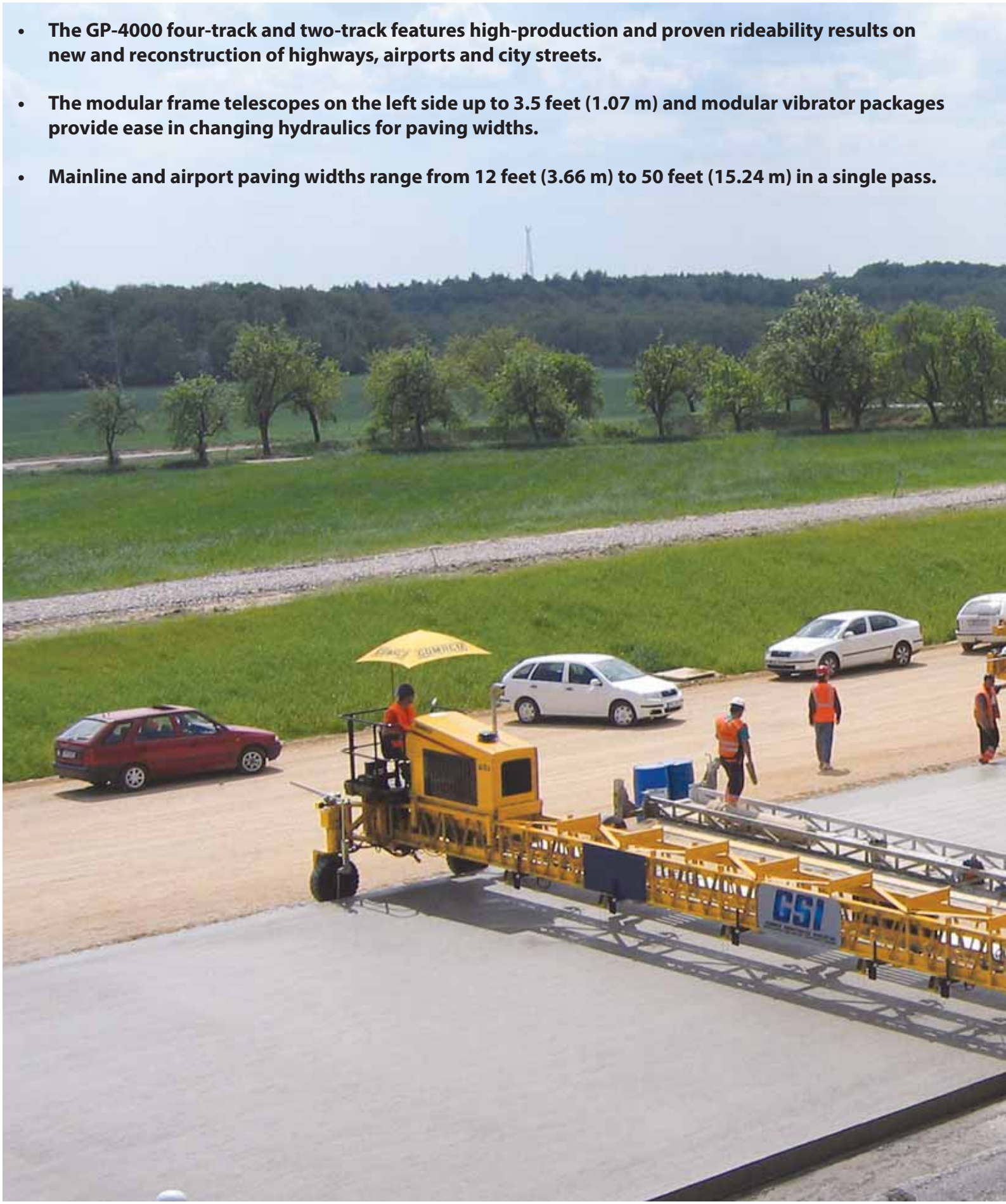
GP-4000 SLIPFORM PAVER

GOMACO®

The Worldwide Leader in Concrete Paving Technology

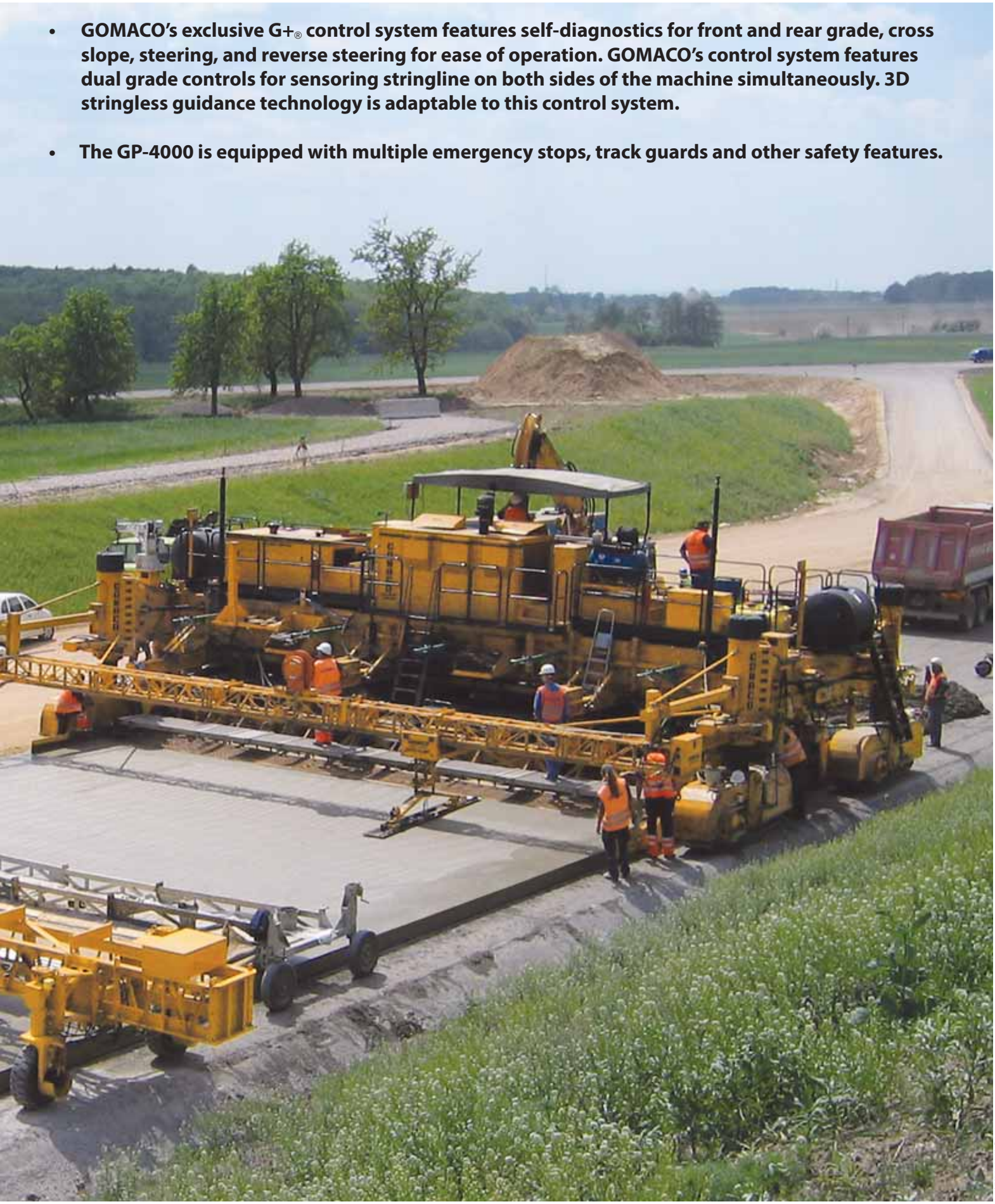
World s Largest Mainline Paver

- **The GP-4000 four-track and two-track features high-production and proven rideability results on new and reconstruction of highways, airports and city streets.**
- **The modular frame telescopes on the left side up to 3.5 feet (1.07 m) and modular vibrator packages provide ease in changing hydraulics for paving widths.**
- **Mainline and airport paving widths range from 12 feet (3.66 m) to 50 feet (15.24 m) in a single pass.**



- **GOMACO's exclusive G+® control system features self-diagnostics for front and rear grade, cross slope, steering, and reverse steering for ease of operation. GOMACO's control system features dual grade controls for sensoring stringline on both sides of the machine simultaneously. 3D stringless guidance technology is adaptable to this control system.**

- **The GP-4000 is equipped with multiple emergency stops, track guards and other safety features.**



High-Production Slipform Paving

- **Up to 50 Foot (15.24 m) Wide Paving**
- **Enhanced On-Site Mobility**
- **Versatile Modular Design**
- **Transportability**
- **Two-Track and Four-Track**
- **G+ Control System**
- **Airports and Mainline Paving**
- **Modular Hardware**
- **Superior Rideability**
- **Stringless Technology**
- **Telescoping Frame**
- **Safety Features**

HW-089902-D12A

The GOMACO paving train provided high-production on this mainline paving project in Detroit, Michigan. The company used their GOMACO placer/spreader for accurate placing and spreading of concrete in front of the GP-4000 paver, and following the paver was the GOMACO T/C-600, used for texturing and curing the slab. The versatile GP-4000 has a telescoping modular frame. Depending on the paving width, various vibrator packages provide from 16 to 48 vibrator circuits.

HW-010110-D10A

HW-120001-D21A

The GOMACO GP-4000 is the preferred paver for airports around the world. High production on runways and aprons is achieved with slipform paving up to 50 feet (15.24 m) wide in a single pass. This four-track, equipped with the GOMACO's IDBI dowel bar inserter, meets all specification requirements on the Sky Harbor Airport in Phoenix, Arizona. GOMACO's IDBI is a fully automated patented system for both two-track and four-track pavers. The exclusive IDBI system is far superior to others on the market. It is proven to be the world's most accurate in bar placement location, productivity, and meeting rideability specifications.

Proven Rideability Around The World

HW-060504-D8

The GP-4000 four-track, equipped with the IDBI dowel bar inserter, is slipforming the Meihe Highway in the Guangdong province of China. This mainline highway project is being slipformed at 29 feet (8.84 m) wide and 11 inches (279 mm) deep.

