

ROADTEC

an Astec company



Le véhicule de transfert de matériau SB-2500D Shuttle Buggy® peut stocker l'asphalte mélangé à chaud et le transférer d'un camion à un épandeur pour que le pavage puisse être effectué en continu. Une vis antiségrégation brevetée remélange les matériaux juste avant qu'ils soient mis dans l'épandeur d'asphalte. La capacité intermédiaire de 25 tonnes (22,7 tonnes métriques) du SB-2500D permet de décharger immédiatement le matériau des camions pour qu'ils puissent retourner à l'usine d'asphalte. Les options incluent une tête de ramassage de cordons et un accessoire d'élargissement de route.

CARACTÉRISTIQUES DU SB-2500D

MOTEUR :

CAT® C9-300 HP, Tier III, moteur diesel 6 cylindres, 300 HP (224 kW) @ 2 200 tr/min. L'instrumentation moteur inclut un compte-tours/compteur horaire, la pression d'huile, la tension et un système d'arrêt d'urgence. Accès facile au radiateur/refroidisseur d'huile.

CABINE DE CONDUITE :

Postes de conduite des deux côtés. Pivotant, le tableau de commande peut être utilisé de l'un ou l'autre des postes et permet le fonctionnement sur la même voie ou sur la voie adjacente à partir d'un côté ou de l'autre. Soulevable par système hydraulique, le capot à une pièce permet d'accéder facilement au moteur principal, aux pompes et aux moteurs. Le rayon de braquage intérieur est de 26 pieds 6 pouces (8,1 m).

TRANSMISSION AU SOL :

Entièrement hydrostatique pour une commande de vitesse à variation continue avec deux plages de vitesse. Changement du mode hydraulique au mode électrique entre les plages de travail et de transport. Vitesse maximum (plage de travail) de 3,0 mi/h (4,8 km/h). Vitesse maximum (plage de transport) de 9 mi/h (14,5 km/h).

PNEUS :

Gros, portance élevée - 21:00 x 25 pouces (533 x 635 mm).

SYSTÈME ÉLECTRIQUE :

Le système standard inclut un alternateur grande capacité, une batterie et la protection par disjoncteur de tous les systèmes.

SYSTÈME D'EXTRACTION DES FUMÉES :

Deux ventilateurs. Tuyaux d'échappement repliables de 10 pouces (254 mm).

DÉCHARGEMENT DES CAMIONS PAR TRANSPORTEURS À PALETTES (C-1) :

Système de déchargement de camion grande capacité avec faible hauteur de pont, ouverture de camion de 9 pieds 2 pouces (2,8 m) et vis convergente segmentée en fonte chromée à 27 % de 22 pouces (559 mm) (diamètre extérieur) x 8 pouces (203 mm) (profondeur) pour un écoulement rapide du matériau. Le transporteur est pourvu de palettes soudées de 5/8 pouce (16 mm) (épaisseur), 5,5 pouces (140 mm) (largeur) x 57 pouces (1 448 mm) (longueur). Les plaques de revêtement en fonte Ni-Hard sont amovibles. La trémie de déversement avant motorisée est équipée en bas d'un vibreur pour aider au déplacement du matériau. Le rouleau pousseur réglable est standard. La capacité nominale du transporteur est de 1 000 tonnes/h (907 tonnes métriques/h).

RÉSERVOIR INTERMÉDIAIRE (C-2) :

Décharge le réservoir intermédiaire avec une vis antiségrégation segmentée en fonte chromée à 27 %, à inclinaisons multiples, de 22 pouces (559 mm) (diamètre extérieur) x 8 pouces (203 mm) (profondeur) dans la trémie. Le système du transporteur est pourvu de palettes soudées de 5/8 pouces (16 mm) (épaisseur), 7 pouces (178 mm) (largeur) x 16 pouces (406 mm) doubles (longueur). Les plaques de revêtement sont en fonte Ni-Hard et amovibles. La capacité du transporteur est de 600 tonnes/h (544 tonnes métriques/h).

CHARGEMENT DE L'ÉPANDEUR (C-3) :

Le transporteur pivote sur 55 degrés d'un côté ou de l'autre du centre. La hauteur de décharge maximum du transporteur

est de 12 pieds 6 pouces (3,8 m) par rapport au niveau du sol. Les palettes du transporteur, soudées à la chaîne, sont de 1/2 pouce (12,7 mm) (épaisseur), 3 pouces (76,2 mm) (largeur) et 30 pouces (762 mm) (longueur). Le transporteur est équipé de plaques de plancher remplaçables boulonnées 500 BHN (nombre de Brinell) de 1/2 pouce (12,7 mm). Les transporteurs C-2 et C-3 sont équipés de commandes de marche/arrêt interverrouillées. La capacité du transporteur est de 600 tonnes/h (544 tonnes métriques/h).

INSERT DE TRÉMIE :

Un insert de trémie d'épandeur à débit massique est utilisé pour augmenter la capacité de la trémie d'un épandeur conventionnel lorsque celui-ci est utilisé avec le SB-2500C.

CAPACITÉS :

Réservoir à carburant	140 gallons (529 l)
Trémie	25 tonnes (22,7 tonnes métriques)
Matériau	120 lb/pi³ (1 922 kg/m³)

POIDS :

Poids à l'expédition	75 500+ livres (34 246 kg)
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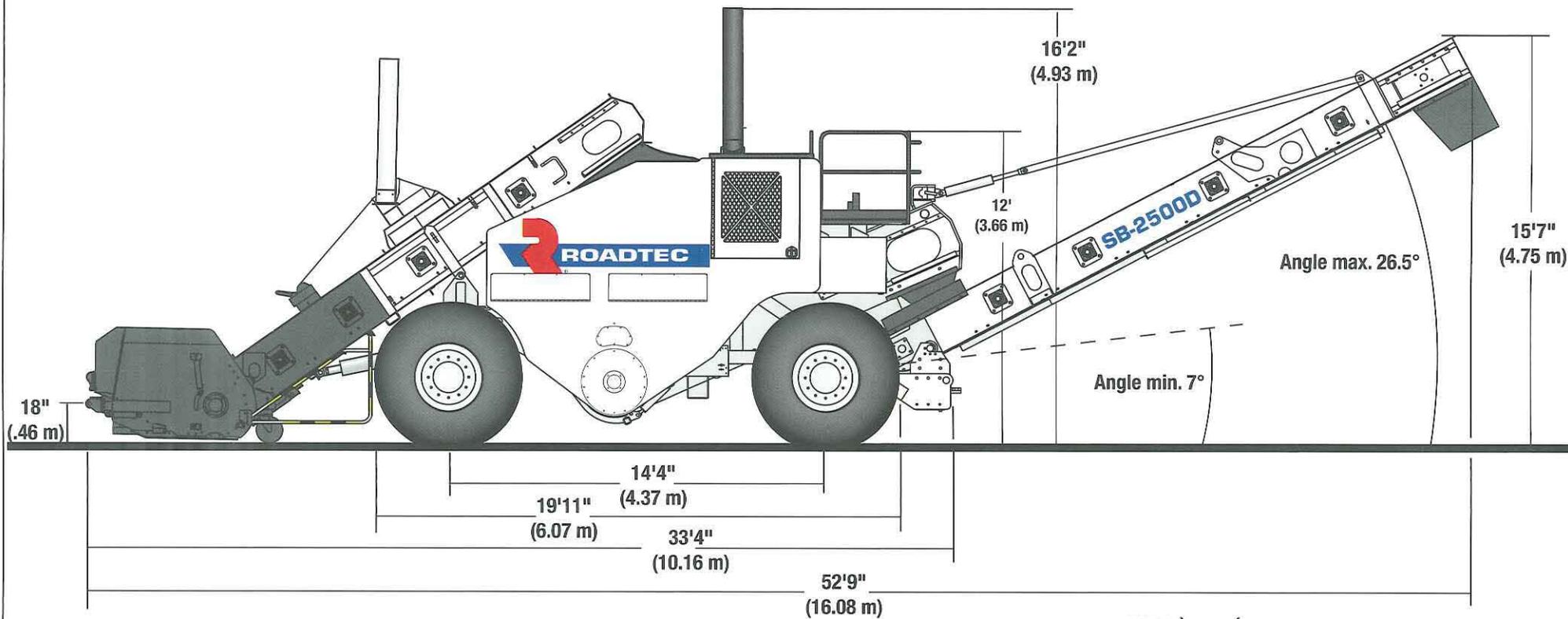
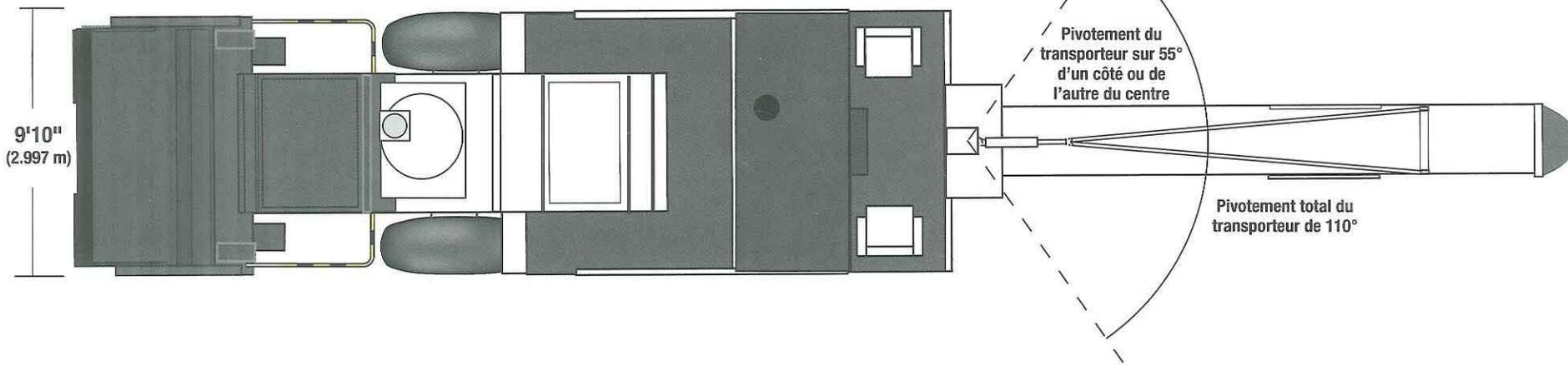
OPTIONS :

- Système de vaporisation d'agent antiadhérent
- Groupe générateur hydraulique
- Accessoire pour cordons
- Accessoire d'élargissement de route
- Kits d'éclairage
- Attelage de camion

ROADTEC

une société Astec Industries

800 MANUFACTURERS ROAD • CHATTANOOGA, TN 37405 • TÉLÉPHONE 423-265-0600 • FAX 423-267-7104
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POIDS À L'EXPÉDITION : 75 500+ livres (34 246 kg)



The SB-2500D Shuttle Buggy® material transfer vehicle can store hot mix asphalt and transfer it from a truck to a paver for continuous paving. A patented antisegregation auger remixes materials just before they are delivered to the asphalt paver. The 25-ton (22.7 MT) surge capacity of the SB-2500D allows trucks to unload material immediately and return to the asphalt plant. Options include a windrow pickup head and road widener attachment.

SB-2500D SPECIFICATIONS

ENGINE:

CAT® C9-300 HP, Tier III, 6-cylinder diesel engine, 300 HP (224 kw) @ 2,200 rpm. Engine instrumentation includes tach/hour meter, oil pressure, voltage and emergency shutdown system. Easy access to oil cooler/radiator.

