Blaw-Knox® Specifications RW-195D

The RW-195D is a self-propelled, wheel mounted, high capacity shoulder paving machine capable of placing either aggregate or bituminous materials.

Working Widths . . . . . 2′ to 10′ (610 mm-3.05 m) (optional to 14′ (4.27 m)
Working Depths . . . . . .11″ (279 mm) above to 13″ (330 mm) below grade
Wheelbase . . . . . .193″ (4902 mm)
Gage Width (center to center of wheels) . . . . . .86″ (2184 mm)
Turning Radius (inside-unassisted) . . . . . .19′6″ (5.95 m)
Loading Ramp Angle . . . . . 7½°

Length–Overall . . . . . 27′3″ (8.31 m)
Width–Overall (transport/shipping) . . . . . 11′11″ (3.63 m)
Height–Shipping . . . . . 7′11″ (2.41 m)
Height–Operating. . . . . 10′4″ (3.15 m)
Weight (standard machine) . . . . . 33,000# (14,969 kg)

Engine: John Deere, EPA certified, 6 cylinder, water cooled, turbocharged diesel model 6068T…414 cubic inch (6.78 L) displacement, [180 hp (134 kW) at 2200 rpm, 161 hp (120 kW) at 1800 rpm]. Engine is equipped with a replaceable oil filter and air cleaner with replaceable element. Cooling system capacity is 32 qts. (30.2 L).

Fuel System: 40 gal. (151.4 L) fuel tank with replaceable fuel filter provides an onboard diesel fuel supply for engine, and optional pressurized washdown system.

Electrical System: 12 volt, negative ground with 120 amp alternator. Wiring is color coded and number impregnated for easy servicing. All circuits are routed through two easy access, terminal coded panels and are protected by automatic reset circuit breakers.

Hydraulic System: 32 gal. (121.1 L) reservoir capacity. Primary filtration is accomplished with 5.0 micron variable depth "fiberglass" filters on the inlet side of both the traction drive and conveyer drive charge pumps. Secondary filtration is accomplished with 100 mesh strainers on the suction side of the general purpose pump.

4-Wheel Traction Drive: Hydrostatic drive coupled to a 3-speed reduction transmission and front and rear planetary drive axles equipped with No-Spin® differentials. Speed selection is infinitely variable in each of the three speed ranges in conjunction with the two governed engine speeds.

Low Range . . . . . 0-126 fpm (38.4 m/min) @ 1800 rpm
Mid Range . . . . . 0-282 fpm (85.9 m/min) @ 1800 rpm
High Range . . . . . 0-11.0 mph (17.7 km/hr) @ 1800 rpm
0-13.6 mph (21.8 km/hr) @ 2200 rpm
Reverse . . . . . Full reverse in any of the three speed ranges

4-Wheel Steering: Independently steerable front and rear axles offer excellent maneuverability with a minimum inside turning radius of 19′6″ (5.95 m).

KEY FEATURE COMPARISON

- **Material Placement Widths to 14′ (4.27 m)…**High capacity shoulder paving with either aggregate or bituminous mixes.
- **Performance Balanced for Continuous, High Volume Operations…**Horsepower to weight ratio effectively optimizes production capability and operating efficiency to place more material for less "0 & 0" cost.
- **180 hp (134 kW) John Deere 6068T Turbocharged Diesel Engine…**More available horsepower.
- **4-Wheel Drive…**Superior traction in all operating conditions.
- **27′3″ (8.31 m) Counterweighted Operating Length…**Provides unequalled stability and side draft resistance.
- **4-Wheel Steering…**Superior maneuverability and crab steering capability to further compensate for side draft resistance.
- **Precise Control of Material Placement…**Strike-off is raised, lowered, extended, retracted and sloped hydraulically from the operator's console.
- **Contoured Strike-Off…**Minimizes side draft and material segregation.
- **High Capacity Conveyor…**30″ (762 mm) wide, high temperature service belt, hydrostatically driven at speeds up to 795 fpm (242.3 m/min).
- **Dual End Conveyor Drive…**Switch controlled from the operator's console for quick reversal of discharge direction.
- **9′4″ (2845 mm) Truck Entry Width…**Easy truck dumping access.
- **Power Adjustable Front Hopper Lip…**Accommodates varying truck bed heights to minimize spillage during the dump cycle.
- **11′11″ (3.63 m) Transport Width…**Swing-away strike-off accommodates quick conversion.
- **Optional Automatic Grade Controls…**Automatically controls the elevation and/or profile of the material being placed.
- **Optional Rear Mount Broom…**Facilitates cleanup as work progresses.

