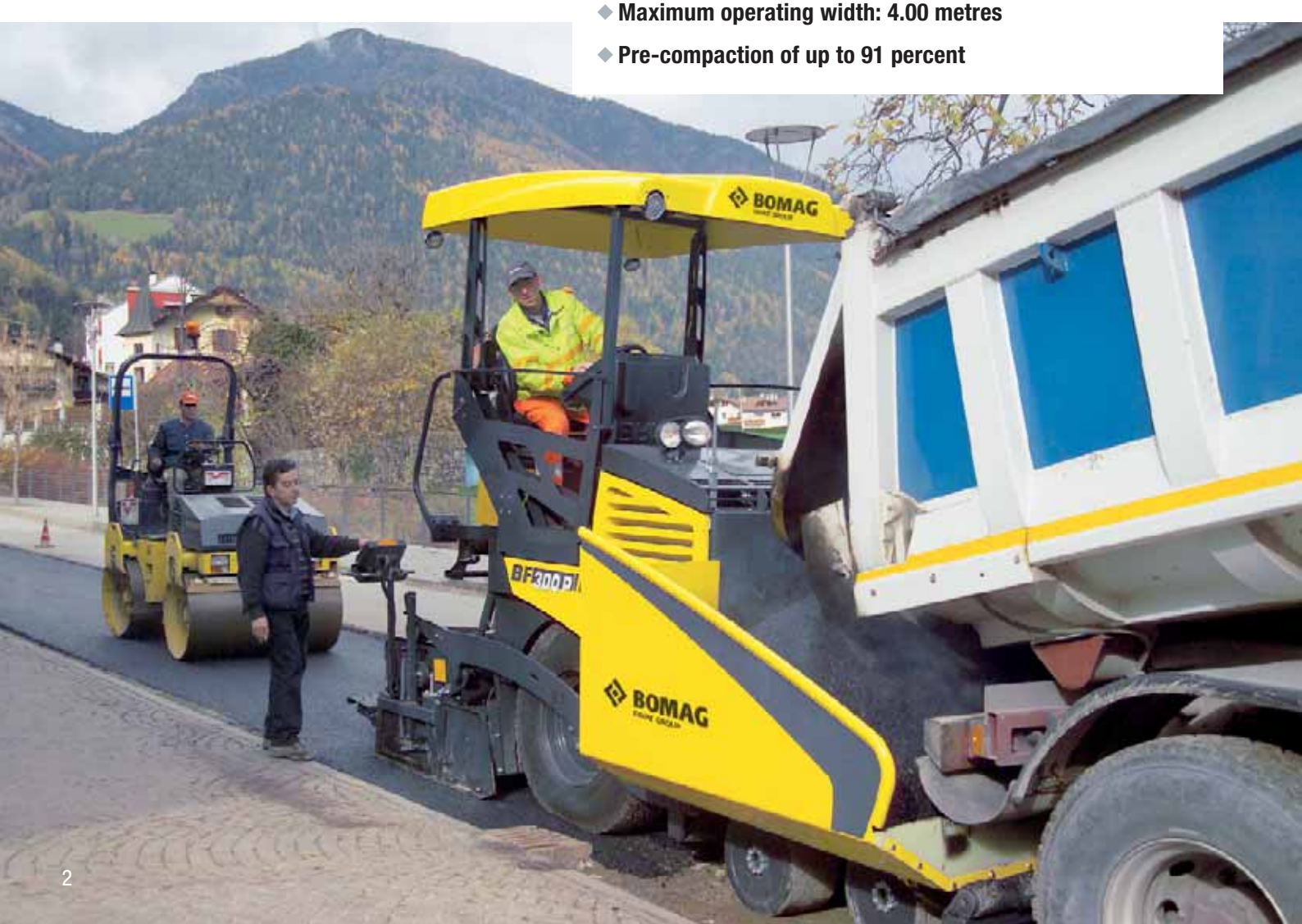
BOMAG
FAYAT GROUP

Quality in the 7-9 t class. Every time.

