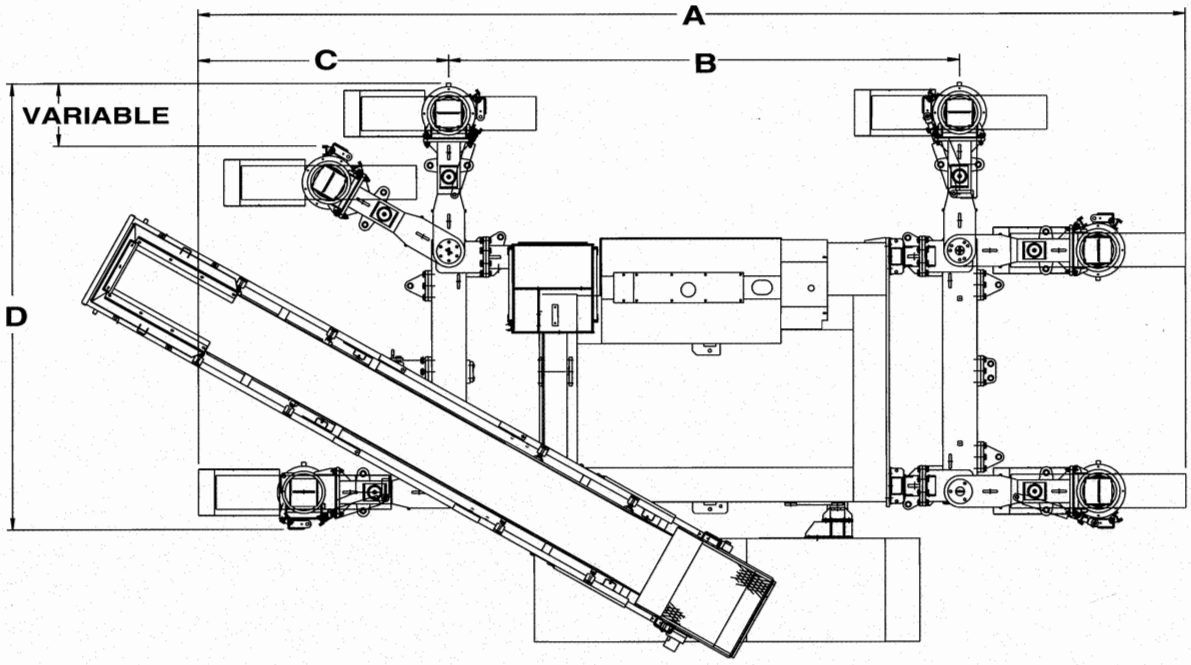


Mainline Paving


Minimum Clearance Paving / Narrow Left Tracks

Zero Clearance Paving / Left Rear Track Removed

Barrier



Dimensions

A. 28 ft. 4.63 in. (8.65 m)

B. 14 ft. 9.56 in. (4.51 m)

C. 7 ft. 3.13 in. (2.21 m)

D. 12 ft. 11.63 in. (3.95 m)

Median Barrier & Bridge Parapet

Slipforming median barrier and bridge parapet are standard applications for the versatile COMMANDER III four-track. Whether you are paving standard or variable barrier, the four-track system assures stability over grade variations. The COMMANDER III four-track hydraulically elevates to slipform barrier or parapet without modifications. Minimum and zero clearance requirements are easily achieved with the side-mounted mold. The mold can be center-mounted to allow working in a 10 ft. (3.05 m) wide area.

SPECIFICATIONS

ENGINE

Type: Cummins turbocharged diesel.
Power: 140 hp (104.4 kW) @ 2100 rpm.

SERVICE CAPACITIES

Fuel reservoir: 55 gal. (208.2 L), locking cap.
Hydraulic oil reservoir: 170 gal. (643.5 L).

HYDRAULIC SYSTEM

Pumps: Two double-stage main pumps provide 95 gpm (359.6 Lpm) @ 2100 rpm. One pressure compensated lift control pump provides 11.5 gpm (43.5 Lpm) @ 2100 rpm.
Hydraulic oil cooling: Extra capacity forced-air oil cooler and reservoir designed with internal baffling for atmospheric cooling.
Filtration: Industry standard filtration, including 10 micron control circuit filter, 100 wire mesh control circuit strainers and reusable double magnetic sump strainers.

