

# **COMMANDER III**

## **TRIMMER / SLIPFORM PAVER**



# **GOMACO®**

*The Worldwide Leader in Concrete Paving Technology*

# THE WORLD'S MOST **VERSATILE** SLIPFORM PAVER

## **COMMANDER III**

### **TRIMMER/SLIPFORM PAVER THREE-TRACK and FOUR-TRACK**

When you choose the GOMACO Commander III, you know you have the latest technology available today to achieve your goals in concrete paving. This technology improves paving accuracy and provides easier setup, troubleshooting and operation.

GOMACO has built its reputation on the single factor of customer satisfaction. Our products are designed for maximum versatility and quality to get you the most return on your investment.

GOMACO has a tradition of quality, innovation and service, and will continue to meet the global challenges of today and the future.

#### **Commander III Brings A New Dimension To Paving**

The GOMACO 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, monolithic sidewalk and curb and gutter, recreational trail, barrier wall, bridge safety parapet, up to 20 ft. (6 m) wide paving or irrigation canal, no other paving machine in history has been capable of tackling more types of projects and satisfying more customers.

The list of applications continues to grow as contractors and GOMACO work in partnership on new innovations and attachments. The Commander III is the most job-proven slipform paver in the world with over 40 years of technology built in.



CG-030601-D13

Slipforming up to 49 fpm (15 mpm) provides high production with the Commander III. The operator's platform on the Commander III provides easy access and ultimate operator visibility. The platform features a special skid-resistant surface on the walkway for safety.



CG-060712-D1

The Commander III slipforms a new roadway through Japan's Suzuka Tunnel project.



CG-020605-D22

The versatile Commander III is simultaneously trimming and slipforming 10 ft. (3.05 m) wide sidewalk.



CG-020107-18

Monolithic sidewalk and curb and gutter is another application for the Commander III. The monolithic trimmerhead did the fine trimming for two levels of grade to exacting specifications.

CG-080705-D14



A GOMACO Commander III three-track slipforms 35 in. (900 mm) tall European step barrier on a project outside of Kilpedder, Ireland.

CG-020712-D4



A contractor in England slipforms right-side step barrier. The exclusive digital control system allows for multiple applications and configurations, which gives the Commander III its exceptional versatility.

CG-109909-23



The Commander III trims and slipforms curb and gutter through a cul-de-sac. For clearance of obstacles, the three-track Commander III's trimmerhead and mold will hydraulically sideshift up to 36 in. (914 mm).

CG-100622-D1



The feed bunk mold has a hydraulic pipe inserter mechanism that allows the insertion of 4 ft. 3 in. (1.3 m) long pipes into the sidewall of the new feed bunk on-the-go while slipforming.

CG-040813-D1



Rebars are hydraulically inserted into the 24 inch (610 mm) wide top of this barrier wall being slipformed by a four-track Commander III on a project in St. Louis, Missouri.

CG-070409-17A



Slotted drain is slipformed by a three-track Commander III along the M25 Ring Road near London, England.

CG-040602-D20



This Commander III provides high-production slipforming curb and gutter below grade on a city street in Canada.

# MULTI-APPLICATION FOUR-TRACK PAVER

- The Commander III four-track is a revolutionary concrete paver for slipforming up to 20 ft. (6 m) wide, and the four-track framework is designed with built-in versatility.
- The four-track is chosen for its job-proven results throughout the world. Multi-application capabilities include primary and secondary roads, highways, city streets, ramps and approaches, parking lots, alleys, shoulders, golf cart paths, recreational trails, and more.
- The four-track features the exclusive digital operating system that is simple to operate and understand. The system features self-diagnostics for grade and steering, cross-slope, and push-button steering setup.
- Minimum-clearance paving is achieved by using the high-drive track(s) or by removing one rear track for zero-clearance projects.
- The four-track machine features a frame that hydraulically telescopes on the left side up to 6 ft. (1.83 m). All four legs pivot so they can be positioned in different locations.
- Choosing the four-track design adds versatility with job-to-job mobility. Swinging the pivoting legs to the outboard position for travel, the machine remains mobile and easy loading is achieved with a minimum transport width of only 8 ft. 3 in. (2.51 m) and length of 29 ft. 0.7 in. (8.86 m).

## GOMACO's V2 Dual Mold System Provides Quick Width Changes



The versatile GOMACO V2 is an optional dual mold system that is hydraulically adjustable for paving at different widths. The V2 makes width changes fast and simple and will even make on-the-go width changes for tapered slabs.

The configuration of the front and rear molds dictates the minimum and maximum paving widths and the amount of total width variation. It features separate mold control for the left and right side.

It is also available with a curb profile on one or both sides for municipal paving.

The V2 sectionalized mold system includes a spreader-plow with hydraulic vertical movement to control the head of concrete in front of the mold. The plow telescopes with the machine framework to accommodate the width change.

The GOMACO V2 paving mold was developed to adapt to virtually any paver operating in the field today.

## A Commander With Two Molds Attached For Super Quick Changes



This contractor saves time on the project by side-mounting a 14 ft. (4.3 m) mold to their Commander III for minimum-clearance paving, while keeping their 16 ft. (4.9 m) paving mold and kit underneath the paver. When they're ready for wider width work again, the side-mounted package is removed and the contractor slipforms in the conventional paving mode.

CG-060021-20A



This four-track Commander III is equipped with a side-mounted barrier package. All-Track Positioning (ATP) allows the four legs to be put in various positions to permit the sidemounting of the variable barrier mold.



CG-100725-D-05

This Commander III is equipped with the four-track barrier package and has a hydraulically extendible rear frame to extend the right rear leg. (See pg. 17 for more details on the four-track barrier package.)

CG-060308-D14



GOMACO's recommended allowable width is 20 ft. (6.1 m), however, this contractor is slipforming 21 ft. 6 in. (6.55 m) wide, with integral curb on one side. This four-track machine is also equipped with a sidebar inserter for the insertion of dowel bars.

CG-060709-D16



The Commander III paves the floor for a new cattle barn while applying a longitudinal groove. It was also slipformed with integral curb on both sides.

CG-060718-D13



A Commander III with a V2 variable width mold allowed this contractor to pave 12 to 18 ft. (3.7 to 5.5 m) transitions on a project in Ohio.

CG-060707-D14



A contractor in Tennessee uses a four-track Commander III to slipform 16 ft. (4.88 m) wide. It is equipped with a PTA for crown adjustment and side bar inserters shoot rebar into both sides of the new concrete roadway.



CG-100412-D13

The floor and two evacuation walkways were slipformed inside the Channel Tunnel Rail Link Project in London, England, with 3-D stringless guidance system.

# GOMACO's Proprietary Digital Operating Systems

## The World's First Full Color, Full Text, Multi-Language Paver Control

GOMACO's operating system is a digital control system with graphical display that provides easy to understand icons and multi-language commands. It is a revolutionary proprietary software and operating system that combines intelligence with simplicity for GOMACO construction equipment. The information is presented in full color, commands are presented in full text, and this system can contain multiple languages for operation.

The GOMACO operating system features a 6.5 inch (165 mm) anti-glare display screen with sensor-controlled backlight levels. It provides superior visibility under all operating conditions. Its rugged, shock-resistant construction protects it against dust, moisture, and other outdoor elements. The high-brightness, color graphics, and fourteen (14) function buttons provide the ultimate user-friendly operator experience.

Training time on the machine is reduced dramatically because the user-friendly screen and controls are easy to understand. A simplified approach with screen icons is used to represent universal and quick identifications. Text fields provide complete descriptions of instructions, faults, or other communications in order to reduce the operator's learning curve to a minimum.

GOMACO's operating system is designed for the world market with the multi-language feature. This control system features the ability to operate in English and other languages of the operator's choice. It also offers the choice of metric or imperial measurements. The graphics, combined with your native language, make it easy to understand and easy to identify the target function.

Even faster troubleshooting is possible because the operating system gives you a full explanation of the problem. Advanced system diagnostics on the operating system automatically pinpoint and identify electrical circuit opens, shorts, and fault codes to aid in troubleshooting. A bright yellow LED light alerts the operator, and the operating system describes the fault with a full explanation and recommended action.

GOMACO's control system provides easy, push-button steering set up and trainable track steering when interfaced with GOMACO "smart" cylinders. Steering control has been simplified with the exclusive "smart" cylinders, used for dependable steering control feedback. The "smart" cylinder reduces moving parts and eliminates the physical adjustments to the steering system. The GOMACO operating system makes it possible to have push-button steering setup. The controller allows the operator to teach the "smart" cylinders to set a desired degree of leg rotation, so that the tracks do not strike any object in minimum-clearance or zero-clearance requirements, however, the operator has the option of overriding this setting.

**Auto-transition and slope compensation...** The optional transition software allows the operator to automatically transition in and out of "catch" or "spill" gutter. It automatically compensates for mold position in relationship to the stringline as a result of slope changes.



CV-030825-D19

# Paving Without Stringline

Here's how 3D stringless paving works: Data provided by the project engineer is converted into a digital model. The digital model is converted into a 3D design file and then is uploaded. The data can be imported from almost any CAD system. The 3D control computer is interfaced with the GOMACO exclusive operating system on the Commander III. When it's time to start paving, the operator simply opens up a map of the project on the computer and chooses the desired reference line. The computer has a touch-screen interface, so it's just a matter of selecting where to pave.

The operator navigates via the operating screen in order to know that the equipment is positioned correctly to begin paving. The Total Station takes measurements off predetermined reference points to orientate its position. Then, the Total Station is aimed at the prism on the machine and it begins the tracking process. A GPS receiver is mounted on the front mast, which is used for machine orientation. The GPS unit can be switched over for a second Total Station if the work site doesn't allow GPS reception.