BF 300

800 gruelling test hours at the BOMAG R&D centre; 500 paved kilometres in on-site trials; 18 months under development plus more than 50 years compaction experience: the new BOMAG 7-9 tonne BF 300 finisher is the result of years of engineering experience and expertise. A paver designed to handle the toughest on-site challenges. Smoothly.

- **Paving capacity: up to 300 t/h**
- **Engine output: 55 kW**
- **Operating weight: 7-9 t**
- **Screed width: 1.70 to 3.40 metres**
- **Transport width, including mounted attachments: 2.50 metres**
- **Maximum operating width: 4.00 metres**
- **Pre-compaction of up to 91 percent**



Paving quality. BOMAG design.

Superb paving performance is not just about technology but also how it is harmonised. The BOMAG BF 300 finisher combines a host of intelligent technologies that have been brought together to increase paving output and finished quality for the contractor at lower cost than previously considered possible.

Key features for paving efficiency:

- **Fuel costs cut –** reduced fuel consumption with ECOMODE engine management.
- **Higher output –** BOMAG hydraulics improve operating efficiency.
- **Operator friendly –** with the patented BOMAG SIDEVIEW system.
- **Efficiency and durability –** the cast heating element blocks give longer service life and even heat distribution.
- **Reduced track wear –** the crawler track is pretensioned hydraulically.
- **Options for flexibility –** a choice of options, including wheels or tracks, gas or electric heating and many more.
- **Easy maintenance –** fast diagnosis using service codes.
- **Reliable –** with redundant systems auger and scraper belts can be manually controlled by a potentiometer.

The Engine.

Powerful, mobile, economical on fuel and with low emissions and noise pollution it's eco-friendly. Impossible? No, it's possible.

High power, low consumption: the Kubota engine in the BF 300 finisher.

The BF 300 finisher is impressive proof that performance and environmental efficiency are possible side by side. With an output of 55 kW (75 HP) the most difficult site work is made easy. At the same time, the Kubota engine is extremely quiet and, with low emissions, is clean. Plus – the **ECOMODE** engine management system works automatically to cut operating costs. ECOMODE regulates output to meet demand requirements and so lowers fuel consumption and reduces environmental pollution.

The manoeuvrable wheel-drive model and the high-traction version with tracked drive: both of these BOMAG finisher types in the 7-9 t class are setting new standards. Take the generously sized coolers. These units continually provide the optimum operating temperature for the engine and hydraulics – even under full-load and in extreme ambient temperatures. Easy access means cleaning can be fast. The 3-phase alternator with its 13 kW output reduces screed heat-up time to under 25 minutes.

A 3-phase alternator with an output of 13 kW cuts heat-up time.

Controlled power output.

The ECOMODE machine management system reduces fuel consumption and environmental pollution by CO_2 emissions.

BF 300: available as a highly mobile wheeled model …

The BF 300 has “idling“ and “maximum“ drive settings but also an “Eco” drive setting. Engine speed is reduced when Eco drive is selected. Nevertheless, ECOMODE provides enough power for more than 80 percent of all jobs.

Depending on the power demand, the automatic speed reset function reduces speed to idle or, if needed, automatically raises speed to the initial level. ECOMODE can of course be de-selected so that the maximum 2200 engine rpm is used irrespective of output to support paver operation even under extreme working conditions.

The Engine:

- Water-cooled 4-cylinder engine
- Output: 55 kW (70 HP) at 2,200 min^{-1}
- Fuel tank capacity: 100 l

… or with high-traction track drive.

The BF 300 finisher is available as a high-traction model with track drive or as a mobile wheeled version with rear or front-wheel drive.

In addition, models with wheel drive can increase starting traction by temporary screed release. This is particularly advantageous on loose surfaces.

Extra paving output.

High productivity requires big hopper capacity and at 9 tonnes this paver is outstanding for its size.

The 9 tonnes hopper capacity means this paver keeps working when others wait to re-charge.