VIBRATORS

Type: Hydraulically powered, motor in head, variable speed, independently controlled.
Quantity: Four hydraulic circuits and four hydraulic vibrators with mounts included with each machine.

SLIPFORM MOLD

Curb and gutter mold: One mold standard, up to 36 in. (914 mm) wide. Optional molds available for curb and gutter, monolithic sidewalk curb and gutter, barrier, parapet, irrigation canal and more.

AUTOMATIC CONTROL SYSTEM

Type: Electronic/Hydraulic.
Controls: Proportional control system with grade, steering and cross slope controls.
Control indicators: Panel mounted auto control gauges allow operator to monitor control signals as machine follows stringline.
Reverse auto control: Single switch sets controls for automated control with machine traveling in reverse.

WATER SYSTEM

Type: Pressurized water system.
Capacity: 100 gal. (378.5 L), 12 cfm (.3 cmm) air compressor, hose and nozzle. Water pressure, 90 psi.

TRACK SYSTEM

Type: Three hydraulically powered gear-driven crawler tracks.
Overall track length: 5 ft. (1.52 m).
Center to center sprocket/idler length: 3 ft. 4.5 in. (1.03 m).
Track pad width: 11.8 in. (300 mm).
Gearbox reduction: 36.6:1.
Track speed: 28 fpm (8.53 mpm); auxiliary @ 55 fpm (16.76 mpm).
Track tension: Fully automatic, hydraulically locks in on machine start-up, maintaining a steady tension of the track chain.
Ground pressure: Based on 25,000 lb. (11,340 kg) machine with 45 percent of weight on rear track, 40 percent of weight on left front track and 15 percent of weight on right front track. Rear track, 23.5 psi. Left front track, 20.9 psi. Right front track, 7.4 psi.
Track height adjustment: Each track adjustable in 4 in. (102 mm) increments for 32 in. (813 mm) manual adjustment with 36 in. (914 mm) hydraulic adjustment.
Right front track lateral adjustment: Hydraulic telescoping frame, 3 ft. (.91 m) lateral track adjustment range.
Rear track lateral adjustment: Hydraulically controlled, allows 4 ft. 6 in. (1.37 m) lateral track movement.
Power-swing pivoting front track mount: Hydraulically positions track from straight ahead to 12, 24 and 36 in. (305, 610 and 914 mm) to left outside of main frame or 12 and 24 in. (305 and 610 mm) to right toward center of main frame.

CHARGING CONVEYOR

Type: Hydraulically powered, reversible with charging hopper.
Length: 14 ft. 11.5 in. (4.56 m) between pulley centers.
Width: 24 in. (610 mm).
Belt speed: Variable to 320 fpm (97.54 mpm).
Conveyor mount: Pivot mounting for height adjustment or swing to allow hopper end to clear obstacles. Allows truck positioning to front or side of machine. Hydraulically powered mount controls conveyor slope.

SPECIFICATIONS

SUBGRADE TRIMMER (Sectionalized)

Sectionalized trimmer: Internal hydraulic drive system and 24 in. (610 mm) diameter trimming wheel.

Trimmer wheel rotation: Upward cut.

Width: 42 in. (1,067 mm) sectionalized trimmerhead includes one 24 in. (610 mm) drive section with hydraulic internal drive and 18 in. (457 mm) extension. Optional extensions available for trimming up to 120 in. (3,048 mm) wide.

Sideshift and vertical adjustment: An optional trimmerhead mount for the three-track machine has 36 in. (914 mm) of hydraulic sideshift to the right and 12 in. (305 mm) of hydraulic vertical adjustment.

DIMENSIONS (three-track machine)

Overall length: 21 ft. 7.5 in. (6.59 m).

Overall height: 8 ft. 6 in. (2.59 m) minimum and 11 ft. 6 in. (3.51 m) maximum in elevated position.

Transport width: 8 ft. (2.44 m).