OPERATOR'S STATION:

Operator positions on both sides. Control panel pivots for use from either station allowing for same-lane or adjacent-lane operation from either side. One-piece hydraulically-raisable hood allows easy access to engine, pumps and motors. Inside turning radius 26'6" (8.1 m).

GROUND DRIVE:

All hydrostatic for continuously variable speed control with two speed ranges. Electric-over-hydraulic shift between working and transport ranges. Maximum speed (working range) 3.0 mph (4.8 kph). Maximum speed (travel range) 9 mph (14.5 kph).

TIRES:

Large, high-flotation - 21:00 x 25" (53.3 m x 635 mm).

ELECTRICAL SYSTEM:

Standard system includes heavy-duty alternator, battery, and circuit breaker protection of all systems.

FUME EXTRACTION SYSTEM:

Two blowers. Fold-down 10" (254 mm) exhaust pipes.

SLAT CONVEYORS TRUCK UNLOADING (C-1):

High-capacity truck unloading system with low deck height, 9'2" (2.8 m) truck opening and 22" (559 mm) o.d. x 8" (203 mm) deep, 27% chrome-iron cast, segmented converging auger for quick material flow. Conveyor has weld-on flights 5/8" (16 mm) thick, 5.5" (140 mm) wide x 57" (1,448 mm) long. Ni-Hard liner plates are removable. Power dump front hopper has a vibrator on the bottom that helps keep material moving. Adjustable push roller is standard. Conveyor capacity is rated at 1,000 TPH (907 MTPH).

SURGE BIN (C-2):

Unloads the surge bin with a multi-pitch 22" (559 mm) o.d. x 8" (203 mm) deep, 27% chrome-iron cast, segmented anti-segregation auger in the hopper. Conveyor system has weld-on flights 5/8" (16 mm) thick, 7" (178 mm) wide x dual 16" (406 mm) long. Liner plates are Ni-Hard and removable. Conveyor capacity is 600 TPH (544 MTPH).

PAVER LOADING (C-3):

Conveyor swings 55 degrees to either side of center.

Maximum conveyor discharge height is 12' 6" (3.8 m) from ground level. Conveyor flights welded to the chain are 1/2" (12.7 mm) thick, 3" (76.2 mm) wide and 30" (762 mm) long. Conveyor has bolted 1/2" (12.7 mm) 500 Brinell replaceable floor plates. C-2 and C-3 conveyors have on/off controls that are interlocked. Conveyor capacity is 600 TPH (544 MTPH).

HOPPER INSERT:

A mass-flow paver hopper insert is used to increase the hopper capacity of a conventional paver when used with the SB-2500D.

CAPACITIES:

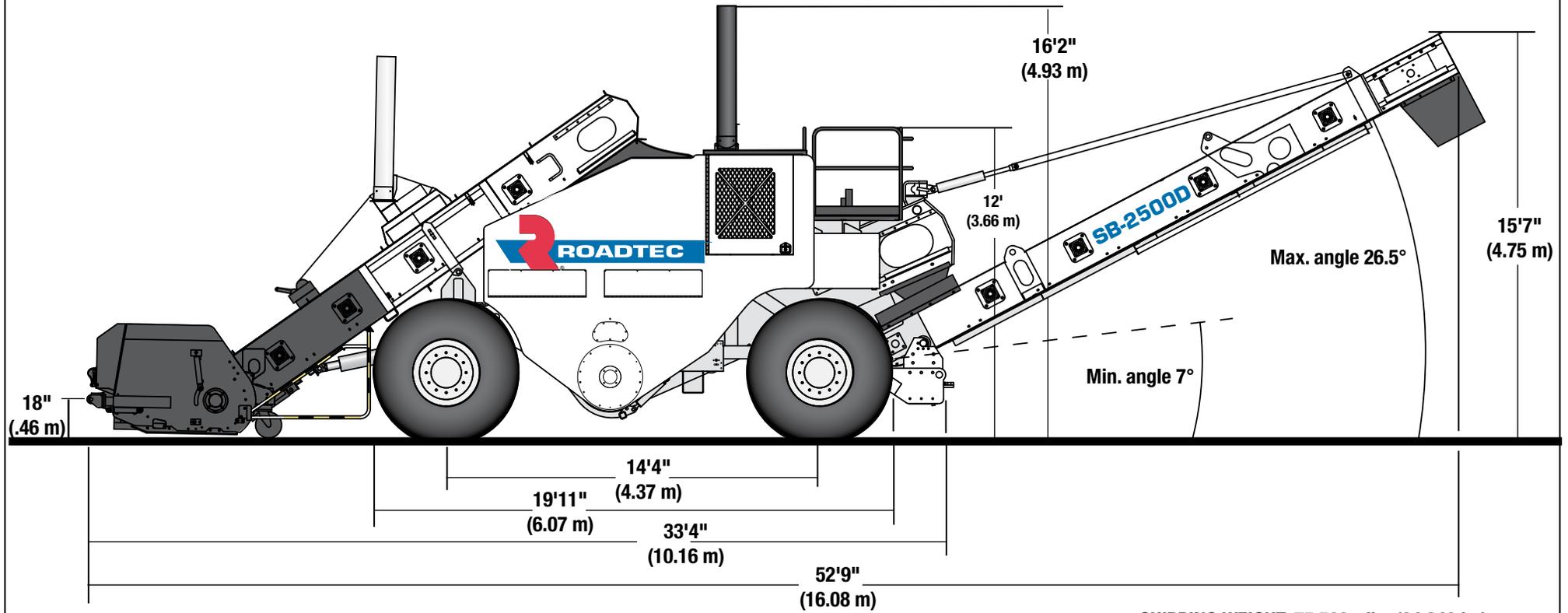
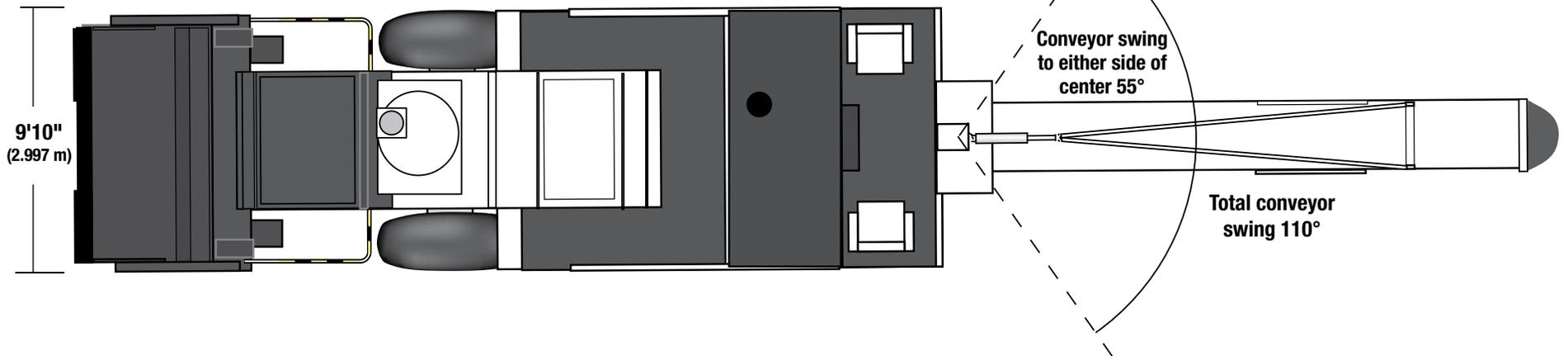
Fuel tank.....140 gal (529 L)
 Hopper.....25 tons (22.7 MT)
 material.....120 lbs/cu ft (1,922 kg/cu m)

WEIGHTS:

Shipping weight.....74,500+ lbs (33,790 kg)

OPTIONS:

Release agent spray down system
 Hydraulic generator set
 Windrow attachment
 Light Kits
 Truck Hitch



SHIPPING WEIGHT: 75,500+ lbs (34,246 kg)



The SB-1500D Shuttle Buggy® material transfer vehicle features a low weight and a narrow transport width. It can store up to 15 tons (13.6 MT) of asphalt mix, allowing haul vehicles to unload as soon as they arrive. This substantially reduces trucking costs. The SB-1500D features an end-dump hopper or an optional windrow pickup head. It also features the patented antisegregation auger which remixes materials for aggregate and temperature segregation.

SB-1500D SPECIFICATIONS

ENGINE:

Caterpillar® C9-300 HP, Tier III, 6-cylinder diesel engine, 300 HP (224 kw) @ 2,200 rpm. Engine instrumentation includes tach/hour meter, oil pressure, voltage and emergency shutdown system. Easy access to oil cooler/radiator.

OPERATOR'S STATION:

Operator positions on both sides. Control console swivels for use from either station allowing for same-lane or adjacent-lane operation from either side. An inside turning radius 26'6" (8.1 m).

GROUND DRIVE:

All hydrostatic for continuously variable speed control with two speed ranges. Electric shift-on-the-go control between high and low. Maximum speed (working range) 2.8 m.p.h. (4.5 kph). Maximum speed (travel range) 11.4 m.p.h. (18.4 kph).

TIRES:

Large, high-flotation - 18:00 x 25" (45.7 m x 635 mm).

ELECTRICAL SYSTEM:

Standard system includes heavy-duty alternator, battery, and circuit breaker protection of all systems.

FUME EXTRACTION SYSTEM:

Two blowers. Fold-down 10" (254 mm) exhaust pipes.

SLAT CONVEYORS TRUCK UNLOADING (C-1):

High-capacity truck unloading system with low deck height, 9'2" (2.8 m) side truck opening and 22" (559 mm) o.d. x 8.5" (216 mm) deep segmented converging auger for quick material flow. Conveyor has weld-on flights 5/8" (16 mm) thick, 5.5" (140 mm) wide x 33 3/4" (857 mm) long. Ni-Hard liner plates are removable. Power dump front hopper has sliding baffle, steep floor and a vibrator for quick material flow. Hydraulic adjustable push roller is standard. Conveyor capacity is rated at 600 TPH (544 MTPH).

SURGE BIN (C-2):

Unloads the surge bin with a multi-pitch 22" (559 mm) o.d. x 8.5" (216 mm) deep antisegregation auger in the hopper. Conveyor system has weld-on flights 5/8" (16 mm) thick, 7" (178 mm) wide x dual 16" (406 mm) long. Liner plates are Ni-Hard and removable. Conveyor capacity is 600 TPH (544 MTPH).

PAVER LOADING (C-3):

Conveyor swings 50 degrees to either side of center. Maximum conveyor discharge height is 11' 6" (3.5 m)

from ground level. Conveyor flights welded to the chain are 5/8" (16 mm) thick, 4 3/4" (121 mm) wide and 30" (762 mm) long. Conveyor has bolted 1/2" (12.7 mm) AR500 replaceable floor plates and doors. C-2 and C-3 conveyors have on/off controls that are interlocked. Conveyor capacity is 600 TPH (544 MTPH).

HOPPER INSERT:

A mass-flow paver hopper insert is used to increase the hopper capacity of a conventional paver when used with the SB-1500D.