"The 3D control system is connected to the exclusive operating control system via the CAN (Controlled Access Network) cables, which are an integral part of each machine that GOMACO produces," Kevin Klein, GOMACO's Vice President of Engineering/Research and Development, said. "The computer system contains the design file for the project which the contractor is building. As the 3D instruments track the machine, the exact position of the machine is sent to the computer system and that exact position is then compared to the project design file. From there, the 3D control system places any relevant steering and grade control information onto the CAN line for the operating control system to capture and use in steering the machine, as well as maintaining the proper elevation. The operator can focus on controlling the travel speed of the machine, controlling the vibration, and concrete delivery. The Commander III controller will take care of steering and grade, by monitoring the inputs from the 3D control system."

Once a paving run is completed, the operator can simply return to the map on the screen, and choose where to pave next. Or, for example, if an area isn't ready for paving yet, because the grade isn't prepared or some other factor, they can go anywhere else on the job site.

GOMACO equipment is no longer dependent on stringline to dictate when and where crews can work. Workers on stringless projects don't have to worry about the stringline... setting it correctly, bumping into it and creating errors, or the time and expense of setting and removing it.

GOMACO equipment that is equipped with 3D stringless controls can increase productivity, allowing crews to get more done in a day and decreasing their overall expenses.



A Commander III uses 3D stringless control to slipform curb and gutter.



Fast Job-Site Mobility



High-Production Slipforming

## Fast Tracking Speed - Saves Time and Money

The track circuits on the three-track machine provide up to 49 fpm (15 mpm) operating speed for high-production paving and 125 fpm (38 mpm) travel speed, allowing quick and easy job-site mobility. The four-track Commander III has an operating speed of 37 fpm (11 mpm) and auxiliary up to 94 fpm (29 mpm).



## GOMACO's Simultaneous Trimming and Pouring Design

GOMACO's trim/pour design assures maximum concrete yield. The Commander III is equipped with a 42 in. (1067 mm) wide sectionalized trimmerhead. Extensions are available on the unique sectionalized trimmerhead for trimming up to 10 ft. (3.05 m) wide. This means more production because the trimmer cuts only as wide as necessary and eliminates unnecessary backfill behind the pour. The trimmerhead has 36 in. (914 mm) hydraulic sideshift, 18 in. (457 mm) of hydraulic vertical adjustment and an extra 6 in. (152 mm) of manual vertical adjustment.



## Fast Concrete Loading Provides Increased Production

The charging conveyor on the Commander III provides fast concrete loading, which increases production. The conveyor is hydraulically powered and reversible. The charging conveyor is 24 in. (610 mm) wide and 17 ft. 1 in. (5.21 m) long between pulley centers. The belt speed is variable up to 320 fpm (97.54 mpm). The four-way pivoting conveyor mount provides hydraulic positioning (slide and tilt) for negotiating discharge from the ready-mix trucks and grade variations. The belt wiper features segmented blades mounted on individual cushions. This allows the cleaning tips to conform to the center of the belt for continuous contact without the need for constant adjustment.

## Wide Variety of Stringline, Clamps, Rods and Sensor Line Accessories Available

GOMACO has a wide variety of stringline, clamps, rods, and sensor line accessories.

GOMACO sensor line is designed specifically for electronically controlled equipment. Sensor line and sensors provide the grade and steering information linked to the GOMACO operating system, located on the operator panel. The GOMACO

electronic-over-hydraulic sensor system provides intelligent control of grade and steering for paving accuracy, and ease of operation.

Stringline stakes are made of high carbon steel, designed for a long life. Stakes are available in various lengths, ranging from 18 in. (457 mm) to 5 ft. (1.52 m). The stringline stakes range in diameter from

0.75 in. (19 mm) to 0.875 in. (22 mm).

One-piece and quick-set spring-action zinc-plated clamps are available.

The stringline zinc-plated, slotted rods are 18 in. (457 mm) in length and will accommodate a 0.125 in. (3 mm) diameter stringline.

GOMACO has many other sensor line accessories to choose from.



A Commander III three-track simultaneously trims through 2.5 inches (64 mm) of Mississippi red clay as it slipforms 24 inch (610 mm) wide stand-up curb and gutter on a new housing development.



CG-070825-D11

A Commander III three-track slipforms roll-over curb and gutter on a new housing development. The development featured some challenging tight working conditions and several 16 ft. 5 in. (5 m) radii.

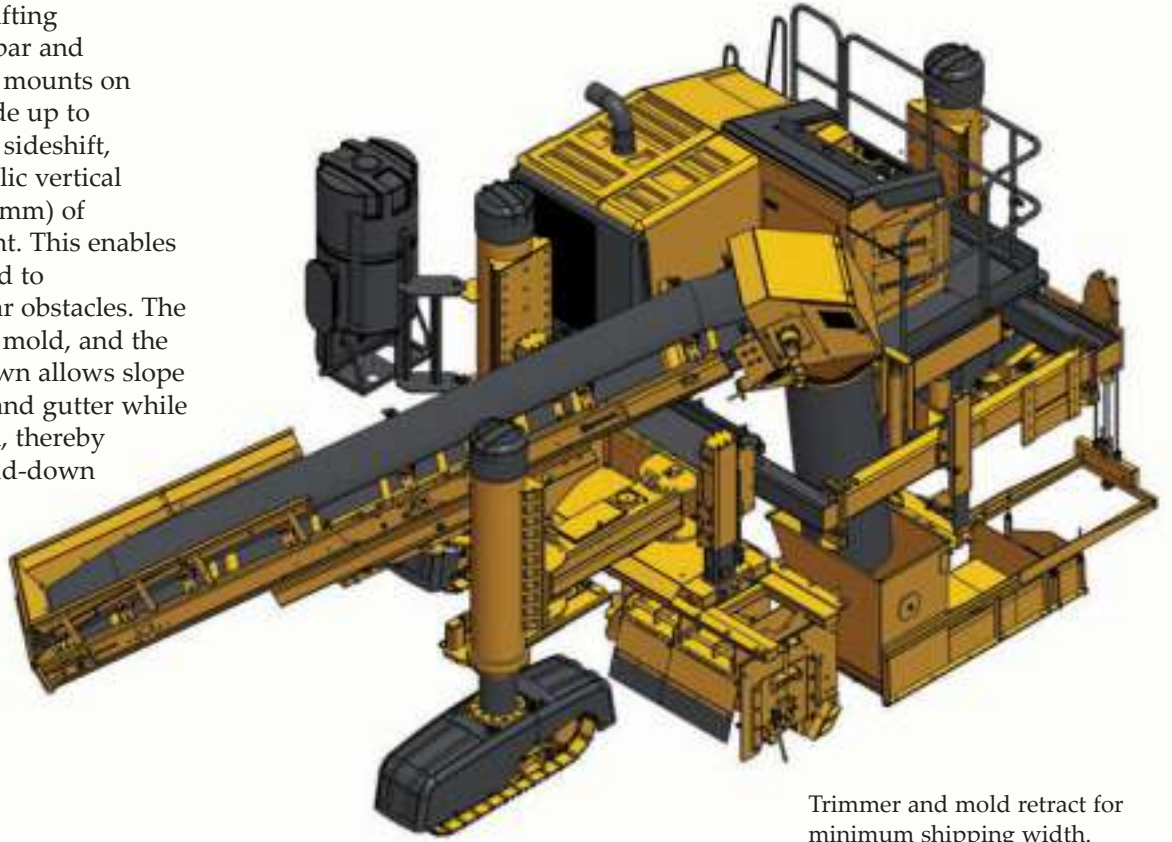


CG-090605-D7

This Commander III is equipped with a monolithic trimmerhead and mold. It simultaneously trims the correct profile as the monolithic sidewalk and curb and gutter is slipformed. The monolithic profile is a 5 ft. (1.52 m) sidewalk with a 36 in. (914 mm) roll curb.

# Sideshifting and Vertical-Lifting Trimmerhead, Mold and Hold-Down

The Commander III features the sideshifting and vertical-lifting trimmerhead, mold drawbar and hold-down assembly. The mounts on the Commander III provide up to 36 in. (914 mm) hydraulic sideshift, 18 in. (457 mm) of hydraulic vertical adjustment and 6 in. (152 mm) of manual vertical adjustment. This enables the trimmerhead and mold to be raised or shifted to clear obstacles. The versatility of the trimmer, mold, and the rolling hydraulic hold-down allows slope to be applied to the curb and gutter while the machine remains level, thereby retaining stability. The hold-down assembly, with limiting rods, allows compensated pressure to be applied to the rear of the mold to control uplifting. The mold is designed to allow for side-to-side movement for radius work.



Trimmer and mold retract for minimum shipping width.

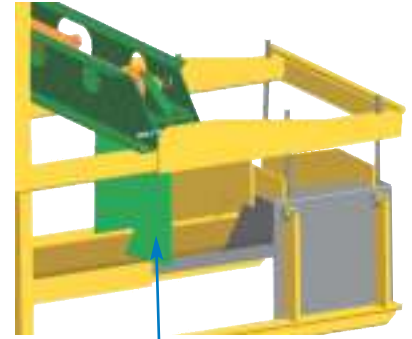
## Guillotine-Style and California-Style Curb Depressors Available for Driveways

Another feature on the Commander III is the optional hydraulically powered driveway blockouts, available for curb and gutter molds. This feature allows the Commander III to eliminate wasted material while slipforming through driveways.



Guillotine-style curb depressor

The Guillotine-style curb depressor is hydraulically powered. It has a straight blade that enters the face of the curb while slipforming through driveways. The depressor can be changed to other molds if molds are slotted and clamped to accept the driveway cutout.

