

CYLINDER FINISHERS **450-650-750-790**



GOMACO

The Worldwide Leader in Concrete Paving Technology

Bridge Deck Finishing

GOMACO Corporation pioneered the development of the first cylinder finisher over 45 years ago. The late Harold W. Godbersen, founder of GOMACO Corporation, developed and manufactured a bridge deck finisher to meet the growing needs for bridge markets. Considered to be a milestone, the cylinder finisher made GOMACO a recognized name in the construction industry.

Today, GOMACO cylinder finishers are designed for versatility with the C-450, SL-450, C-650-S, C-650-F, SL-650, C-750, SL-750, and CF-790. They are easy to operate and save time and labor costs on all your concrete finishing projects.

They are job-proven cylinder finishers with multi-application capability for bridge decks, streets, highways, building slabs, parking lots, waste treatment plants, airport aprons, tennis courts and almost any concrete slab.

Pin-connected sections provide fast setup time and the versatility to fit exact job requirements. C-450 frame widths are from 12 ft. (3.66 m) to 120 ft. (36.58 m) and finishing widths are from 9 ft. (2.74 m) to 117 ft. (35.66 m). C-750 frame widths range from 12 ft. (3.66 m) to 160 ft. (48.77 m) and finishing widths are from 8 ft. (2.44 m) to 156 ft. (47.56 m). C-650-S and C-650-F frame widths are from 24 ft. (7.32 m) to 56 ft. (17.07 m) and finishing widths are from 19 ft. (5.79 m) to 51 ft. (15.54 m).

Bridge Deck Finishing

GOMACO has the proven bridge deck finishers. All-welded steel construction provides the sturdiest, yet most lightweight finishers on the market.

Strictest Tolerances

GOMACO finishers assure you less than one-eighth in. (3 mm) tolerance in 12 ft. (3.66 m) while finishing high-slump or low-slump concrete.

Crown Adjustment

GOMACO offers an optional hydraulic power transition adjuster (PTA) for on-the-go crown elevation changes made from the operator's console. PTAs may be installed at pin-connected points.



CL-039503-19A



CL-039501

This GOMACO C-450 is finishing a 72 ft. (21.95 m) bridge deck in New Mexico. The finisher is equipped with a double-cylinder undercarriage with adjustable augers. The GOMACO 4000 series Spanit® work bridge follows the C-450 for any final finish work. The unique configuration of the Spanit® work bridge allows for closeness to the deck. Both the finisher and the work bridge are mounted on cupped bogies.



45-8-11A-10-S

Self-widening jacks are utilized on the finisher for automatic negotiation of the tapered deck. By adding the overhead truss, you have the advantage of taking the basic C-450 frame to greater widths, allowing the versatility to adapt to several projects. GOMACO engineers recommend the overhead truss system on the C-450 model at widths exceeding 76 ft. (23.16 m).



41-86-5A-S

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

Slope and Canal Finishing

Because no two canals are alike...GOMACO equipment is "Preferred" for the world's waterways and any type of slope project. Slope and canal trimmers and finishers include the SL-450, SL-650, SL-750, and CF-790 series. They are designed for fast trimming and finishing, strict tolerances, even on 1:1 (45 degree) slopes, with a minimum of handfinishing.

GOMACO finishing widths range from 8 ft. (2.44 m) to 76 ft. (23.16 m) with all-welded steel, pin-connected frame extensions. Extensions are available in 2, 4, 8, 12, and 16 ft. (.61, 1.22, 2.44, 3.66, and 4.88 m) sections.

Finishing is accomplished with a 10 in. (254 mm) diameter, 48 in. (1219 mm) long cylinder. An independent hydraulic bogie drive on each end of the unit provides variable travel speeds up to 31 fpm (9.45 mpm).



SL-098901

This SL-650 is equipped with crawler tracks. It is trimming the grade of a slope on a project in Spain. It is trimming with the optional trimming undercarriage attachment, prior to lining with concrete. The machine uses an automatic grade and steering control system to obtain the proper grade.



SL-108905-16A-17

This is a one-pass canal operation with the CP-650. The GOMACO RC Conveyor and CP-650 are track-mounted and the Spanit® work bridge is mounted on rubber-tired bogies.



SL-029501-3A-4

Longitudinal and transverse joints are scored with attachments on the SL-450, and laborers on the Spanit® work bridge finish the joints.



SL-010501-D2

The GOMACO SL-450 finishes a trapezoidal channel in Ghana, with a bottom width of 43 ft. (13 m), top width of 75 ft. (23 m), a depth of 16 ft. (5 m), and a 1:1 slope. Thickness is 12 in. (300 mm) and weepholes were installed for the storm water drain.



SL-068901

The GOMACO RC Conveyor and the SL-450 are placing and finishing a concrete lining over a plastic membrane to seal this canal in China.

Flat Slab Finishing

If the project calls for street or airport paving, parking lots, building slabs, tennis courts or almost any other type of flat slab, the GOMACO series of finishers are ideal. The finishers include the C-450, C-650-S, C-650-F and C-750.

Consolidates and Finishes

GOMACO finishers incorporate a consolidation pass in the finishing concept. This provides additional compaction and eliminates spalling and voids to meet the most rigid engineering inspection.

More Production – Less Labor

These finishers will help you obtain a compacted and finished slab at the average rate of 2,000 sq. ft. (186 sq. m) per hour with the single cylinder and 3,500 sq. ft. (325 sq. m) per hour with the double cylinder.

Troweling Time

The GOMACO finishers allow you to pour building slabs with lower slump concrete, enabling the crew to get on the slab with power trowels shortly after the slab is finished. The finish that is left will reduce your troweling time.

Running Forms

The finisher can run on forms for paving streets or building slabs. When pouring building slabs in bays, the outside bays can be poured on forms. The inside bay can be poured by laying a square rail on the outside bays and pouring in between. The same principle is used in street paving with slipformed curb and gutter. The curb and gutter is first placed on each side of the street to be paved. The street is then paved between the curbs by running on a rail placed in the gutters or on neoprene wheels. Paving in this fashion leaves 6 in. (152 mm) or less in handfinishing at each edge of the street.

Transportability

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



W22212B

The GOMACO C-450 and RC Conveyor provide the finish for a new concrete parking area on the International Airport in Sao Paulo, Brazil. The concrete apron was paved over a cement-stabilized granular base. The conveyor and finisher traveled on rails. The C-450 was equipped with an optional stinger vibrator to assure a well-compacted slab, as specified on this project. Uniform distribution of concrete with the GOMACO RC Conveyor and finishing with the C-450 provided high production on this project.



CL-118901-3A-4

The C-650-F form cylinder finisher is ideal for finishing this city street project. This machine is mounted on bogies that run on rail. Available for the C-650-F is the automated grade control system to compensate for any variance in the rail positioning. Pin-connected sections provide fast setup time and the versatility to fit exact job requirements.



W244BW3

This C-450 finishes reinforced concrete flat slabs from 32 ft. (9.75 m) up to 102 ft. (31 m) wide on multi-story buildings as a base to support a suspended floor on this project in England. The hydraulic lift for the double-cylinder undercarriage enables it to be raised to clear blockouts in the floor. The independent mountings for vibrator and augers allow the operator to position these items to fit the mix design and finish required. The offset jackmounts ensure minimum clearance from the outside of the machine to the edge of the finished slab.



CL-088201-11-11A

The GOMACO C-450 provides quick and accurate finishing on this airport apron in Cleveland, Ohio.



CL-069002-20

This C-450 is equipped with a double-cylinder under carriage consisting of two cylinders and augers, providing high production on this eight-block section of Interstate 80 through Cheyenne, Wyoming.



CL-088801-9

A tollway project in Jakarta, Indonesia, keeps this C-450 finisher busy. The machine was used for both streets and bridges, as well as new construction and reconstruction of pavements, to reduce traffic congestion in the city. The overall project includes 20,534 cu. yd. (15,700 cu. m) of concrete.



CL-079601-10

It's high production with the GOMACO RC Conveyor and C-450 on this street project in Peoria, Illinois. The C-450 is designed for operator ease in controlling travel speed and direction of the carriage.



CL-078902-5

The C-650-S, powered by a 50 hp (37.3 kW) CAT diesel engine, finishes this city street. This machine is equipped with two 11 ft. (3.35 m) long, hydraulically powered, gear-driven crawler tracks. The operating speed is variable up to 20.5 fpm (6.25 mpm). Automated steering and grade control is available.



38-87-5-A-4-S

This C-450 finishes a 55 ft. (16.76 m) wide, 7 in. (178 mm) thick street in two 22 ft. (6.71 m) wide passes and one 11 ft. (3.35 m) wide pass. It is equipped with a double-cylinder undercarriage, end panel drive and a stinger vibrator.



Rotary Stinger Vibrator Rotates 180 Degrees

The GOMACO rotary stinger vibrator attachment automatically rotates 180 degrees at the end of each pass. This keeps the vibrator pulling through the material with the eccentric always trailing and provides vibration to the end of the pass. The angled vibrator allows maximum depth consolidation. This single vibrator system eliminates the expense of a double vibrator system and the need for double hydraulics.



Pan-Type Vibrator

The hydraulic pan-type vibrator is used for latex overlay applications or with protruding fin for street work.

Vibrating Finishing Cylinder(s) for Low Slump and High Density Overlays

The GOMACO single and double vibrating cylinders are designed for low-slump and high-density overlays. This system is the only cylinder finisher available that compacts and consolidates material with cylinder vibration. This means total versatility for your finisher, allowing you to finish low-slump and high-density overlays, including micro-silica overlays.

Variable settings allow adjustments for frequency of vibrations for various mix designs. The vibrating cylinders are capable of 6,700 vibrations per minute to meet the strictest specifications. This allows you to obtain required density and finishing specifications on overlays. The vibrating cylinders can be used for bridge deck finishing, flat slabs and slope projects. The single and double vibrating cylinders are available for the complete line of GOMACO finishers.



45-S-29-A-S

Pivot Point

Waste treatment facilities which require a 360 degree concrete finish can easily be accomplished with either the C-450 or C-750 pivot point operation.



CL-110402-D15

GOMACO Paving Train Lines the World's Largest Canal in Western India

The world's largest canal, located in western India, was lined with GOMACO equipment including RC Conveyors, 750 series trimmers and finishers, 6000 Walkway Spanit® work bridges and 650 canal pavers.