WEIGHTS (Approximate) three-track machine

Standard curb and gutter machine: 23,100 lbs. (10,478.2 kg).

Standard barrier or parapet machine: 24,400 lbs. (11,067.8 kg).

Standard with 6 ft. monolithic: 27,900 lbs. (12,655.4 kg).

Note: Weights will vary depending on mold and options.

WEIGHTS (Approximate) four-track machine

Four-track paver: 28,500 lbs. (12,927.6 kg)

16 ft. (5 m) mold: 8,400 lbs. (3,810.2 kg)

Total weight: 36,900 lbs. (16,737.8 kg)

Note: Weights will vary depending on mold and options.

OPTIONS

169 hp (126.1 kW) diesel engine.

Barrier/parapet sidemount or centermount.

Monolithic package.

Trimmerheads and extensions. Left hand discharge trimmerhead.

4 ft. (1.22 m) charging conveyor extension to accommodate longer conveyor requirements.

Additional vibrator circuits and controls.

Right hand sensor bracket required for barrier/parapet work.

Hold over assembly, hydraulically powered, required when paving adjacent to existing concrete slab.

High pressure water system, includes trigger gun control and adjustable pressure unloader for up to 2,000 psi.

Micro Controller, self-diagnostic system for grade and steering. Optional on three-track and required on four-track machine.

Slipform molds, consult factory.

2 ft. (.61 m) self supporting transition adjuster section with hydraulic crown adjuster.

Four-track paver to accommodate wider width paving.

6 ft. (1.83 m) frame extension assembly for paving from 16 ft. (4.88 m) to 20 ft. (6.1 m), includes front and rear frame extensions.

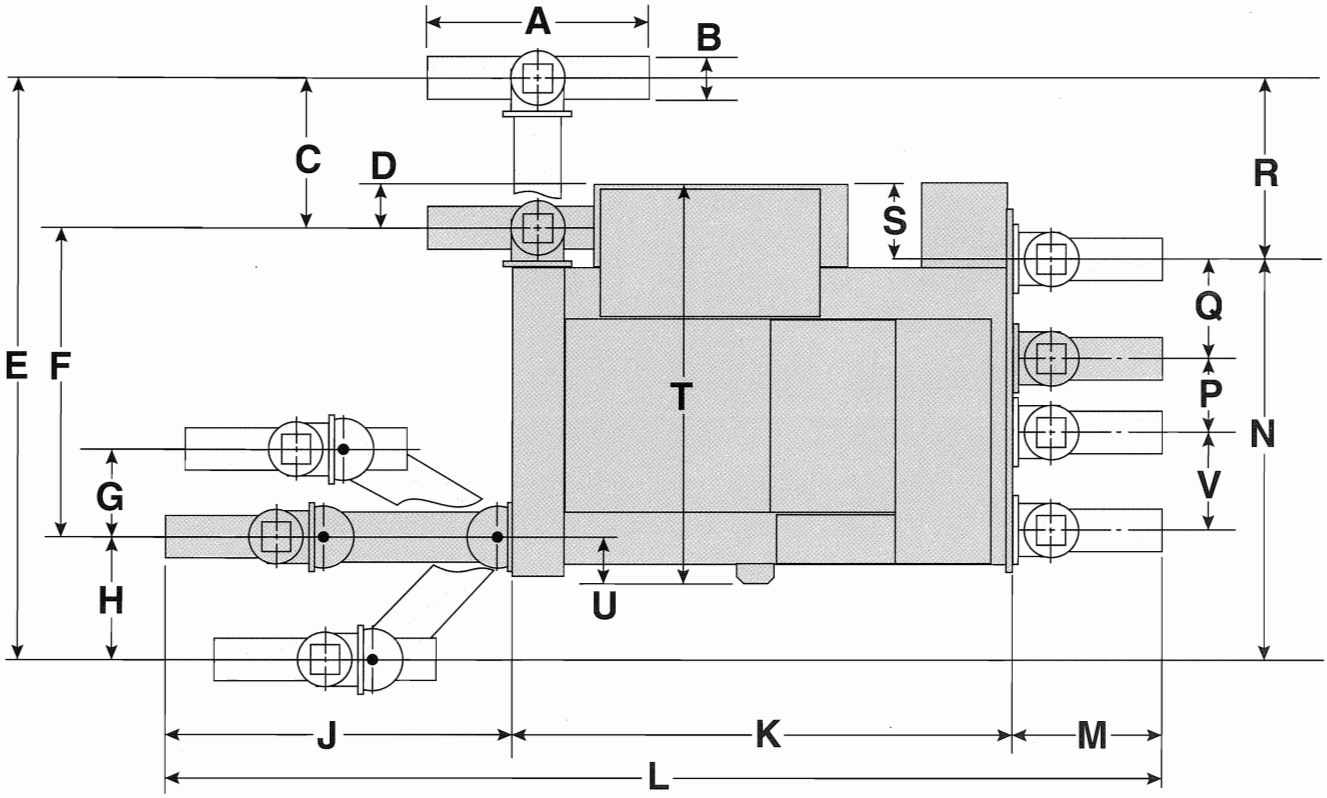
Auto-Float® attachment.