CAPACITIES:

Fuel tank	110 gal (416 l)
Hopper	15 tons (13.6 MT)
Material	110 lbs/cu ft (1,762 kg/cu m)
Hydraulic	100 gal.(378)

WEIGHTS:

Shipping weight	67,240 lbs (30,500 kg)
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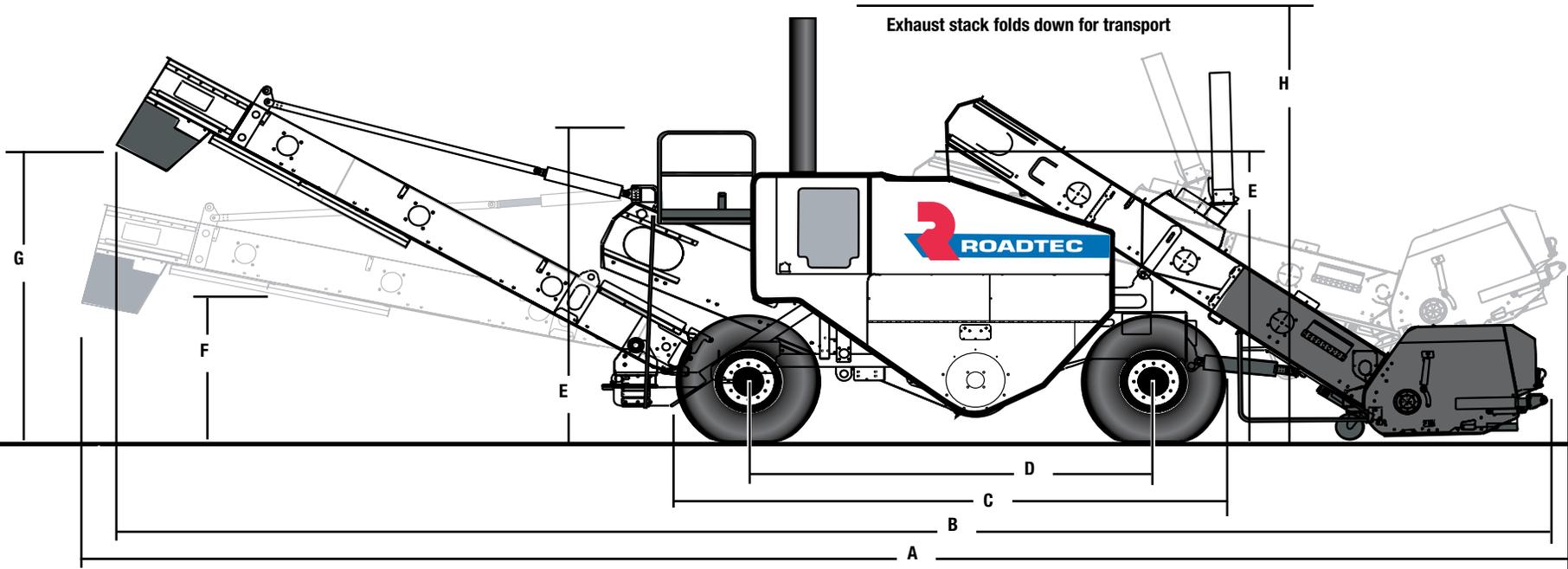
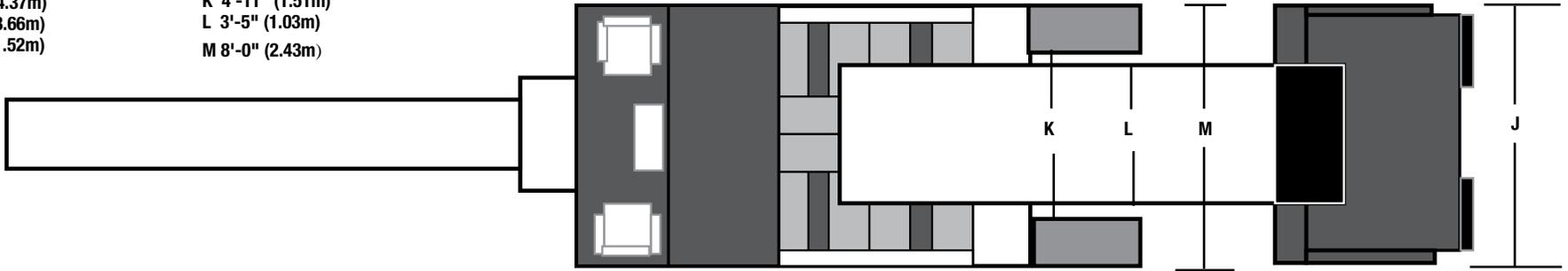
OPTIONS:

- Hydraulic generator set
- Windrow attachment
- Light Package
- Hydraulic Truck Hitch

All specifications are subject to change without notice.

A 52'-9" (16.09m)
 B 50'-0" (15.24m)
 C 19'-8" (5.98m)
 D 14'-4" (4.37m)
 E 12'-0" (3.66m)
 F 5'-00" (1.52m)

G 10'-4" (3.14m)
 H 15'-3" (4.65m)
 J 9'-9" (2.98m)
 K 4'-11" (1.51m)
 L 3'-5" (1.03m)
 M 8'-0" (2.43m)





Comme les modèles Shuttle Buggy®, le véhicule de transfert de matériel MTV-1000D a la capacité de transférer le matériel de revêtement tout en le remélangeant afin que le pavage en ligne puisse être effectué en continu. Breveté, le transfert à gravité décalée assure le remélange des matériaux d'asphalte juste avant qu'ils soient mis dans l'épandeur, ce qui élimine la ségrégation de fin de camion. Lorsque l'accessoire de cordons en option est utilisé, le MTV-1000D peut ramasser le matériel d'un cordon et le transférer dans l'épandeur.

CARACTÉRISTIQUES DU MTV-1000D

MOTEUR :

CAT® C9-300 HP, Tier III, moteur diesel 6 cylindres, 300 HP (224 kW) @ 2 200 tr/min. L'instrumentation moteur inclut un compte-tours/compteur horaire, la pression d'huile, la tension et un système d'arrêt d'urgence. Accès facile au radiateur/refroidisseur d'huile.

CABINE DE CONDUITE :

Postes de conduite des deux côtés. Pivotant, le tableau de commande peut être utilisé de l'un ou l'autre des postes et permet le fonctionnement sur la même voie ou sur la voie adjacente à partir d'un côté ou de l'autre. Le rayon de braquage intérieur est de 21 pieds (6,4 m).

TRANSMISSION AU SOL :

Transmission hydrostatique à quatre roues pour une commande de vitesse à variation continue avec deux plages de vitesse. Changement du mode hydraulique au mode électrique entre les plages de travail et de transport. Vitesse maximum (plage de travail) de 2,3 mi/h (3,7 km/h). Vitesse maximum (plage de transport) de 9,6 mi/h (15,4 km/h).

PNEUS :

Portance élevée - 17,5 x 25 pouces (444,5 x 635 mm).

SYSTÈME ÉLECTRIQUE :

Le système standard inclut un alternateur grande capacité de 90A, un système de démarrage de 24 V et la protection par disjoncteur de tous les systèmes.

DÉCHARGEMENT DES CAMIONS PAR TRANSPORTEURS À PALETTE (C-1) :

Système de déchargement de camion grande capacité avec faible hauteur de pont, ouverture de camion latérale de 9 pieds 2 pouces (2,8 m) et vis convergente segmentée en fonte Ni-Hard de 22 pouces (559 mm) (diamètre extérieur) x 8 pouces (203 mm) (profondeur) pour un écoulement rapide du matériel. Le transporteur est pourvu de palettes soudées de 5/8 pouce (16 mm) (épaisseur), 7 pouces (178 mm) (largeur) x 58 pouces (1 473 mm) (longueur). Les plaques de revêtement en fonte Ni-Hard sont amovibles. La trémie de déversement avant motorisée est équipée en bas d'un vibreur pour aider au déplacement du matériel. Le rouleau pousseur réglable hydraulique est standard. La capacité nominale du transporteur est de 600 tonnes/h (544 tonnes métriques/h).

CHARGEMENT DE L'ÉPANDEUR (C-3) :

Le transporteur pivote sur 55 degrés d'un côté ou de l'autre du centre. La hauteur de décharge maximum du transporteur est de 12 pieds (3,7 m) par rapport au niveau du sol. Les palettes du transporteur, soudées

à la chaîne, sont de 1/2 pouce (12,7 mm) (épaisseur), 4 3/4 pouces (121 mm) (largeur) et 30 pouces (762 mm) (longueur). Le transporteur est équipé de portes et de plaques de plancher remplaçables boulonnées 500 BHN (nombre de Brinell) de 1/2 pouce (12,7 mm). Les transporteurs C-1 et C-3 sont équipés de commandes de marche/arrêt interverrouillées. La capacité du transporteur est de 600 tonnes/h (544 tonnes métriques/h).

INSERT DE TRÉMIE :

Un insert de trémie d'épandeur à débit massique est utilisé, en option, pour augmenter la capacité de la trémie d'un épandeur conventionnel lorsque celui-ci est utilisé avec le MTV-1000C.

CAPACITÉS :

Réservoir à carburant 150 gallons (568 l)
Capacité de refroidissement 13 gallons (49,2 l)