CL-05501



CL-039502-24

GOMACO'S Patented 3-Point Finishing System

With the GOMACO patented 3-point finishing system, the auger serves to level the concrete, the cylinder consolidates and finishes the concrete and the float pan seals and textures the surface.

Using the 10 in. (254 mm) diameter auger, the same diameter as the cylinder, assures proper leveling and grade preparation for the finishing cylinder. The auger is hard faced for a greater life span. The auger and cylinder are adjustable in height on-the-go by raising or lowering the front elevation jacks.

The final step in the 3-point finishing method is the 25 in. (635 mm) by 22 in. (559 mm) GOMACO float pan, which follows the cylinder and seals and textures the surface. Adjustable, double, 10 in. (254 mm) diameter cylinders and augers and double float pan are available.

Provide Versatility



CL-079601-11

Skewed Carriage

A 360 degree turntable on the upper carriage allows maximum skewing of the undercarriage to keep the finishing cylinder parallel to the center of the slab. Automatic advance on the C-450 allows the machine to automatically advance to any pre-set distance at the end of each carriage pass. As machine advances, the undercarriage can change attack angle and concrete finishing resumes.

Unique Finishing of Railroad Tunnel

The GOMACO C-450 was used in this railroad tunnel in British Columbia to complete 5.2 miles (8.4 km) of concrete base, 17 ft. (5.18 m) wide between the tunnel walls. The C-450 is set on rails attached to concrete starter walls, and the legs on the finisher are mounted so the C-450 runs inside the walls. The C-450 is equipped with a double-cylinder undercarriage and finishes concrete to within 5 in. (127 mm) of the walls where gutters are installed.



CL-058801-D



SL-450 AL test track

High Production Finishing

The GOMACO SL-450 provides high-production finishing on this test track in Alabama. Independent hydraulic drives on each end of this unit provides variable speeds up to 30.9 fpm (9.42 mpm).

English Channel Tunnel



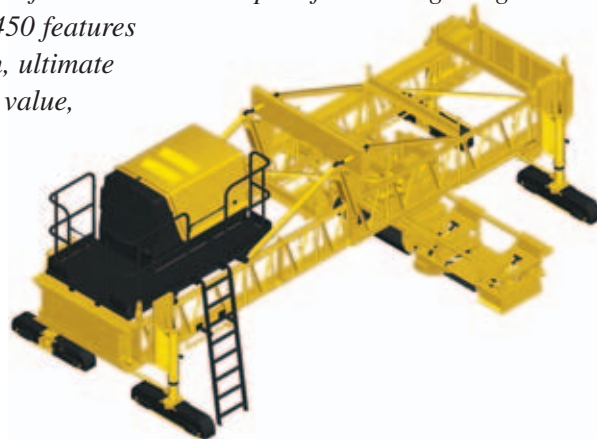
CL-059303-15

Another unique project is this tunnel that connects France and England. The GOMACO finishing system included a modified C-450 cylinder finisher, a texturing machine coupled with a walkway machine into one unit, and a rail pick-up machine.

Features Easy Operation, Ultimate Reliability,

GOMACO originated and patented the cylinder finisher concept in the early 1960s and pioneered the bridge deck finisher.

Building on four decades of engineering and manufacturing experience, we introduced the C-450. Engineers redesigned the C-450 with the belief that a well-maintained machine is a better machine and the finisher is an example of the best getting even better. The C-450 features easy operation, ultimate reliability and value, and enhanced serviceability with added safety.



Easy Operation:

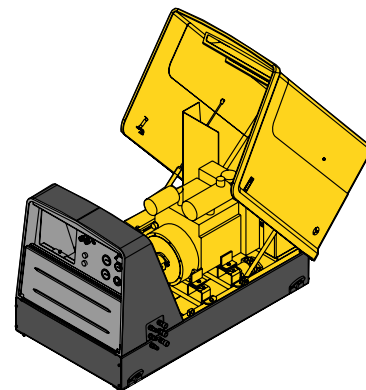
- Operator enhanced monitoring of machine functions with panel mounted bogie and carriage circuit pressure gauges, air filter restriction gauge, hydraulic oil temperature gauge, hour meter, and circuit test gauges.
- Console and operator's platform can be placed anywhere on the frame.
- Reorganized plumbing and hose routing for ease in setup and operation.
- Automatic advance is standard on the C-450 and automatically advances any pre-set distance at the end of each carriage pass.
- Automatic self-widening will automatically control the carriage travel distance through the use of proximity switches for widening or tapering of decks.
- Urethane coated wheels with removable flanges for multiple applications.
- Powered widening for maintaining crown position on tapered decks.
- Power transition adjusters (PTA) can be installed at pin-connected points and are hydraulically operated for on-the-go grade elevation changes.

Ultimate Reliability and Value:

- Features the future world standard in hydraulic plumbing with crimp-style hydraulic hoses with O-ring face seal fittings and adapters.
- Quiet operation from shroud on the console. The locking shroud also provides theft protection and security from vandalism.
- All previous style undercarriages and attachments will fit on the upper carriage of the C-450.
- The GOMACO frame design has been maintained for interchangeability with your existing C-450 framework.
- The wheel base was increased to 36 in. (914 mm) for improved distribution of the wheel load.

Enhanced Serviceability:

- Modular design features removable oil tank for interchangeability and easy clean out.
- More capacity has been added to the fuel tank for extended operation.
- Easy access to daily service points.
- Self-monitoring restriction gauge on oil filter to ensure proper maintenance and serviceability of the system.
- Features an environmentally friendly, industrial 7 micron filter system with restriction gauge.
- All engine service points can be accessed from the right side of the console. The molded fiberglass engine shroud is lightweight and allows quick and easy access.



Added Safety:

- Easy to remove roto-molded fenders to access bogie wheels and drive components.
- Emergency stop buttons are strategically located on both the console and carriage. Additional emergency stop buttons are available for providing optimal use for specific applications.
- Rear console exhaust is directed away from the operator.
- Operator station is positioned to provide high visibility of the entire operation.



This contractor in Buffalo, New York, puts his C-450 finisher to work at night on this bridge deck project. The C-450 was set up to finish at a 38 degree skew. A 360 degree turntable on the upper carriage allows maximum skewing of the undercarriage to keep the finishing cylinder parallel to the center of the slab. This C-450 is equipped with a double-cylinder and attached augers, and a hydraulic lowering attachment for the undercarriage.



Enhanced Serviceability With Added Safety



CL-070207-D15

On this bridge deck project in Minnesota, the contractor has equipped his C-450 with a double-cylinder undercarriage, adjustable pan vibrator, adjustable augers, and an adjustable float pan with burlap drag attachments.



CL-050204#13

This C-450 is equipped with a unique double-cylinder extended undercarriage, adjustable pan vibrator, and adjustable augers. This machine has the versatility of being able to run with the bogies on grade on one side and on the other side, it is running on top of the barrier wall. This minimizes any finishing handwork and provides the versatility for finishing under minimum-clearance conditions.



CL-080201#9

The C-450 provides high-production finishing on this bridge deck in Indiana. The contractor has equipped his C-450 finisher with a double-cylinder, adjustable pan vibrator, and adjustable augers that provide quick, easy, and accurate grade adjustments.

C-450 & SL-450 CYLINDER FINISHER SPECIFICATIONS

Engine (2)

Type: Kohler, air-cooled gasoline.

Horsepower: 18 hp (13.4 kW) @ 3000 rpm.

Electric start: 12 volt start motor with a 25 amp regulator-rectifier.

SERVICE CAPACITIES

Fuel reservoir: 9 gal. (34 L) console. 9 gal. (34 L) carriage.

Hydraulic oil: Carriage 9 gal. (34 L). Console 15.3 gal. (57.9 L).

CONSOLE

Self-contained: Hydraulic console with easy-to-operate controls, including variable travel. Can be positioned anywhere on main frame for operator safety and convenience.

Carriage drive: Designed for operator ease in controlling travel speed and direction of the carriage.

TRACTION SYSTEM

Traction drive: Two hydraulically-driven flanged wheels, 3.25 in. (83 mm) double-flanged bogie wheels for 2 in. (51 mm) square tubing or cupped wheels to run on 2 in. (51 mm) pipe. Optional urethane wheels available.

Traction speed: Up to 31 fpm (9.4 mpm).

CONSTRUCTION

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

TRANSPORT ASSEMBLY (option)

Two 10 in. (254 mm) x 15 in. (381 mm) 12-ply tires and removable towing tongue for job site use only.

FRAME WIDTH

Without overhead truss assembly: 12 ft. (3.66 m) to 76 ft. (23.16 m).

With overhead truss assembly: 76 ft. (23.16 m) to 120 ft. (36.58 m).

Note: Finishing width is normally 36 in. (914 mm) less than frame width indicated.

Frame transition extensions: Positioned in the center of the C-450 frame, provides increased frame strength for widths over 76 ft. (23.16 m) up to 104 ft. (31.7 m). Frame transition extensions available in 8 ft. (2.44 m) and 12 ft. (3.66 m) lengths, 5 ft. 4 in. (1.63 m) width, and a depth of 3 ft. 6 in. (1.07 m).

VARIABLE FINISHING WIDTHS

The frame is adjustable in 2 ft. (.61 m), 4 ft. (1.22 m), 8 ft. (2.44 m), 12 ft. (3.66 m) or 16 ft. (4.88 m) increments. The C-450 assures a specified tolerance of one-eighth in. (3 mm) in 12 ft. (3.66 m). A self-widening capability provides use on tapered decks and slabs. A 360 degree turntable on the upper carriage allows maximum skewing of the undercarriage to keep the finishing cylinder parallel to the center of the slab.

POWER TRANSITION ADJUSTER (PTA)

Hydraulically operated for on-the-go grade elevation changes.

Power transition adjusters can be installed at pin-connected points.

CARRIAGE/FINISHER ASSEMBLY

Finishing cylinder: One 10 in. (254 mm) diameter, 48 in. (1219 mm) long.

Optional: Single-cylinder or double-cylinder with either the 48 in. (122 mm) or 60 in. (1524 mm) long cylinder.

Cylinder rotation: 292 rpm.

Carriage speed: Variable to 157.2 fpm (47.9 mpm).

Augers: One 10 in. (254 mm) diameter (right-hand) and one 10 in. (254 mm) diameter (left-hand), 14 in. (356 mm) long with auger guard.