HW-069808-D17

The two-track GP-4000 is equipped with the world's most accurate IDBI system. GOMACO's patented IDBI dowel bar inserter provides ease and accuracy in dowel bar placement transversely across the slab. This machine is also equipped with a sidemounted air-powered bar inserter and will accommodate most types of bars. Optional 16 foot (4.88 m) or 18 foot (5.49 m) track lengths are available for customer preference.

HW-100425-D9

The versatile four-track GP-4000 is equipped with the IDBI system. The exclusive operating system allows the machine to be controlled by an automated 3D stingless guidance system and not by stringline. This is a two-layer mainline paving project in the Czech Republic. Paving widths on this project range from 35 feet (10.7 m) to 40 feet (12.2 m). The total thickness of the two-layer slab is 12 inches (305 mm). GOMACO's patented two-layer paving mold incorporates two-layer paving into a "single-mold design." This system eliminates the use of more equipment for the job and eliminates having to extend the paver to great lengths between the front and rear legs for second-layer paving. The material is spread with an auger and consolidated with vibrators and a tamper bar.

HW-040505-D2

The two-track GP-4000 is slipforming a 24 inch (610 mm) thick slab at the Atlanta Hartsfield Airport in Atlanta, Georgia. The GP-4000 is also equipped with the exclusive GOMACO operating system and 3D stringless guidance system.

The GP-4000 Is Chosen For Mainline Paving

HW-050004-D5

The four-track GP-4000 slipforms four miles (6.4 km) of concrete on Route 30 in Fontana, California. The project was paved in three continuous sections to provide a new east/west artery into Los Angeles, California, to relieve congestion into the city. The GP-4000 was set up to slipform 38.5 foot (11.7 m) wide passes, 11 inches (279 mm) thick, with over 123,000 cubic yards (94,041 m^3) of concrete. The machine was equipped with GOMACO's patented IDBI system for the placement of bars. The IDBI dowel bar inserter provided easy and accurate bar placement. The IDBI was placing 1.5 inch by 18 inch (38 by 457 mm) dowels 12 inches (305 mm) apart, and placed approximately 335,000 dowel bars throughout the entire project. Tie bars for the longitudinal joints were inserted into the slab at 24 inch (600 mm) spacing. These bars were inserted using the mold-mounted bar inserters. Rideability specifications were easily achieved on this project. The GP-4000 was also equipped with the GOMACO Auto-Float®, designed to automatically seal the concrete surface during the paving operation.

HW-030403-D20

This project involved over 40 miles (64.4 km) of Interstate 25, north of Denver, Colorado. The two-track GP-4000 slipformed the concrete at 40.5 feet (12.3 m) wide and 13 inches (330 mm) thick. The machine was equipped with GOMACO's patented IDBI system for the placement of bars.

HW-050533-D19

The four-track GP-4000 is designed to meet all the paving specifications and rideability requirements while slipforming a toll road near Austin, Texas. This massive project was nearly 100 miles (161 km) of concrete paving with the roadway ranging from 40 feet (12.2 m) up to 64 feet (19.5 m) wide, and the majority of the concrete was 13 inches (330 mm) thick and paving over continuous steel reinforcing. The GOMACO GP-4000 was set up to pave at three different paving widths, 18 feet (5.5 m), 22 feet (6.7 m), and 24 feet (7.3 m). The company chose the GP-4000 for this project because of the overall weight of the four-track machine and its ability to meet and exceed ride specifications for the life of the project.

HW-119305-D2

A high-production feature on GOMACO slipform pavers is one-pass slipforming with integral curb on one or both sides of the slab. The two-track GP-4000 is slipforming this slab 31 feet (9.5 m) wide and five inches (127 mm) thick, with integral curb on both sides of the slab.

HW-011311-D16

GOMACO's two-track GP-4000 is paving passes 24 feet (7.3 m) wide and 15 inches (381 mm) thick on a new interstate in Arizona. The new roadway, at its widest point, will be 84 feet (25.6 m) with four lanes of traffic in each direction. The GP-4000 is equipped with the 5400 series mold and three different bar insertion systems, including a front-mounted center bar inserter, two rear-mounted side bar inserters, and the IDBI that inserts the dowel bars for the transverse joint. Along with the three bar insertion systems, the GP-4000 paver is also equipped with an Auto-Float® attachment and burlap drag. There are two paver-mounted GSI® (GOMACO Smoothness Indicator) units to measure the smoothness right behind the paver.

HW-110926-D4

The GOMACO GP-4000 equipped with a 3D stringless guidance system, slipforms a runway that will have a total length of 14,572 feet (4442 m), requiring approximately 160,000 cubic yards (122,329 m^3) of concrete at the John F. Kennedy International Airport in New York.

HW-041412-D9

GOMACO's four-track GP-4000 is equipped with an IDBI for accurate dowel bar placement while slipforming the "New Silk Road" in Kazakhstan.

HW-021320-D5

The intersection between the two major runways at the Sioux Falls Airport in Sioux Falls, South Dakota, was removed and replaced in just two weekends. Paving production with the GOMACO GP-4000 averaged 400 cubic yards (305.8 m^3) per hour. A second batch plant had to be utilized to keep up with the paver's production while slipforming 37.5 feet (11.4 m) wide.

HW-041520-D2

The four-track GP-4000 is slipforming a 34 foot (10.36 m) wide section of the Interstate 15 in Ontario, California. The slipform paver is equipped with GOMACO's exclusive G+® operating system and an IDBI to place the transverse dowel bars.

HW-071506-D9

The GOMACO GP-4000 slipform paver features the exclusive G+ control system and is at work on the Denver International Airport in Denver, Colorado. The four-track GP-4000 is slipforming paving passes 25 feet (7.6 m) wide and 18 inches (457 mm) thick on the new runway. It is equipped with a 3D stringless guidance system.

G+® Controls – Designed For Concrete Paving

It is now the technology that pulls everything together… G+ is the center that Connects all of the resources.

Once you experience G+ controls, you won't be satisfied with anything else. It's a control system that is both easy to learn and easy to operate. G+ expresses itself in easy to understand international icons and full script explanations. It operates in all the major languages of the world and in the imperial or the metric system. It has a lightning-fast processing speed and features two-way communications between the accessories and G+. Its instant digital feedback combined with the tight closed-loop electronic and hydraulic control creates a G+ experience that is smooth, efficient, and accurate. There is nothing on the market that can compare, because G+ is a proprietary system that was designed by our in-house control experts incorporating what we have learned from decades of experience in the field, and from what we have learned from you, our customer.

- Machine Operation is Simple
- Machine Response is Fast
- Troubleshooting is Pinpointed, Quick, and Easy
- Fault History Available

The exclusive GOMACO G+ control system features self-diagnostics for grade and steering. It features new and easy-to-operate hardware with steering and travel dials. The elevation jog buttons, located to the left of the display screen, are used to manually change the elevation of the leg when the control loop is set to manual mode. The steering jog buttons, located above the display screen on four track pavers, are used to manually change the steer direction of the tracks when the control loop is in manual mode. Control dials are used for manual steering and travel. The G+ travel dial turns to adjust travel speed in one percent increments, and ramps up or down with smooth, precise speed control. This feature is ideal for controlling the smooth travel speed necessary for slipform paving. The paver can be turned left or right with the G+ steering dial as it is moved in the manual travel mode.

A flat-panel 6.5 inch (165 mm) anti-glare display screen is provided with sensor-controlled backlight levels for superior visibility in all operating conditions. The screen is rugged and shock resistant in its construction to protect against dust, moisture, and rain. G+ provides a full color display on the control panel to illustrate the various aspects of the paver for set up and operation. A "run" screen on the control panel illustrates the various aspects of the paver. It includes leg position, paving speed and percentage of drive, steering, travel information, grade information, deviation meters, and more. Newly designed icons and color graphics make it easy to understand and easy to identify the targeted functions. G+ receives a track speed reading from pulse pickups in the track motors to give you real time feet (meters) per minute and total linear footage (meters). G+ controls feature a detailed fault history with the time stamp, date, and information to track when each fault occurred. GOMACO's G+ control system has been proven around the world.

HW-041509-D8

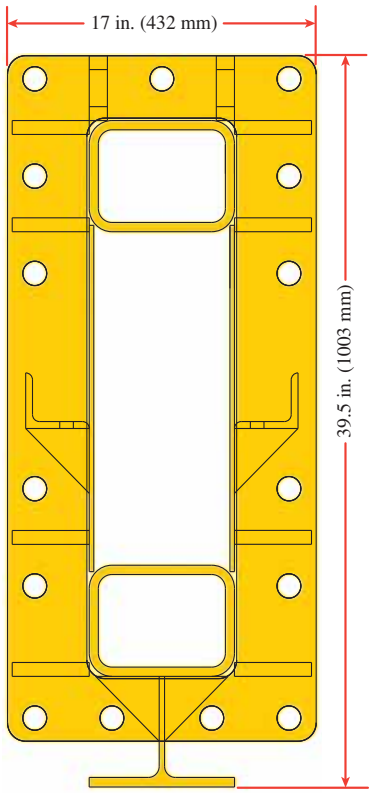
GOMACO's G+ Control System Easily Interfaces With 3D Stringless Guidance Technology

GOMACO Corporation has the control system of the future. The exclusive G+ control system allows GOMACO's slipform pavers, trimmers, and placer/spreaders to be controlled by a 3D stringless guidance system. The 3D stringless guidance system is adaptable to the G+ control system. This system can accommodate radii or superelevations automatically according to design data. Real-time navigation systems allow the project data created in the CAD system to be directly put into the paving process.