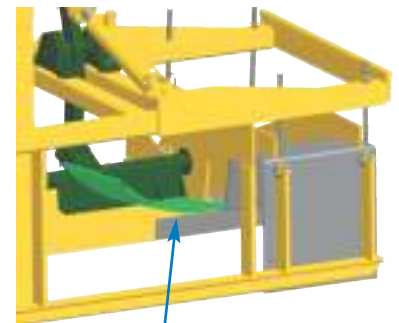


Straight Blade



California-style curb depressor

The California-style curb depressor is hydraulically powered. It has a curved blade that enters the face for use on curb and gutter molds while slipforming through driveways. The depressor graduates the curb in and out for the driveway, providing a smoother finish.



Curved Blade



# Advantages of All-Track Steering (ATS) and All-Track Positioning (ATP)

GOMACO Corporation sells more curb and gutter machines than anyone else in the world and we offer machines with all-track steer and machines with single-track steer. Your concrete paver is a machine that is making you money every minute you have concrete coming out of the mold and All-Track Steering and All-Track Positioning have definite advantages that you will want to consider in your purchasing selection process.

## Simple to Put All-Track Steer On Line

With an All-Track Steer (ATS) machine, setting the machine to line is quick. You set your Selective Steer control to Crab Steer to move the machine into position next to the stringline, place the steering sensors on the line and set the control system to automatic. Track the machine forward a short distance and measure the distance between the stringline and the front of the frame and the stringline and the rear of the frame. The two measurements must be the same. If not, adjust the front or rear steering sensors a small amount. Travel the machine forward a small amount and re-check the measurements. Once the machine frame is parallel to the line, offset adjustments are easily made. Simply adjust the front and rear steer sensors in or out evenly. The machine frame will remain parallel to the line.

## No Problem Backing Up with All-Track Steer

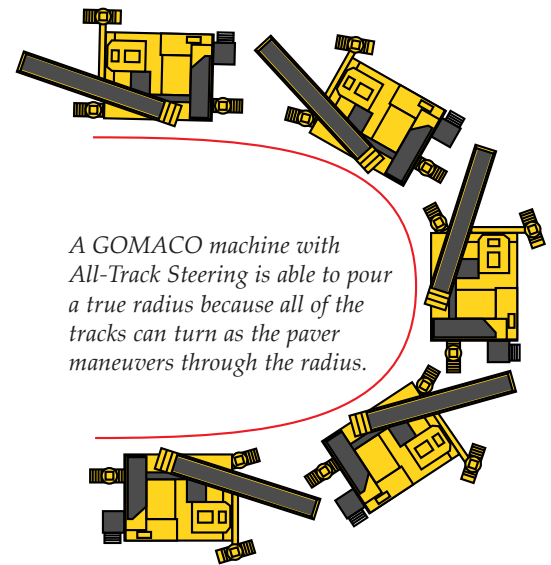
ATS also allows you to easily back the machine into position, especially if backing around a radius. A machine with ATS will maintain the same distance between the stringline and the front of the frame and between the stringline and the rear of the frame in a straightaway or in a radius when traveling in reverse.

## All-Track Positioning (ATP)

All-Track Positioning gives a contractor more options for dealing with obstacles. The legs can be positioned to help the contractor get the job done, whether it's barrier wall or monolithic sidewalk and curb and gutter. Contractors can position each of the legs to provide a wider platform for stability or for clearance of obstacles. ATP allows you to move a leg to avoid obstacles such as manhole covers. The telescoping right front leg hydraulically extends or retracts. The power-slide rear leg can hydraulically sideshift to the left for stability when pouring barrier. The power-swing left front leg can be positioned to clear continuous rebar being fed into the curb mold or cage steel going into a parapet mold. Each leg has a reinforced steel attachment plate that allows extra leg height adjustment. ATP provides the capability to perform various applications and work with differences in grade elevations and unique job-site logistics.

## Time is Money

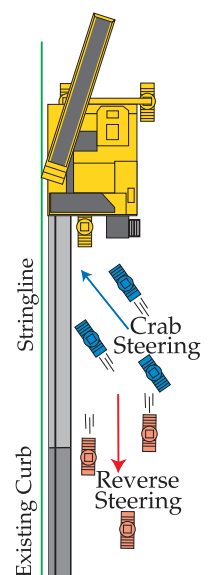
Why would you want ATS & ATP? The biggest reason would be the time savings. You'll be able to put the machine on line, set parallel to the line and get the correct steering offset faster. You're going to save time mounting attachments. In Crab Steer, for example, the machine is steered sideways and walks right up to the mold or trimmerhead to hook onto the attachment. Another item would be loading and unloading the machine from the transport. With All-Track Steering, you have the advantage of selecting Front Steer only or Rear Steer only, which enhances the ability for quick and easy machine loading or unloading. You're going to save time with ATS because you'll be able to mount molds faster, load and unload more quickly, and position the machine on line more efficiently. At the end of the pour, when you come up to an existing curb, you'll simply raise the machine up, turn all the tracks to the right and walk away from the existing pour. You'll also be able to maneuver around obstacles by tweaking the tracks over an inch or two with ATP, get the machine by the obstacles, and then move the tracks back into position.



The operator crab steers the machine sideways to get on the stringline.

With the Commander III on line and in automatic steer, the operator walks the machine in reverse to the existing curb and gutter, utilizing the reverse steering system.

With the Commander III in position to come off the header, the operator flips the switch to forward steer and takes off slipforming.



## ATS/ATP Standard... Not An Option

Veteran concrete contractors who depend on their machine to make them money will testify there are advantages to ATS and ATP... getting around obstacles, avoiding obstacles, set-up time, mounting molds, transporting the machine, and loading and unloading. There are a lot of things you can do with an All-Track Steer, All-Track Positioning machine that would be difficult or impossible to do if you didn't have it.



CG-069210-3

The telescoping right front leg hydraulically extends to run on the existing roadway and provide stability. The other legs are extended to allow for the differences in grade elevations on this barrier project. This could have only been possible with All-Track Positioning.



CG-089401-22

This contractor is sensing off the existing curb and gutter as they slipform sidewalk. The Commander III is equipped with an extra conveyor to reach the hopper on the extended mold.



CG-069714-23

All-Track Positioning allows the rear leg to be positioned to the right of the paver, out of the way of the newly slipformed slab.



CG-010103-16

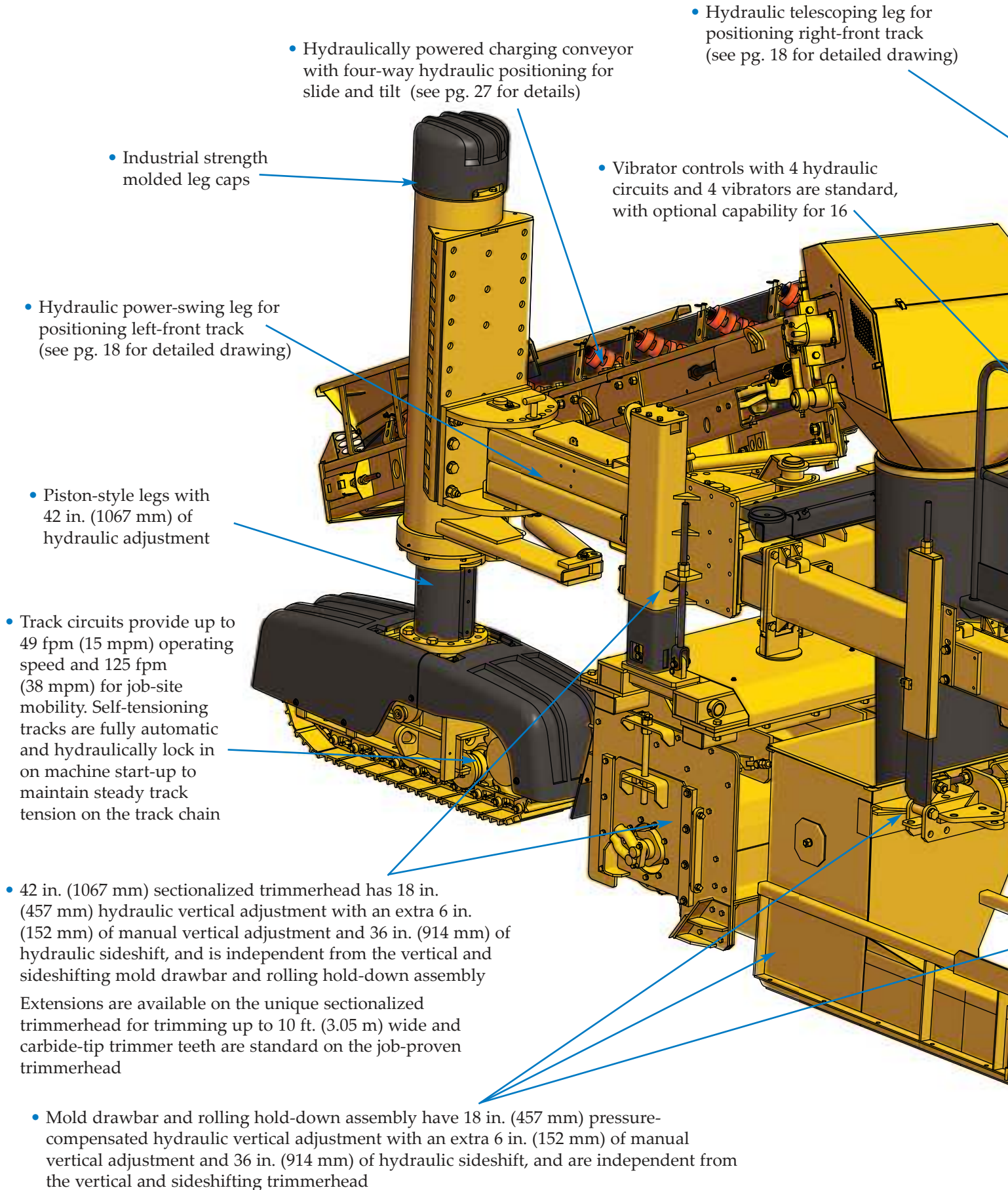
All-Track Positioning allows the legs to be positioned for tight clearance conditions. The power-slide rear leg can hydraulically sideshift to the left for stability when pouring the barrier.