Suspension: 385/65R22.5 radial pneumatic tires, hydroflated to provide maximum tractive effort, then inflated to 105 psi (725 kPa).

Controls: Dual control stations (right and left side) each equipped with a direction/speed control pedestal (lockable operator's console and seat are easily moved from one side to the other), foot actuated conveyor function switch, brake pedal, and parking brake lever.

Control functions located on the operator's console include main power, starter throttle, horn, conveyor speed, shuttle and discharge direction, strike-off lift and lateral movement, hopper lip position and front and rear steering.

Analog gauges for engine oil pressure, water temperature, voltmeter and hydraulic oil temperature together with the tachometer/hour meter, a second main power switch, engine governor control and tail light switch are located on the lockable engine instrument panel.

Brakes: Primary braking is accomplished through the dynamics of the hydrostatic traction drive. Foot actuated hydraulic caliper/disc secondary brakes are mounted on both front and rear output shafts of the 3-speed transmission. Application of the mechanical parking brake can be manually accomplished by the operator from either control station without leaving the operator's seat.

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

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

Standard Push Rollers: Two bearing equipped push rollers mounted on the machine's front push plate.

Oscillating Push Rollers: Two bearing equipped push rollers mounted on a 111.75″ (2839 mm) wide, oscillating frame; compensates for minor directional misalignment of truck with road widener.

Truck Hitch: Two bearing equipped push rollers mounted on an oscillating frame with electric/hydraulic actuated, roller equipped clamp arms; quickly grips and secures a truck in proper attitude for unloading material into the machine's hopper; automatically compensates for both minor lateral and directional misalignment of truck with road widener with no exposed secondary slide mechanisms. Increases the overall length of the machine approximately 23″ (584 mm).