HW-030102-S24

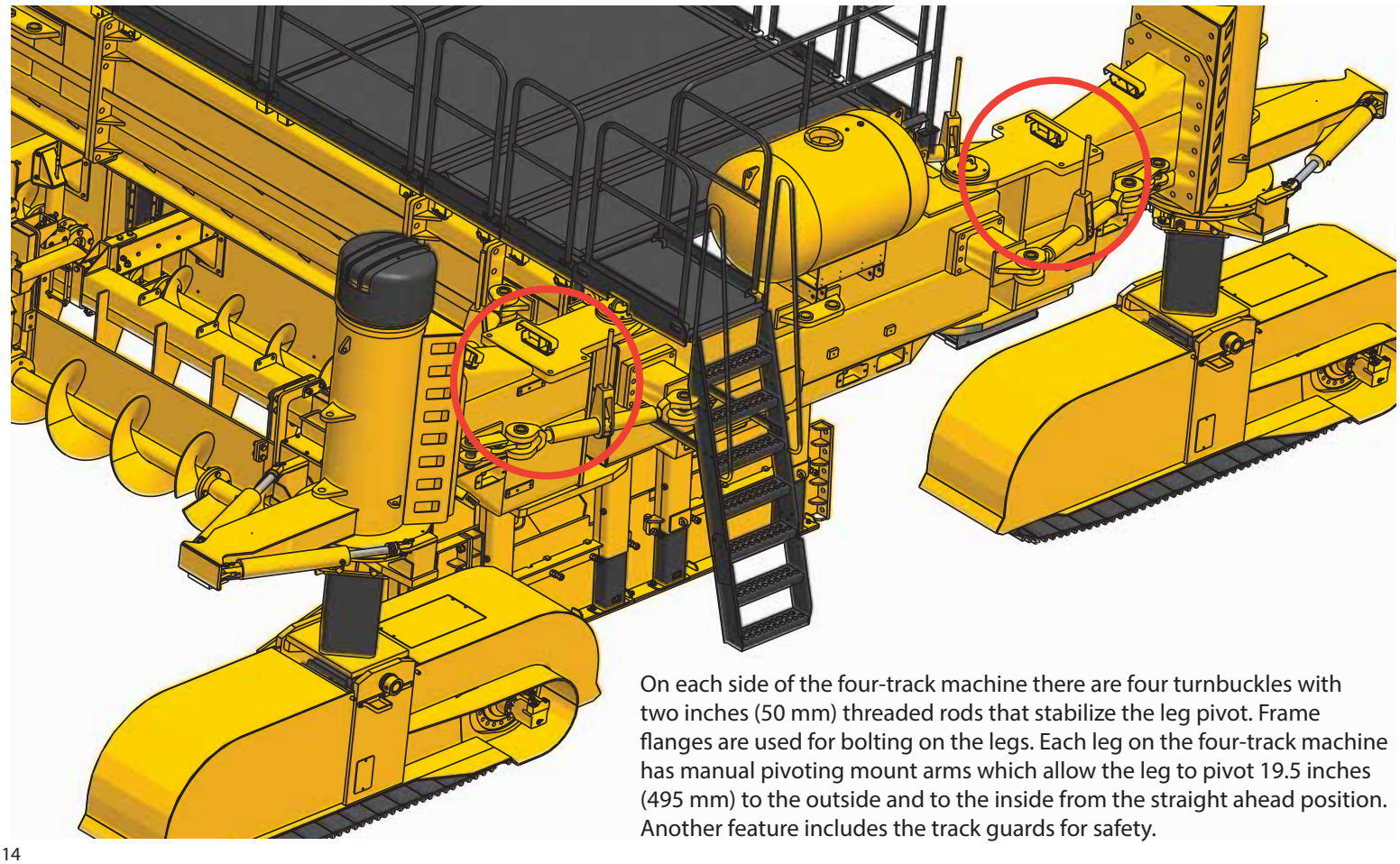
GP-4000 Provides Durability, Mobility, And Safety

GOMACO designed the GP-4000 with the strength and durability to handle all of your mainline paving projects.



Designed With Extra Strength

The illustration to the left shows a cross section of the robust frame structure. The top of the frame flange to the bottom of the T-Rail is 39.5 inches (1003 mm) and the width of the connecting flange is 17 inches (432 mm). The design of this frame structure was engineered to provide the machine with the strength and the rigidity to accommodate the wider paving widths of today's paving markets.



On each side of the four-track machine there are four turnbuckles with two inches (50 mm) threaded rods that stabilize the leg pivot. Frame flanges are used for bolting on the legs. Each leg on the four-track machine has manual pivoting mount arms which allow the leg to pivot 19.5 inches (495 mm) to the outside and to the inside from the straight ahead position. Another feature includes the track guards for safety.

HW-080606-D1

Vibrators and Auger

Sixteen vibrators and sixteen vibrator circuits are standard on the GP-4000. Available for wider paving widths are the right-hand and left-hand modular extension packages. Each package has an additional sixteen vibrator circuits and a stationary cooler with hydraulic fan to cool the vibrator circuit oil. When equipped with both of these optional packages, the paver could then accommodate up to 48 vibrators. (Left Photo) The GP-4000 is equipped with the 5000 series open-front mold. It has a reversible 16 inch (406 mm) diameter hydraulically-powered split auger. The auger speed provides up to 70 rpm while spreading the concrete across the width of the slab.

SH-080101-D3

Transport

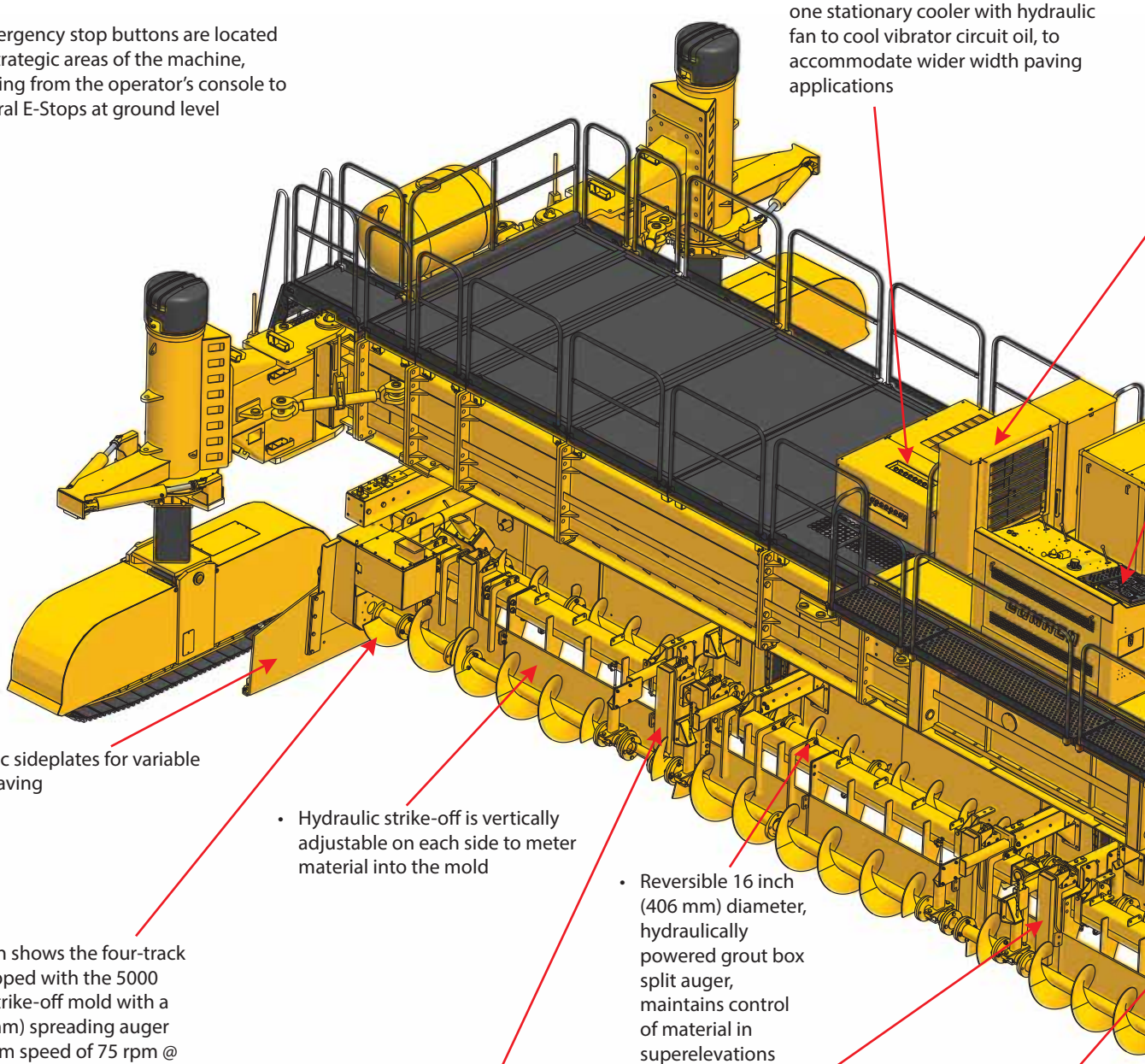
The GP-4000 minimum transport height for the two-track is 8.6 feet (2.62 m) without tracks and mold. Minimum transport height for the four-track is 8.3 feet (2.53 m) without tracks, legs, pivots, and mold.

Minimum transport width for the two-track without tracks and mold and for the four-track without tracks, legs, pivots, and mold is 9.7 feet (2.96 m).

The minimum transport length for the two-track machine is 20.9 feet (6.37 m) without tracks, mold, and frame inserts.

The minimum transport length for the four-track is 19.7 feet (6 m) without tracks, legs, pivots, mold, and frame inserts.