CG-060017-20A

While pouring this sidewalk, the All-Track Positioning allows the contractor to position each of the tracks to avoid obstacles.

# Commander III Three-Track



- Highly efficient, durable, high-pressure water system, with exclusive 110 gal. (416.4 L) molded tank

- GOMACO's exclusive digital operating system (see pg. 6 for details)

- Molded fiberglass engine shroud and console cover, with gas shocks, allow easy access to all service areas

- Emergency stop buttons are located on strategic areas of the machine

#### — Other Important Features —

- The Commander III is a pioneer in the latest hydraulic plumbing technology, featuring O-ring face seals and O-ring boss plumbing leading to "leak free" technology for the concrete paving industry

- Increased cooling capacity to assure maximum performance of all machine functions at high ambient temperatures

- Expanded capabilities to allow customers to choose different engines and options most applicable to project requirements

- Quick job-to-job transportability, with three-track transport width of 8 ft. 4.9 in. (2.56 m) and four-track at 8 ft. 3 in. (2.51 m)

- Stringless guidance technology/3D control systems and laser technology interfaced with the exclusive digital operating system

- Operator's platform provides easy access and ultimate operator visibility, and features a special skid-resistant surface on the walkway for safety

- Hydraulic power-slide leg for positioning rear track (see pg. 18 for detailed drawing)

- Industrial strength molded track guards for added safety and durability

- Exclusive independent adjustable stainless steel troweling section seals and provides a superior GOMACO finish

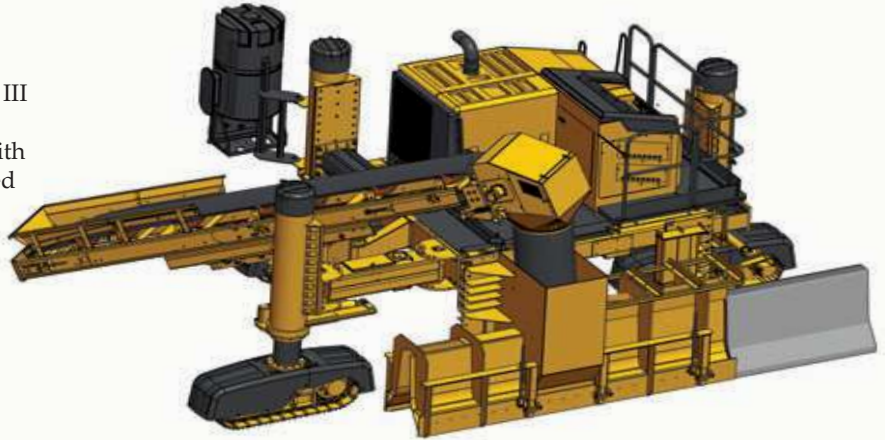
- Exclusive "smart" steering cylinders, used for dependable steering control feedback for push-button steering setup, and setting parameters



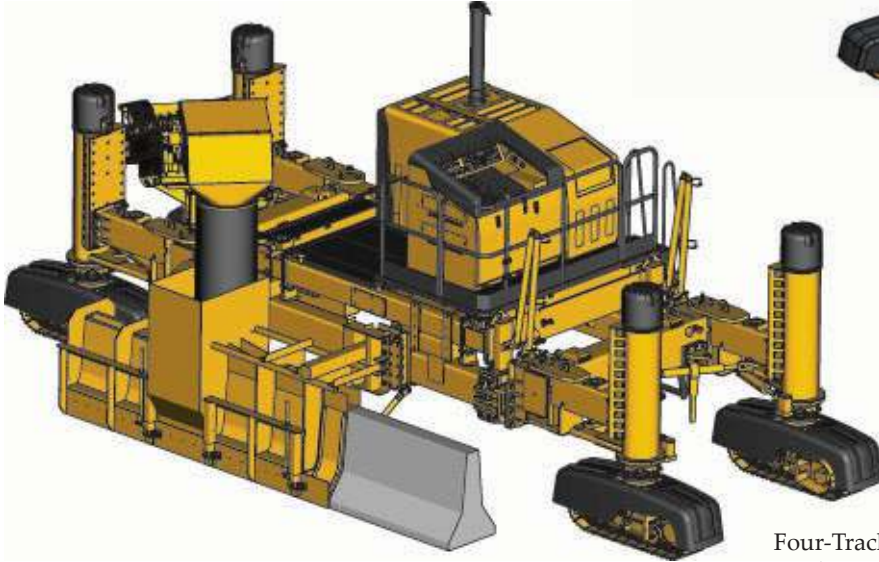
Steel reinforcing is fed into the front of the mold as this 5 ft. 7 in. (1.7 m) tall European-style step barrier is slipformed with a four-track Commander III on a project in London, England.

# Three-Track and Four-Track Barrier and Parapet Provide Versatility

Slipforming median barrier and bridge parapet are standard applications for the versatile GOMACO Commander III. Whether you are paving standard or variable barrier, the three-track and four-track system assures stability over grade variations. The Commander III will slipform barrier or parapet without modifications. Minimum-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. The Commander III four-track paver in the barrier mode (transport mode) is the choice for slipforming tall wall or variable barrier.

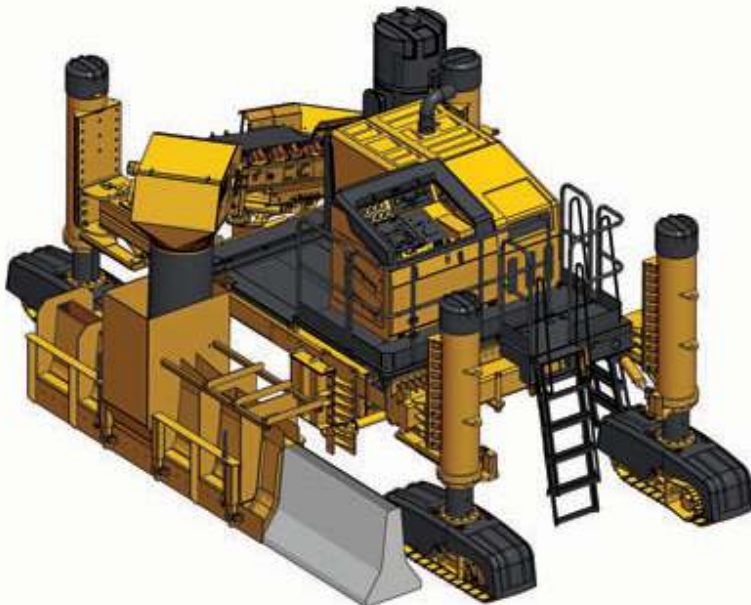


Standard Three-Track For Slipforming Barrier Or Parapet



Four-Track Paving Package In The Transport Mode For Slipforming Barrier Or Parapet

## Four-Track Barrier Package



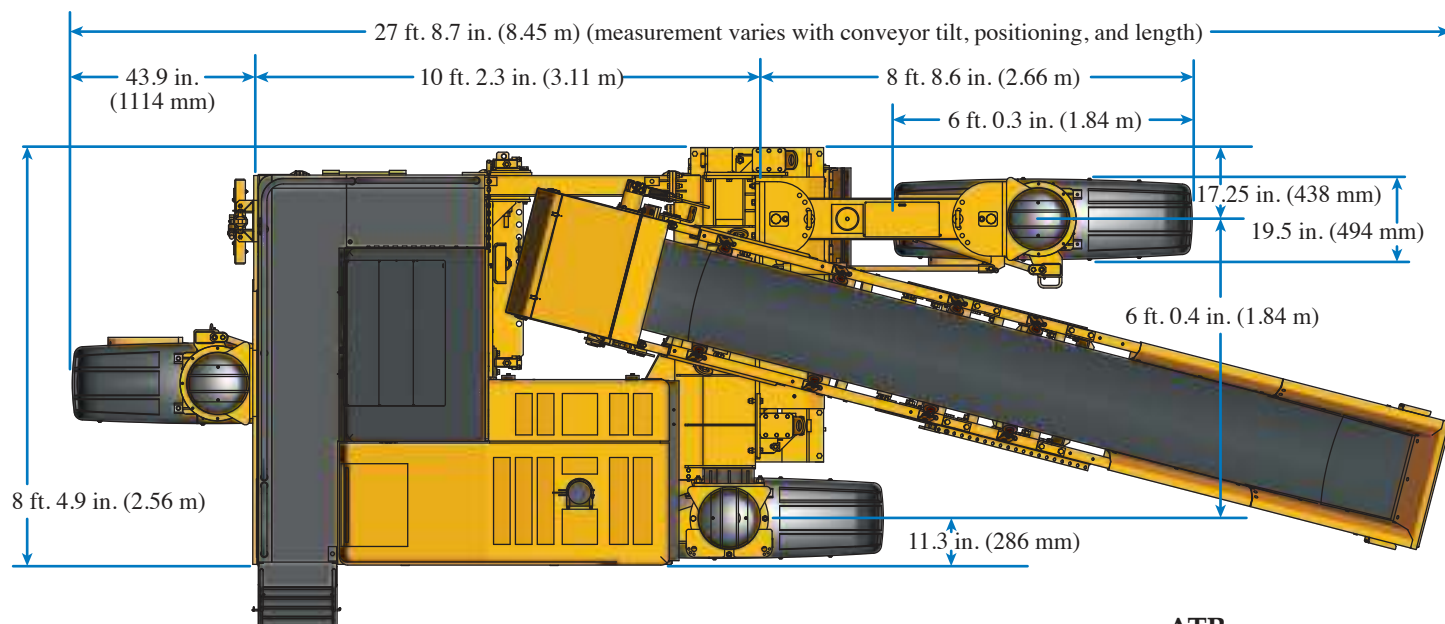
The four-track barrier package assembly includes the fourth leg and track and a hydraulically extendible rear frame to extend the right rear leg and track.