Finishers in this weight class are frequently used in tight areas where hopper loading can be difficult. So it's a big plus when extra hopper capacity allows more paving between refills. And that's not all. The risk of material segregation or premature cooling is also significantly reduced.

More winning design features:

- Extended service life with high-quality, wear-resistant materials
- Individually controllable and reversible scraper belts
- Robust and extreme rigidity lateral bin flaps are also individually controllable
- Folding push rollers for smooth work on constricted sites

The amply-sized hopper opening makes re-charging from trucks quick and easy.

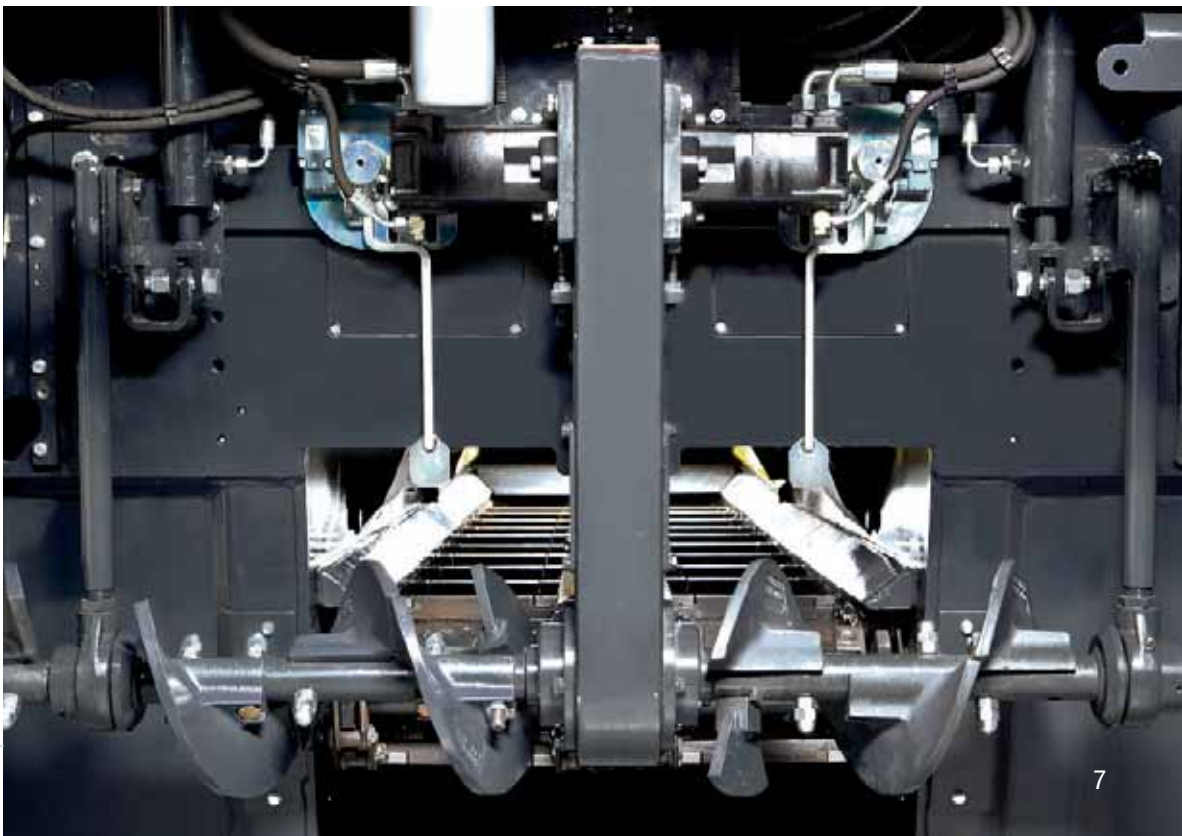
Material flow.

Material should flow from hopper to screed smoothly, regularly and according to demand. This ensures even distribution of asphalt across the full mat width.