Finishing pan: 25 in. (635 mm) x 22 in. (559 mm) trailing float pan.

TRIMMER UNDERCARRIAGE ASSEMBLY (option)

Trimmer wheel assembly for fine grading the subgrade.

Standard holders with cutter teeth.

WEIGHTS (approximate)

Basic 24 ft. (7.32 m) unit: 6350 lbs. (2880 kg).

16 ft. (4.88 m) extension: 1002 lbs. (455 kg).

12 ft. (3.66 m) extension: 762 lbs. (346 kg).

8 ft. (2.44 m) extension: 526 lbs. (239 kg).

4 ft. (1.22 m) extension: 293 lbs. (133 kg).

2 ft. (.61 m) extension: 148 lbs. (67 kg).

OTHER STANDARD FEATURES

Three auxiliary hydraulic circuits for attachments.

Automatic advance (C-450 only).

Eight-roller carriage system (C-450 only).

Bogies with 36 in. (914 mm) wheel base.

Operator's platform.

OPTIONS

Power transition adjuster (PTA).

Transport assembly.

Adjustable hydraulic, pan-type vibrator for latex overlay applications or with protruding fin for street work.

Hydraulic, stinger-type vibrator and mount assembly, equipped with bent vibrator which rotates 180 degrees at the end of each pass, to allow vibration close to paving form.

Incorporated cylinder lowering attachment.

Hydraulic lowering attachment.

Main frame extension.

Adjustable 10 in. (254 mm) diameter cylinders and adjustable double-wrap 7.75 in. (197 mm) diameter by 24 in. (610 mm) long augers with a 3 in. (76 mm) pitch. Augers can be quickly adjusted to 1 in. (25 mm) above or below the finishing cylinders.

Four hydraulically powered bogies.

Third wheel assist bogies, consisting of four single-wheel idler bogies and spreader beam to distribute machine weight.

Single-cylinder or double-cylinder undercarriage with 60 in. (1524 mm) long cylinder and external vibration.

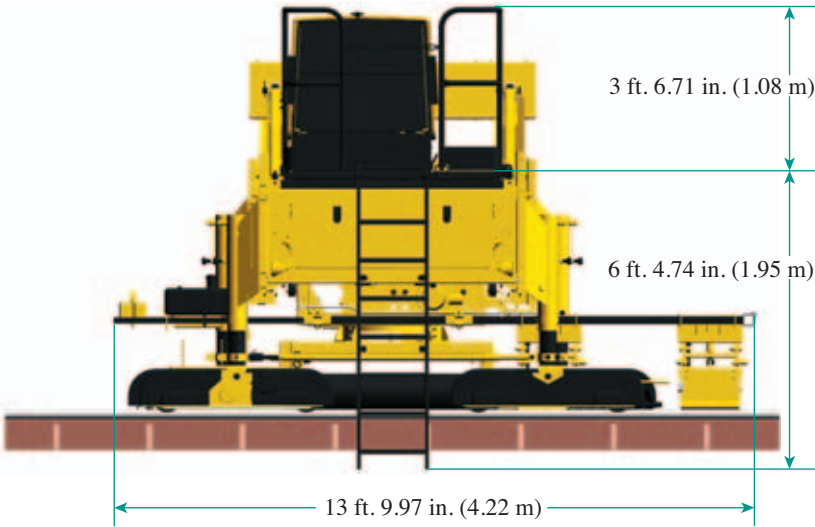
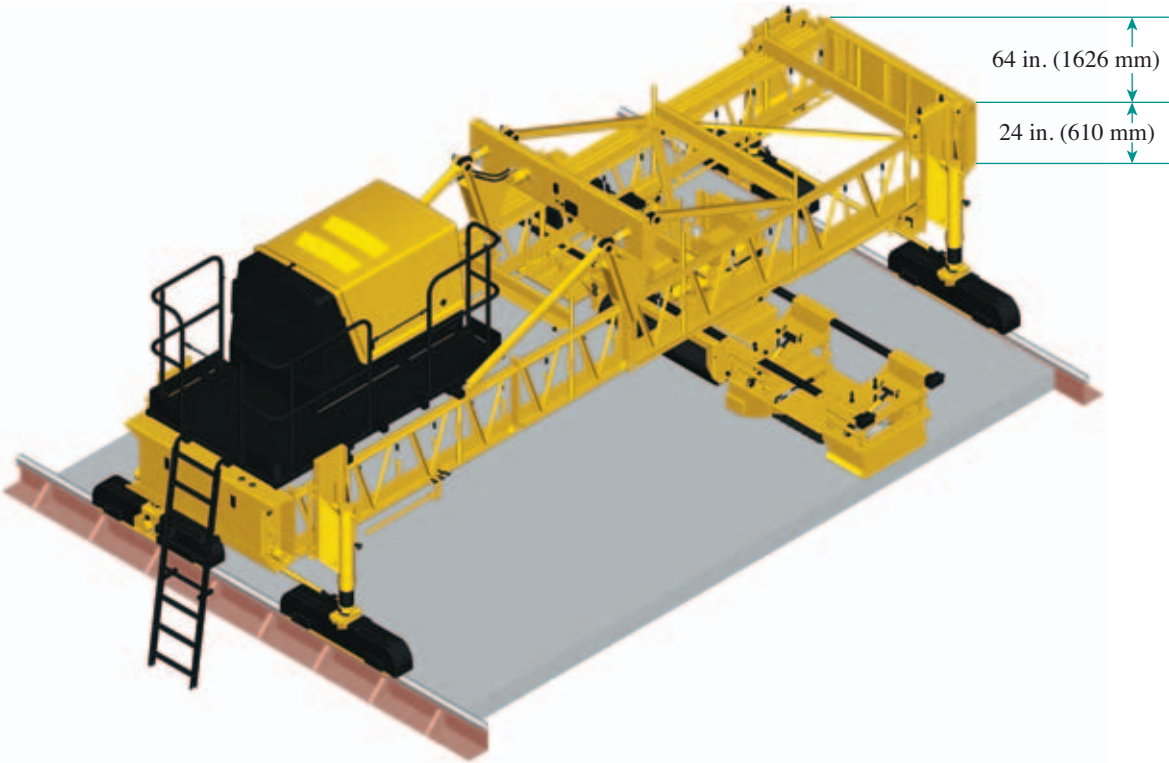
Spare console, upper and undercarriage assembly.

Additional emergency stop buttons available.

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

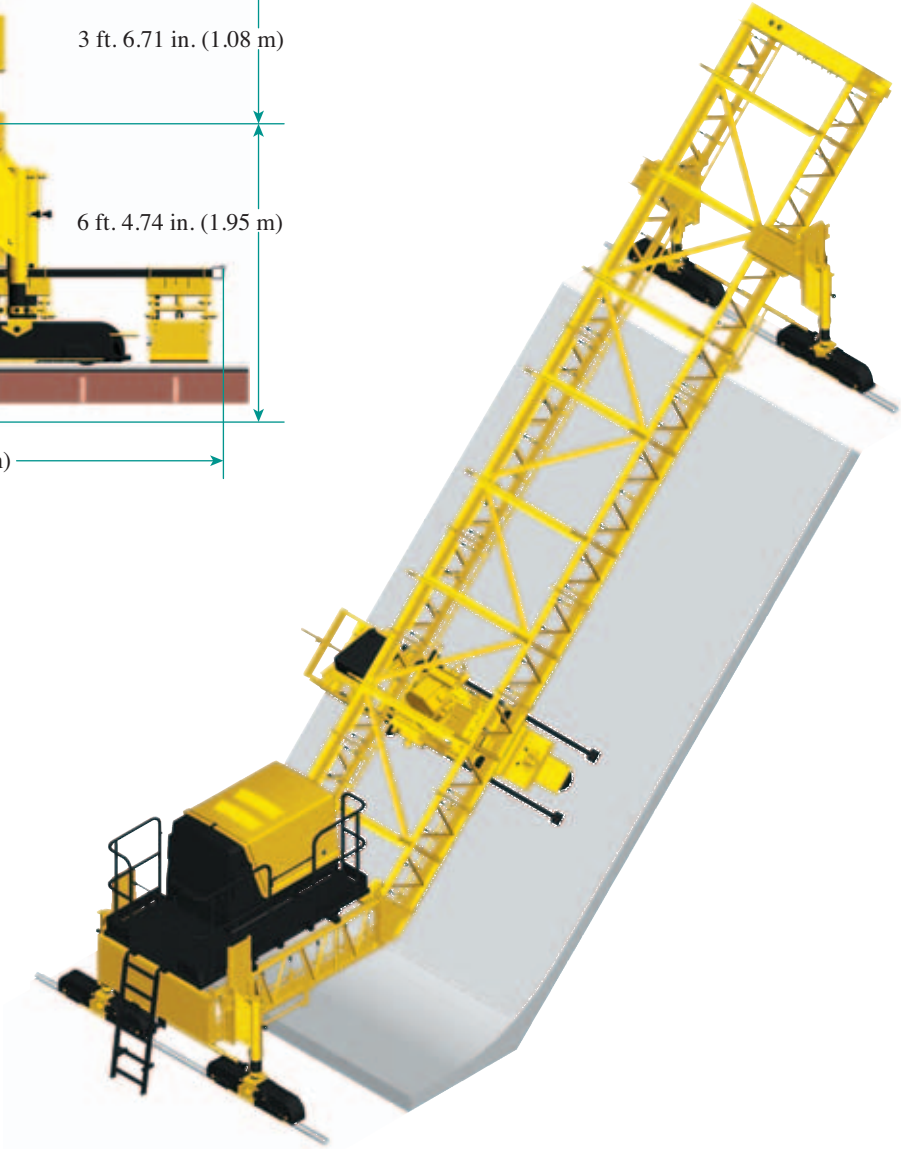
Versatile Frame and Finishing Width

The frame width for both the C-450 cylinder finisher and SL-450 slope and canal cylinder finisher, without overhead truss assembly, is from 12 ft. (3.66 m) to 76 ft. (23.16 m), and the finishing width is from 9 ft. (2.74 m) to 73 ft. (22.25 m). The frame width on both the C-450 and SL-450 with overhead truss assembly is a minimum of 12 ft. (3.66 m) to a maximum of 120 ft. (36.58 m). The finishing width is from 9 ft. (2.74 m) to a maximum of 117 ft. (35.66 m).



SL-450 Conversion Kit ...