GP-4000 Modular Slipform Paver



- Emergency stop buttons are located on strategic areas of the machine, ranging from the operator's console to several E-Stops at ground level

- Right-hand modular vibrator package provides 16 vibrator circuits and one stationary cooler with hydraulic fan to cool vibrator circuit oil, to accommodate wider width paving applications

- Hydraulic sideplates for variable depth paving

- Hydraulic strike-off is vertically adjustable on each side to meter material into the mold

- This illustration shows the four-track GP-4000 equipped with the 5000 series auger/strike-off mold with a 20 inch (508 mm) spreading auger and a maximum speed of 75 rpm @ 34 gpm (128.7 Lpm) flow

- Reversible 16 inch (406 mm) diameter, hydraulically powered grout box split auger, maintains control of material in superelevations

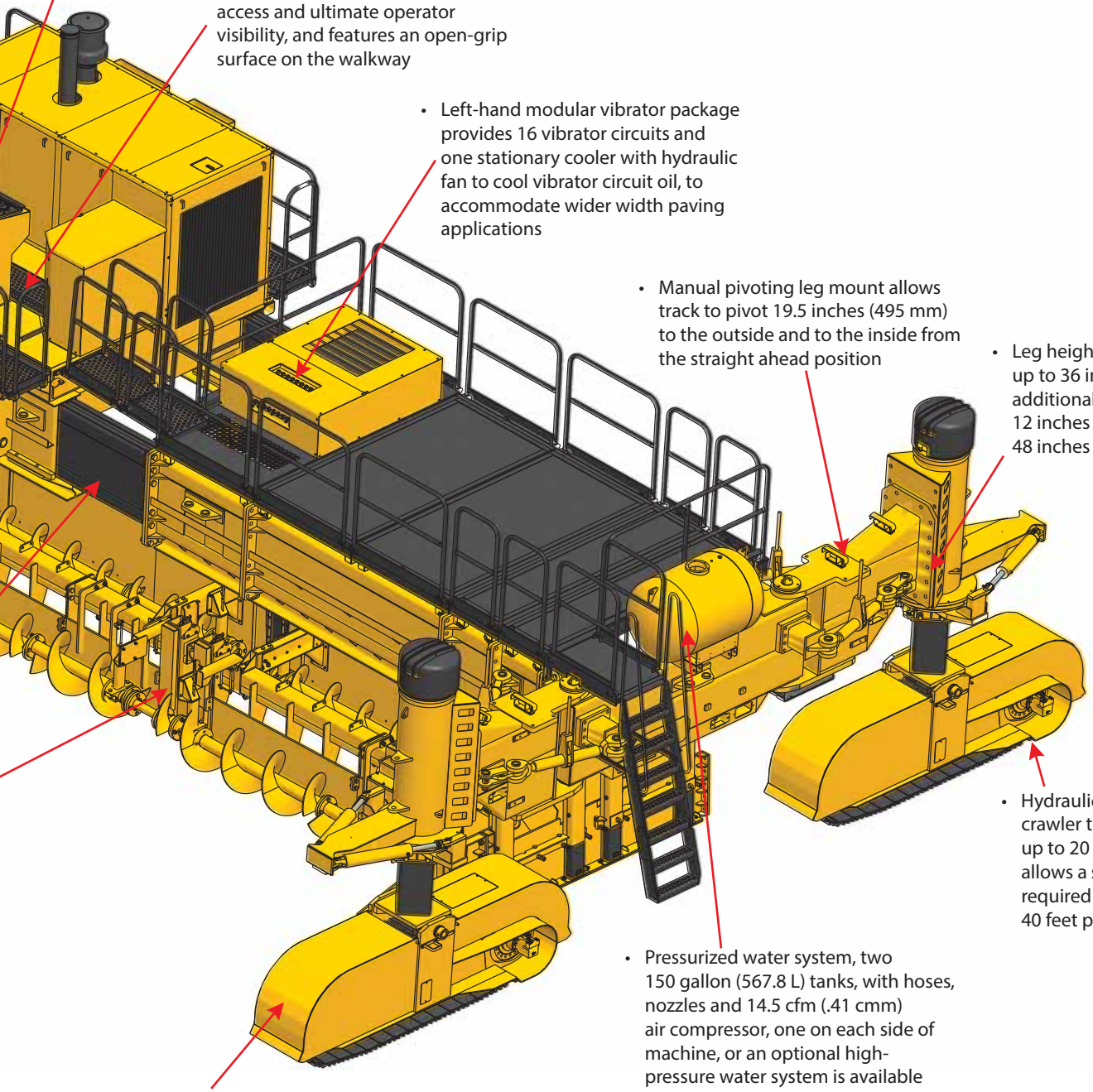
- Modular frame telescopes on the left side up to 3.5 feet (1.07 m) to accommodate variable width paving

- PTA insert sections are for the three hydraulically powered transition adjusters (PTA's) in the mold, and they provide on-the-go transitions through superelevations and intersections

(Note: number of PTAs depends on job specifications)

- This drawing shows the GP-4000 four-track paver set up for a maximum paving width of 50 feet (15.24 m)

- One stationary cooler with hydraulic fan to cool vibrator circuit oil and surge tank
- GOMACO's G+® control system
- Operator's platform provides easy access and ultimate operator visibility, and features an open-grip surface on the walkway
- Left-hand modular vibrator package provides 16 vibrator circuits and one stationary cooler with hydraulic fan to cool vibrator circuit oil, to accommodate wider width paving applications
- Manual pivoting leg mount allows track to pivot 19.5 inches (495 mm) to the outside and to the inside from the straight ahead position
- Leg height is hydraulically adjustable up to 36 inches (914 mm) and an additional manual adjustment of 12 inches (305 mm) for a total of 48 inches (1219 mm)



- Hydraulically powered, gear-driven crawler track with a low-end speed up to 20 feet per minute (6.1 mpm) allows a slow minimal crawl when required and a high-end speed up to 40 feet per minute (12.2 mpm)
- Pressurized water system, two 150 gallon (567.8 L) tanks, with hoses, nozzles and 14.5 cfm (.41 cmm) air compressor, one on each side of machine, or an optional high-pressure water system is available
- Track guards provide added safety

Bar Insertion Systems Designed to Fit Your Project Specifications

GOMACO offers several bar insertion systems that are designed to accommodate your project specifications. Hydraulic cylinder, air-powered, and manual insertion are the three types of bar insertion. Bar inserters include the frame-mounted, sidemounted, 5400 series, and trailing form. GOMACO's bar inserters provide easy and accurate bar placement to job specifications.

HW-071314-D5

The frame-mounted tie bar inserter (TBI) accurately places the transverse bars for the longitudinal joint by placing the bars behind the vibrators.

29E928-B1

Female keyway with hydraulic side bar insertion (SBI) and vibration to the bar.

HW-071305-D9

GOMACO's sideplate extension with the hydraulic system bar inserter.

HW-041515-D14

Trailing form with manual bar insertion. The trailing form with manual or air-powered bar insertion is designed to trail the track on two-track pavers. This system will accommodate most types of bars.

HW-060907-D7

Trailing form with air-powered bar insertion.

HW-101355-D6

The hydraulic system includes vibration to the bar, and is designed for large bars. Vibration is applied to the bar during insertion, which provides consolidation of concrete around the bars. This system requires one vibrator circuit. The minimum slab depth required is six inches (152 mm) and the maximum bar length is 48 inches (1219 mm).

CG--089509-1A

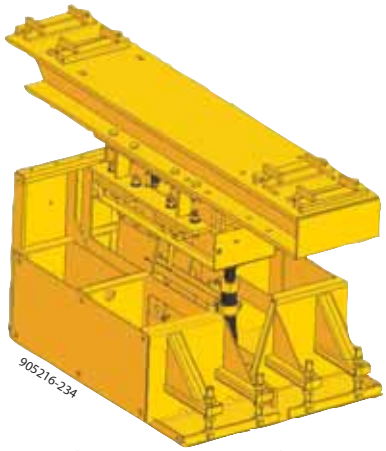
Male keyway with side bar inserter (SBI).

HW-081009-D6

The 5400 series bar inserter is front or rear loading and front inserting for ease of use. It mounts to the mold's T-bar and allows on-the-go crown changes, while maintaining a constant depth. The bar box is mounted to the paver's rear T-beam mounting rail for easy access and loading of the bar magazine. There are individual depth guides on the right and the left side of the bar inserter in order to keep bars parallel to the top of slab. The 5400 series bar inserter can hold up to 50 bars in the bar magazine and bar loading chain system.

HW-111008-D11

GOMACO s PTA, TBI, And SBI



Supported Power Transition Adjuster

A 5000 series mold with a self-supporting transition adjuster (TA). The self-supporting TA is available for widths up to 32 feet (9.75 m) on the 3100 and 5000 series molds, and up to 37 feet (11.28 m) on the 5400 series mold. This TA accommodates rear loading bar inserters.

Unparalleled Accuracy with the GOMACO Power Transition Adjuster (PTA)

GOMACO's hydraulically-powered transition adjuster (PTA) provides on-the-go transitions in the crown of the concrete slab. A switch in the operator's console controls the PTA in a positive or negative (up or down) motion. This flattens the crown in the paving mold/slab or adjusts the crown back into the mold/slab. These transitions are necessary in paving through superelevations and intersections.

This simple solution provides an easy method for an operator to perform a smooth transition where necessary and accomplish the required slab profile as specified.

GOMACO offers a patented computerized transition adjuster.

The specialized GOMACO G+® accessory control system allows for programmed transitions from a crown to a flat cross slope in a superelevation, or vice versa. The G+ system is used to control the operations of up to four power transition adjusters (PTA), four tie bar inserters (TBI), two side bar inserters (SBI), a paint marker, and automatically timed spray bar.

GOMACO's computerized transition adjuster is user-friendly and easy to understand. The PTA status display allows the operator to monitor the transition countdown, the target height of each PTA, current height of each PTA, and paver travel speed per minute.

The transition countdown displays the distance remaining in the current transition. The target height display shows the desired height of each PTA. The current height of each PTA is also shown along with a corresponding up and down arrow which is illuminated when the controller applies drive to each individual PTA.

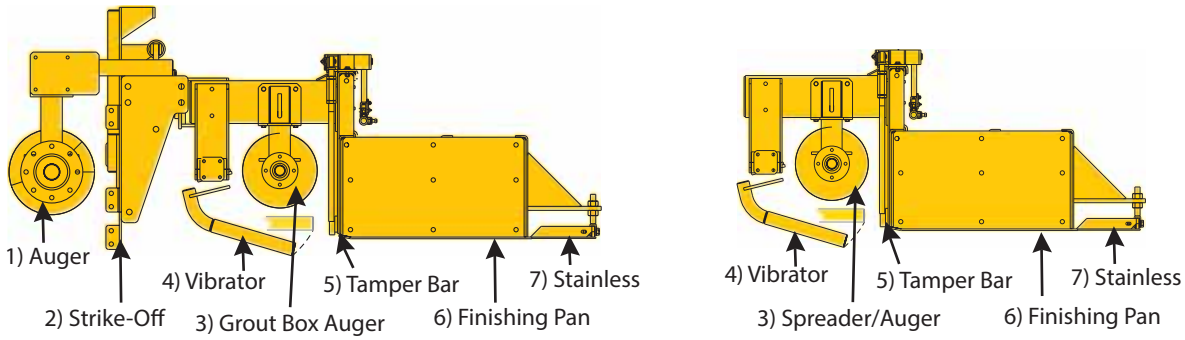
The PTA setup display is easy to use as you simply enter the transition distance and the crown height that is required on the project.