## Stringless Barrier



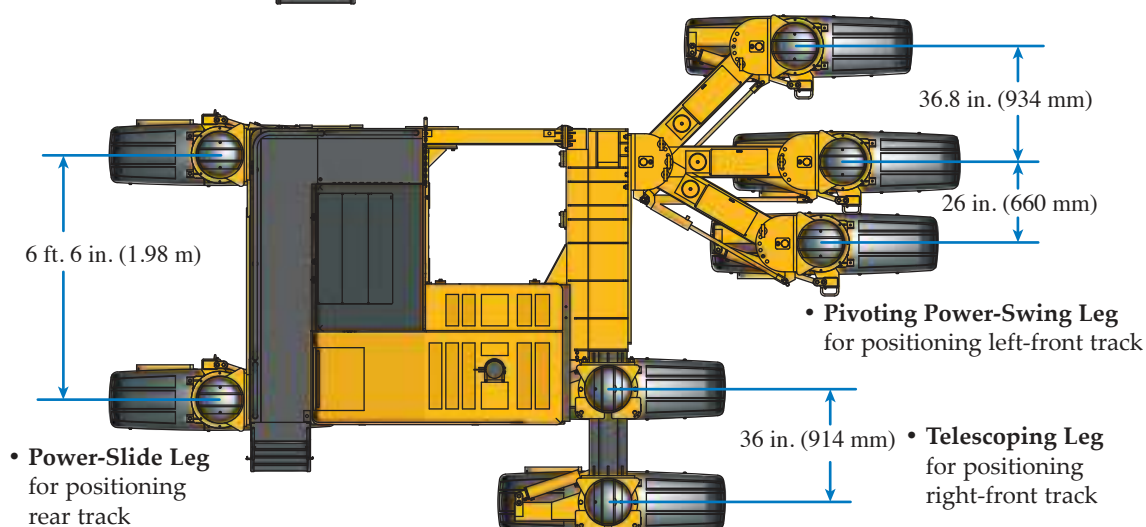
A total station tracks the progress of a Commander III on a barrier wall project in Belgium. The project was slipformed with the 3D stringless guidance system.

CC-080539-121



## ATP

All Track Positioning (ATP) provides versatility in our slipform pavers. Each leg has a reinforced steel attachment plate that allows extra leg height adjustment. ATP provides the capability to perform various applications and work with differences in grade elevations and unique job-site logistics.



## Concrete Can Be Imprinted...



A unique, four-track, under-mounted barrier package is available for most types of barrier applications. The Commander III four-track with the under-mounted barrier is imprinting a stone pattern on the extruded wall.



A roller mounted to the back of the four-track Commander III imprints a cobblestone pattern on the flat surface of the concrete on this project in Florida.



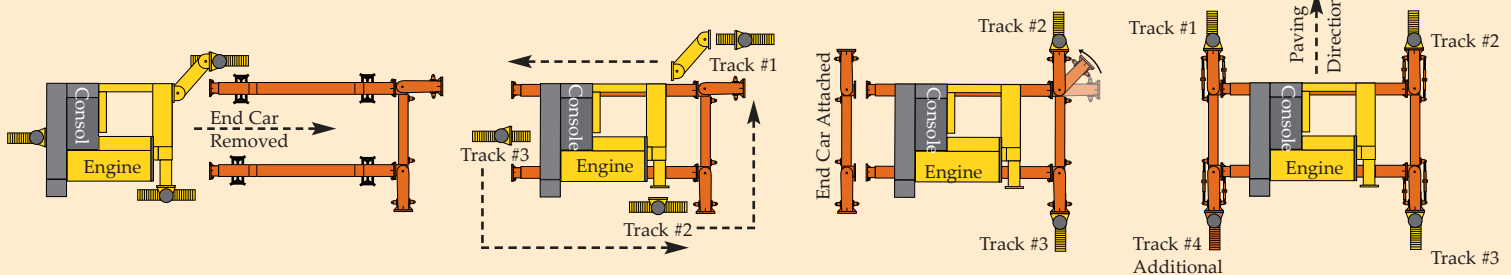
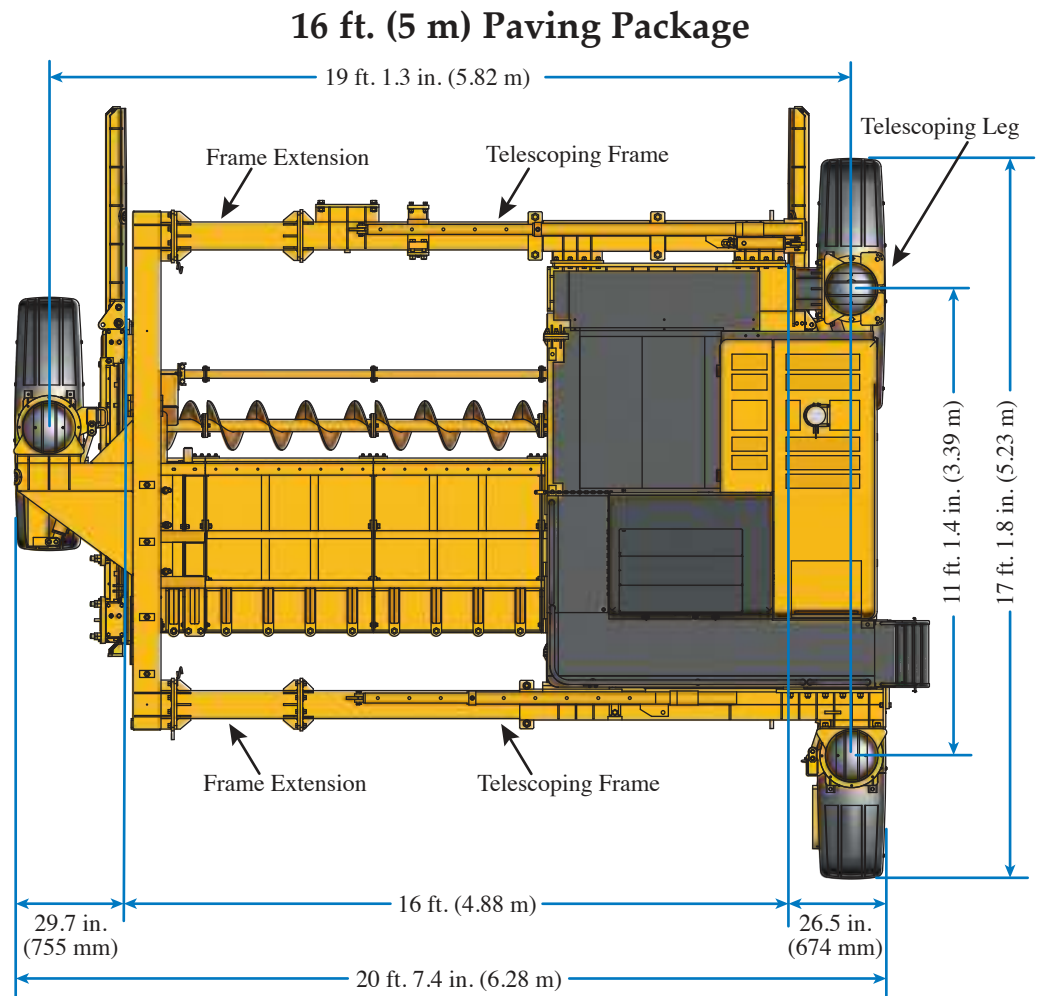
A Commander III three-track slipformed 14,500 ft. (4420 m) of three different types of barrier and parapet wall on this project in Missouri. The parapet above measures 18 in. (457 mm) wide at the top, 36 in. (914 mm) at the base and 34 in. (864 mm) tall.



A Commander III four-track with an 11 ft. 6 in. (3.51 m) wide sidemounted mold slipforms a new shoulder with integral curb while operating in Reverse Steer to pave with the traffic flow.

# Paving Packages Add Versatility To Three-Track Commander

The Commander III, in the three-track mode, equipped with the versatile 12 ft. (3.66 m) paving package, will handle paving widths from 7 ft. to 12 ft. (2 m to 3.66 m) with minimum side clearance. The 16 ft. (5 m) paving package can accommodate widths from 7 ft. to 16 ft. (2 m to 5 m). The 16 ft. (5 m) paving assembly includes frame extensions for 12 ft. (3.66 m), 14 ft. (4.27 m) and 16 ft. (5 m) wide pours, and a left leg mount. GOMACO paving packages are an easy bolt-on attachment without major structural modifications required. The paving package kit also includes additional vibrator circuits, valves, switches and hydraulics to change from the standard machine to paving package set-up. Whether you choose the 12 ft. (3.66 m) or 16 ft. (5 m) paving package option, you can be assured it will fit all of your wider width slipform paving applications.



## 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 the steering cylinder on each 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.