The GOMACO C-450 can be converted to an SL-450 with the slope paver conversion kit. The kit includes four slope adapter jack mounts, two stationary jack mounts, carriage engine slope mounts, slope idler sprocket assemblies, drive chain, end panel drive sprockets, carriage wheels, and two hydraulic motors. The complete slope paver conversion kit is specifically designed for field installation. The SL-450 is designed for fast trimming and finishing, strict tolerances, even on 1:1 (45 degree) slopes, with a minimum of handfinishing.



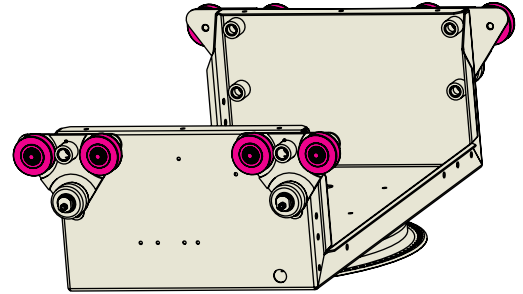
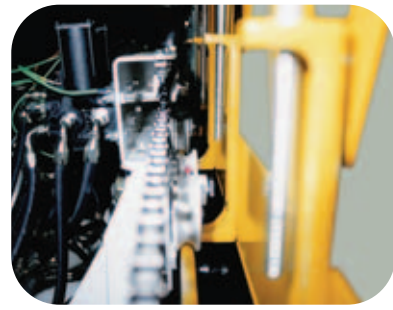
MORE VERSATILITY



PTA

Power Transition Adjuster (PTA) for smoother operating crown adjustments. Designed to transfer the load throughout the frame.

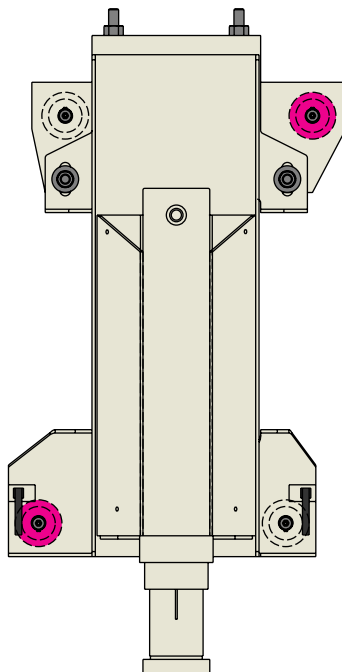
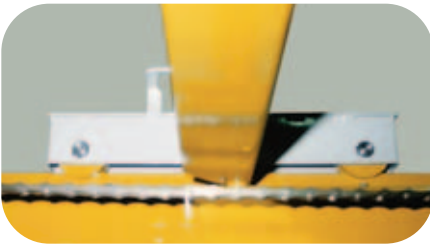
EIGHT-ROLLER CARRIAGE SYSTEM



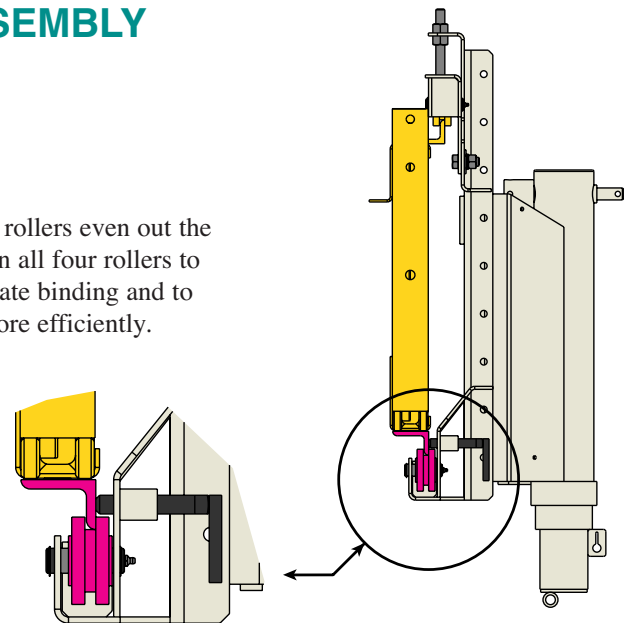
Eight-roller carriage system is designed to move smoothly through crown adjustments and rail joints on flat or crown finishing. Rollers are CNC machined steel wheels with maintenance-free, sealed roller bearings. New quick and easy adjustment of all rail pinch rollers.

7 MORE REASONS TO CHO

JACKMOUNT ASSEMBLY



Offset rollers even out the load on all four rollers to eliminate binding and to roll more efficiently.



Jackmount assembly for enhanced manual or power widening. Angle iron design for better roller engagement and smoother travel. All new jackmounts have built-in self-locking capability to lock the jack in place anywhere along the rail, and are designed for better weight distribution. Provides easy roller adjustments.



FEATURES FOR THE OPERATOR'S PLATFORM

- The operator's platform is designed for strategic positioning, providing excellent visibility of the entire finishing operation.
- Operator access from either the front or end of the machine.
- Easy access to the engine compartment.
- Better clearance for the carriage and attachments.
- Self-widening jacks will easily clear the console platform and can be used on both ends of the machine.



DOSE GOMACO FINISHERS

ADJUSTABLE AUGERS

GOMACO's adjustable auger attachment is designed to be attached in any position for full strike-off control. Quick, easy and accurate grade adjustments. Equipped with 7.75 in. (197 mm) diameter by 24 in. (610 mm) long, double-wrap augers with a 3 in. (76 mm) pitch. The augers can be quickly adjusted to 1 in. (25 mm) above or below the finishing cylinders.



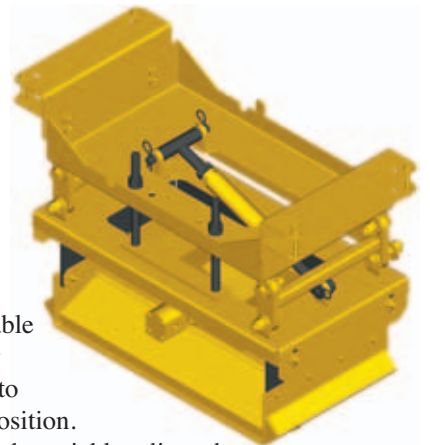
DOUBLE FLOAT PAN

Double float pan with jack designed with complete interchange capabilities or additions to the finishing system setup. Common beam design for adjustment in applications with any number of finishing systems.



VIBRATOR ASSEMBLY

Vibrator mounting assembly for adjustable pan or rotary stinger vibrators. Designed to be attached in any position. The pan vibrator can be quickly adjusted to 1 in. (25 mm) above or below the finishing cylinders.



SL-650-S & SL-650-F CYLINDER FINISHER SPECIFICATIONS



ENGINE

Type: CAT diesel.

Power: 50 hp (37.3 kW) @ 2800 rpm.

SERVICE CAPACITIES

Fuel reservoir: 33 gal. (124.9 L).

Hydraulic oil reservoir: 57 gal. (215.8 L).

CONSOLE

Self-contained: Hydraulic console with easy-to-operate controls.

TRACTION SYSTEM

SL-650-S traction drive: Two gear-driven crawler tracks, hydraulically powered, 11 ft. (3.35 m) long; center-to-center sprocket/idler length, 9 ft. 4 in. (2.84 m).

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

Operating speed: Variable up to 20.5 fpm (6.25 mpm).

SL-650-F traction drive: Two hydraulically driven bogies and two idler bogies with 3.25 in. (83 mm) wide double-flanged bogie wheels.

Operating speed: Variable up to 32.6 fpm (9.94 mpm).

CONSTRUCTION

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

FRAME WIDTH

24 ft. (7.32 m) to 56 ft. (17.07 m).

Consult factory for other widths.

Adjustable frame width: The frame is adjustable with extensions in 2 ft. (.61 m), 4 ft. (1.22 m), 8 ft. (2.44 m), or 12 ft. (3.66 m) increments.

VARIABLE FINISHING WIDTHS

Finishing width: The normal finishing width is 5 ft. (1.52 m) less than frame width indicated. Finishing widths are from 19 ft. (5.79 m) to 51 ft. (15.54 m).

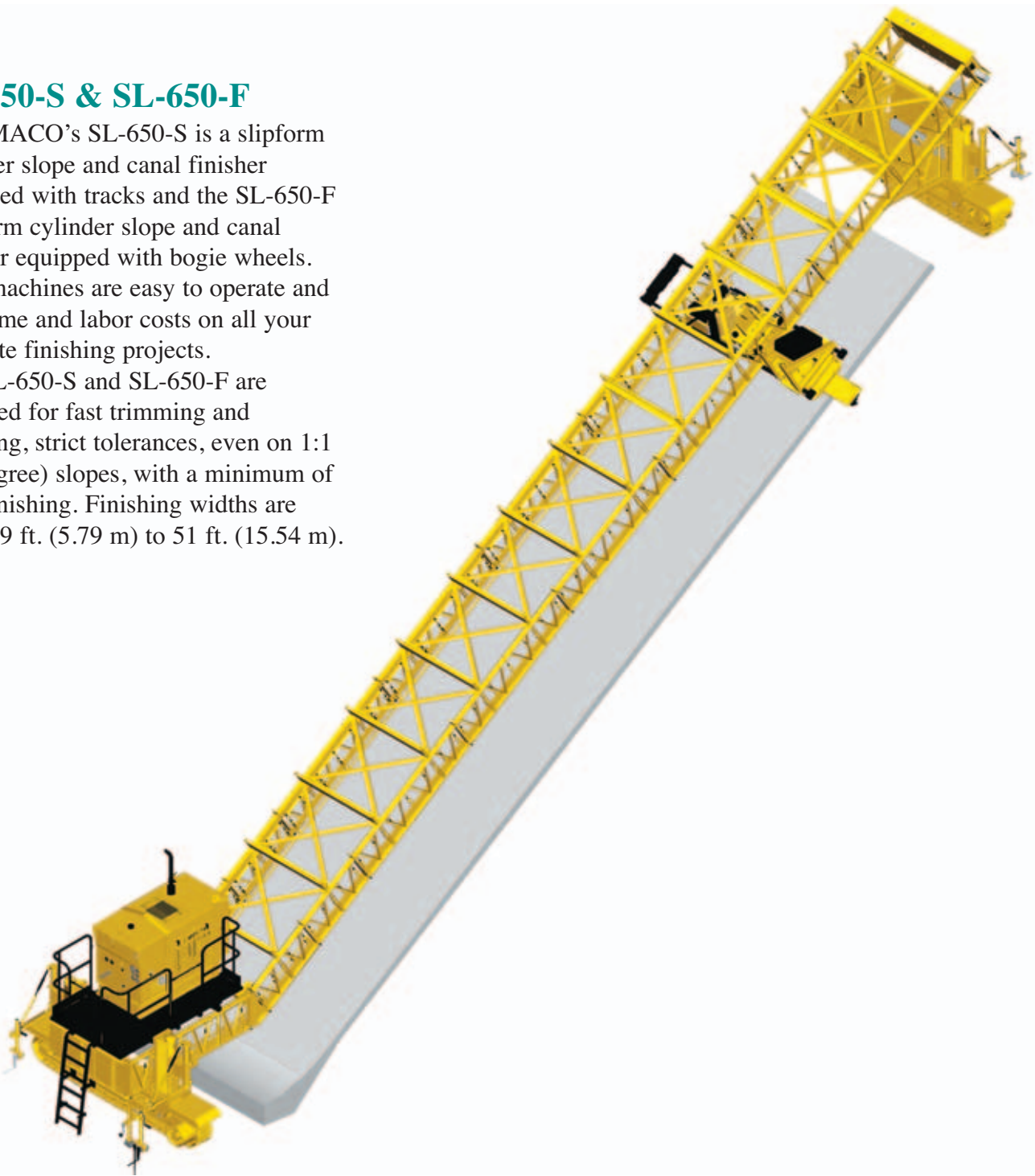
SLIPFORM ASSEMBLIES (SL-650-S)