The keys to quality paving are two individually controllable and reversible scraper belts which take the material from the hopper to the spreader screws on the screed. A mechanical sensor monitors and automatically regulates the speed of the scraper belts so that the precise amount of material is always delivered. The finisher can also be fitted with ultrasound sensors as an option. Should the sensors suffer failure the auger and scraper belts can be manually controlled at the screed to avoid down-time.

Even flow of material is required at all times to the screed. To ensure this, ultrasound sensors are integrated as standard on the auger, in conjunction with channel plates in the auger tunnel, to avoid accumulation of material in front of the screed board. Flexible flaps positioned at the end of the transfer screw also keep material clear of the rear drive wheels.

The component materials used on these pavers are wear resistant, such as the scraper belt running plates or the cast exchangeable auger elements.



The inside view:
the height adjustable auger gives even distribution over the full mat width.

The Screed.

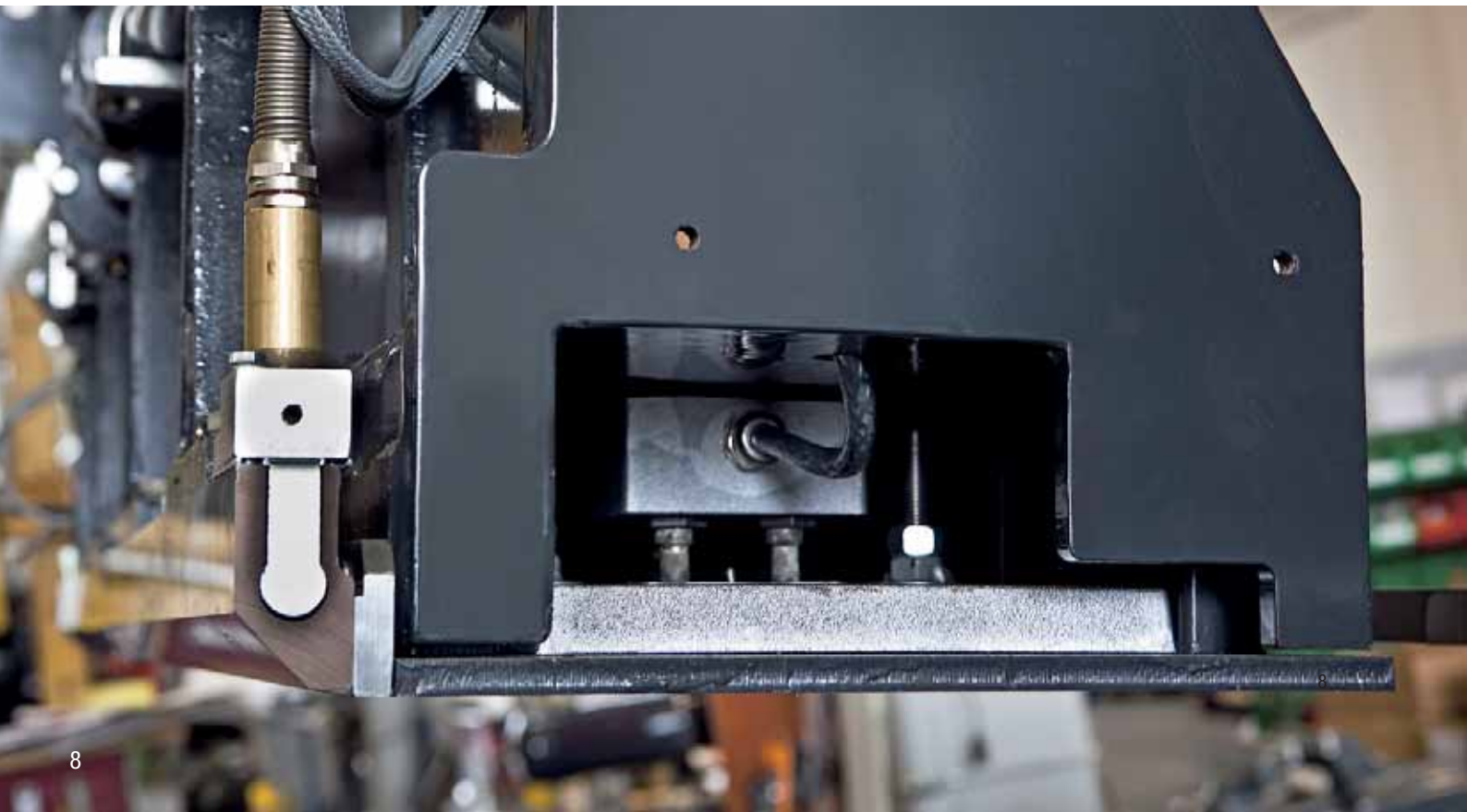
Four types of screed:				
Screed type	**S340E-TV**	**S340E-V**	**S340G-TV**	**S340G-V**
Heating technology	electric	electric	gas	gas
Tampers	+	–	+	–
Vibration	+	+	+	+
Screed terminology: S = Screed, 340 = Working width in cm, E = Electric, G = Gas, T = Tamper, V = Vibration				