CG-050724-D20

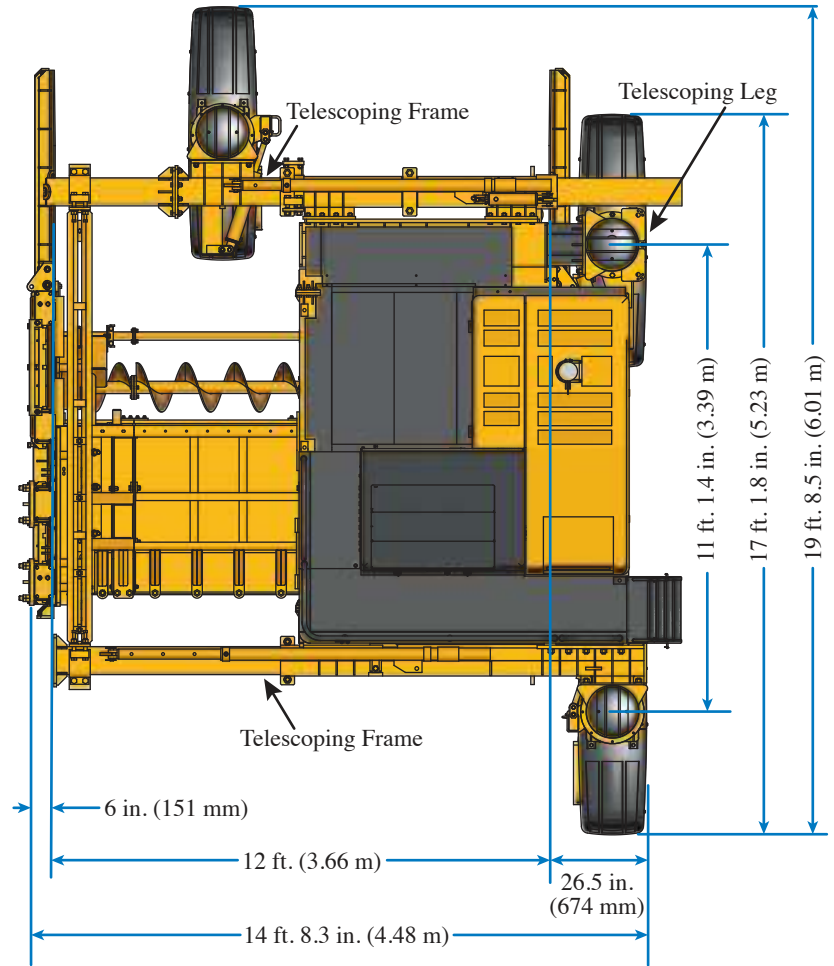


A contractor paves a single lane 11 ft. 6 in. (3.5 m) wide with a three-track Commander III equipped with a 12 ft. (3.66 m) paving package in Santiago, Chile.

CG-070723-D11



## 12 ft. (3.66 m) Paving Package



CG-040718-D24



This Commander III with the 12 ft. (3.66 m) paving package attachment is slipforming a street with integral curb on one side and a side-mounted bar inserter on the other. The new roadway is being paved half-width, 11 ft. 6 in. (3.5 m) wide.

# HIGH-DRIVE TRACKS FOR TIGHT-CLEARANCE PAVING

GOMACO's optional high-drive tracks are ideal for minimum-clearance situations that sometimes exist when adding lanes to ramps and highways or replacing streets in residential areas.

The 11 in. (279 mm) wide track has a clearance height of 21.85 in. (555 mm) to the bottom of the track motor. The height of the motor allows clearance on the slab side of the track.



CG-070101-D25

CG-060103-24

CG-060104-14

- The Auto-Float is an easy bolt-on attachment for all GOMACO slipform pavers, designed to seal the concrete surface during the paving operation.

## GOMACO AUTO-FLOAT®

- Proximity switches are mounted to the Auto-Float framework in the exact location where the operator wants it to stop and change direction. If adjustments need to be made, the switches are simply moved to the new location. Set up and starting and stopping points to change direction can be easily made.

- Hydraulic controls adjust the speed of the pan and the oscillation. On/off controls are located on the Auto-Float end panel drive. An on/off control automatically stops the float when the paver stops.

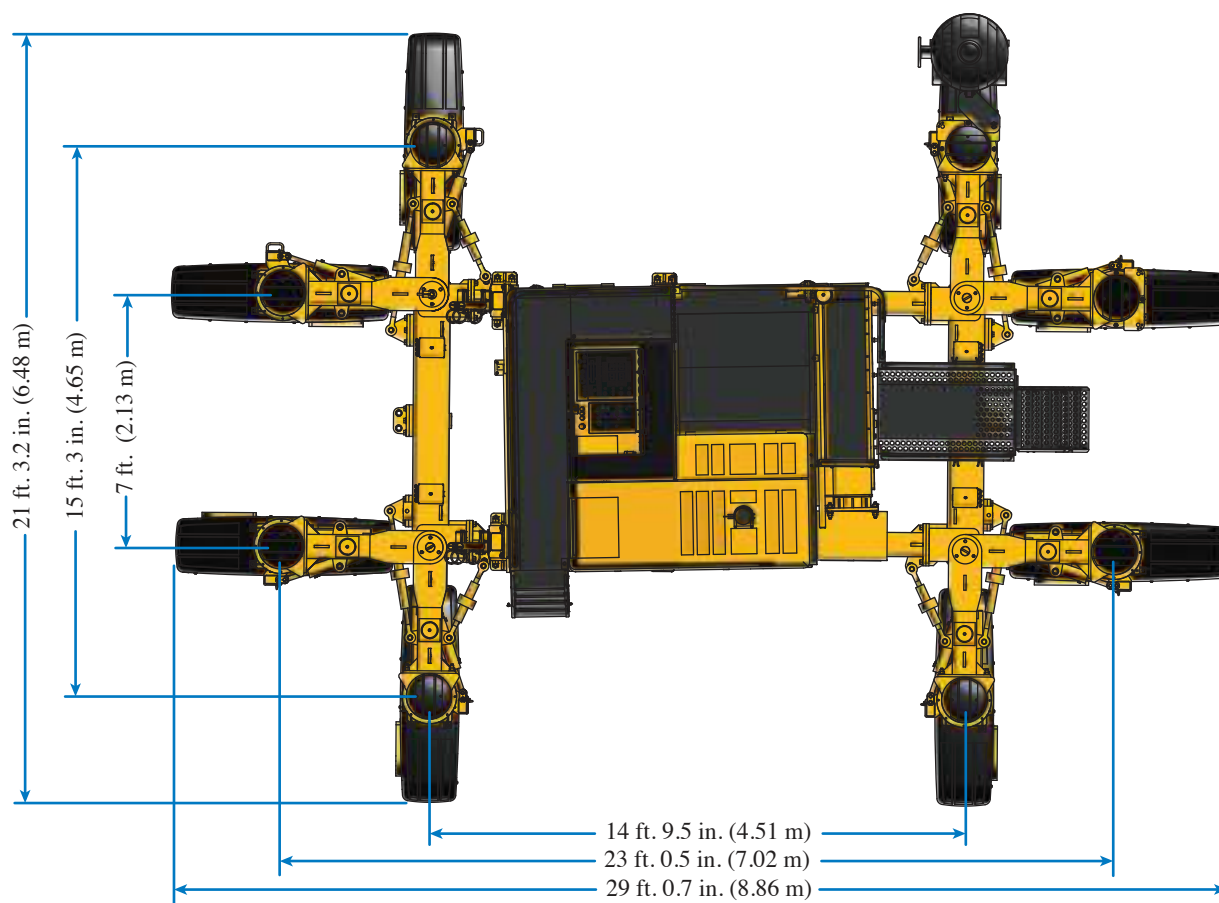
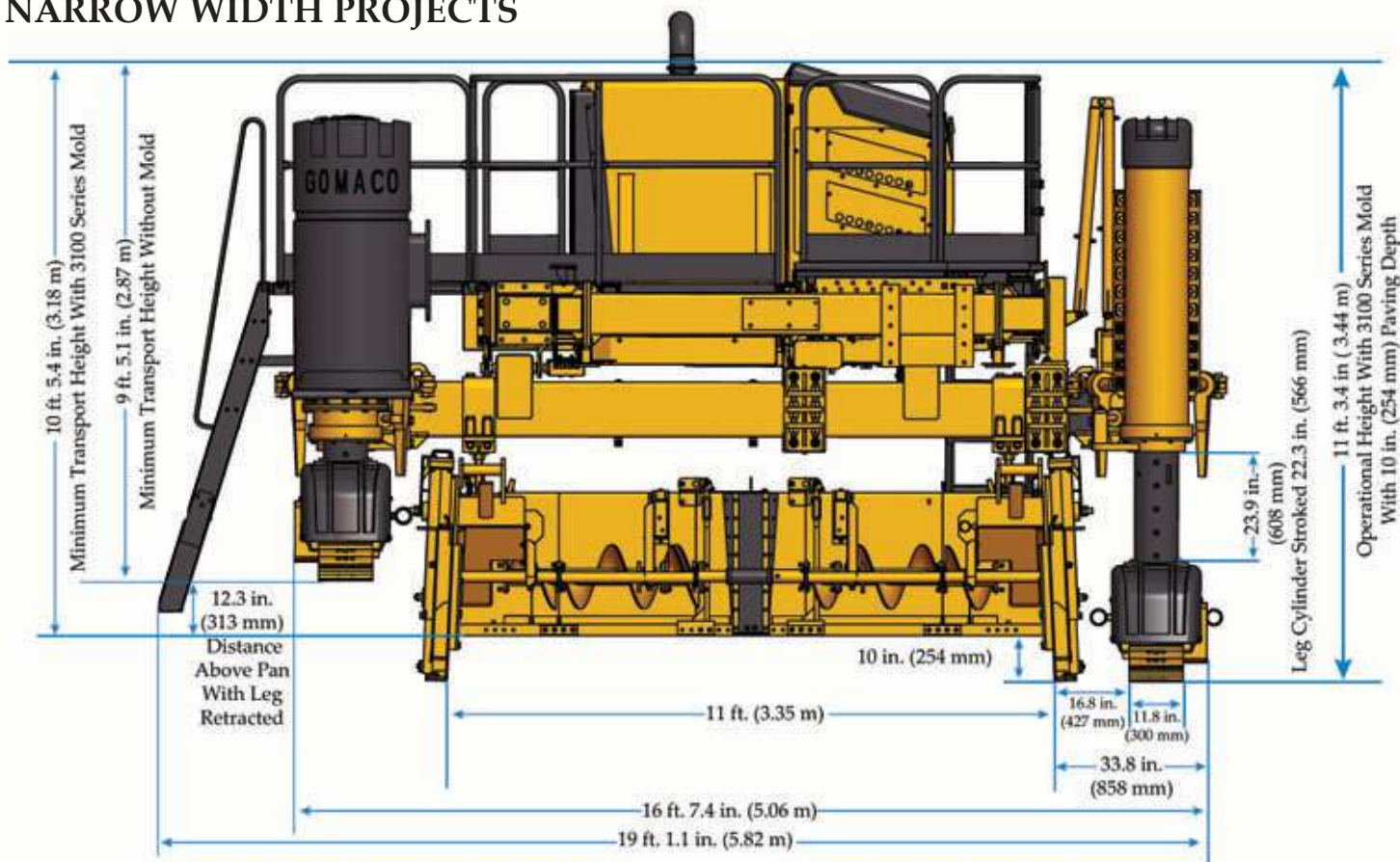
- The float pan is 8.5 in. (216 mm) wide and 12 ft. (3.66 m) long. The float pan oscillates up to 46 cycles per minute longitudinally with the concrete slab. The carriage speed of the float pan is variable with a maximum speed of 65 fpm (19.81 mpm). The float pan seals the surface as the scissor member travels transversely across the width of the concrete slab.