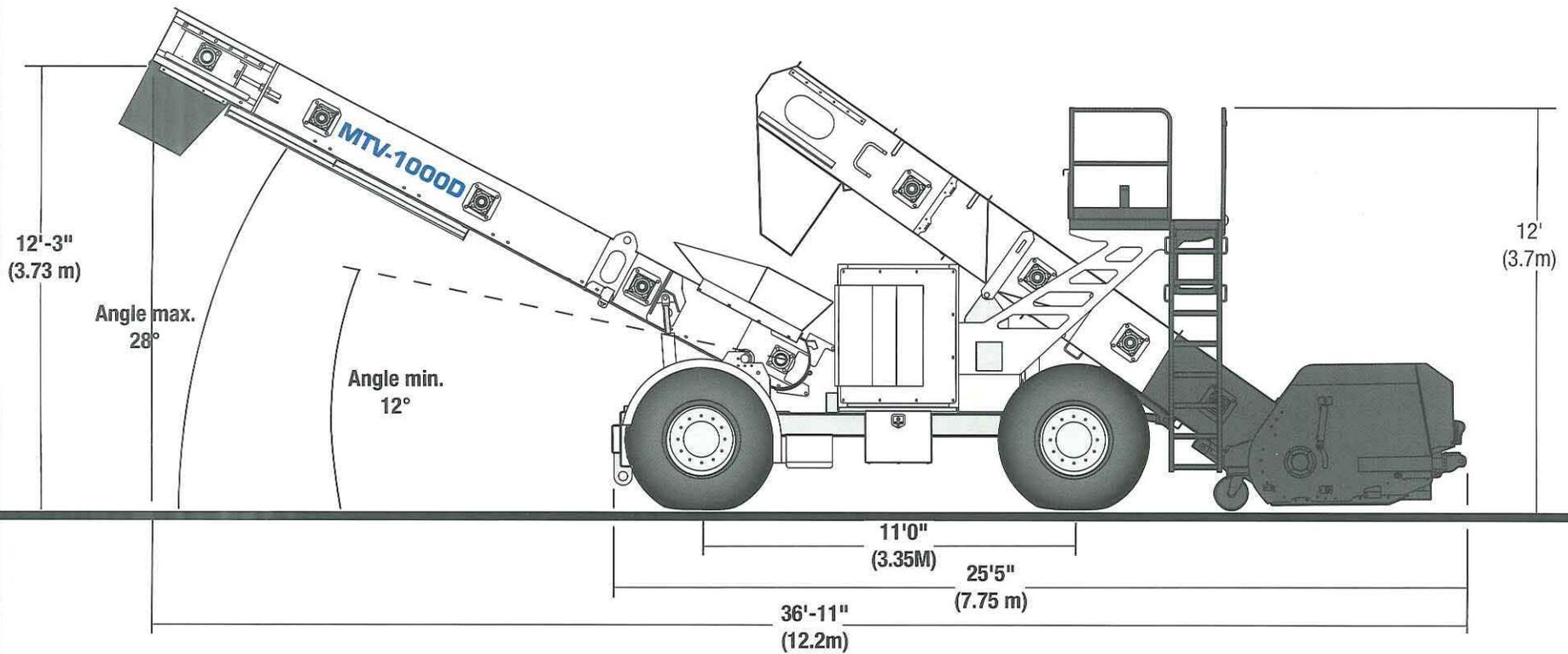
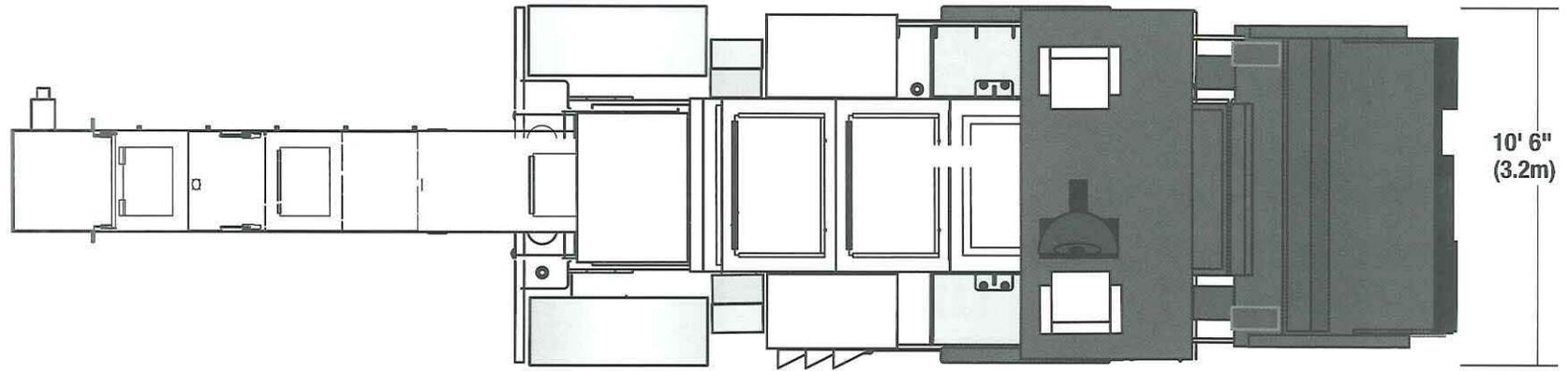
POIDS (approximatifs) :

Poids à l'expédition 50 500 livres (22 906 kg)

OPTIONS :

Accessoire de cordons
Groupe générateur hydraulique
Insert de trémie
Ensemble d'éclairage

POIDS À L'EXPÉDITION : MTV 1000D - 50 500 livres (22 906 kg)





The MTV-1000D material transfer vehicle, like the Shuttle Buggy® models, is capable of transferring while reblending paving material to allow for continuous in-line paving. The patented, offset gravity transfer provides reblending of asphalt materials just before they are delivered to the paver, eliminating truck-end segregation. With an optional windrow attachment, the MTV-1000D can pick up material from a windrow and transfer it to the paver.

MTV-1000D SPECIFICATIONS

ENGINE:

CAT® C9-300 HP, Tier III, 6-cylinder diesel engine, 300 HP (224 kw) @ 2,200 rpm. Engine instrumentation includes tach/hour meter, oil pressure, voltage and emergency shutdown system. Easy access to oil cooler/radiator.

OPERATOR'S STATION:

Operator positions on both sides. Control panel swivels for use from either station allowing for same-lane or adjacent-lane operation from either side. Inside turning radius 21' (6.4 m).

GROUND DRIVE:

Four wheel hydrostatic drive for continuously variable speed control with two speed ranges. Electric over hydraulic shift between working and transport ranges. Maximum speed (working range) 2.3 mph (3.7 kph). Maximum speed (travel range) 9.6 mph (15.4 kph).

TIRES:

High flotation - 17.5" x 25" (444.5 mm x 635 mm).

ELECTRICAL SYSTEM:

Standard system includes heavy-duty 90-amp alternator, 24-volt starting system and circuit breaker protection of all systems.

SLAT CONVEYORS TRUCK UNLOADING (C-1):

High-capacity truck unloading system with low deck height, 9'2" (2.8 m) side truck opening and 22" (559 mm) o.d. x 8" (203 mm) deep Ni-Hard segmented converging auger for quick material flow. Conveyor has weld-on flights 5/8" (16 mm) thick, 7" (178 mm) wide x 58" (1,473 mm) long. Ni-Hard liner plates are removable. Power dump front hopper has a vibrator on the bottom that helps keep material moving. Hydraulic adjustable push roller is standard. Conveyor capacity is rated at 600 TPH (544 MTPH).

PAVER LOADING (C-3):

Conveyor swings 55 degrees to either side of center. Maximum conveyor discharge height is 12' (3.7 m) from ground level. Conveyor flights welded to the chain are 1/2" (12.7 mm) thick, 4 3/4" (121 mm) wide and 30" (762 mm) long. Conveyor has 1/2" (12.7 mm) 500 BHN bolted replaceable floor plates and doors. C-1 and C-3 conveyors have on/off controls that are interlocked. Conveyor capacity is 600 TPH (544 MTPH).

HOPPER INSERT:

An optional mass-flow paver hopper insert is used to increase the hopper capacity of a conventional paver when used with the MTV-1000D.

CAPACITIES:

Fuel tank.....150 gal (568 L)
Cooling capacity.....13 gal (49.2 L)

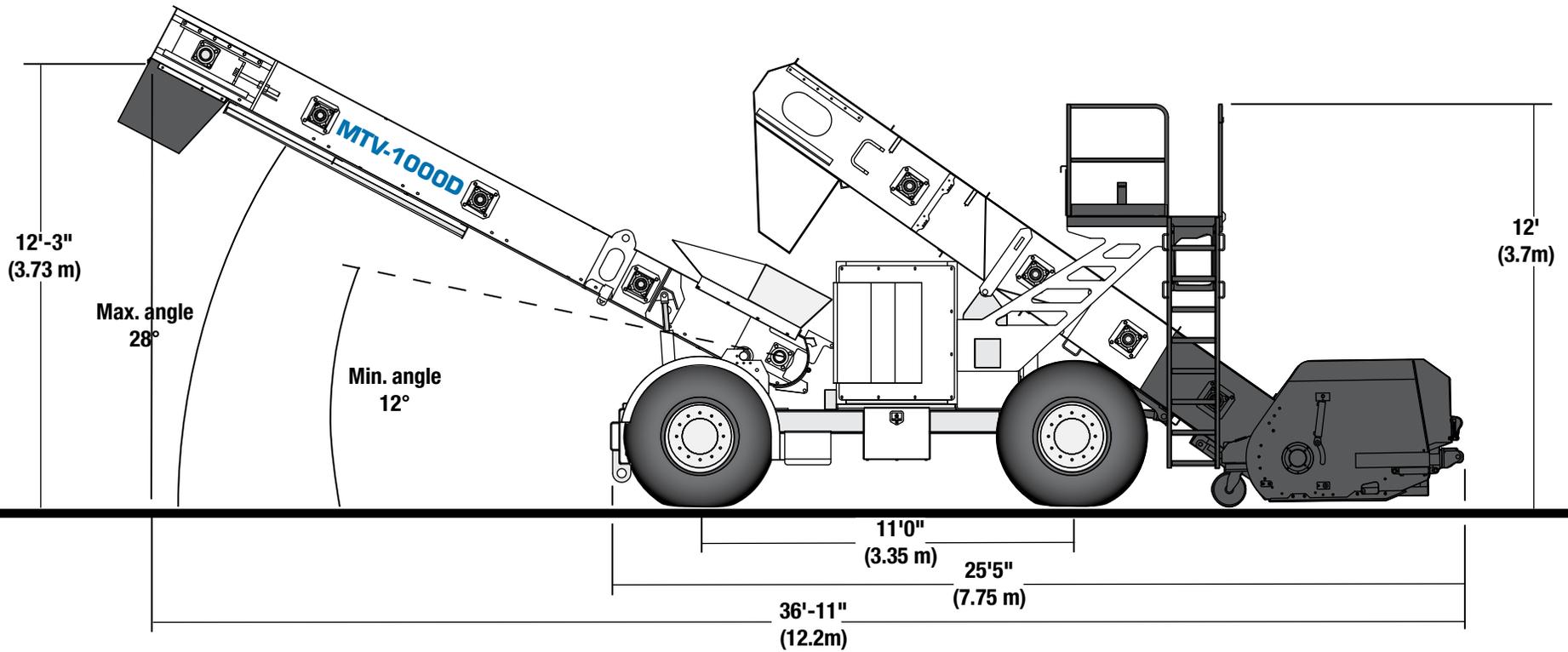
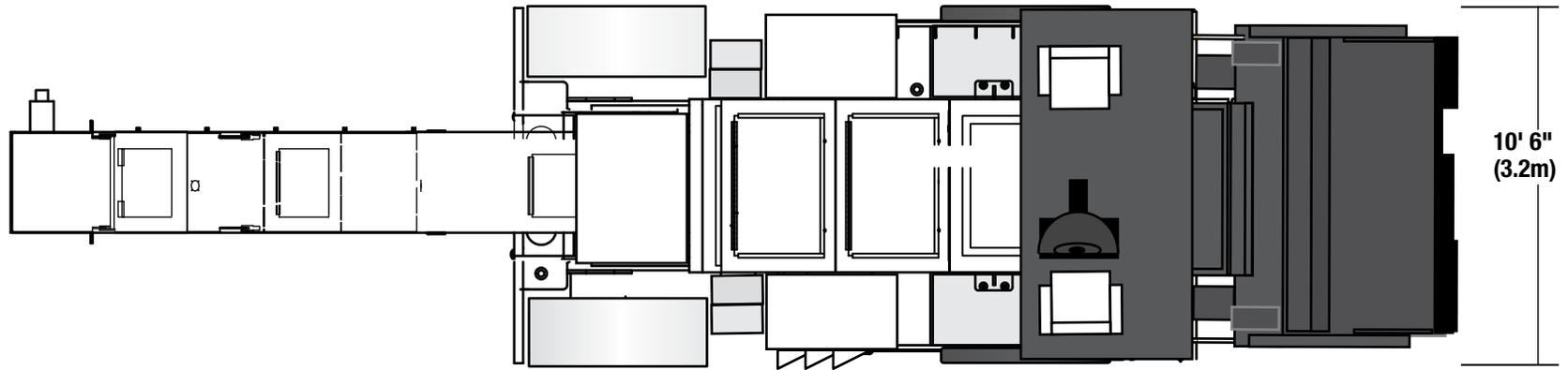
WEIGHTS (approximate):

Shipping weight.....50,500 lbs (22,906 kg)

OPTIONS:

Windrow attachment
Hydraulic generator set
Hopper insert
Light package

SHIPPING WEIGHT: MTV-1000D - 50,500 lbs (22,906 kg)





TEREX®

CR662RM MATERIAL TRANSFER VEHICLE



CR662RM
MATERIAL TRANSFER VEHICLE
AND PAVER

ROADMIX

UNIQUE IN THE INDUSTRY: AN MTV AND A PAVER...IN ONE

Anti-Segregation

The new CR662RM features the next generation of the Remix Anti-Segregation System. Its receiving hopper features twin interleaving, counter-rotating augers that aggressively mix 100% of the material. The CR662RM delivers a more homogeneous mix to the paver, which results in more uniform mat temperatures for easier compaction. By quickly moving material directly from the receiving hopper to the conveyors, the RoadMix machine does not hold the asphalt for long periods of time and delivers a consistent mix temperature from truck to mat.