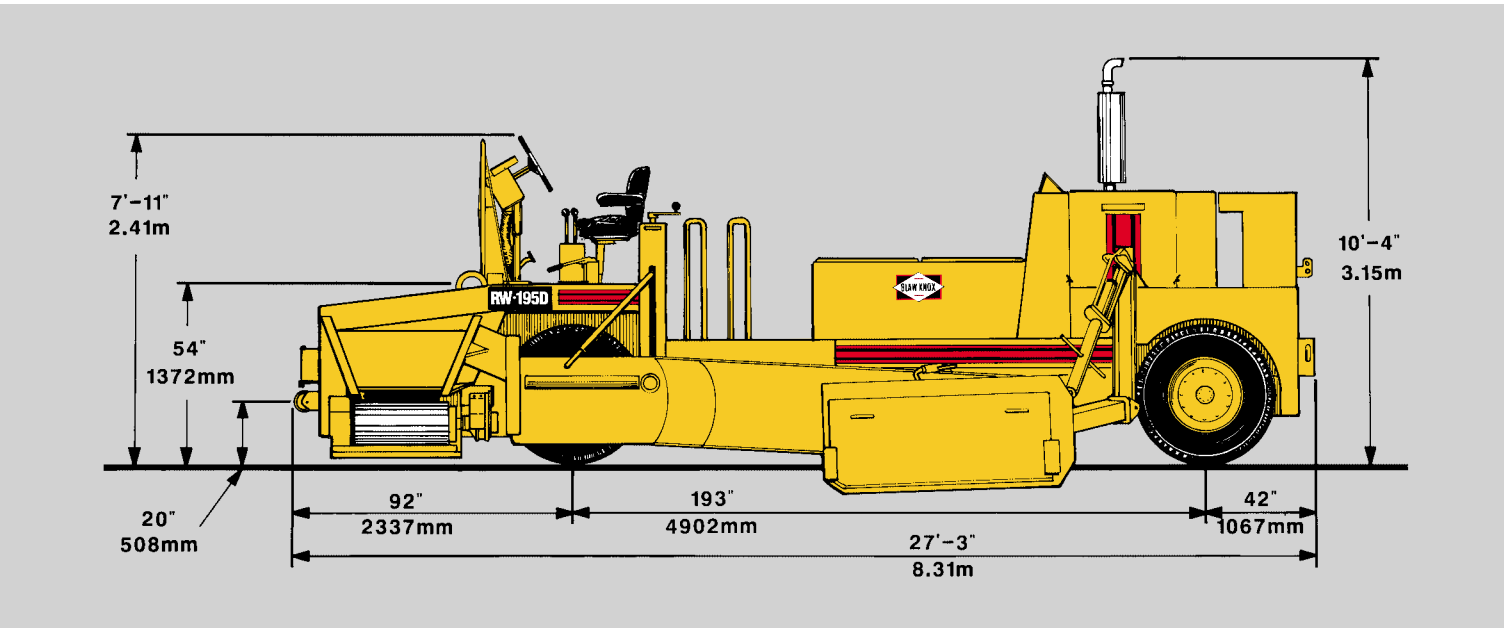
Maximum Arm Opening . . . . . 130″ (3302 mm)
Minimum Arm Opening . . . . . 72″ (1829 mm)
Degree of Swivel. . . . . ±8°
Drift from Center (right or left) . . . . . 12″ (305 mm)
Automatically Self-centering

Hopper . . . . . 73 ft.^{3} (2.07 m^3) struck capacity
Truck Entry Width . . . . . 9′4″ (2845 mm)
Truck Dump Clearance. . . . . 25$\frac{5}{8}$″ (651 mm)

Power Adjustable Front Hopper Lip: Hydraulically adjustable front hopper chute with Tivar® polymer retaining lip is infinitely adjustable in height up to a maximum of 7$\frac{3}{4}$″ (197 mm) to accommodate varying truck bed heights and reduce spillage during the dump cycle.

Conveyor: 30″ (762 mm) wide, high temperature service belt with nitrile rubber cover traveling on tapered roller bearing support rollers, and equipped with adjustable wipers to prevent material build-up. Drum type combination head/tail pulleys are equipped with serviceable lagging to minimize belt slippage. The entire conveyor assembly can be extended and retracted hydraulically up to 18″ (457 mm) to assist in precisely controlling material placement.

The conveyor will discharge material from either side of the machine. Discharge direction, left or right, is controlled with an electrical switch on the operator's console. Note that to accommodate opposite side discharge, it is necessary to transfer the strike-off assembly, hopper confining chutes, operator's console and seat to the opposite side of the machine. Unless otherwise specified, all RW-195D Road Wideners are shipped from the factory set-up for right side discharge.



Conveyor Drive: Independent, variable speed, hydrostatic, dual end drive system with two high torque, direct drive hydraulic motors (one on each end of the conveyor) powers the conveyor belt at speeds from 0 to 795 fpm (0-242.3 m/min). Discharge speed is controlled with the conveyor speed control knob on the operator's console. "On-Off" function is controlled with a foot switch, one of which is located at each control station. Discharge direction, left or right, is controlled with an electrical switch on the operator's console.

Strike-Off: The contoured strike-off spreads material to a controlled width, depth and slope with minimum side draft and minimum segregation of material. The basic strike-off consists of one 2′ to 3′ (610 mm-914 mm) telescoping section, one 2′ (610 mm), one 3′ (914 mm) and one 6′ (1829 mm) section. Strike-off is raised, lowered, extended and retracted hydraulically with manual stops for fine adjustment of elevation and slope. Outer edger plate assembly is included.