- The Auto-Float pan can be easily adjusted up to a 45 degree skew.

- The GOMACO Auto-Float features hinged linkage to accommodate finishing through crowns and superelevations. The hinged linkage allows the pan to pivot along its longitudinal axis. The spring-adjustable float pan is attached to a scissor member that operates independently of the main frame of the attachment.

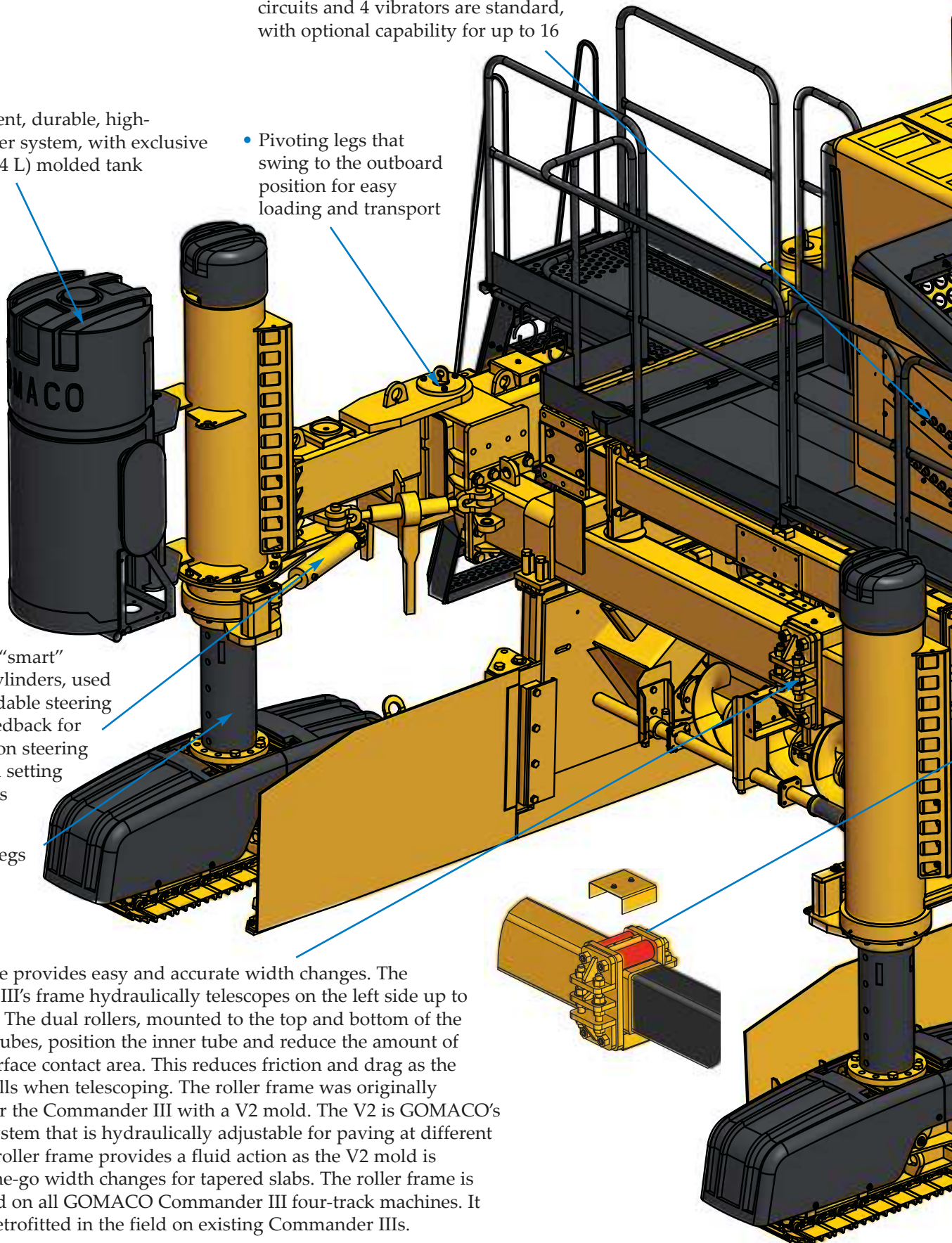
- A water spray system is available as an option for the float pan with sectional spray pipe and fog nozzles on 12 in. (305 mm) centers.

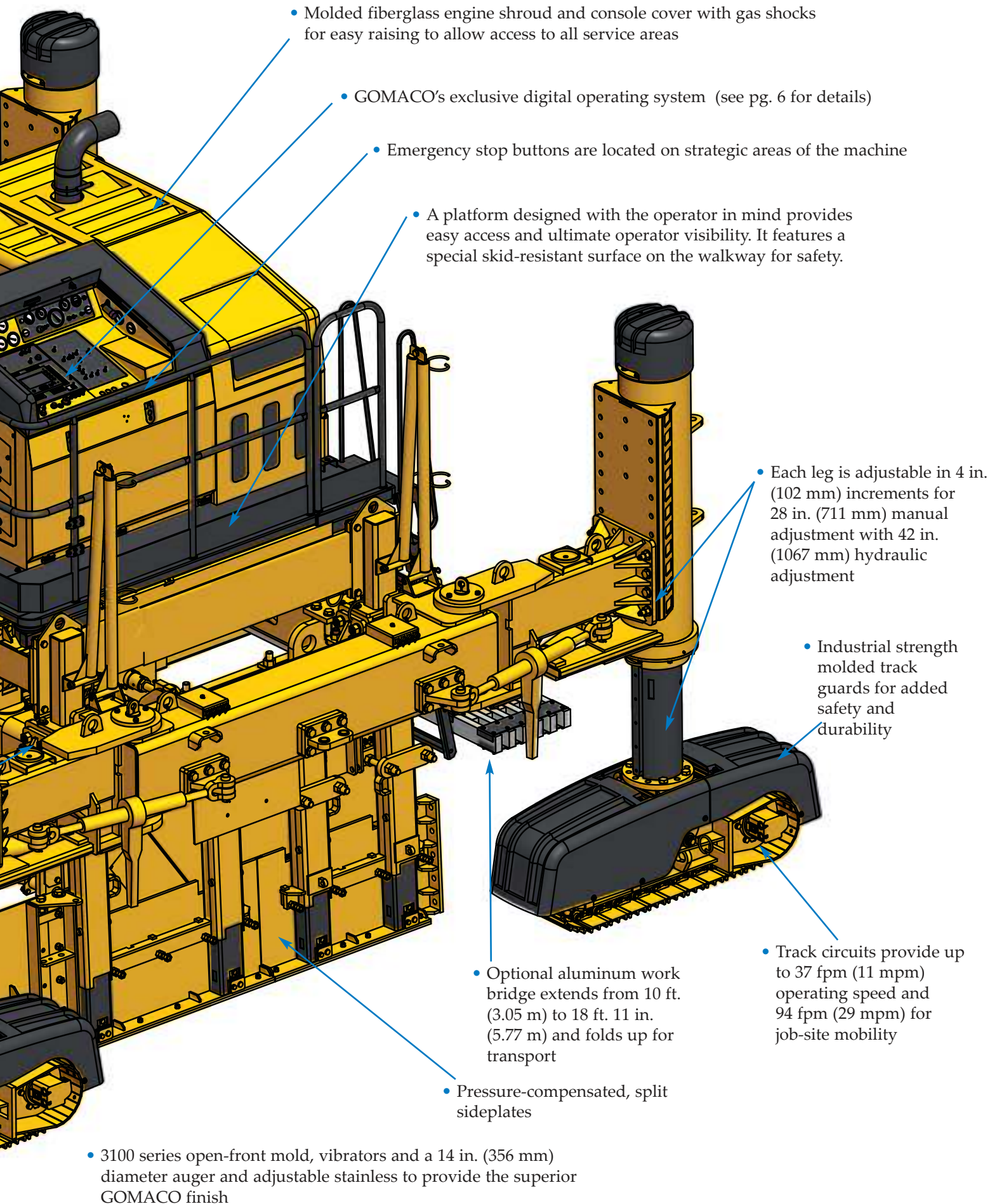
## FOUR-TRACK COMMANDER III IS THE PERFECT PAVER FOR NARROW WIDTH PROJECTS



# Commander III Four-Track Paving Package

- Vibrator controls with 4 hydraulic circuits and 4 vibrators are standard, with optional capability for up to 16
- Highly efficient, durable, high-pressure water system, with exclusive 110 gal. (416.4 L) molded tank
- Pivoting legs that swing to the outboard position for easy loading and transport
- Exclusive “smart” steering cylinders, used for dependable steering control feedback for push-button steering setup, and setting parameters
- Piston-style legs
- A roller frame provides easy and accurate width changes. The Commander III’s frame hydraulically telescopes on the left side up to 6 ft. (1.83 m). The dual rollers, mounted to the top and bottom of the outer frame tubes, position the inner tube and reduce the amount of surface to surface contact area. This reduces friction and drag as the inner tube rolls when telescoping. The roller frame was originally developed for the Commander III with a V2 mold. The V2 is GOMACO’s dual mold system that is hydraulically adjustable for paving at different widths. The roller frame provides a fluid action as the V2 mold is making on-the-go width changes for tapered slabs. The roller frame is now standard on all GOMACO Commander III four-track machines. It can also be retrofitted in the field on existing Commander IIIs.