This GOMACO G+ accessory controller also allows the operator to configure the software to insert side bars and tie bars to meet the particular job specifications.

The illustration above shows a stretch of roadway with a three inch (76 mm) crown to a zero (0) crown into a superelevation and out from zero (0) crown to a three inch (76 mm) crown. The operator has entered a minimum crown of zero (0) and a maximum crown of three inches (76 mm).

The transition computer automatically averages the distance of the two track lines, inside and outside of the slab, and calculates the total change from minimum to maximum crown over the total distance entered for the transition.

GOMACO offers both the auger/strike-off mold .... and the exclusive open-front mold!



(1) The front **split strike-off auger** serves to spread the concrete to a predetermined width. The right-hand and left-hand drive sections are independently controlled with variable speeds. The 3100 series mold has a 16 inch (406 mm) front auger with a maximum speed of 79.3 rpm @ 24 gpm (90.9 Lpm) flow. The 5000 series mold has a 20 inch (508 mm) front auger and a maximum speed of 60.5 rpm @ 24 gpm (90.9 Lpm) flow.

(2) The **strike-off** is split for full, independent control. Both strike-off plates can be vertically controlled on the right and left sides, to meter material into the mold.

(3) The GOMACO **grout box auger** is for control of material through transitions or superelevations. The 3100 series mold has a 14 inch (356 mm) grout box auger with a maximum speed of 13 rpm @ 4.5 gpm (17.03 Lpm) flow. The 5000 series mold has a 16 inch (406 mm) grout box auger with a maximum speed of 6.5 rpm @ 4.5 gpm (17.03 Lpm) flow. The **spreader/auger** on the 3100 series open-front mold is a 14 inch (356 mm) auger with maximum speed of 77.9 rpm @ 28 gpm (106 Lpm) flow. The spreader/auger on the 5000 series open-front mold has a 16 inch (406 mm) auger and maximum speed of 55.8 rpm @ 24 gpm (90.9 Lpm) flow.

(4) **Vibration** is provided to the throat area of the mold for consolidation of concrete. The vibrators, with an automatic on/off control, activated with machine movement, are hydraulically powered with variable speeds up to 10,500 vpm. The vibrator positioning is hydraulically controlled for ease in start-up and finish.

(5) The GOMACO **tamper bar** system tamps down the aggregate level with the surface of the pan. The tamper bar is hydraulically powered with an automatic on/off control, activated with machine movement.

(6) The **finishing pan** serves to level the concrete. The 3100 series mold and stainless from front to back is 48 inches (1219 mm). The 5000 series mold and stainless is 60 inches (1524 mm) from front to back.

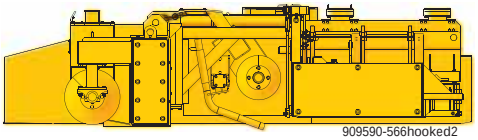
(7) Adjustable **stainless steel** is exclusive to the GOMACO system. This seals the surface and provides the troweled GOMACO finish out of the mold.

Detachable Auger/Strike-Off for Width Changes and Shipping

The 5000 series paving mold with a detachable telescoping auger/strike-off gives contractors the benefit of a mold that can be either an open front or an auger/strike-off. The optional detachable telescoping auger/strike-off provides easy width changes with the removable and telescoping sections.

The auger/strike-off is independent and can be raised and lowered hydraulically. The strike-off features a center insert with a transition adjuster to allow for crowning.

Both the strike-off and auger have six feet (1.83 m) of telescoping capabilities to aid in changing paving widths. When paving widths need to be changed, the contractor only has to add or remove a section of the paving mold and then telescope the auger and strike-off in or out, depending on the needed width. The telescoping auger incorporates bolt-on flighting to accommodate the changing widths.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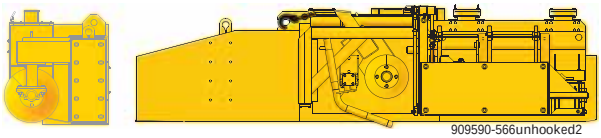
Along with giving the contractor some extra versatility on their pavers, the detachable telescoping auger/strike-off provides ease in transportation. The auger/strike-off can be detached from the front of the mold and the wings on the sideplates can be folded in to allow the paver, with the mold still mounted underneath it, to be transported under 12 feet (3.66 m) wide on one truck. This design is based on a 5000 series open-front mold, allowing such molds to be retrofitted in the field.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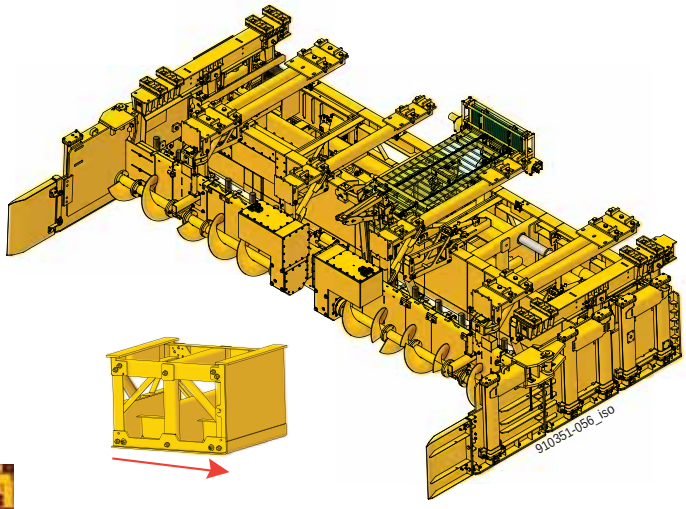
5400 Series Paving Mold

- Box design with durable 0.5 inch (13 mm) thick paving skin.
- Vertically-adjustable mold mount for precise leveling of mold to machine.
- Telescoping end sections with 24 inches (610 mm) of width variation on each side are optional.
- Edge slump adjustment.
- Hydraulic Vertical Hinged Sideplates, self-contained inside the mold for track clearance.
- Split, pressure-compensated sideplates.
- Folding sideplate wings for transporting without removing.
- Pivoting mold mounting beam to eliminate stress points, created by crowning the mold.
- Self-supported TA is hydraulically driven with 3.5 inch (89 mm) ACME screws for up to a six inch (152 mm) crown.
- Front and rear top T-bar on mold for attaching accessories and structural integrity.
- Inserts are bolted together with front and rear alignment pins for easy mold assembly.
- Vibrator mounting tube attaches to T-bar on mold.
  - Vertical vibrator lift.
  - Rear lubrication system with grease zerks accessible from the work bridge.
- Strike-off.
  - Mounted on paver frame T-beam mounting rail, independent of the mold.
  - New modular design with pin lock system for ease in changing widths.
  - 10 inches (254 mm) of hydraulic height adjustment.
  - Hydraulic crown adjustment.
- Spreader plow mounted to paver frame T-beam mounting rail, optional auger available.
- Tamper bar optional.
- Trailing stainless optional.

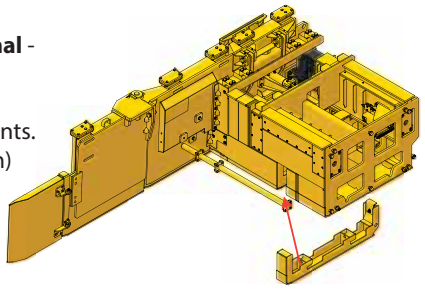


The box design of the 5400 series mold has a 54 inch (1372 mm) finishing length front to back and is equipped with a durable 0.5 inch (13 mm) thick paving skin that is welded to the mold to increase the structural integrity.

SH-081302-D1

This 5400 Series paving mold is equipped with two telescoping end sections, and has two 36 inch (914 mm) and two 24 inch (610 mm) mold sections. The 5400 series paving mold also features edge slump adjustment and a self-supported TA. 5400 series paving molds can also be equipped with one or more bar inserters. The mold above is equipped with a center-mounted 5400 series bar inserter.

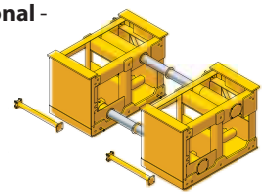
Telescoping End Sections are optional - Inserts are available in quarter-inch (6 mm), half-inch (13 mm), three inch (76 mm), or six inch (152 mm) increments. This drawing shows a six inch (152 mm) insert for the telescoping end section.



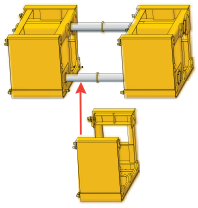
The end section can be telescoped from five to seven feet (1.52 to 2.13 m).

A six inch (152 m) insert is lifted and hooked into place after the end section telescopes out.

Telescoping Mold Sections are optional - Two options are available for the telescoping mold section. One option is a five to eight foot (1.5 - 2.44 m) section, and the other option is six to 10 foot (1.83 - 3 m).



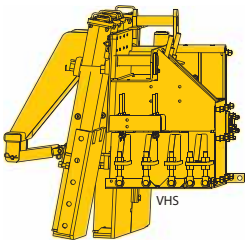
These telescoping mold inserts are shown in two foot (0.61 m) and six inch (152 mm) sections.



The telescoping mold section is designed with a structural integrity that is unmatched in the industry.

Vertical Hinged Sideplates are Available

GOMACO's Vertical Hinged Sideplates are available options for the 3100 and 5000 series molds and have hydraulic control for ease in start-up from an existing slab. The four inch (102 mm) cylinder stroke allows the split sideplates to open and close. This provides less labor and a smoother transition to the new slab. The Vertical Hinged Sideplates can be raised or lowered to negotiate headers and other obstacles. The Vertical Hinged Sideplates are for four-track pavers only.

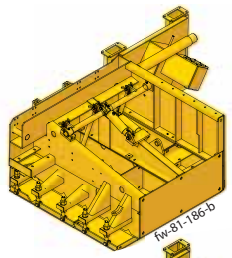


Optional Hydraulic or Ratchet-Style Edge Slump Control from GOMACO

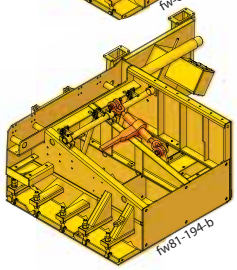
THE SUPERIOR GOMACO EDGE

GOMACO offers edge slump control to accommodate slump and mix design.