Continuous Non-contact Paving

The RoadMix machine offers all the capabilities of a material transfer vehicle—non-contact, continuous and off-set paving—while addressing the need to combat segregation.



Surge Capacity

- Total surge capacity: up to 43 tons (39 tonnes)

More Features You Won't Find Anywhere Else

- The CR662RM has unmatched onsite maneuverability
- Superior visibility for enhanced productivity
- Lowest ground pressure at less than 11.5 psi (5.2 kg)
- The CR662RM RoadMix's rubber-track propulsion system delivers better maneuverability than tire units
- RoadMix can be used on all lifts of new construction, including the critical base lifts
- At 37 ft 6 in (11,430 mm) length, the RoadMix machine has the shortest overall length for easier transport
- In-hopper remixing augers aggressively reblend material
- It is both an MTV and Remix paver, maximizing utilization rates



RoadMix Surge Capacity

**Capacity based upon use of 500 Series paver and large hopper insert.*

MANEUVERABILITY, EFFICIENCY AND EFFECTIVENESS

Highly Maneuverable

When you get right to it, the Terex® RoadMix has no real competitors. The closest doesn't come close at all—because the CR662RM is designed as a total solution for continuous paving. And it does get around. Go ahead: Compare. You'll see that the RoadMix is...

- almost 22,000 lb (9,979 kg) lighter (at only 53,000 lb [24,040 kg]—and that's with the dual-conveyor system attached)
- about 4 ft (1,219 mm) shorter in height and 20 ft (6,096 mm) shorter in length
- equipped with a rubber track system that exerts a mere 13 lb (5.9 kg) [empty], 21 lb (9.5 kg) [fully loaded] of ground pressure per square inch compared to the closest competitive MTV's 100 psi
- less likely to sink into soft material
- able to cross bridges
- able to travel at about 9.6 miles per hour (15.5 km/hr)
- able to rotate—so you'll get it into spaces no other MTV can manage



Highly Efficient

- A RoadMix operator can see the hopper clearly and does not need a dump man to monitor its activity
- Trucks can discharge into the RoadMix hopper at varying rates without stalling the conveyors
- Special design features make the RoadMix far easier to service than conventional MTVs—which really saves time and money. These features include:
 - right side: a large fuel tank that's hinged so you can swing it out 90° for fast, unobstructed service, once you remove the securing pin
 - left side: a hinged tool-box and storage compartment that also swings out 90° for total access



Highly Effective

Unique Terex® RoadMix features make it the most effective material transfer vehicle on the market. It is the most effective tool for even the toughest applications.

- Material is quickly channeled from the hopper to the conveyors, reducing temperature loss
- A high 600 TPH (544 t/hr) transfer capacity establishes a continuous paving process
- Rubber-track drive system allows for use on all paving lifts
- A heavy-duty 100 hp (75 kW) gearbox powers each counter-rotating auger set for a reliable, long service life
- 12 in (305 mm) diameter augers provide 42% more carrying capacity than the original Remix auger design





- Augers slope 3 in (76.2 mm) downward from front to rear, ensuring more efficient material flow and eliminating material build-up in the feed tunnel
- Conveyor swivels 55° left or right of center for off-set paving
- Meets state requirements for non-contact, continuous paving either in-line or echelon (side by side)

Remix Anti-Segregation System

When ride bonuses hang in the balance, the RoadMix's next generation of the patented Remix Anti-Segregation System reblends material into a more homogeneous mix, resulting in uniform temperatures across the entire mat width. RoadMix is the only MTV built from the ground up to address material and thermal segregation issues as well as establish continuous, non-contact paving.

- Large, 16.7 ton (15 tonne) full-capacity receiving hopper quickly accepts material from trucks without having to limit the flow of material from the truck.
- Variable-pitch auger design results in a differential draw-down of material along the entire shaft length, uniformly pulling from all areas of the hopper.
- Aggressively reblends 100% of the material being drawn from the hopper through interleaving augers, mixing in a "figure eight" motion. Material then passes through a transfer conveyor pickup auger mounted at 90° to the remix auger before entering the transfer slats.
- Augers are positioned at or below hopper wing level for optimum truck clearance.
- Completely filling the hardened steel-lined feed trough, the auger design minimizes material build-up, reduces wear and facilitates clean-up.

Thermal images demonstrating temperature consistency across the mat.



P0 297.7° F	P0 282.8° F	P0 294.5° F
P1 295.7° F	P1 281.5° F	P1 298.6° F
P2 297.2° F	P2 285.8° F	P2 298.1° F
P3 296.2° F	P3 286.8° F	P3 299.3° F
P4 302.0° F	P4 286.0° F	P4 298.9° F
P5 297.8° F	P5 288.1° F	P5 297.2° F
	P6 286.1° F	P6 298.1° F

Density Rides on Uniformity

When density specs are tight, the CR662RM RoadMix is the solution. The machine's interleaving augers provide a uniform draw-down of material throughout the hopper and aggressively reblend the mix. Its Remix System virtually eliminates material as well as thermal segregation, providing more uniform particle placement and consistent temperatures across the mat.

STANDARD FEATURES



Rugged high-capacity conveyors reduce chance of asphalt temperature loss

Conveyors

- Hydraulically adjustable discharge height facilitates high-capacity hopper insert
- 110° pivoting conveyor for offset paving
- Hydraulically driven conveyor chain
- Rebuildable crawler-tractor style conveyor chains
- Bolt-on conveyor flights reduce maintenance costs
- Replaceable crawler tractor-style sprocket rims
- Hydraulically opened cleanout door on each conveyor
- Sonic feed control system automatically stops interleaving hopper augers when recycling paver hopper or hopper insert is full

Feed System

- 16.7 ton (15 tonnes) receiving hopper
- Reinforced, sealed, tilting hopper wings with beveled corners
- Twin counter-rotating Remix augers
- Independently controlled right and left feed systems
- System interlocks stop feed when travel stops

Controls

- Operator swing console with spring-loaded center lock and variable-position cam lock
- Full instrumentation gauges
- De-tracking warning light
- Lockout/tagout capable E-stop and master electrical switch
- Pressure gauges on operator's control panel for first left and second swing conveyors

Hydraulic System

- Engine-mounted, enclosed, Poly Chain® belt pump drive
- Variable-displacement pumps for tractor drives, right and left feed systems and auxiliary circuits
- Centralized filter locations for easy maintenance
- Remote-control solenoids with function-check LED
- Front gearbox Remix auger drive

Tractor

- Smartrac™ self-tensioning track system
- Wide stance improves maneuverability
- Crawler-mounted Three-Point suspension
- Oscillating bogie wheel assemblies
- Independent hydrostatic drive for each track
- Replaceable, 18 in (457 mm) wide rubber track
- Patented Frame Raise System
- Oscillating push rollers or truck hitch
- Power tilt hood with integral radiator
- Fume-recovery system mitigates fumes
- Operator's umbrella
- Back-up alarm

MAXIMUM UTILIZATION



Achieve maximum utilization by converting the MTV to a highly efficient paver.

With the use of attachments, the Terex® RoadMix is not only a remarkable MTV that transfers hot-mix asphalt from truck to paver—it's also a highly efficient paver in its own right. Conversion from MTV to paver requires only about a half day.

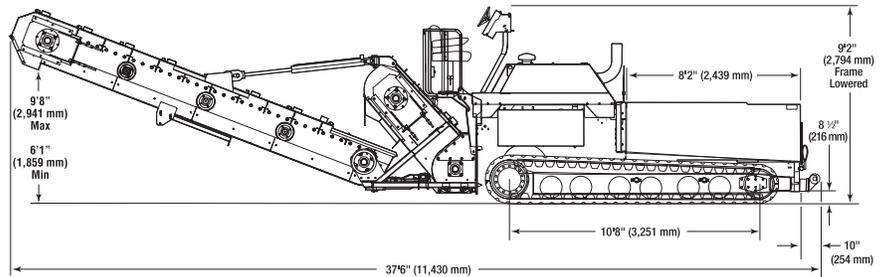
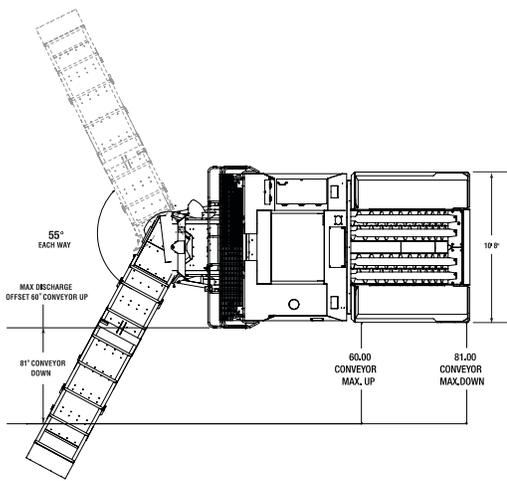
The RoadMix paver boasts a new spreading auger design. Two outboard drive motors power left- and right-hand spread auger sections to efficiently deliver material to the screed. The auger sections back up to each other, leaving no separation in the center. This new design eliminates the need for a center gearbox drive and reversing augers, reducing the occurrences of centerline segregation.

Paver screed options include:

- Stretch 20® screed with diesel or electric heat
- The electric or diesel Fastach® 10
- The electric VersaScreed 210



High-production mainline paving is available when fitted with high-performance Terex® screeds.