# Commander III Specifications

## ENGINE

**Type:** Tier 3 C7 Caterpillar diesel.

**Power:** 225 hp (167.9 kW) @ 1800 rpm.

## SERVICE CAPACITIES

**Fuel reservoir:** 79 gal. (299 L).

**Hydraulic oil reservoir:** 149 gal. (564 L).

## HYDRAULIC SYSTEM

**Pumps:** Two double-stage pumps provide oil to the trimmer, vibrators, conveyor, and auger circuits.

One load-sense pump for track circuit.

One pressure-compensated lift control pump.

**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 and curb and gutter, barrier, parapet, irrigation canal and more.

## TELESCOPING FRAME (four-track)

**Telescoping:** Frame hydraulically telescopes on the left side up to 6 ft. (1.83 m).

## DRAWBAR & HOLD-DOWN ASSEMBLY

**Hydraulic lift:** 18 in. (457 mm) pressure-compensated hydraulic vertical adjustment with 6 in. (152 mm) manual vertical adjustment, allowing up to 24 in. (610 mm) of vertical adjustment.

**Sideshift distance:** 36 in. (914 mm) hydraulic sideshift.

## WATER SYSTEM

**Type:** High-pressure water system.

**Capacity:** 110 gal. (416.4 L) tank, hose and nozzle.

## AUTOMATIC CONTROL SYSTEM

**Type:** Electronic-over-hydraulic.

**Controls:** GOMACO's exclusive control system features multi-language capabilities, metric or imperial measurements, color graphics, and a 6.5 in. (165 mm) anti-glare display screen.

**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.

**Remote control:** Remote control handset included for operator convenience. This remote allows the operator to move around on the operator station and control the conveyor lift and shift, and also the leg shift.

## TRACK SYSTEM

**Type:** Hydraulically powered gear-driven crawler tracks.

**Track length:** 5 ft. 1.4 in. (1.56 m). Overall length with fenders 5 ft. 11.4 in. (1.81 m).

**Track pad width:** 11.8 in. (300 mm).

**Gearbox reduction:** 98.88:1.

**Track speed:** For the three-track machine, up to 49 fpm (15 mpm) paving, and auxiliary up to 125 fpm (38 mpm); for the four-track machine, up to 37 fpm (11 mpm) paving; and auxiliary, up to 94 fpm (29 mpm).

**Track tension:** Fully automatic, hydraulically locks in on machine start-up, maintaining a steady tension on the track chain.

**Leg height adjustment:** Each leg adjustable in 4 in. (102 mm) increments for 28 in. (711 mm) manual adjustment with 42 in. (1067 mm) hydraulic adjustment.

**Telescoping leg for positioning right front track:** Hydraulically controlled, allows 36 in. (914 mm) lateral track adjustment range.

**Power-slide leg for positioning rear track:** Hydraulically controlled, allows 6 ft. 6 in. (1.98 m) lateral track movement.

**Power-swing leg for positioning left front track:** Hydraulically controlled, allows track positioning from straight ahead to 13.5, 26 and 36.8 in. (343, 660 and 934 mm) to left outside of main frame or 13.5 and 26 in. (343 and 660 mm) to right toward center of main frame.

**Optional high-drive tracks for four-track framework:** Hydraulically powered and automatic tensioning. Pivot arm with 16 in. (406 mm) offset.

**Height from grade to bottom of track motor:** 21.85 in. (555 mm).

**Overall track width with motor:** 16 in. (406 mm).

**Overall track length with fender:** 6 ft. (1.83 m).

**Track pad width:** 6 in. (152 mm).

**Gearbox reduction:** 100:1.

## CHARGING CONVEYOR

**Type:** Hydraulically powered, reversible with charging hopper.

**Length:** 17 ft. 1 in. (5.21 m) between pulley centers.

**Width:** 24 in. (610 mm).

**Belt speed:** Variable to 320 fpm (97.54 mpm).

**Conveyor mount:** 36 in. (914 mm) hydraulic slide adjustment with 6 in. (152 mm) hydraulic tilt cylinder and manual pivoting mount (slide and tilt) for negotiating discharge from the ready-mix truck and negotiating grade variations. Allows truck positioning to front or side of machine. Hydraulically powered mount controls conveyor slope.

**Belt wiper:** Features segmented blades mounted on individual cushions. This allows the cleaning tips to conform to the center of the belt for continuous contact without the need for constant adjustment.

## 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. (1067 mm) sectionalized trimmerhead includes one 24 in. (610 mm) drive section with hydraulic internal drive and 18 in. (457 mm) extension. Extensions available for trimming up to 10 ft. (3.05 m) wide.

**Sideshift and vertical adjustment:** The trimmerhead mount for the three-track machine has 36 in. (914 mm) hydraulic sideshift, 18 in. (457 mm) of hydraulic vertical adjustment and 6 in. (152 mm) of manual vertical adjustment, allowing up to 24 in. (610 mm) of vertical adjustment.

## THREE-TRACK MACHINE DIMENSIONS

**Overall length:** 22 ft. 6.8 in. (6.88 m) without conveyor.

**Transport height:** 8 ft. 9 in. (2.67 m) minimum and 11 ft. 9 in. (3.58 m) maximum in elevated position.

**Transport width:** 8 ft. 4.9 in. (2.56 m).

**Transport length:** 27 ft. 8.7 in. (8.45 m) with conveyor (measurement varies with conveyor tilt, positioning & length) and 22 ft. 6.8 in. (6.88 m) without conveyor.

## FOUR-TRACK PAVER DIMENSIONS

**Overall length:** 21 ft. 3.2 in. (6.48 m).

**Overall width:** 25 ft. 1.1 in. (7.64 m) extended and 19 ft. 1.1 in. (5.82 m) retracted with ladder mounted.

**Operational height:** 11 ft. 3.4 in. (3.44 m) with 3100 series mold and 10 in. (254 mm) paving depth.

**Transport height:** 9 ft. 5.1 in. (2.87 m) without mold and 10 ft. 5.4 in. (3.18 m) with 3100 series mold.

**Transport width:** 8 ft. 3 in. (2.51 m).

**Transport length:** 35 ft. 0.7 in. (10.69 m) extended and 29 ft. 0.7 in. (8.86 m) retracted.

## THREE-TRACK WEIGHT

**Standard curb and gutter machine approximate weight:** 29,500 lbs. (13,381 kg).

## FOUR-TRACK WEIGHT

**Standard four-track paver with 12 ft. (3.66 m) 3100 series mold approximate weight:** 48,500 lbs. (22,000 kg).

## OPTIONS

Tier 3 200 hp (149.2 kW) @ 2400 rpm 6068HF285 6.8 liter John Deere diesel engine.

Barrier/parapet sidemount or centermount.

Monolithic sidewalk and curb and gutter package.

Trimmerhead extensions.

Left-hand discharge trimmerhead.

48 in. (1219 mm) charging conveyor extension to accommodate longer conveyor requirements.

Conveyor truss assembly required on 24 ft. (7.32 m) long conveyors.

Additional vibrator circuits and controls.

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

Swinging drawbar extension, for use with molds wider than 48 in. (1219 mm).

Slipform molds, consult factory.

V2 paving mold.

24 in. (610 mm) section with supported or self-supported power transition adjuster (PTA).

42 in. (1067 mm) stroke legs.

Piston-style legs.

Auto-Float® attachment.

Rubber track pads.

3D package for stringless control.

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



GOMACO Corporation's Quality Management  
System Is ISO 9001:2008 Certified  
By The American Systems Registrar.


Quality Policy: We Shall Meet Or Exceed  
Our Customers' Expectations.

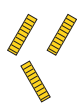
# GOMACO'S SELECTIVE STEER CONTROLS


featuring steering choices for job-site mobility and transportability


GOMACO's Selective Steer Controls for both the three-track and the four-track Commander III feature a forward/reverse steer switch and a position switch used to select the stringline steer mode or one of the other choices for manual track steering with the steering control dial.




 **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. With the machine on line and in automatic steer, the operator walks the machine in reverse to the existing curb and gutter, utilizing the **Reverse Steer** feature. Then, flips the switch to forward steer to start slipforming.

 **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 tracks will turn in the opposite direction.

 **Crab Steer** ... Walk sideways for ease in putting the 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** ... When the steer select switch is in the "front steer" 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 tracks 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 tracks will turn in the corresponding direction and the front tracks will remain straight.

## DESIGNED FOR SAFETY

The Commander III is carefully designed to give years of dependable and safe service. Emergency stop buttons are located on strategic areas of the machine. The E-Stops are on the operator's console and on corners of the machine, or can be positioned at various points on the machine providing optimal use for specific applications. Other safety features include track guards, warning decals, an operator's manual, and a safety manual. GOMACO machines are also designed to provide the operator maximum visibility over the entire paving operation.

GOMACO CORPORATION RECOMMENDS THE IMPLEMENTATION OF ALL SAFETY PROCEDURES

Cover Photos: (top photos, L to R) CG-050813-D2, CG-110639-D21 and (bottom photo) CG-060414-D34.

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