The screed is the heart of every finisher and is the key to top quality paving and high pre-compaction. Performance and efficiency is achieved by the blend of many influencing components.

The result of intensive BOMAG R&D work, the BF 300 finisher achieves pre-compaction up to 91 percent and paving layer thickness up to 250 millimetres. This means less passes with the roller, lower costs and faster contract completion.

In addition, the screed has been designed to dispense with the use of wear parts where possible. This applies to each available screed type.

Innovation in detail: cast heating elements for shorter heat-up times, uniform temperature distribution and increased corrosion protection for the heating elements.



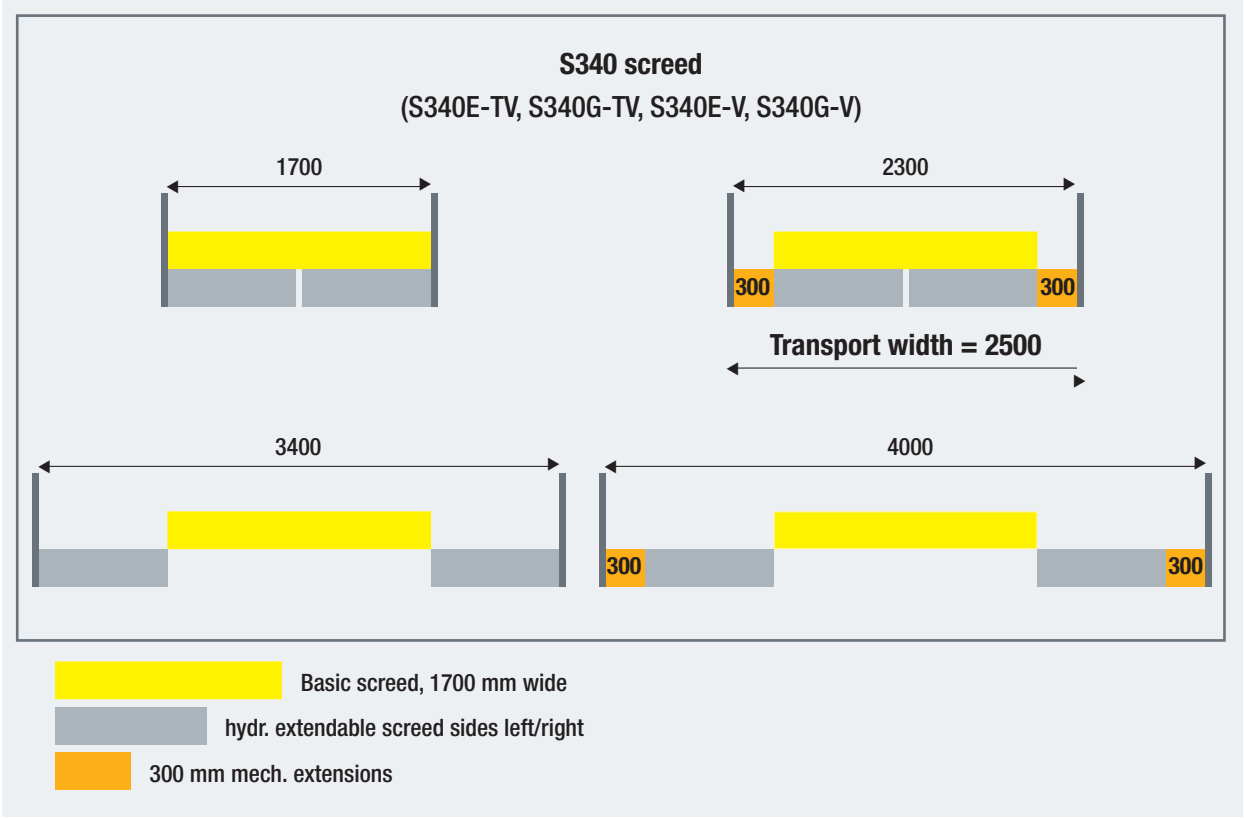
Maximum mat width with basic screed: 3.40 metres.