One set of slipform assemblies, depth to customer specifications.

SL-650-S & SL-650-F

GOMACO's SL-650-S is a slipform cylinder slope and canal finisher equipped with tracks and the SL-650-F is a form cylinder slope and canal finisher equipped with bogie wheels. Both machines are easy to operate and save time and labor costs on all your concrete finishing projects.

The SL-650-S and SL-650-F are designed for fast trimming and finishing, strict tolerances, even on 1:1 (45 degree) slopes, with a minimum of handfinishing. Finishing widths are from 19 ft. (5.79 m) to 51 ft. (15.54 m).



CARRIAGE/FINISHER ASSEMBLY

Finishing cylinder: One 10 in. (254 mm) diameter, 48 in. (1219 mm) long.

Cylinder rotation: 353 rpm.

Carriage speed: Variable to 50 fpm (15.24 mpm).

Augers: One 10 in. (254 mm) diameter (right-hand) and one 10 in. (254 mm) diameter (left-hand) with auger guard.

Finishing pan: 25 in. (635 mm) x 22 in. (559 mm) trailing float pan.

SPANIT® WORK BRIDGE

Two lines of adjustable 1000 series Spanit® work bridge. One Spanit is positioned directly behind the finisher and used as a cross-walk and for hand finishing. The other Spanit is positioned further behind the machine and serves as a form tie and can be used for a burlap drag support.

WEIGHTS (approximate)

24 ft. (7.32 m) unit: C-650-S @ 12,620 lbs. (5,724.4 kg); C-650-F @ 9,100 lbs. (4,127.8 kg).

Frame extensions: 12 ft. (3.66 m) @ 750 lbs. (340 kg); 8 ft. (2.44 m) @ 525 lbs. (238.1 kg); 4 ft. (1.22 m) @ 300 lbs. (136.1 kg); and 2 ft. (.61 m) @ 150 lbs. (68 kg).

OPTIONS

Main frame extensions.

Seat assembly.

Vibrating single and double 60 in. (1524 mm) cylinders.

Automated steering and/or grade control system (SL-650-S).

Automated grade control system only (SL-650-F).

Spare parts kit and sensor line kit.

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

C-650-S & C-650-F CYLINDER FINISHER SPECIFICATIONS

GOMACO 650 cylinder finishers are easy to operate and save time and labor costs on all your concrete finishing projects. The C-650-S and C-650-F are ideal for finishing city streets, highways, building slabs, parking lots, airport aprons and almost any concrete slab. Pin-connected sections provide fast setup time and the versatility to fit exact job requirements for frame widths up to 56 ft. (17.07 m). Finishing widths up to 51 ft. (15.54 m) with either the C-650-S or the C-650-F. The C-650-S is a slipform cylinder finisher equipped with tracks and the C-650-F is a form cylinder finisher equipped with bogie wheels.

ENGINE

Type: CAT diesel.

Power: 50 hp (37.3 kW) @ 2800 rpm.

SERVICE CAPACITIES

Fuel reservoir: 33 gal. (124.9 L).

Hydraulic oil reservoir: 57 gal. (215.8 L).

CONSOLE

Self-contained: Hydraulic console with easy-to-operate controls.

TRACTION SYSTEM

C-650-S traction drive: Two gear-driven crawler tracks, hydraulically powered, 11 ft. (3.35 m) long; center-to-center sprocket/idler length, 9 ft. 4 in. (2.84 m).

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

Operating speed: Variable up to 20.5 fpm (6.25 mpm).

C-650-F traction drive: Two hydraulically driven bogies and two idler bogies with 3.25 in. (83 mm) wide double-flanged bogie wheels.

Operating speed: Variable up to 32.6 fpm (9.94 mpm).

CONSTRUCTION

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

TRANSPORT ASSEMBLY

Two 10 in. (254 mm) x 15 in. (381 mm) 12-ply tires and removable towing tongue for job site use only.

FRAME WIDTH

24 ft. (7.32 m) to 56 ft. (17.07 m).

Consult factory for narrower widths.

Adjustable frame width: The frame is adjustable with extensions in 2 ft. (.61 m), 4 ft. (1.22 m), 8 ft. (2.44 m), or 12 ft. (3.66 m) increments.

VARIABLE FINISHING WIDTHS

Finishing width: The normal finishing width is 5 ft. (1.52 m) less than frame width indicated. Finishing widths are from 19 ft. (5.79 m) to 51 ft. (15.54 m).

SLIPFORM ASSEMBLIES (C-650-S)

One set of slipform assemblies, depth to customer specifications.

CARRIAGE/FINISHER ASSEMBLY

Finishing cylinder: Two 10 in. (254 mm) diameter, 48 in. (1219 mm) long.

Cylinder rotation: 353 rpm.

Carriage speed: Variable to 164 fpm (50 mpm).

Augers: One 10 in. (254 mm) diameter (right-hand) and one 10 in. (254 mm) diameter (left-hand) with auger guard.

Finishing pan: 25 in. (635 mm) x 22 in. (559 mm) trailing float pan.

POWER TRANSITION ADJUSTER (PTA)

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

SPANIT® WORK BRIDGE

Two lines of adjustable 1000 series Spanit® work bridge. One Spanit is positioned directly behind the finisher and used as a cross-walk and for hand finishing. The other Spanit is positioned further behind the machine and serves as a form tie and can be used for a burlap drag support.

WEIGHTS (approximate)

24 ft. (7.32 m) unit: C-650-S @ 12,620 lbs. (5,724.4 kg); C-650-F @ 9,100 lbs. (4,127.8 kg).

Frame extensions: 12 ft. (3.66 m) @ 750 lbs. (340 kg); 8 ft. (2.44 m) @ 525 lbs. (238.1 kg); 4 ft. (1.22 m) @ 300 lbs. (136.1 kg); and 2 ft. (.61 m) @ 150 lbs. (68 kg).

OPTIONS

Hydraulic pan-type vibrator for latex overlay applications or with protruding fin for street work.

Hydraulic, stinger-type vibrator and mount assembly, equipped with bent vibrator which rotates 180 degrees at the end of each pass, to allow vibration close to paving form.

Cylinder lowering attachment.

Main frame extensions.

Seat assembly.

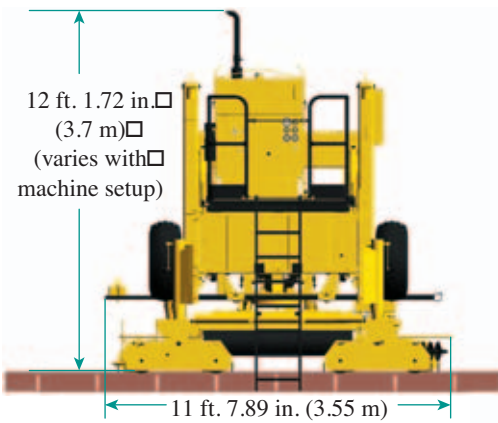
Vibrating single and double 60 in. (1,524 mm) cylinders.

Automated steering and/or grade control system (C-650-S).

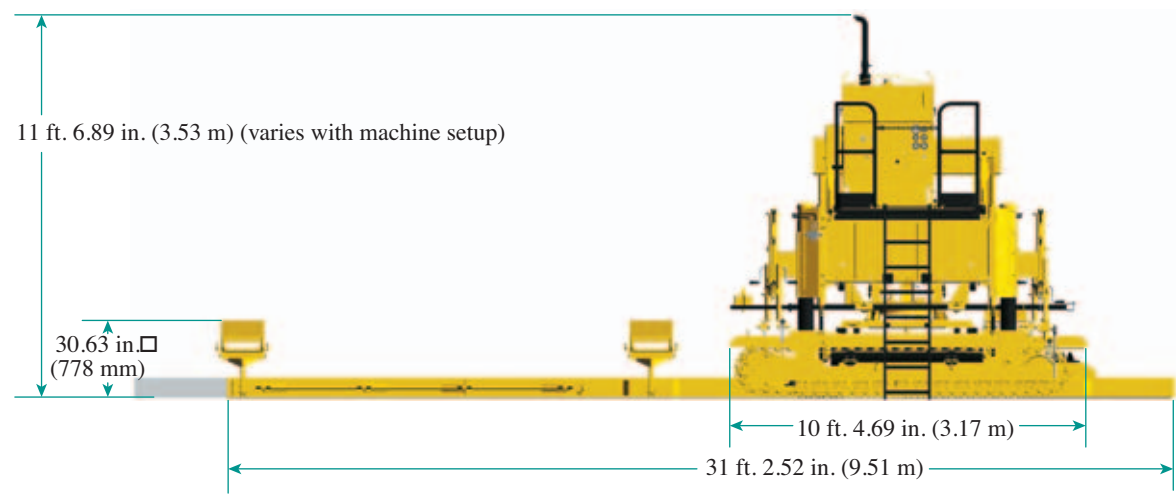
Automated grade control system only (C-650-F).