SPECIFICATIONS

Material Transfer Vehicle

MTV width	10 ft 8 in (3.25 m)
Operating speed	up to 225 ft/min (68.6 m/min)
Travel speed	up to 9.6 mph (15.5 km/hr)
Brakes	multiple disc parking

Weights

Tractor	39,400 lb (17,872 kg)
with conveyor assembly	53,000 lb (24,040 kg)
with optional Stretch 20 Screed	48,300 lb (21,910 kg)

Conveyor

Throughput	up to 600 TPH (544 t/hr)
Swivel	left/right of center 55°
Operational discharge height (min)	73.2 in (1,859 mm)
Operational discharge height (max)	115.8 in (2,941 mm)
Shipping discharge height (min)	73.2 in (1,859 mm)
Shipping discharge height (max)	115.8 in (2,941 mm)
Conveyor width	30 in (762 mm)

Optional Equipment

30 ft (9,144 mm) hose reel for spray-down
Additional umbrella
500-hour filter kit
6 kW generator
34 kW generator (with Stretch 20 Screed)
Hopper insert
Uptime kit
Paver conversion kit

Engine

Make/Model	Cummins® QSB6.7
Type	Tier 3 turbocharged diesel
Horsepower	260 hp (194 kW) @ 2,200 rpm
Electrical	105 amp, 12 vdc

Capacities

Diesel fuel	82 gal (310 L)
Hydraulic oil	75 gal (284 L)
Cooling system	6.5 gal (25 L)

Hopper

Length & width	8 ft 2 in x 10 ft 4 in (2,489 mm x 3,150 mm)
Volume	267 ft³ (7.56 m³)
Capacity	38 tons (34.5 tonnes)
Surge Capacity with Hopper Insert	43 tons (39 tonnes)
Feed tunnel width (each)	30 in (762 mm)
Remix augers (diameter)	12 in (305 mm)
Auger thickness	5/8 in (16 mm)
Trough liner thickness	3/8 in (9.5 mm)

Effective Date: March 2008. Product specifications and prices are subject to change without notice or obligation. The photographs and/or drawings in this document are for illustrative purposes only. Refer to the appropriate Operator's Manual for instructions on the proper use of this equipment. Failure to follow the appropriate Operator's Manual when using our equipment or to otherwise act irresponsibly may result in serious injury or death. The only warranty applicable to our equipment is the standard written warranty applicable to the particular product and sale and Terex makes no other warranty, express or implied. Products and services listed may be trademarks, service marks, or trade names of Terex Corporation and/or its subsidiaries in the USA and other countries. All rights are reserved. Terex is a registered trademark of Terex Corporation in the USA and many other countries. Copyright 2008 Terex Corporation.

Terex Roadbuilding
P.O. Box 1985, Oklahoma City, OK 73101
(405) 787.6020 1-888-TEREXRB
www.terexrb.com



E2850 Remixing Transfer Vehicle



Storage Hopper

EASE OF OPERATION

- 25 ton storage allows for trucking disruptions as well as efficient management of inconsistencies in windrow volumes
- 457 mm (18") caster wheels increase surface area for maximum weight distribution on less than desirable base surfaces
- Sauer Danfoss Plus+1™ controller provides instant feedback on system hydraulic pressures, ground speed (optional), engine monitoring as well as system calibrations and trouble shooting.
- Hydraulically extendable push roller utilizes a center pivot that helps align trucks and optimize exchanges



Rear Steering (option)



Extending Platform

VISIBILITY AND MANEUVERABILITY

- Rear steering option reduces inside turning radius to an impressive 4.2 m (14') for better control in tight quarters as well as easier transport, the steering angle returns to center upon command
- Operating platform hydraulically extends beyond mainframe from 0-305 mm (0-12") in either direction for superior visibility
- Main control station pivots from left to right for opposite side operation; maintaining proper control and alignment with the paving train
- Flow divider with momentary switch provides equal force to the front and rear wheels for enhanced traction on un-even terrain



Dump Hopper Clean-out



Storage Hopper Clean-out

SIMPLIFIED CLEAN-OUT

- Front dump hopper equipped with full width hydraulic clean-out
- Storage hopper provides ground level access for simplified clean-out and service of remixing augers.
- Front elevator, storage hopper, and rear conveyor equipped with retractable floors for easy inspection, clean-out, and maintenance
- Independent wash down system with 15 m (50') retractable hose reel and spray wand are conveniently located at front of machine

E2850 Remixing Transfer Vehicle



Direct Drive Motors with Loop Flushing

POWERTRAIN AND HYDRAULICS

- Cat® C9 engine meets U.S. EPA Tier 3 and E.U. Stage IIIA emission standards and delivers an impressive 223.7 kW (300 hp)
- High torque direct drive hydraulic motors
 - maximize hydraulic efficiencies
 - eliminate gear boxes
 - provide thermal relief with loop flush return system
 - extend seal life
- Three-speed hydrostatic drive powers Cat® planetaries for smooth on-the-fly shifting and dual-speed control; utilizes joystick control and variable speed dial in order to match the paving train



Easy Access to Service Components

LOCAL SERVICE AND SUPPORT

- Weiler products are sold and serviced exclusively through Cat® dealers around the globe
- Multiple engine access doors, braided wire harnesses with sealed connectors, color coded wires with numbered identifiers, dealer inventoried replacement parts, remote grease lines, manual overrides on pumps and valves, and split elevator foot shafts are just a few of the features designed for easy service
- Customer input has always been the standard for design and engineering which leads to enhanced performance and satisfied end-users

E2850 Remixing Transfer Vehicle Specifications

Machine Specifications and Dimensions

Cat® C9 Engine (Gross Power)	223.7 kW	300 hp
Fuel Capacity	568 L	150 gal
Weight	33 792 kg	74,500 lb
Height		
Operating	4.88 m	(16')
Shipping	3.45 m	(11' 4")
Length		
Operating	15.9 m	(52' 3")
Shipping	16.8 m	(55' 3")
Width	3.0 m	(10')
Speed		
Transport (max)	16 km/hr	10 mph
Working (max)	59 mpm	194 fpm

Optional Equipment

- Automatic Lubrication System
- Ground Speed Indicator
- Generator (9 kW)
- Hopper Insert (13 ton)
- Insert Extension (5 or 8 ton)
- Rear Steering
- Truck Hitch
- Windrow Attachment
- Working Light Package

WE2850SS-00 (3/11)
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Materials are subject to change without notice. Featured machines and photos may include optional equipment. See your Cat Dealer for available options.

SIMPLE. PROVEN. POWERFUL.

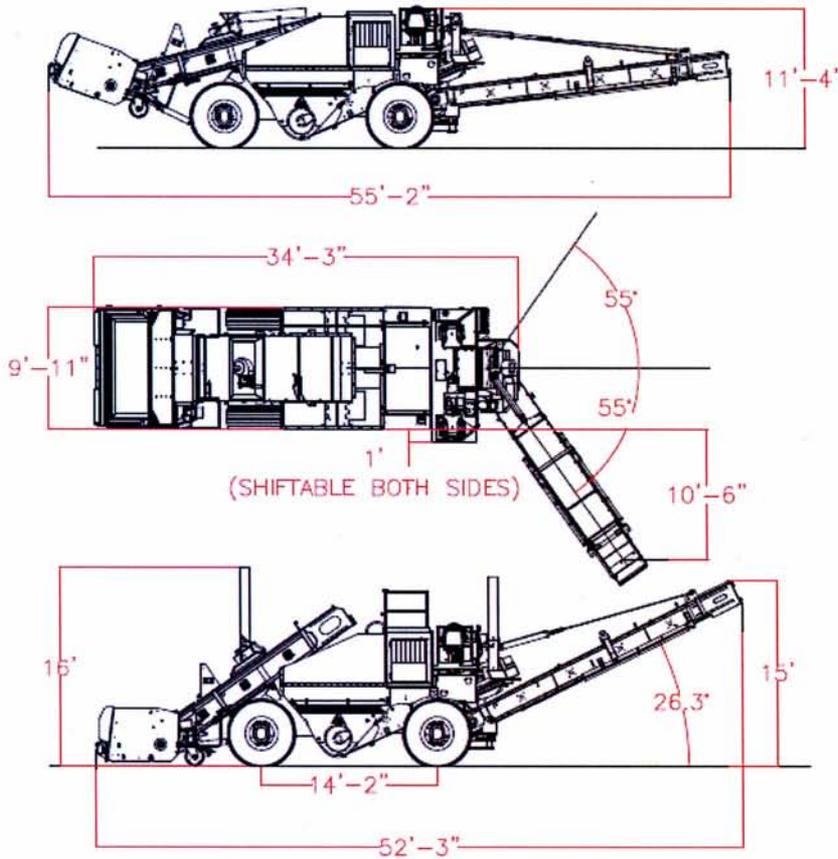


E2850 REMIXING TRANSFER VEHICLE WITH STORAGE



DESIGNED WITH THE OPERATOR IN MIND





STANDARD EQUIPMENT:

- Wash down system w/ 50 ft hose reel
- Dual seats
- Hydraulically extendable, oscillating push roller
- Rear control panel
- Shifting operators platform 24 inches 12 inches out each side
- CAT C9 300 HP Tier III Engine
- 18 inch diameter caster wheels

OPTIONS:

- Rear steer
- Windrow attachment
- Truck hitch
- Lighting package
- Hydraulic 9 KW generator
- Separate wash down tank
- Ground speed gauge
- Hopper insert (13 Ton)
- Insert extension (5 Ton)

E2850 RTV SPECIFICATIONS

Weight	74,500 lbs	Fuel Tank Capacity	150 gal
Engine	CAT C9-300 HP, Tier III	Conveyor Drive	Hydrostatic with Direct Drive High Torque Motor
Height Transport/Working	136"/192"	Conveyor Slat Width	30"
Length Transport/Working	627"/662"	Elevator Drive	Hydrostatic with Direct Drive High Torque Motor
Hydraulic Tank Capacity	100 gal	Elevator Slat Width	58"
Transport Speed (MAX)	10 MPH	Ground Drive	4 Wheel Hydrostatic with 2 Speed Motors and Planetary Drives
Working Speed (MAX)	2.2 MPH	Truck Unloading Hopper Width	113"
Tires	High Flotation 21.00-25 28 ply	Storage Capacity	25 Tons

Weiler reserves the right to make changes in engineering, design, and specifications, and to make improvements at any time without notice or obligation.



WEILER
 815 Newbold Drive
 P.O. Box 289
 Knoxville, IA 50138
 Phone:(641) 828-6622 Fax:(641) 828-6612



Five Star Industries, inc., is a premier whole product contract manufacturing provider and prototype development resource center.



E1250 REMIXING TRANSFER VEHICLE



DESIGNED WITH THE OPERATOR IN MIND

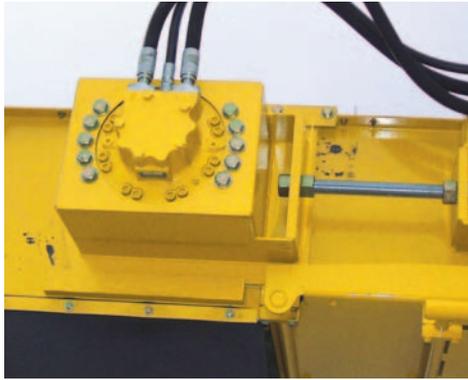


WEILER E1250 REMIXING TRANSFER VEHICLE

**A SIMPLE CUSTOMER DRIVEN DESIGN
COMBINING PROVEN COMPONENTS AND
TECHNOLOGY THAT PROVIDES THE BEST
OPPORTUNITY TO MEET AND EXCEED
SMOOTHNESS AND DENSITY
SPECIFICATIONS.**



The E1250 allows for non-contact non-stop paving. The operator is given even more surge capacity by adding the optional hopper insert for the paver. The optional power remix transition hopper remixes both size and temperature segregated particles to help achieve those all important smoothness bonuses. This unit is also very versatile allowing for offset paving over barriers, string lines or any obstacle that makes it difficult to get trucks in front of the paver for inline paving.



DIRECT DRIVE MOTORS REDUCE NUMBER OF WEAR PARTS AND INCREASE RELIABILITY

The elevator is direct drive with two high torque hydraulic motors and the conveyor is driven with one. There are no gearbox seals, bearings, or fluids to worry about.



OPERATOR'S STATION

The operator's station can be positioned on either side of the machine by simply lifting a spring-loaded pin and swiveling the panel. The operator can adjust the steering wheel at a desired position with the standard tilt wheel feature.