Minimum mat width with basic screed: 1.70 metres.

Screed width: adjustable as needed:

Each screed has a fully automated temperature monitor and hydraulic side extensions. The working width can be expanded by further attachments to a maximum of 4.00 metres.

The BF 300 finisher screed can be automatically and hydraulically reduced to a transport width of 2.50 metres using attached screed extensions. There is no need to remove the attachments or side plates – saving time and costs.



Easy operation produces higher quality.

The interface between operator and paver determines the actual performance of a unit like the BOMAG BF 300 on day-to-day site work. Which is why BOMAG has designed this paver for easy and intuitive operation.

Always in view: screed release and temperature setting.

Versatility: the grading system interface is compliant with all conventional systems and sensors.

Lighting up: the finisher is fitted as standard with powerful all-round lights.

- **L.C.S.**, Load Control System. Supplies automatic control of the screed release system and boosts starting traction. Controlled by the screed crew, the screed can be automatically released or locked during working breaks and precisely adjusted to each layer thickness. The screed heating can be adjusted individually by segment and monitored automatically.

- **Tamper and vibration** frequency can be selected from the driver‘s station.

- The auger sensor which regulates the delivered mix volume can be controlled from **side-mounted driver‘s stations** using a **potentiometer.** Optional ultrasound sensors for the scraper belts, also used to regulate the mix volume, can be controlled from here too.

- **All-round lighting,** comprising four roof lights, screed and auger lights, plus lights for travel direction - all are standard on the BOMAG BF 300.

User focus: the rotating side-mounted operator's station with ample shelf space.

- Paving depth and the transverse incline of the screed can be easily controlled by the paving crew using the operating console on the driver's station or by a **grading system.** The interface, which functions as a bolt-on system, also permits the use of other makes of grading systems, with electromechanical sensors, ultrasound sensors or laser sensors.

- The tracked version of the BF 300 finisher has hydraulic crawler track pretensioning for extra operational reliability. This not only avoids track jumping, the high pre-tensioning also reduces wear.

- The wheeled model has hydraulically adjustable front-wheel drive. The drive power can be adjusted to the demand and the state of the subsurface; loss of traction at the wheels is avoided and paving quality and operating reliability is enhanced.

- The screed is raised during start-up by pressbutton. This alters the weight balance and greatly improves start-up traction.

- High-load areas on the paver such as the screed, augers and the auger height adjuster can be supplied continuously and automatically with exact quantities of lubricant using the optional automatic central lubrication unit. The benefits: lower wear, lower service costs and a higher resale value.

Optional: the fully automated central lubrication unit for screed and auger.

The visibility is clear: all-round vision from the operator‘s platform.

Added safety: the cover protects against vandalism and weather conditions.

Operator‘s platform

The operator‘s platform on the BF 300 finisher. Clearly arranged and adaptable to the needs of each operator.