Spare parts kit and sensor line kit.

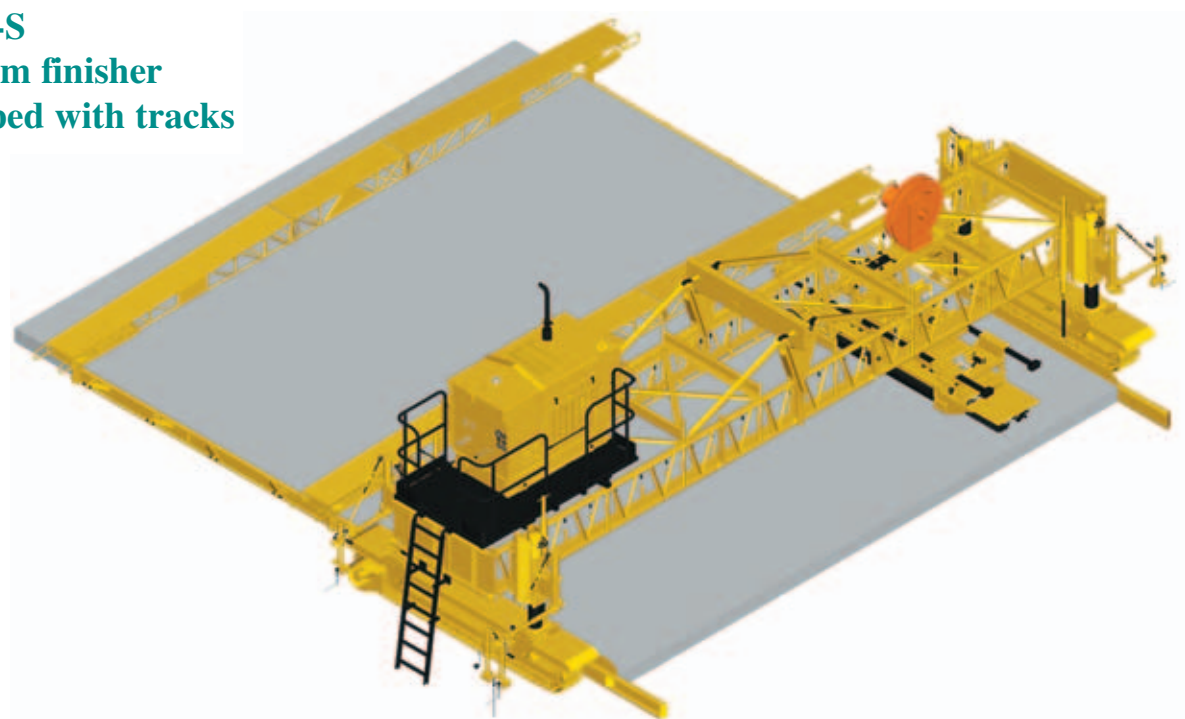
Other options are available to customize machine to accommodate applications and customer needs.



C-650-F
form finisher
equipped with
bogie wheels



C-650-S
slipform finisher
equipped with tracks



GOMACO C-750 Finisher Features

Reliability, Serviceability, and Safety

Easy Operation:

- The C-750 cylinder finisher is designed for wider width finishing, from 8 ft. (2.44 m) up to 156 ft. (47.56 m), without overhead truss assembly required. Frame transition extensions in the center of the frame provide increased strength for widths over 120 ft. (36.58 m) up to 160 ft. (48.77 m). The frame transition extensions are available in 8 ft. (2.44 m) and 12 ft. (3.66 m) lengths, 5 ft. 4 in. (1.63 m) width, and a depth of 5 ft. (1.52 m).
- Operator enhanced monitoring of machine functions with panel-mounted bogie and carriage circuit pressure gauges, hydraulic oil temperature gauge, and circuit test hour meter gauges.
- The console and operator's platform is designed to be positioned anywhere within the 3 ft. 6 in. (1.07 m) framework sections providing excellent operator visibility.
- Automatic advance on the C-750 allows the machine to automatically advance to any pre-set distance at the end of each carriage pass.
- Automatic self-widening will automatically control the carriage travel distance through the use of proximity switches for widening or tapering of decks.
- Urethane coated wheels with removable flanges for multiple applications are available.
- Power transition adjuster (PTA) is hydraulically operated for on-the-go grade elevation changes.

High Production:

- The C-750 provides high-production results with one-pass finishing widths up to 156 ft. (47.55 m). It is designed for bridge decks, flat slabs and slope finishing projects. Pin-connected sections provide fast setup time and the versatility to fit exact job requirements with frame widths ranging from 16 ft. (4.88 m) to 160 ft. (48.77 m).

Ultimate Reliability and Value:

- Features the future world standard in hydraulic plumbing with crimp-style hydraulic hoses with O-ring face seal fittings and adapters.
- Quiet operation from new shroud on the console. The locking shroud also provides theft protection and security from vandalism.
- All previous style undercarriages and attachments will fit on the upper carriage of the C-750.
- The GOMACO frame design can be adapted to your existing C-700 framework.
- The C-750 features a 41 in. (1041 mm) wheelbase. The larger bogie drive motors are geared down to allow for continuous creeping advance.

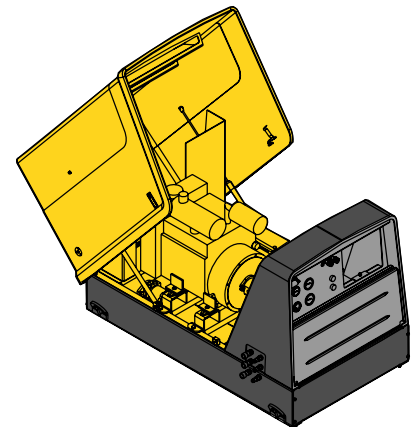


CL-100113-D16

CL-110110-D30

Enhanced Serviceability:

- C-750 modular design features removable oil tank for interchangeability and easy clean out.
- More capacity has been added to the fuel tank for extended operation.
- Easy access to daily service points.
- Self-monitoring restriction gauge on oil filter to ensure proper maintenance and serviceability of the system.
- The console features an environmentally friendly, industrial seven micron cartridge filter system, with restriction gauge.
- All console engine service points are easily accessed. The molded fiberglass engine shroud allows quick and easy access.



Added Safety:

- Emergency stop buttons are strategically located on both the console and carriage. Additional emergency stop buttons are available for providing optimal safety for specific applications.
- Rear console exhaust is directed away from the operator.
- Operator station is positioned to provide high visibility of the entire operation.



CL-020201#5



CL-020201#18

High-Production Finishing

The C-750 provides high-production finishing on this bridge project near Las Vegas, Nevada. The C-750 is capable of one-pass finishing widths up to 156 ft. (47.55 m) wide.



CL-100113D12

Frame Transition Extensions

Transition extensions are positioned in the center of the C-750 finisher to provide increased frame strength for widths over 120 ft. (36.58 m) up to 160 ft. (48.77 m). The frame transition extensions are available in 8 ft. (2.44 m) and 12 ft. (3.66 m) lengths, 5 ft. 4 in. (1.63 m) width, and a depth of 5 ft. (1.52 m).

C-750 & SL-750 CYLINDER FINISHER SPECIFICATIONS

ENGINES (2)

Type: Kohler, air-cooled gasoline.

Horsepower: 18 hp (13.4 kW) @ 3000 rpm.

Electric start: 12 volt start motor with a 25 amp regulator-rectifier.

SERVICE CAPACITIES

Fuel reservoir: Console 9 gal. (34 L), Carriage 9 gal. (34 L).

Hydraulic oil: Console 15.3 gal. (57.9 L), Carriage 9 gal. (34 L).

CONSOLE

Self-contained: Hydraulic console with easy-to-operate controls, including variable travel. Can be positioned anywhere on main frame for operator safety and convenience.

Carriage drive: Designed for operator ease in controlling travel speed and direction of the carriage.

TRACTION SYSTEM

Traction drive: Two hydraulically driven flanged wheels, 3.25 in. (83 mm) double-flanged bogie wheels for 2 in. (51 mm) square tubing or cupped wheels to run on 2 in. (51 mm) pipe. Optional urethane wheels or urethane wheels with removable flanges.

Traction speed: Up to 30.9 fpm (9.42 ppm).

Automatic advance on C-750: Electronically controlled at the end of the finishing pass. As machine advances, the undercarriage can change attack angle and concrete finishing resumes.

FRAME

Frame construction: All-welded steel, pin-connected, main frame, 16 ft. (4.88 m) to 120 ft. (36.58 m). Finishing width is normally 4 ft. (1.22 m) less than frame width indicated.

Frame dimensions: 5 ft. 4 in. (1.63 m) width x 3 ft. 6 in. (1.07 m) depth.

Additional frame dimensions: 5 ft. 4 in. (1.63 m) width x 5 ft. (1.52 m) depth, required on frames wider than 120 ft. (36.58 m) to a maximum width of 160 ft. (48.77 m).

VARIABLE FINISHING WIDTHS

Extendible frame for finishing widths: 4 ft. (1.22 m), 8 ft. (2.44 m), 12 ft. (3.66 m) or 16 ft. (4.88 m) increments. The C-750 assures a specified tolerance of one-eighth inch (3.2 mm) in 12 ft. (3.66 m). Includes a self-widening capability for use on tapered decks and slabs. Self-widens up to 12 ft. (3.66 m) as machine advances. A 360 degree turntable on the upper carriage allows maximum skewing of the undercarriage to keep the finishing cylinders parallel to the center of the slab.

POWER TRANSITION ADJUSTER (PTA) option

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

CARRIAGE/FINISHER ASSEMBLY

Finishing cylinders: Double-cylinder undercarriage with two reversible 10 in. (254 mm) diameter, 48 in. (1219 mm) long cylinders.

Cylinder rotation: Variable, up to 292 rpm.

Carriage speed: Variable, up to 157.2 fpm (47.9 mpm).

Augers: Two augers, one 10 in. (254 mm) diameter (right-hand) and one 10 in. (254 mm) diameter (left-hand) with auger guard.

Finishing pan: 25 in. (635 mm) x 22 in. (559 mm) trailing float pan.

WEIGHTS (approximate)

For 3 ft. 6 in. (1.07 m) frame depth:

Basic 32 ft. (9.75 m) unit: 9092 lbs. (4124 kg).