CONVEYOR & ELEVATOR DROP OUT FLOOR

Clean out of the conveyor and elevator (not pictured) is made easy. Whether cleaning the machine or performing maintenance, this feature is sure to make the crew and service personnel jobs easier.



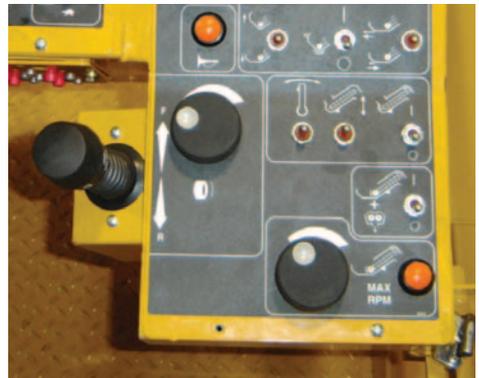
OPTIONAL REMIX HOPPER

Twin interlaced augers remix and narrow the material to enter the conveyor. The cover over the drop through position forces all of the material to be mixed by the auger flight. Other mixing systems cover and fill the augers rendering their remixing ability ineffective.



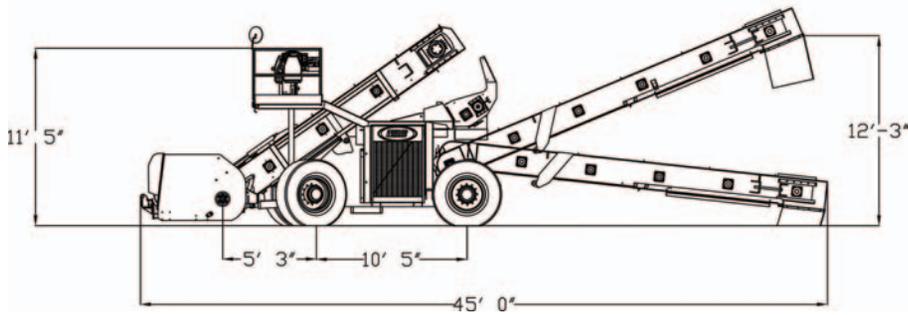
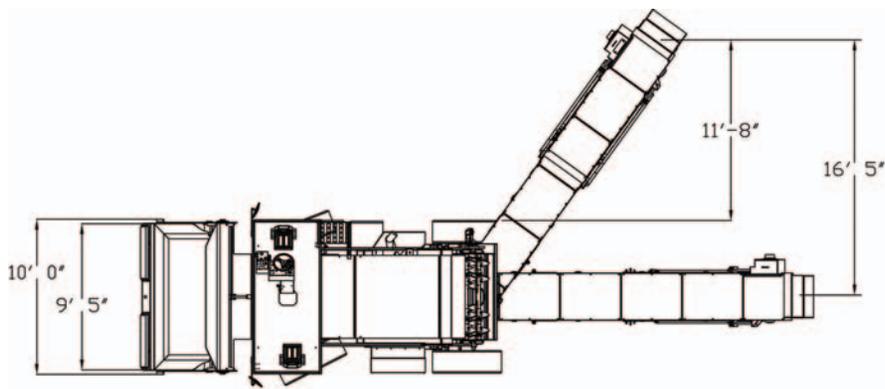
FOUR-WHEEL PLANETARY DRIVE SYSTEM

The four-wheel Caterpillar planetary drive system maximizes pushing power while allowing for a tighter turning radius and lower center of gravity.



MAIN CONTROLS AT YOUR FINGERTIPS

All the commonly used functions are located based on real operator input. A manual push-button override allows the operator to run the elevator at max capacity without changing the preset running speed. This allows for quick catch up if a truck is delayed getting to the hopper.



STANDARD EQUIPMENT:

- Wash down system w/ 50 foot hose reel
- Dual operator seats
- Work lights
- Extendable, oscillating push roller
- Rear service control panel

OPTIONS:

- Remixing hopper
- Windrow attachment
- Truck hitch
- Rotating beacon
- Work lights on conveyor
- Hydraulic 9 KW generator
- 13 Ton hopper insert
- 5 Ton insert extension

E1250 ELEVATOR SPECIFICATIONS

Engine	CAT C7-250 HP, Tier III	Hydraulic Tank Capacity	100 gal (378 L)
Elevator Drive	Hydrostatic with Direct Drive High Torque Motors	Weight	48,500 lbs (21,999 kg)
Conveyor Drive	Hydrostatic with Direct Drive High Torque Motor	Transport Height	11' 5" (3.5 m)
Ground Drive	4 Wheel Hydrostatic with 2 Speed Motors and Planetary Drives	Length	45' (13.7 m)
Transport Speed (MAX)	9.6 mph (15.4 kph)	Truck Hopper Width	113" (2870 mm)
Working Speed (MAX)	0–2.3 mph (0–202 fpm)	Truck Hopper Auger Diameter	22" (559 mm)
Tires	High Flotation 17.5 x 25–20 ply (444.5 mm x 635 mm)	Elevator Slat Width	58" (1473.2 mm)
Fuel Tank Capacity	150 gal (567.6 L)	Conveyor Slat Width	30" (762 mm)

Weiler reserves the right to make changes in engineering, design, and specifications, and to make improvements at any time without notice or obligation.



Five Star Industries, Inc.
 815 Newbold Drive
 P.O. Box 289
 Knoxville, IA 50138
 Phone: (641) 828-6622 • Fax: (641) 828-6612
www.weilerproducts.com



The MC-330 Mobile Conveyor is a self-propelled, wheel mounted, bulk material handling/delivery system with a built-in surge storage capacity of approximately 30 tons (27.2 T). A proven economical alternative to current methods and equipment, the MC-330's application potential includes in-line or offset paving, road widening and milling operations with either bituminous, aggregate or concrete materials.

Functioning as a Material Transfer Vehicle for hot mix asphalt paving operations, the MC-330 has proven to reduce material hauling cost and increase paver laydown production, all while improving the overall quality and smoothness of the new asphalt pavement.

Standard end-dump haul units deposit material into the conventional receiving hopper of the MC-330. This material is then transported, undisturbed, rearward via a high capacity, live bottom, non-slip, belt conveyor to be discharged as required for smooth, continuous, undisturbed operation of the paver performing the laydown operation. Material discharge is direct from the rear or, with the addition of the optional rear swing conveyor, at any point up to a 90° angle on either side of the unit.



Width—Overall (hopper sides up) 10'1³/₈" (3.08 m)
 Width—Overall (hopper sides down) 10'4" (3.15 m)
 Gage Width (center to center of drive wheels) 95" (2413 mm)
 Wheelbase 256" (6502 mm)
 Turning Radius (inside) 34'4" (9.85 m)
 Loading Ramp Angle 12°
 Length—Overall (standard machine) 40'0" (12.19 m)
 Length—Overall (w/optional swing conveyor retracted) 48'6" (14.78 m)

Length—Overall (w/optional swing conveyor extended) 56'10" (17.32 m)
 Height—Overall (upper conveyor sides removed) 10'9" (3.28 m)
 Height—Overall (upper conveyor sides installed) 12'4" (3.76 m)
 Ground Clearance—Main Conveyor 7'6" (2.29 m)
 Ground Clearance—Optional Swing Conveyor (max.) 10'1" (3.07 m)
 (min.) 8'0" (2.44 m)
 Weight—Total (standard machine) 43,000# (19,545 kg)
 Weight—Total (w/optional swing conveyor) 54,100# (24,590 kg)

KEY FEATURE COMPARISON

Improves the Quality and Smoothness of Hot Mix Asphalt Pavements

- Eliminates truck contact/bumping of the paver.
- Non-stop operation produces a more consistent flow of material for smoother, more uniform pavements.
- The undisturbed transfer of material from the haul unit to the paver helps eliminate both aggregate and thermal mix segregation.
- Optional remixing capability (Mixer/Agitator or Twin Pug Tub), when required, provides the best possible scenario for remixing; at the last possible opportunity prior to lay-down, to remove mix segregation and provide uniform mix temperature.
- Optional Swing Conveyor protects new or tack coated bases by providing the capability to receive and deliver material from an adjacent lane.

Increases Paving Production

- Feeds mix to paver as required to produce a continuous, non-stop paving operation.
- Infinitely variable discharge rate up to a maximum of 32 tons (29 T) per minute.
- Increases production capability by more than 50%.

Reduces Material Hauling Costs

- Cycles trucks quicker...reduces total number of trucks required by up to 25%.
- Permits the efficient use of larger trucks.
- Eliminates truck waiting bottleneck at the paver.
- Provides an on-site material surge storage capability of 30 tons (27.2 T)...50 tons (45.4 T) using the optional paver hopper insert.

An Alternative to Current Methods and Equipment

- Simplicity in design employs field proven componentry for greater reliability.
- Fewer moving parts reduce maintenance time & costs.
- Better operator visibility fore & aft.
- Compact width renders easier, safer operation in traffic.
- More flotation...better maneuverability.
- Easy service access to all systems.
- New conveyor configuration reduces clean-up time to 30 minutes or less.
- Only one (1) truck required for transport.



Suspension: The MC-330 is an extremely stable machine with a low center of gravity and excellent flotation. The long wheelbase on eight tires plus the unique front suspension geometry prevent load concentration that could displace base material or break through old surface materials.

Rear Suspension: Four 16:00 x 24, G2 snow wedge radial tires inflated to 60-65 psi (448 Kpa).

Front Suspension: Four steerable, 14" (356 mm) wide x 22" (559 mm) diameter, solid rubber tired wheels, mounted on an offset tandem bogie frame; front machine weight is proportionally split 40-60% between the front and rear sets of bogies for superior weight distribution and flotation. Tie rod synchronized steering cylinders (one on each side) are mounted on the outside of the bogie frame for easy service access.

Engine: Cummins "Elite" Series, EPA certified, 6 cylinder, water cooled, turbocharged diesel model 6 BTA 5.9-C174...359 cubic inch (5.88 L) displacement, 184 hp (137 kW) @ 2100 rpm. Engine is equipped with an oil cooler, replaceable oil filter, air cleaner with replaceable element and real time hour meter.

Cooling System: 25 Qts. (24 L)

Fuel System: 50 gal. (189.3 L) fuel tank with spin-on replaceable filter provides an approximate 10 hour onboard diesel fuel supply for the engine.

Electrical System: 12 volt, negative ground with 105 amp alternator and battery disconnect switch. Wiring is number impregnated and harness wrapped in polyethylene looms for maximum durability and easy servicing. All circuits tie to a central, easy access junction box equipped with automatic reset circuit breakers.

Hydraulic System: 42 gal. (159 L) reservoir capacity with external fluid level sight gauge. Primary filtration is accomplished with 5.0 micron variable depth fiberglass filters on the suction side of the Traction and Main Conveyor drive pumps. Secondary filtration is accomplished with 100 mesh strainers on the suction side of the general purpose and auxiliary drive pump circuits.

Traction Drive: An electrically controlled, variable displacement hydrostatic pump drives a fixed displacement hydrostatic motor which in turn drives an electric over hydraulic 3-speed reduction transmission connected to an electrically shifted 2-speed differential axle. There is no neutral position in the 3-speed reduction transmission since the electric/hydraulic shift arrangement has one of the 3-speed gear ranges engaged at all times. High strength, oversized roller chain transfers power from the output ends of the axle to the four drive wheels. Speed selection is infinitely variable in each of the six speed ranges.