The seat and operating console are highly adjustable: the patented **BOMAG SIDEVIEW system.** The entire driver‘s station can be extended laterally to an overhang of 40 cm. Advantage: the driver maintains perfect visibility to the hopper, travel drive and screed and is protected against the weather by the top-quality roof. Even the operating console can be pivoted out of the visual range of the driver when necessary.

Comfort is simply a matter of adjustment. So the **deluxe seat** on the BF 300 offers many adjustment options for the best seating comfort and to make work over long shifts effortless. The driver can turn, slide or adjust the seat height or sprung hardness. The BOMAG deluxe seat adapts perfectly to every driver’s preference.

Practicality: the **hood** provides protection against vandalism and weather and is fitted with a solid hinge mechanism that eliminates stowing during operation.

A change of perspective: the BOMAG SIDEVIEW system gives a lateral overhang of up to 40 cm.

With the BOMAG SIDEVIEW system, the finisher needs just one seat and one operating console.

The driver remains protected wherever the station is positioned.

Servicing and maintenance.

Long service intervals mean low maintenance costs. Regular maintenance and servicing avoids unnecessary damage, higher costs and increased machine down-time.

The BF 300 finisher was designed to ensure fast access to all areas of the machine to reduce the time needed for service work.

The engine compartment has easy access from four sides. The same applies to the hydraulic system which is also easily accessed without preparatory work thanks to the generous flaps.

The central key is another time-saving feature as it accesses all operational areas of the machine.

In addition to servicing and maintenance, transportation offers further potential for cutting costs. The BF 300 finisher has a range of features which make transport to and from site quick and easy.

A good example is the hydraulically operated roof which offers protection against vandalism and weather both on site and during transport.

Another cost-saving feature: the screed can be retracted with attachments and side plates in place to a width of 2.50 metres. Lengthy dismantling of modular attachments is no longer a needed.

It's easy to maintain. The central electrics and …

… clear access to all hydraulic and engine components.

Talking Cost.

The BF 300 has already impressed contractors with its exceptional performance, easy handling and cost benefits. Now you can cut your costs and enhance your reputation for quality paving workmanship. The BOMAG BF 300 finisher makes you more competitive with its extra performance – the sensible low-cost choice in the 7-9 t class.

If we talk about costs, we talk not only about fixed costs such as the purchase price and resale value but, more particularly, about costs that can be saved on site by using better technology. For example:

Cost-saving technology: BOMAG ECOMODE reduces fuel consumption, pollution and noise emissions.

Higher ouput – Smarter design:

- Paving output of up to 300 tonnes per hour
- 305 millimetre long stressed smooth steel skids for better evenness
- Pre-compaction up to 91 percent
- Improved traction and screed adjustment with L.C.S.

On one hand: Power; on the other: Economy:

- Fuel consumption and noise are both reduced with ECOMODE
- Efficient screed heating that works fast
- Site-proven, robust toggle switches – individually replaceable
- Fast parts supply from the global BOMAG dealer and service network

Keeping everything simple and logical:

- Intuitive, language-independent paver operation
- SIDEVIEW feature for clear all-round vision from the driver's platform
- Multiple seating positions make work effortless
- Fast access to all service areas

Users throughout the world trust the BOMAG name. The company has been part of the FAYAT Group since 2005. BOMAG has six branches in Germany, twelve independent subsidiary companies and four production units across the globe. More than 500 dealers in over 120 countries provide global distribution and service for BOMAG products.

Optional equipment.

Smart options for special work: BOMAG has a wide range of options available for the BF 300 finisher, designed to enhance utilisation and performance.

- Grading systems
- Mechanical screed extensions
- Hydraulic profile adjustment for the screed
- Hydraulic height adjustment for the auger drive
- Electric heated side plates
- Automatic central lubrication system
- Front wheel drive for model BF 300 P wheeled paver
- Reduction shoes: narrow the working width to 900 mm

Electric-hydraulic adjustment of the roof profile.

The finisher will accept other grading system types.

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