These additional slump controls are also available for easy on-the-go adjustments.



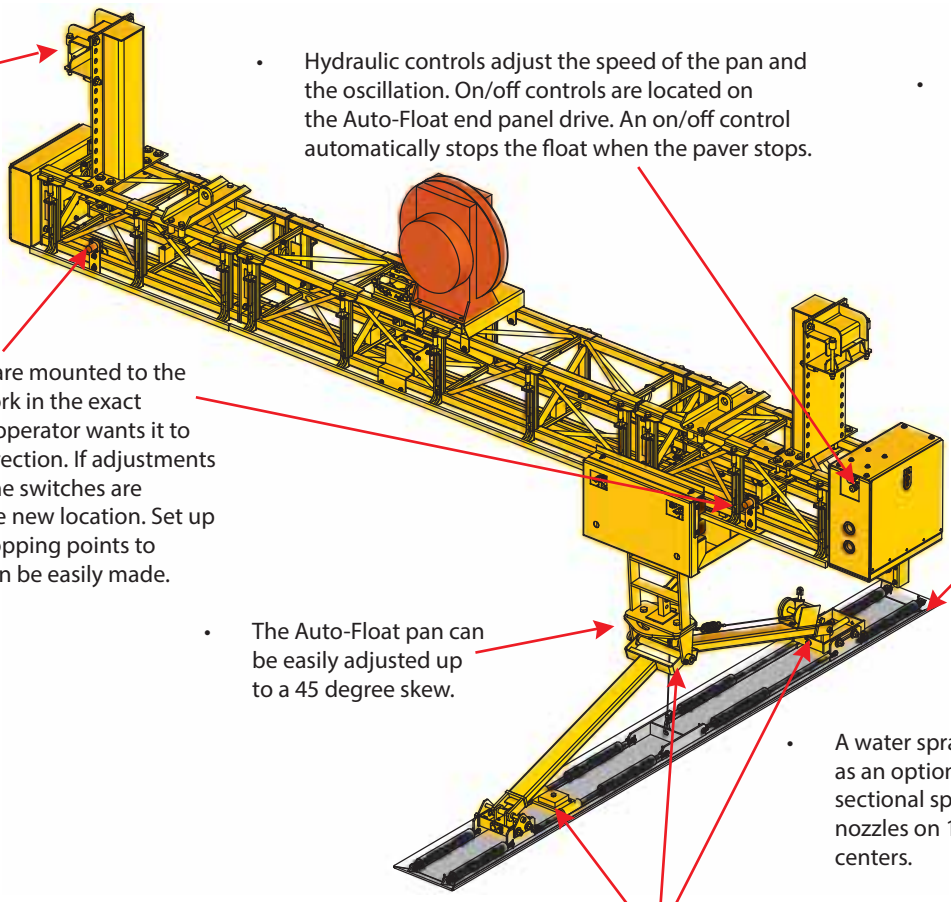
Optional Hydraulic Edge Slump Control



Optional Ratchet-Style Edge Slump Control

GOMACO Auto-Float®

- The Auto-Float is an easy bolt-on attachment for all GOMACO slipform pavers, designed to seal the concrete surface during the paving operation.
- 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 inches (216 mm) wide and 12 feet (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 feet per minute (19.81 mpm). The float pan seals the surface as the scissor member travels transversely across the width of the concrete slab.
- 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.
- The Auto-Float pan can be easily adjusted up to a 45 degree skew.
- A water spray system is available as an option for the float pan with sectional spray pipe and fog nozzles on 12 inch (305 mm) centers.

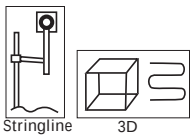


- The GOMACO Auto-Float features hinged linkage to accommodate finishing through crowns and superelevations. The hinged linkage allows the pan to pivot along its longitudinal axis. The spring-adjustable float pan is attached to a scissor member that operates independently of the main frame of the attachment.

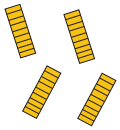
GOMACO's Selective Steer Controls

Featuring Steering Choices for Job-Site Mobility and Transportability on Four-Track Pavers

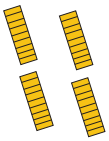
GOMACO's Selective Steer Controls feature forward/reverse steer and manual steering choices. The G+® controls feature control dials for manual steering and travel. The paver can be turned left or right with the G+ control steering dial as it is moved in the manual travel mode.



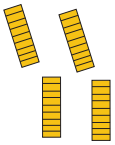
Auto Steer Mode ... This mode is selected when steering is to be controlled by the steering sensors. The controller automatically recognizes where the sensors are plugged in and assigns steering, slope, or dual stringline to the appropriate tracks and display meters.



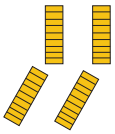
Coordinated Steer ... For minimum turning radius. When "coordinated steer" is selected, the steering control dial will control the turning of the tracks. If the dial is turned left or right from the center position, the leading tracks will turn in the corresponding direction and the trailing tracks will turn in the opposite direction.



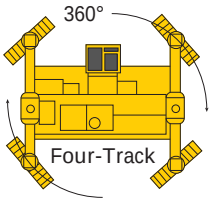
Crab Steer ... The paver will walk sideways for ease in putting the machine on line. When "crab steer" is selected, the steering control dial will control the turning of all four tracks. If the dial is turned left or right, all tracks will turn in the corresponding direction to walk the machine to the side.



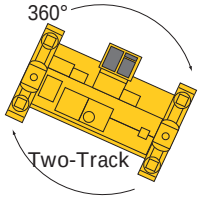
Front Steer ... When "front steer" is selected and the steering control dial is turned left or right, the front tracks will turn in the corresponding direction and the rear tracks will remain straight.



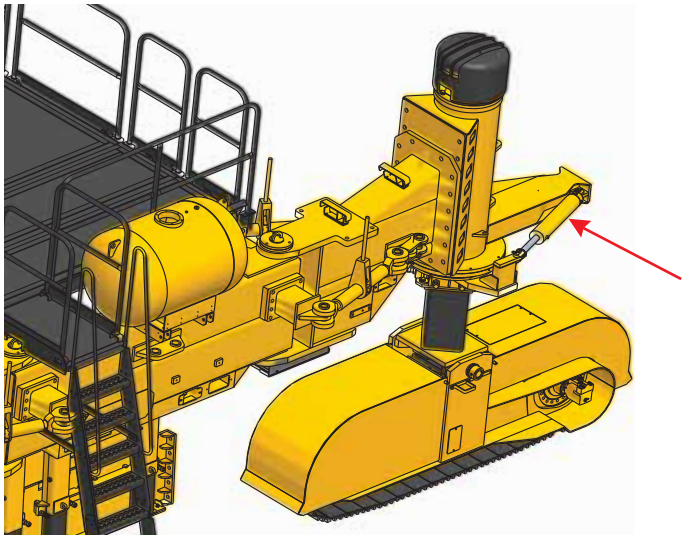
Rear Steer ... When "rear steer" is selected and the steering control dial is turned left or right, the rear tracks will turn in the corresponding direction and the front tracks will remain straight.



Counter-Rotation ... The unique counter-rotation programming allows the paver to turn 360 degrees within its own dimensions, providing excellent job-site maneuverability.



Only GOMACO Offers Exclusive "Smart" Cylinders Featuring Push-Button Steering Control Setup



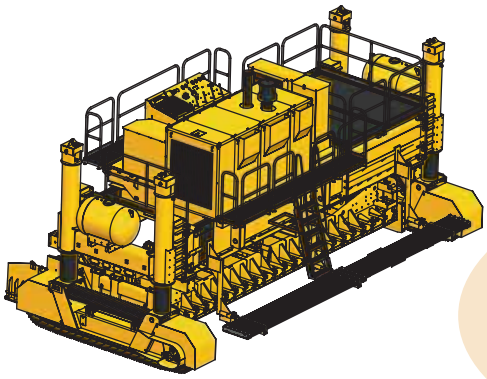
Only GOMACO offers "smart" steer cylinders to aid in the setup and operation of the four-track paver, especially in minimum-clearance projects.

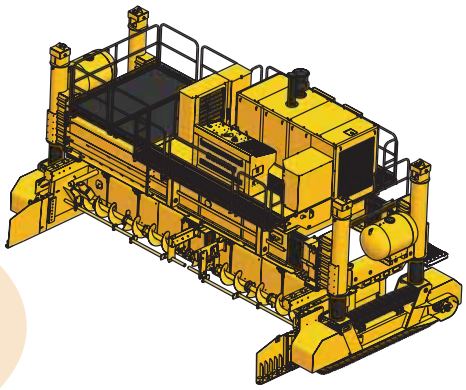
Steering control has been simplified with exclusive "smart" cylinders, used for dependable steering control feedback, eliminating the sprocket, chain, and potentiometer at the top of each leg.

The "smart" cylinder reduces moving parts and eliminates the physical adjustments to the steering system.

GOMACO's exclusive operating system now makes it possible to have push-button steering setup. The "smart" cylinders can be taught the desired degree of leg rotation, so that the tracks do not strike any object in minimum-clearance requirements. The operator has the option of overriding this setting.