Low Range/Lo Axle	0-141 fpm (43.0 m/min)
Low Range/Hi Axle	0-196 fpm (59.8 m/min)
Mid Range/Lo Axle	0-294 fpm (89.6 m/min)
Mid Range/Hi Axle	0-409 fpm (124.7 m/min)
High Range/Lo Axle	0-10.7 mph (17.1 km/hr)
High Range/Hi Axle	0-14.8 mph (23.8 km/hr)

Reverse Full reverse in any of the six speed ranges.
A back-up alarm is standard equipment.



Controls: Dual control stations, each with 90° rotation of the operator's seat and console module, provide the operator with optimum view and control in either operating or transport mode. Control functions provided on each operator's console include main power switch, starter, throttle, steering, direction/speed selection, electrical shifting of the 3-speed transmission and 2-speed axle; main conveyor function, speed, direction and spray bar; foldinghopper, horn and parking brake. Electric switch controls for the optional swing conveyor and truck hitch are also included if the unit is so equipped.



The main control console, located at the left side control station, serves as the main electrical junction box. Additionally, operator control/reference for left/right console selector switch, tachometer/hour meter, parking brake warning light and analog gauges for engine oil pressure, coolant temperature, hydraulic oil temperature and voltmeter are located on this main console. On-off control of the optional generator set is also included if the unit is so equipped.



Brakes: Primary braking is accomplished through the dynamics of the hydrostatic traction drive system. Foot actuated, hydraulic caliper/disc secondary brakes, mounted on the output ends of the axle, provide secondary/back-up brake control. An independent, spring applied parking brake is automatically actuated when the ignition switch is turned off or electrical power is lost. The parking brake can also be manually applied via an electrical switch on either operator's control console.

Operator's Umbrella: 54" (1372 mm) square umbrella with mounting hardware.

Front End: Choice of either Oscillating Push Rollers or Truck Hitch.

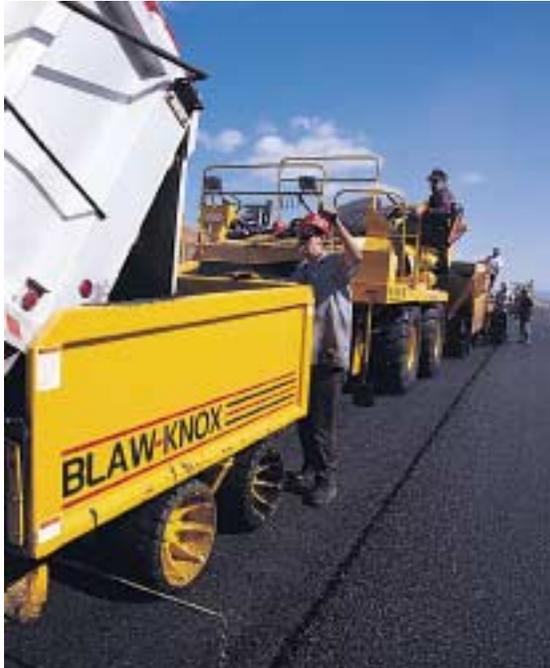
Oscillating Push Rollers: Two bearing equipped push rollers mounted on a 111.75" (2839 mm) wide, oscillating frame; compensates for minor directional misalignment of the truck with the MC-330.

Truck Hitch: Two bearing equipped push rollers mounted on an oscillating frame with electric/hydraulic actuated roller equipped clamp arms; quickly grips and secures a truck in proper attitude for unloading material into the machine's hopper; automatically compensates for both minor lateral and directional misalignment of truck with the MC-330 with no exposed secondary slide mechanisms.

Maximum Arm Opening 130" (3302 mm)
 Minimum Arm Opening 72" (1829 mm)
 Degree of Swivel ±8°
 Drift from Center (right or left) 12" (305 mm)
 Automatically Self-Centering

Hopper: 14 ton (12.5 T) [225 ft.³ (6.4 m³) struck] capacity; hydraulically folding sides with Tivar® polymer retaining lip.

Truck Entry Width 120" (3048 mm)
 Truck Dump Clearance 23¼" (591 mm)

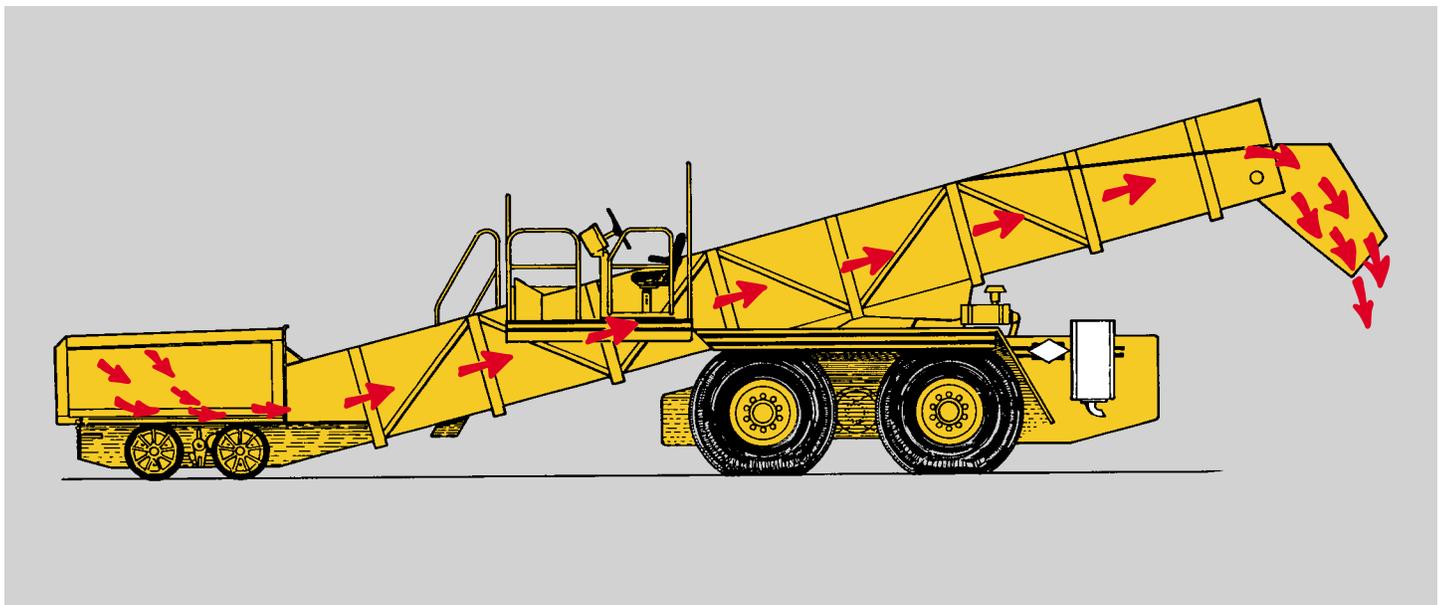


Reversible flashing, along both sides of the conveyor belt, retards material migration into the chain channels and interior conveyor structure. Chain scraper plates minimize the effect of any material migration into the chain channels by continually dragging and expelling this material out the clean-out slots located above the fines collection hopper. Two easily removable trays,



Main Conveyor: The Blaw-Knox concept of moving the paving material undisturbed, enmasse, has proven to be a major advantage in increasing paving production, even at slower paving speeds, while minimizing the occurrence of both aggregate and thermal segregation at the paver. Moving the material undisturbed, enmasse, also minimizes mix temperature loss and eliminates the need for a ventilation control system on the material transfer vehicle, which actually cools the mix on vehicles requiring such devices.

The Main Conveyor is a heat and oil resistant rubber belt, bolted to steel cross bars which in turn are welded to special, heat treated steel roller chains. An automatic lube system with shut-off for these live bottom conveyor chains is standard.





located under the main conveyor, shield the engine and drive componentry from any material carry-back, and provide for quick, easy clean-out of any material accumulation.

Conveyor side plates are constructed of AR steel for maximum service life. Access doors, located along both sides of the conveyor structure, facilitate quick, easy inspection and servicing of the conveyor chains and channels.

Constant pressure belt scrapers with replaceable elements augment daily clean and enhance belt service life.



Belt Width	60" (1524 mm)
Belt Thickness	3/8" (10 mm)
Conveyor Width (Inside)	55" (1397 mm)
Side Height	24" (610 mm)
Angle of Incline	15°
Speeds (Infinitely Variable)	0-61 fpm (18.6 m/min)
Discharge Rate	up to a maximum of 32 tons (29 T) per minute



Both the Main and Optional Swing Conveyors are equipped with a belt spray system for spraying of any fluid (biodegradable recommended) onto the belt(s) to help prevent asphalt build-up. The system incorporates a series of filtered spray nozzles, pump, electric switch control(s), and a 40 gal. (151.4 L) reservoir tank with replaceable filter.

Main Conveyor Drive: Independent, variable speed hydrostatic drive from an electrically controlled, variable displacement pump through dual orbital motors and planetary final reduction drives on the upper conveyor shaft, powers the live bottom conveyor either forward or rearward without any possibility of belt slippage. On-Off operation, speed and direction are controlled from either operator's console.

Pressurized Washdown System: Consists of a 35' (10.67 m) hose with spray valve/nozzle, mounted on a self-storing, spring retracting hose reel. Washdown fluid is drawn from the conveyor spray system reservoir.



MC-330



NOTE: In order to constantly improve its products, Blaw-Knox reserves the right to change the foregoing specifications without notice. Actual weights, dimensions, speeds and other specifications may vary due to manufacturing variables, options or custom engineering. Maximum performance characteristics quoted cannot be achieved simultaneously with all materials. Some illustrations may depict optional equipment.

Additional Operator's Umbrella: 54" (1372 mm) square umbrella with mounting hardware; supplemental to the standard single unit to accommodate the second operator's control station.

Optional Swing Conveyor: A variable speed, hydrostatically powered, 36" (914 mm) wide x 15' (4.57 m) long, live bottom conveyor to accommodate offset paving operations. Like the Main Conveyor, the heat and oil resistant rubber belt of the Swing Conveyor is bolted to steel cross bars which in turn are welded to special, heat treated roller chains for positive, non-slip material delivery. The Swing Conveyor is also equipped with a belt sprayer and constant pressure belt scrapers similar to those on the Main Conveyor.

Conveyor function (on/off), speed, swing angle, height, caster wheels up/down and spray bar are controlled from the MC-330's operator's consoles. The control location on the Swing Conveyor provides a secondary control location for swing angle, height and caster wheels plus primary control of conveyor extension/retraction. The Swing Conveyor can be retracted in under the Main Conveyor for transport.

Belt Width 29.5" (749 mm)
 Speed (Infinitely Variables) 0-300 fpm (91.4 m/min)
 Extension Capability up to a maximum of 10' (3.05 m)
 Height Adjustment 8'0" (2.44 m) to 10'1" (3.07 m) ground clearance
 @ discharge end when fully extended
 Swing Angle infinitely variable up to 90° either side of center

Two hydraulically raiseable caster wheels are part of the swing conveyor package and serve as support stabilizers during operation. These caster wheels are raised for transport or to enhance maneuverability when the unit is not loaded with material. The entire swing conveyor/caster wheel assembly can be removed from the unit when not required or to facilitate transporting the MC-330 on a shorter trailer.

Custom Options: Consult Factory.



750 Broadway Avenue East
 Mattoon, Illinois 61938-4600 U.S.A.



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