Rubber track pads, 81 pads required for three-track, and 108 pads required for four-track machine.

Other options are available to customize machine to accommodate applications and customer needs.

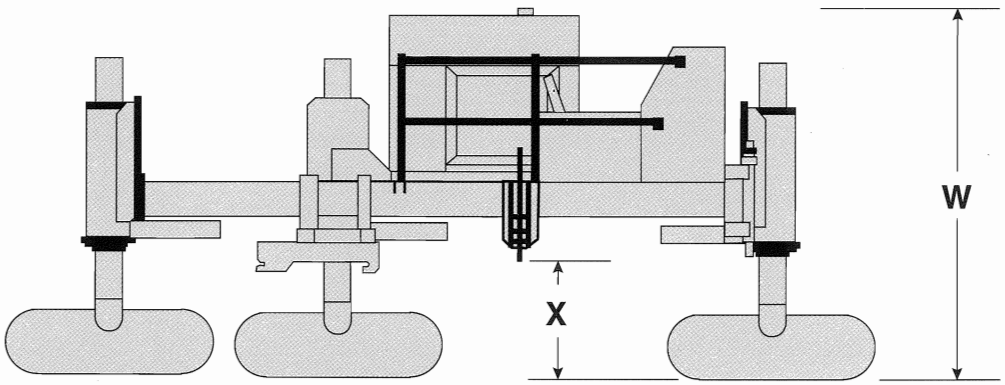
COMMANDER III Three-Track Dimensions

- Power-swing pivoting front track mount hydraulically positions track in various positions from left to right.
- Right front track lateral adjustment with hydraulic telescoping frame.
- Rear track lateral adjustment with hydraulic controls.

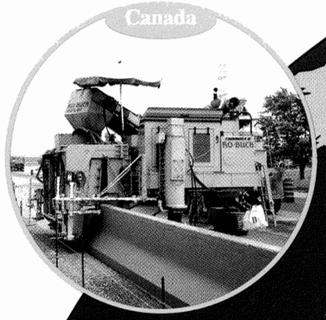


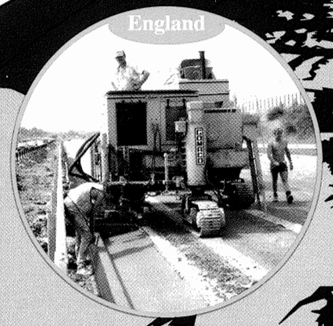
A. 5 ft. 0.56 in. (1.54 m)
B. 11.69 in. (297 mm)
C. 3 ft. (.91 m) max.
D. 10 in. (254 mm)
E. 12 ft. 0.5 in. (3.67 m)
F. 6 ft. 0.5 in. (1.84 m)
G. 2 ft. 1.5 in. (.65 m) max.
H. 3 ft. (.91 m) max.
J. 8 ft. 0.75 in. (2.46 m)
K. 10 ft. 1.5 in. (3.09 m)
L. 21 ft. 5.88 in. (6.55 m)
M. 3 ft. 3.5 in. (1 m)
N. 8 ft. 3.5 in. (2.53 m)
P. 1 ft. 6 in. (.46 m)
Q. 2 ft. (.61 m)
R. 3 ft. (.91 m)
S. 1 ft. 6.88 in. (.48 m)
T. 8 ft. (2.44 m)
U. 1 ft. 1.5 in. (.34 m)
V. 1 ft. 0.38 in. (.31 m)

