

Ride-On Vibratory Rollers



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AR13 Ride-On Tandem Drum Roller

Designed specifically for compacting asphalt and sub-layer granular and mixed soils, the AR13 series rollers are lightweight, and heavy-duty machines.

- Hydrostatic drive with infinitely variable speed control for both forward and reverse travel. Allows smooth starts and stops, as well as even operation, to help eliminate asphalt marring.
- Hydrostatic drive lines enclosed to reduce potential damages.
- Power Steering For positive & accurate steering control and increased maneuverability.

- Maintenance-free vibratory assembly reduces service time.
- · Maintenance Free articulation joint
- Heavy Duty Hydraulic drive motors for optimum traction.
- Powder Coat Paint More durable then conventional wet coat.



Shown with 20.0-HP (EDA Approved) Honda gas engine* (manual and recoil start); 23.6 HP Vanguard diesel optional*



Engine panel access — simple entry to service engine components.

Steel engine cover with punch-pressed ventilation openings insures proper engine cooling.



9.5-gal. fuel tank with fuel level indicator cap—located under the seat for easy access. 6.5 hours fuel supply.



Ride-On Tandem Drum Roller

For versatility, reliability and economy in a one-ton static roller, you can't make a better choice than Multiquip's R2000H.



R2000H The most compact ride-on we offer!

Use the R2000H for small asphalt paving jobs such as driveways, walkways, bike paths, small parking lots, and for patching. This roller compacts by weight only (also known as static compaction). This roller can be used for granular sub-base soil compaction in preparation of asphalt paving.

7.1-HP Honda gasoline engine*

Convenient service and maintenance features include: easy access engine, hinged cover for hydrostatic transmission and jackshaft chain assembly, simple belt tensioning, easily accessible steering and drive lube points.

| Model | R2000H | |
|----------------------------|---|--|
| Compaction Force lbs. (kg) | Static Force Only | |
| Drum Width in. (cm) | Front: 28 (71); Rear: 32 (80) | |
| Overall Width in. (cm) | 37 (93) | |
| Curb Clearance | Left 1.750"/44.4mm Right 3.500"/88.9mm | |
| Travel Speed mph (kph) | 0-5.6 (0-9.0) | |
| Engine* | 7.9-HP Honda GX-240 | |
| Start Method | Electric | |
| Fuel | Gas | |
| Water Tank gal. (It) | 21 (79.5) | |

Ride-On Vibratory Roller Specifications

| Model | AR13HAR | AR13D |
|---|------------------------------------|------------------------|
| Weight | | |
| Operating weight - lb (kg) | 3173 (1439) | 3227 (1463) |
| Drums | | |
| Width - in (mm) | 35.7 (907) | |
| Diameter - in (mm) | 22.6 (575) | |
| Thickness - in (mm) | .38 (10) | |
| Curb Clearance - in (mm) | Left: 7.5 (191) Right: 17 (432) | |
| Rolling width max. | 35.7 (907) | |
| Drive | | |
| Engine/Type | Honda GX630 | Vanguard Diesel 850 |
| Max. Horsepower - (kW)* | 20.0(15.0) | 23.6 (17.3) |
| Max. Travel speed mph - (kph) | 0-4.8 (0-7.7) | 0-4.8 (0-7.7) |
| Gradeability with/without vibration - % | 25 | |
| Steering | | |
| Inside Turning Radius - in (mm) | 137.8(3500) | |
| Steering / oscillating angle - +/-° | 110 | |
| Compaction | | |
| Amplitude - in (mm) | 0.019 (0.5) | |
| Static linear load - lb/in (kg/cm) | 45 (8.1) | |
| Working speed 3600 RPM | | |
| Frequency - vpm (Hz) | 4000 (67) | |
| Centrifugal force- lb (kN) | 3100 (13.7) | |
| Capacities | | |
| Water tank, front/rear- gal (It) | 40 (151) | |
| Hydraulic tank - gal (It) | 5.7 (21.6) | |
| Fuel tank - gal (It) | 9.5 (35.9) | |
| Overall Dimensions | | |
| Length - in (mm) | 85 (2159) | |
| Height w/ROPS folded raised in (mm) | 88 (2235) | |
| Width - in (mm) | 39 (991) | |

All features and specifications are subject to change without notice. Version (01-12_BD)





^{*} Engine power ratings are calculated by the individual engine manufacturer and the rating method may vary among engine manufacturers. Multiquip Inc. and its subsidiary companies makes no claim, representation or warranty as to the power rating of the engine on this equipment and disclaims any responsibility or liability of any kind whatsoever with respect to the accuracy of the engine power rating. Users are advised to consult the engine manufacturer's owners manual and its website for specific information regarding the engine power rating.

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