16 ft. (4.88 m) extension: 1224 lbs. (555 kg).

12 ft. (3.66 m) extension: 942 lbs. (427 kg).

8 ft. (2.44 m) extension: 666 lbs. (302 kg).

4 ft. (1.22 m) extension: 390 lbs. (177 kg).

For optional 5 ft. (1.52 m) frame depth:

16 ft. (4.88 m) extension: 1316 lbs. (597 kg).

12 ft. (3.66 m) extension: 1019 lbs. (462 kg).

8 ft. (2.44 m) extension: 727 lbs. (330 kg).

12 ft. (3.66 m) transition extension: 1002 lbs. (455 kg).

8 ft. (3.66 m) transition extension: 693 lbs. (314 kg).

OPTIONS

Power transition adjuster (PTA).

Transport assembly includes four 12-ply tires and towing tongue for job site use only.

Adjustable hydraulic, pan-type vibrator for latex overlay applications or with protruding fin for street work.

Hydraulic, stinger-type vibrator and mount assembly, equipped with bent vibrator which rotates 180 degrees at the end of each pass, to allow vibration close to paving form.

Incorporated cylinder lowering attachment for single-cylinder and double-cylinder.

Hydraulic lowering attachment for single-cylinder and double-cylinder.

Main frame extensions.

Single-cylinder undercarriage, 10 in. (254 mm) diameter, 48 in. (1219 mm) long.

Single-cylinder undercarriage, 10 in. (254 mm) diameter, 60 in. (1524 mm) long.

Adjustable augers for double-cylinder, two 7.75 in. (197 mm) diameter double pitch augers with manual vertical adjustment.

60 in. (1524 mm) long by 10 in. (254 mm) diameter cylinder with external vibration for double-cylinder undercarriage and single-cylinder undercarriage.

Double finishing pan assembly.

Trimmer undercarriage assembly with trimmer wheel assembly for fine grading the subgrade.

All bogie drive. Four hydraulically powered bogies.

Third wheel assist bogies, consisting of four single wheel idler bogies and spreader beam to distribute machine weight.

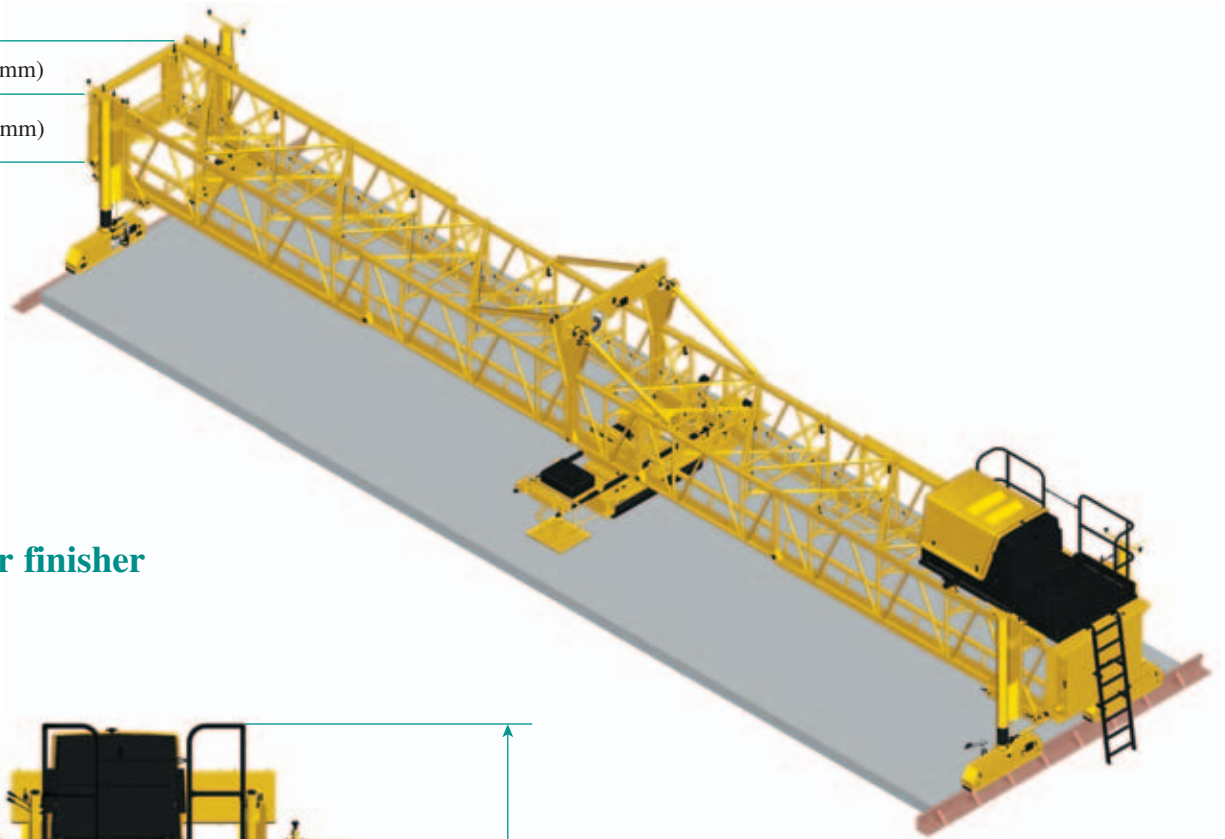
Spare console, upper and undercarriage assembly.

Additional emergency stop buttons available.

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

64 in. (1626 mm)
42 in. (1067 mm)

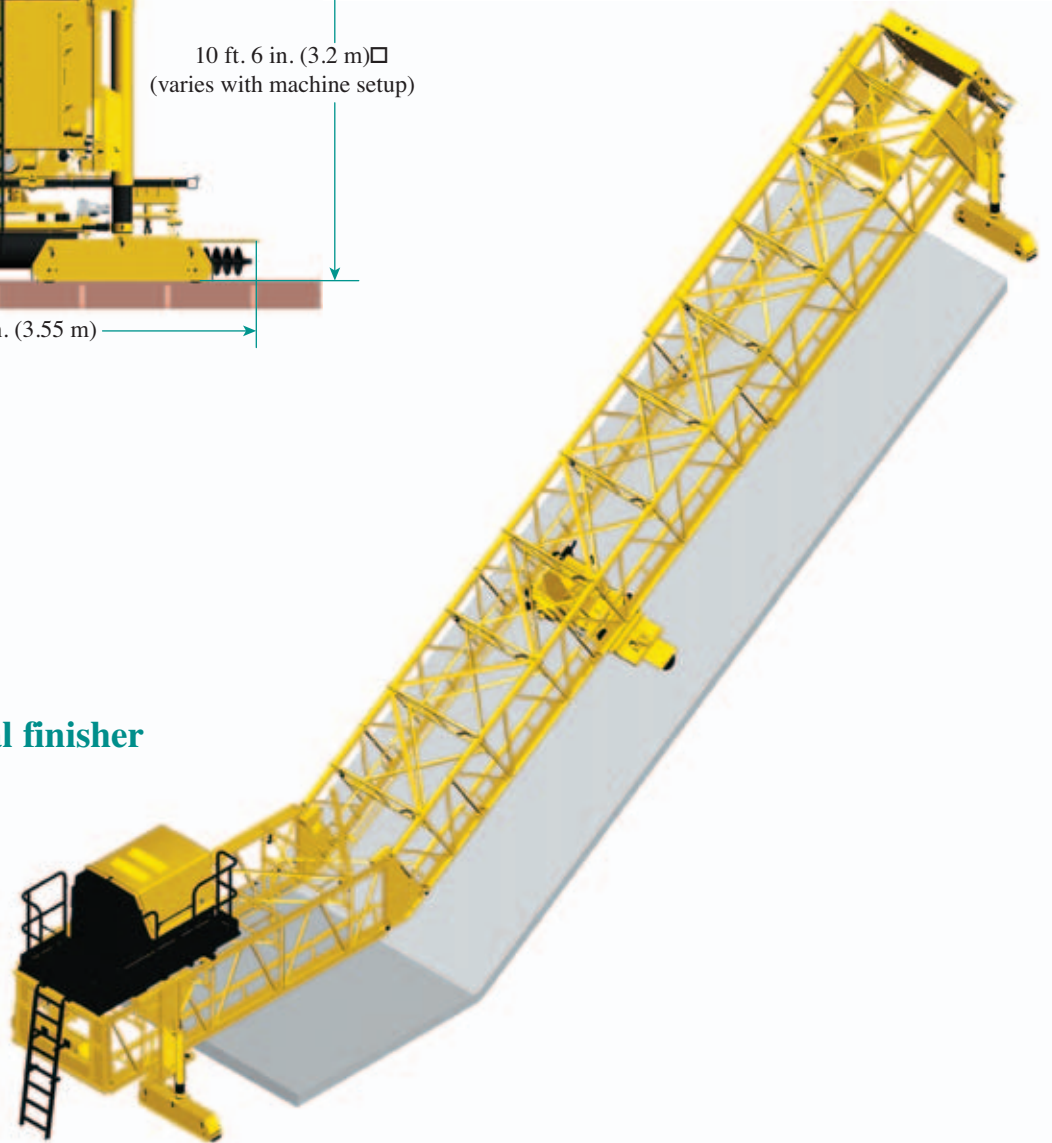
C-750
cylinder finisher



10 ft. 6 in. (3.2 m) □
(varies with machine setup)

11 ft. 7.89 in. (3.55 m)

SL-750
cylinder slope & canal finisher



CF-790 CANAL FINISHER SPECIFICATIONS



GOMACO's CF-790 canal finisher is specifically designed for finishing wider width canals and is easy to operate and saves time and labor costs on all your canal finishing projects. Because no two canals are alike, the CF-790 can be custom ordered to fit your exact specifications. The CF-790 canal finisher has welded steel tubular lattice-type upper structure with end-car mounted crawler tracks. The finisher sub-frame is made up of welded high strength steel lattice panels, with pin-connected sections providing fast setup time and the versatility to fit exact job requirements for frame widths up to 72 ft. (21.95 m). Bottom wedge assemblies allow the CF-790 to accommodate slopes from 4:1 to 1:1. The finisher bottom frame can be partially disassembled, and the remaining slope frames along with the finishing carriages can be winched up under the upper structure for moving in and out of canals. The CF-790 has two single cylinder finishing carriages equipped with mounted or independent augers. Optional externally vibrated undercarriages or trimming undercarriages are available as needed. The CF-790 can be equipped with frame-mounted slipforms with adjustable framework across the rear of the slipforms for controlling the finished slab width and providing data to hand finish the top cap.