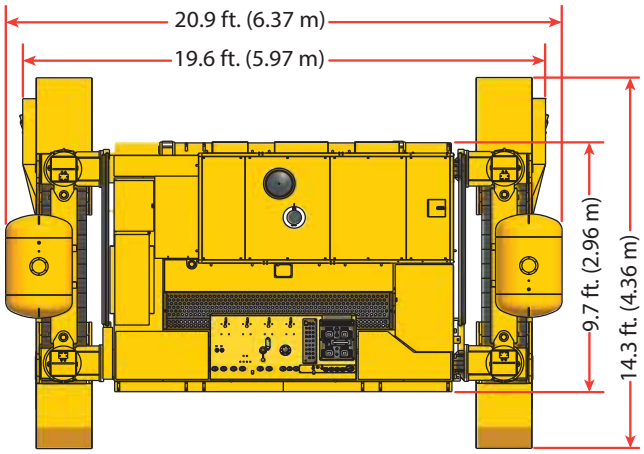
Two-Track GP-4000

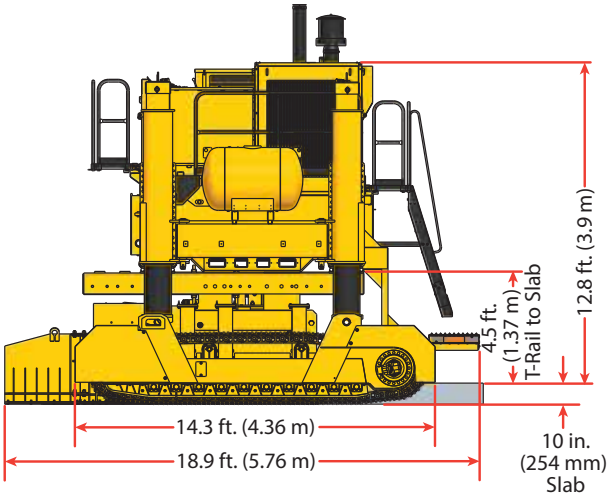


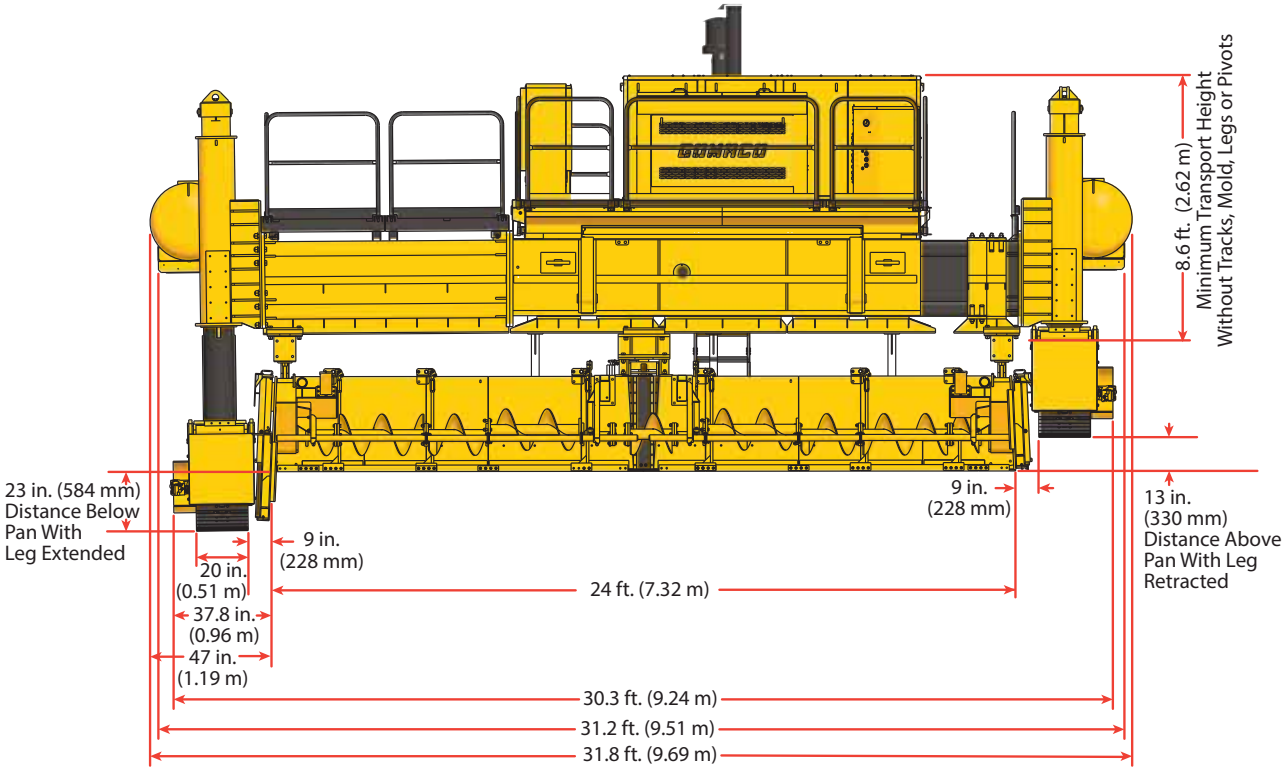


Two-track illustrations shown with 24 foot (7.3 m) wide 5000 series open-front mold with a 10 inch (254 mm) slab.

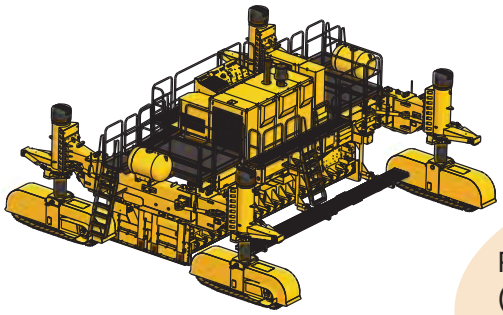
***All dimensions are nominal.**

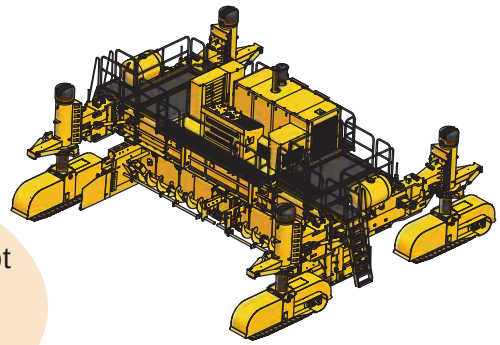






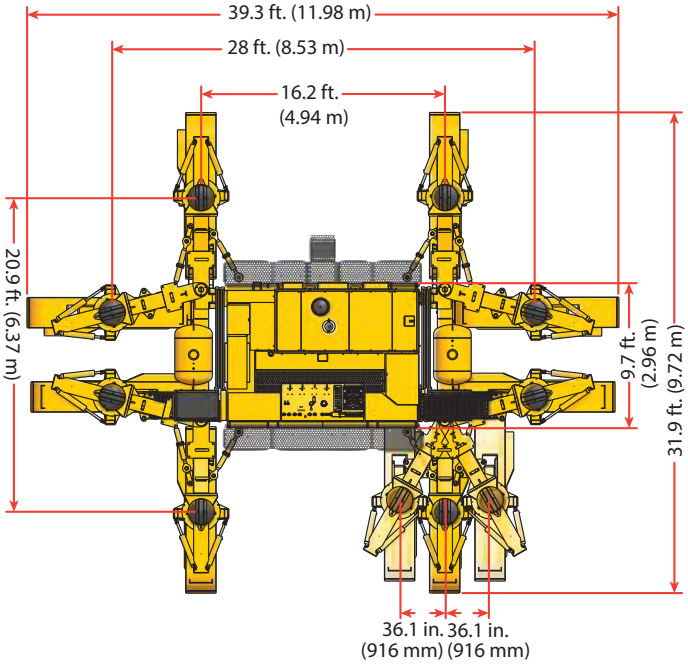
Four-Track GP-4000

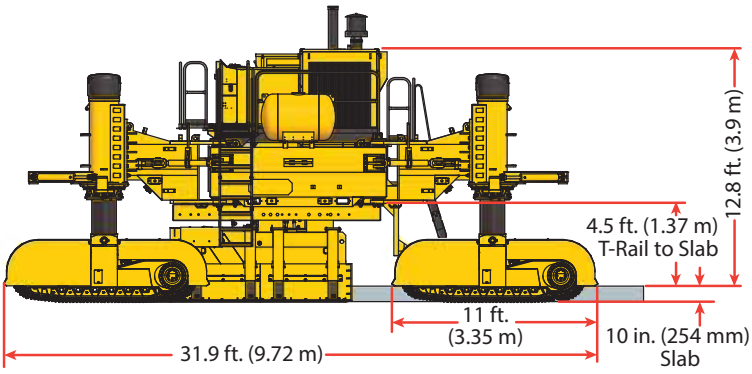


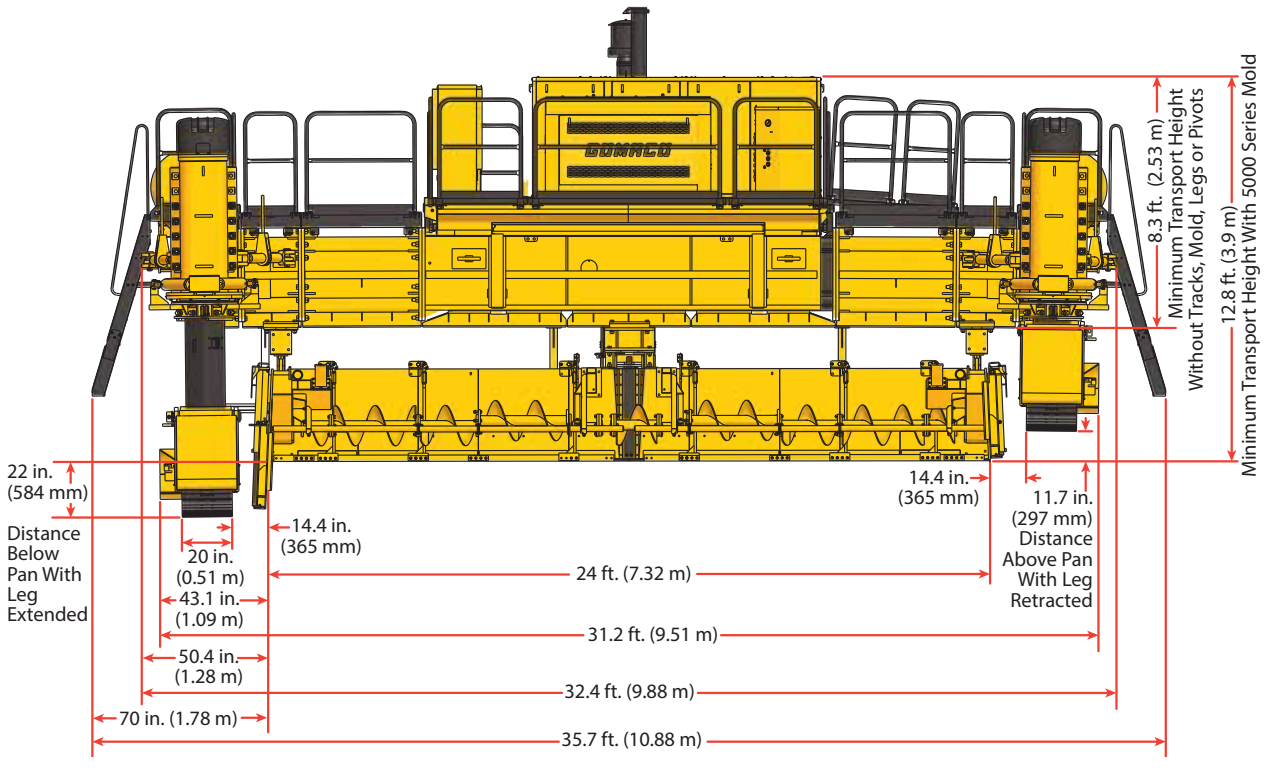


Four-track illustrations shown with 24 foot (7.3 m) wide 5000 series open-front mold with a 10 inch (254 mm) slab.