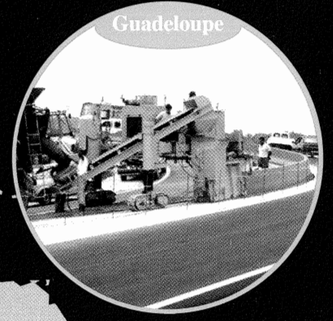
W. 8 ft. 6 in. (2.59 m)
X. 2 ft. 3 in. (.69 m)



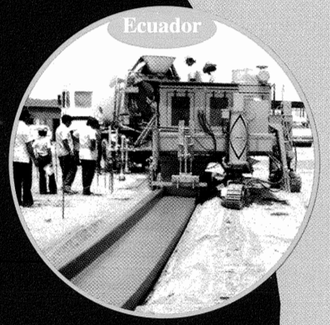
5 by 36 in. (127 by 914 mm) stroke legs are standard on the COMMANDER III. 5 by 42 in. (127 by 107 mm) stroke legs are available.

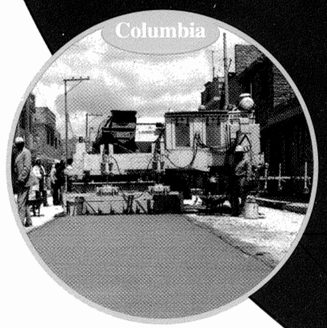


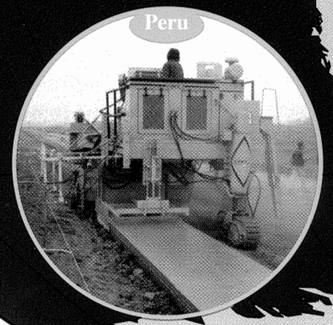


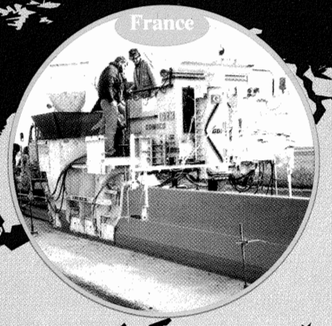


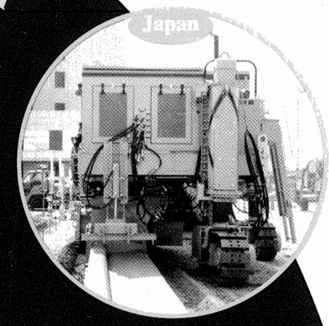
COMMANDER III
Chosen by Contractors in over 50 Countries

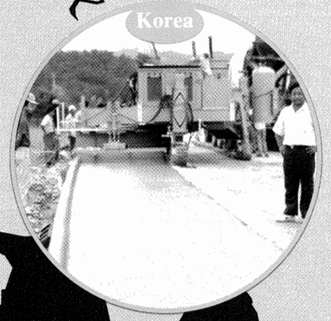




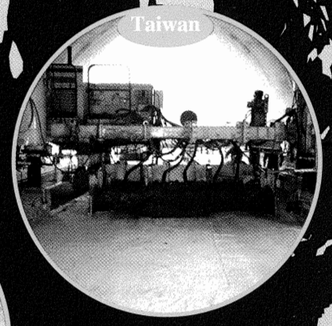


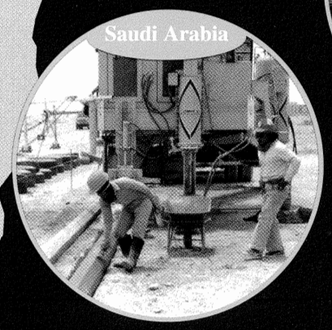






COMMANDER III
The World's Most Versatile Slipform Paver





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