ENGINE

Type: CAT diesel, four cylinder, four stroke.

Power: 83 hp (61.92 kW) @ 2200 rpm.

Displacement: 269 cid (4.41 L).

SERVICE CAPACITIES

Fuel reservoir: 33 gal. (124.9 L).

Hydraulic oil reservoir: 57 gal. (215.8 L).

CONSOLE

Self-contained: Hydraulic console with easy-to-operate controls.

Automated control system: Automated grade and steering control system.

Type: Electronic-over-hydraulic.

TRACTION SYSTEM

CF-790 traction drive: Two gear-driven crawler tracks, hydraulically powered, 11 ft. 8 in. (3.56 m) long; center-to-center sprocket/idler length, 9 ft. 11 in. (3.02 m).

Track pad width: 15.75 in. (400 mm).

Operating speed: Variable up to 16.7 fpm (5.09 mpm) while

paving and travel speed is variable up to 50.44 fpm (15.37 mpm).

FRAME

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

Width: Up to 72 ft. (21.95 m).

(Note: Consult factory with your specific job requirements.)

CARRIAGE/FINISHER ASSEMBLY (two standard)

Finishing cylinder: Two 10 in. (254 mm) diameter, 48 in. (1219 mm) long.

Cylinder rotation: 320 rpm.

Carriage speed: Variable to 42.6 fpm (12.98 mpm).

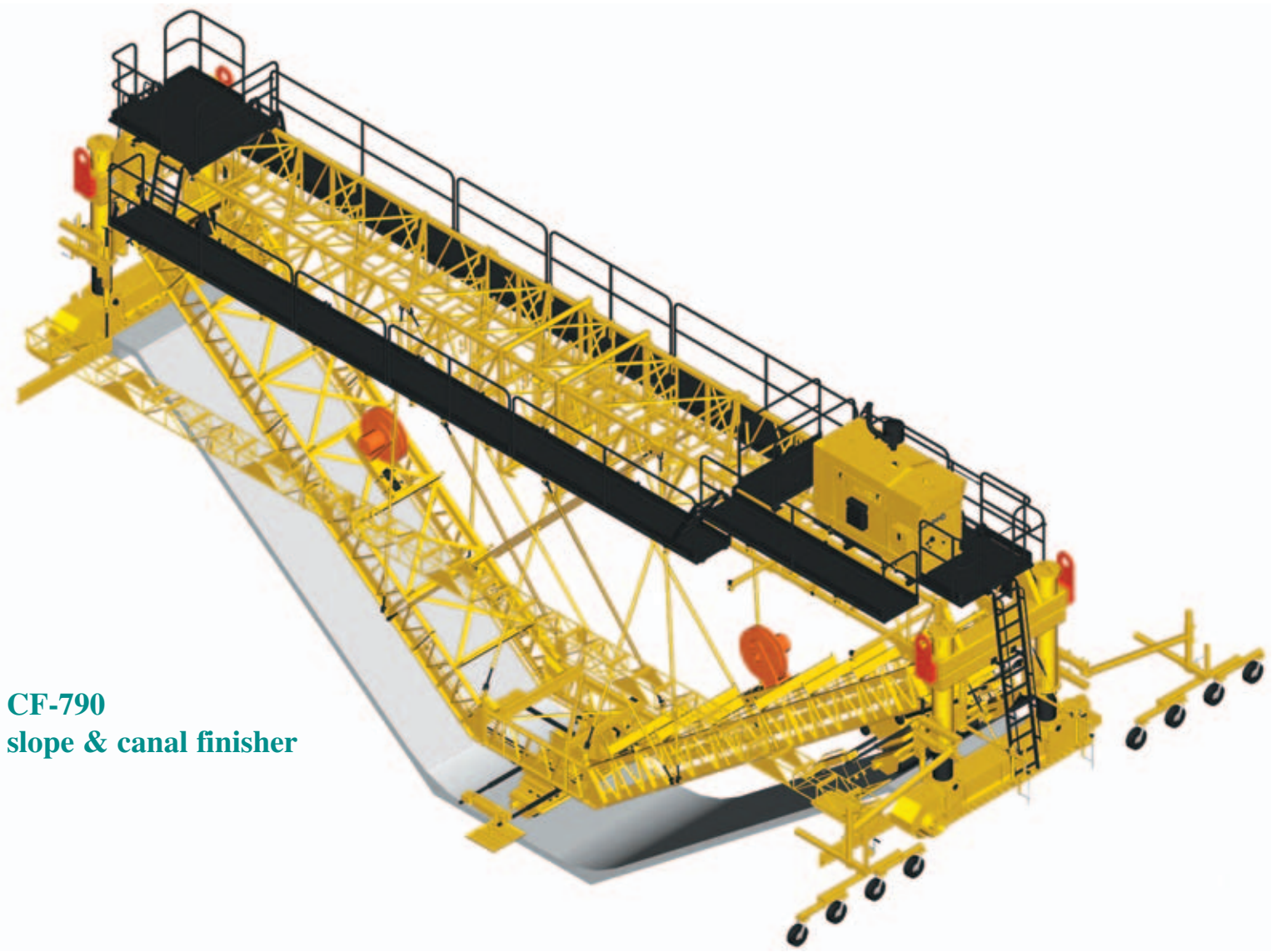
Augers: One 10 in. (254 mm) diameter (right-hand) and one 10 in. (254 mm) diameter (left-hand) with auger guard.

Finishing pan: 25 in. (635 mm) x 22 in. (559 mm) trailing float pan.

WEIGHTS (approximate)

49 ft. (14.94 m) unit: 42,900 lbs. (19,459.4 kg).

72 ft. (21.9 m) unit: 47,476 lbs. (21,535.1 kg).



CF-790
slope & canal finisher



Unique Design for Ease in Project Mobility and Transportability

The finisher bottom frame can be partially disassembled and the remaining slope frames along with the finishing carriages can be winched up under the upper structure for ease in moving in and out of canals and for transporting from one project to another. This unique design provides a tremendous savings in time and labor costs.

OPTIONS

Adjustable 10 in. (254 mm) diameter cylinders and adjustable double-wrap 7.75 in. (197 mm) diameter by 24 in. (610 mm) long augers with a 3 in. (76 mm) pitch. Augers can be quickly adjusted to 1 in. (25mm) above or below the finishing cylinder. Trimmer undercarriage assembly. Single-cylinder undercarriage with 60 in. (152.4 mm) long cylinder and external vibration. Up to 700 vpm.

Additional emergency stop buttons available. One set of slipform assemblies, depth to customer specifications. One or two lines of Spanit® work bridge, 1000 series Spanit® used as crosswalks and for hand finishing, as required. Other options are available to customize machine to accommodate applications and customer needs.

Worldwide Customer Support & Education

Our worldwide distributor network and corporate support team of concrete paving professionals always stand ready to serve and assist you. There is nothing we enjoy more than visiting with you about concrete paving and helping you increase your quality, production and profits. We understand how important it is for you to make the right purchasing choice in a concrete paver, the first time and every time. Our commitment to education, research, and customer satisfaction assures that you have the newest methods and technology for all your applications. Our University instructors have provided classroom and hands-on training to thousands of contractors throughout the world. Whether it's concrete placing, trimming, slipforming, concrete finishing, canal projects and unique waterway projects around the world, we have the machine for you. A fully staffed service department is always on call to help set up, operate, and check the performance of your machine. GOMACO Corporation markets equipment through a global network of over 100 distributors with more than 200 office locations throughout the world.



State-of-the-art facilities, with over one-half million square feet of manufacturing area are located in Ida Grove, Iowa U.S.A., and sales offices in Slough, England, and representative sales offices in Singapore, Australia, and India. Only GOMACO offers a complete line of concrete paving and related support equipment. Over 50 different models are manufactured by a dedicated workforce of over 300 full-time employees.

Cover Photos: Top Photo CL-080201#16 and Bottom Photo CL-050402-D1

MANUFACTURED UNDER ONE OR MORE OF THE FOLLOWING U.S. OR FOREIGN PATENTS: 3,299,786; 3,450,011; 3,541,931; 3,779,661; 3,959,977; 4,073,592; 4,136,993; 4,226,917; 4,343,513; 4,360,293; D-266,850; 853,607; 861,819; 954,773; 406,787; 1,147,187; 133,220; D-512,249; 4,717,282; 4,457,645; C-1,110,893; C-1,191,044; 12,890-1-0010; 5,061,115; 7,509,187; 7,509,615; 5,102,267; 5,101,360; 4,954,019; 4,984,639; 5,190,397; 5,209,602; 0,518,535; 2,067,126; 494,257; 69,031,836.7-08; 2,069,516; 5,924,817; 2,833,084 AND PATENTS PENDING.

GOMACO Corporation reserves the right to make improvements in design, material, and/or changes in specifications at any time without notice and without incurring any obligation related to such changes.

Printed in U.S.A. © 2005 (3-CFX-10000) GOMACO Corporation Order #0420-0A10133

Changes on 1/4/08 -- Maximum width on the C-450 is 120 ft. (36.58 m) and Finishing width is 117 ft. (35.66 m).

Worldwide Headquarters

GOMACO Corporation
GOMACO International
119 East Highway 175, PO Box 151
Ida Grove, IA USA 51445
Ph: 712-364-3347 Fax: 712.364.3986
International Fax: 712.364.4717
E-mail: info@gomaco.com

GOMACO International Ltd.

769 Buckingham Avenue
Trading Estate, Slough
SL1 4NL Berkshire, England
Ph: 44-1753-821926
Fax: 44.1753.693093
E-mail: pavinguk@gomaco.com

GOMACO International Singapore

#1 Jalan Mat Jambol
Singapore 119497
Ph: 65-6376-0803
Fax: 65.6376.0804
E-mail: tnash@pacific.net.sg

GOMACO International Australia

19 Eustace Street
Aspley, 4034
Brisbane, Queensland
Australia
Ph: 61-07-3630-5000
Fax: 61.07.3630.5888
E-mail: gomaco@bigpond.com



The Worldwide Leader in Concrete Paving Technology

You can always find us at <http://www.gomaco.com/Resources/finishers.html>