***All dimensions are nominal.**







Specifications For GP-4000 Slipform Paver

ENGINE
Consult for options available.

SERVICE CAPACITIES
Fuel reservoir: 222 gal. (840 L).
Hydraulic oil reservoir: 347 gal. (1314 L) oil reservoir on a three-point suspension system, independent of the main frame.

AUTOMATED CONTROL SYSTEM
Type: Electronic-over-hydraulic.
Controls: GOMACO's exclusive G+® control system features self-diagnostics for grade and steering and smart steer controls for paving accuracy and ease in operation. It features multi-language, metric or imperial settings, and a 6.5 in. (165 mm) anti-glare display screen.
Control indicators: Color graphical performance indicators allow operator to monitor control signals for machine guidance on stringline or 3D.

TELESCOPING FRAME
Telescoping: Modular frame telescopes on the left side up to 3.5 ft. (1.07 m).

AUGER SYSTEM
Type: Reversible 16 in. (406 mm) diameter hydraulically powered split auger.
Auger speed: Up to 70 rpm.

TAMPER SYSTEM
Type: Hydraulically powered split vertical tamping system.
Tamper speed: Adjustable up to 120 strokes per minute.

WATER SYSTEM
Type: Pressurized water system.
Capacity: Two 150 gal. (567.8 L) tanks with hoses, nozzles and 14.5 cfm (.41 cmm) air compressor for pressurized spray system.
Optional: High-pressure water system, with trigger gun control and adjustable pressure unloader for up to 2000 psi.

SLIPFORM MOLD
24 ft. (7.32 m) 5000 series mold: One right-hand drive section, one left-hand drive section, and one center insert with power transition adjuster (PTA) section. Balance of inserts per customer specifications. Hydraulically pressure-compensated sideplates with variable depth adjustments. Additional insert sections for paving widths up to 50 ft. optional. GOMACO's patented computer-controlled transition adjuster available for transitions.

International mold: One 1-meter right-hand drive section, one 1-meter left-hand drive section, and one 1-meter power transition adjuster (PTA) section. Balance of metric inserts per customer specifications. Hydraulically pressure-compensated sideplates with adjustment up to 483 millimeters. Additional insert sections for paving widths up to 15.25 meters optional. Computer-controlled transition adjuster available for transitions.

VIBRATORS
Type: Hydraulic motor-in-head powering an eccentric weight.
Quantity: 16 vibrators and 16 vibrator circuits.
Optional: Right-hand extension package with an additional 16 vibrator circuits. One additional stationary cooler with hydraulic fan to cool the vibrator circuit oil when equipped with 17 to 32 vibrators.
Optional: Left-hand extension package with additional 16 vibrator circuits. One additional stationary cooler with hydraulic fan to cool the vibrator circuit oil when equipped with 33 to 48 vibrators.

FOUR-TRACK SYSTEM
Type: Four hydraulically powered, gear-driven crawler tracks.
Overall track length: 11 ft. (3.3 5 m) includes track fender.
Track pad width: 19.7 in. (500 mm).
Track speed: Low speed up to 20 fpm (6.1 mpm), and high speed up to 40 fpm (12.2 mpm).
Ground pressure: 16.6 psi, based on 115,000 lb. (52,164 kg) machine with weight evenly distributed.
Track height adjustment: Each track adjustable in 6 in. (152 mm) increments for 12 in. (305 mm) manual adjustment with 36 in. (914 mm) hydraulic adjustment.
Track positioning: Each track has manual pivoting track mount arms which allow track to pivot 19.5 in. (495 mm) to the outside and to the inside from the straight ahead position.

TWO-TRACK SYSTEM
Type: Two hydraulically powered, gear-driven crawler tracks.
Overall track length: 13.75 ft. (4.19 m) includes track fender. Optional 15.75 ft. (4.8 m) and 17.75 ft. (5.41 m) track lengths for paving wider widths.
Track pad width: 19.7 in. (500 mm).
Track speed: Two-speed operation, low-end speed up to 20 fpm (6.1 mpm), and high-end speed up to 40 fpm (12.2 mpm).
Ground pressure: 16.8 psi, based on 88,000 lb. (39,916.8 kg) machine with weight evenly distributed.
Track height adjustment: Each track adjustable in 6 in. (152 mm) increments for 12 in. (305 mm) manual adjustment with 36 in. (914 mm) hydraulic adjustment.

DIMENSIONS
Two-track and four-track paving widths: 12 ft. (3.66 m) up to 50 ft. (15.24 m).
Two-track operational length: 18.9 ft. (5.76 m).
Two-track operational width: 18.3 ft. (5.58 m) to 56.3 ft. (17.16 m).
Two-track operational height: 12.8 ft. (3.9 m) plus slab depth.
Two-track minimum transport length: 20.9 ft. (6.37 m) without tracks, mold, and frame inserts.
Two-track minimum transport width: 9.7 ft. (2.96 m) without tracks and mold.
Two-track minimum transport height: 8.6 ft. (2.62 m) without tracks and mold.
Four-track operational length: 31.9 ft. (9.72 m).
Four-track operational width: 20 ft. (6.1 m) to 58 ft. (17.68 m).
Four-track operational height: 12.8 ft. (3.9 m) plus slab depth.
Four-track minimum transport length: 19.7 ft. (6 m) without tracks, legs, pivots, mold, and frame inserts.
Four-track minimum transport width: 9.7 ft. (2.96 m) without tracks, legs, pivots, and mold.
Four-track minimum transport height: 8.3 ft. (2.53 m) without tracks, legs, pivots, and mold.

WEIGHTS (approximate, based on standard machine)
Two-track operational weight: 88,000 lbs. (39,917 kg) at 24 ft. (7.32 m) paving width.
Two-track transport weight: 70,000 lbs. (31,752 kg) without mold.
Four-track operational weight: 115,000 lbs. (52,164 kg) at 24 ft. (7.32 m) paving width.
Four-track transport weight: 97,000 lbs. (43,999 kg) without mold.
Note: Transport and operational weights are variable, depending on number of machine options.

ATTACHMENTS AVAILABLE

VHS, vertical hinged sideplates with hydraulic control and pressure-compensated.
Auto-Float® attachment.
Four-corner outrigger system, manual operation.
Four-corner outrigger system, hydraulic powered.
5000 series auger/strike-off mold with 20 in. (508 mm) auger.
3100 series auger/strike-off mold with 14 in. (356 mm) back auger and 16 in. (406 mm) front auger.
3100 series open-front mold with 14 in. (356 mm) auger.
Air compressor and pressurized tank for air bar inserters.
High-pressure water system.
Low-pressure water system.
Sensor-controlled power transition adjuster (PTA).
GOMACO's patented computer-controlled power transition adjuster (PTA).
Hydraulic edge slump control.
Frame extensions.
Grade averaging ski.
IDBI dowel bar inserter.
Sideplate extensions for bar insertion.
Manual bar inserter.
Air-powered bar inserter.
Hydraulic side bar inserter with vibration.
Frame-mounted bar inserters.
Mold-mounted bar inserters.
Keyway crimper and punch assembly.
Bolt-on male keyway attachments.
Spreader-plow.
3D package for stringless control.
Other options are available to customize machine to accommodate applications and customer needs.

HW-0910121-D7

The GOMACO four track GP-4000 with IDBI attachment slipforms 39 feet (11.9 m) wide on the northern portion of the Interstate 15 CORE project in Utah. The northern section of the project is six travel lanes wide northbound and southbound for 12 lanes of concrete pavement.

GP-4000 Provides Versatility

The versatile GOMACO GP-4000 four-track provides simultaneous trimming and canal paving on a Marine Base in California. The profile of this canal is 24.5 feet (7.5 m) wide and 36 inches (914 mm) deep, and runs through part of the Mojave desert. Excellent production results were achieved.

HW-040501-D7

HW-040502-D9

You can always find us at
http://www.gomaco.com/gp4000

Cover Photo: HW-050408-D7
Manufactured under one or more of the following U.S. or foreign patents: 5,924,817; 5,941,659; 6,099,204; 6,450,048; CA2,211,331; 7,044,680; 7,284,472; 7,517,171; 7,845,878; 7,850,395; CA2,864,902; CA2,591,177; 8,855,967; 8,682,622; 9,051,696; 9,180,909; 9,200,414; and patents pending.

Worldwide Headquarters
GOMACO Corporation
PO Box 151
Ida Grove, IA USA 51445
Ph: 1-712-364-3347
www.gomaco.com
E-mail: info@gomaco.com

European Headquarters
GOMACO International Ltd.
Units 14 & 15
Avenue One, Station Lane
Witney, Oxon, OX28 4XZ, United Kingdom
Ph: 44-1993-705100
E-mail: pavinguk@gomaco.com

-- DESIGNED FOR SAFETY --

The GP-4000 is carefully designed to give years of dependable and safe service. The emergency stop buttons are on the operator's console and on the corners of the machine, which are easily accessible from the ground level. The machine is equipped with a backup alarm, which is designed to alert personnel around the machine when the tracks are set to operate in reverse. Other safety features include track guards, warning decals, operator horn, an operator's manual, and a safety manual. GOMACO machines are also designed to provide the operator with excellent visibility over the entire paving operation.

The Worldwide Leader in Concrete Paving Technology

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

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