When shipping or traveling on the job, the strike-off can be swung flush with the side of the machine to limit overall width to 11′11″ (3.63 m). A second strike-off assembly can be added to the opposite side of the machine to virtually eliminate the changeover time required in operations where frequent changes in right/left side material discharge are necessary.

OPTIONAL EQUIPMENT

Extension Kit for 14′ (4.27 m) Widening: Consists of one 6′ (1829 mm) contoured strike-off section and mounting hardware to increase working width up to recommended maximum.

2′ (610 mm) Crown Attachment: A 2′ (610 mm) contoured strike-off extension, hinged in the center with turnbuckle adjustment; for use where a secondary crown [up to 1″ (25 mm) in 12″ (305 mm)] is required at some point away from the pavement edge.

1′ (305 mm) Strike-Off Extension: Required when using the crowning attachment 2′ (610 mm) away from the edge of the existing pavement.

3′ (914 mm) Hydraulic Strike-Off Extensions: A hydraulically extendible strike-off extension (left side or right side) that can be mounted on the outer end of either the standard 3′ (914 mm) or 6′ (1829 mm) contoured strike-off sections to provide additional "on-the-go" variable operating width flexibility in conjunction with the standard 2′ to 3′ (610 mm-914 mm) telescoping sections.

Dual Strike-Off Support Group: Consists of the lifting assembly, inner cut-off plate and push arm arrangement for the opposite side of the machine to accommodate the addition of a second strike-off or to greatly reduce the time required to transfer the basic strike-off from one side of the machine to the other. Does not include the strike-off.

Vibratory Strike-Off Attachments: A vibratory screed/strike-off arrangement is available in various operating widths up to a maximum of 10′ (3048 mm). This custom option replaces the standard strike-off with a contoured strike-off arrangement equipped with variable amplitude, hydraulically driven vibrators and bolt-on replaceable screed plates; permits placing material with an ironed surface texture and some initial compaction.

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MORE EQUIPMENT OPTIONS

Automatic Grade Control: An electric/hydraulic system that automatically controls the elevation of material being placed at the inner end of the strike-off in relation to a reference surface such as an existing road or curb. Resolution of the electric sensor is .125″ (3.175 mm). Also available in a dual arrangement to automatically control placed material elevation at both the inner and outer ends of the strike-off.

Automatic Grade & Slope Control: An extremely accurate, solid state, electronic control system that automatically maintains the grade elevation of the material being placed at the inner end of the strike-off with respect to a reference surface (grade) while maintaining the slope or angle of the strike-off in relation to the inner grade elevation with respect to gravity (slope) by means of the widener's hydraulic system. This control system will sense and correct for deviations in grade elevation as small as .125″ (3.175 mm). Slope resolution is .005%. Available in either imperial or metric calibrations.

Engine Shutdown Kit: A fail-safe system that automatically shuts down the machine's engine when low engine oil pressure or high coolant temperature is encountered; built-in time delay eliminates shutdown feature during engine start.

Washdown System: A pressurized, diesel fuel washdown system with 35′ (10.7 m) hose and spray valve/nozzle, mounted on a self-storing, spring retracting hose reel. This system can be equipped with a second hose and reel on the opposite side of the machine for even greater convenience.

Rear Mount Broom: Unitized, hydraulically driven broom, 32″ (813 mm) diameter × 134½″ (3416 mm) long, rotating at 466 surface feet (142 surface meters) per minute with alternating polypropylene and crimped steel replaceable sections; provides a minimum 125″ (3175 mm) wide live sweeping area. Unit is raised and lowered hydraulically from the operator's control console, and manually oriented. Power is derived from two low speed, high torque, hydraulic motors (one on each end of the broom). A protective cover shield for the broom is included. The addition of this option will increase the overall length of the machine approximately 6′7″ (2.01 m).

Additional Operator's Seat: Provides for greater convenience by eliminating the need to manually transfer the single operator's seat from one control station to the other.

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

Custom Options: Consult factory.

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

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