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»MASTA« TANDEM ENGINE ROLLER 2,8—4 TONS DANISH MANUFACTURE

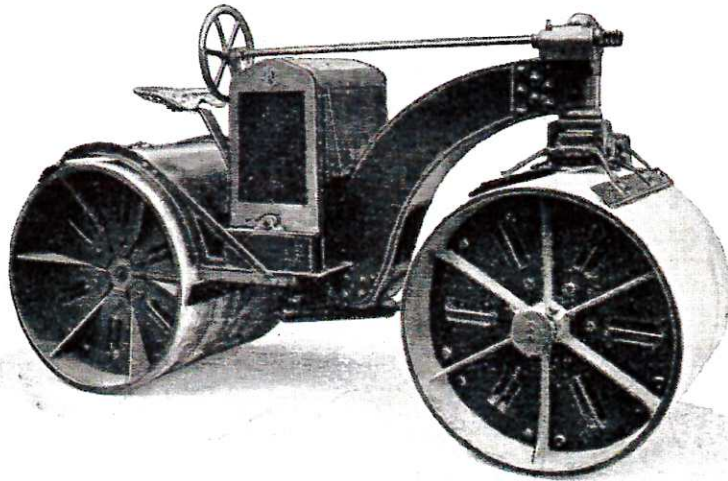


Fig. 30. »MASTA« Tandem Engine Roller seen from right.
Note: No parts extruding.

MODERN ROAD-MAKING MACHINERY

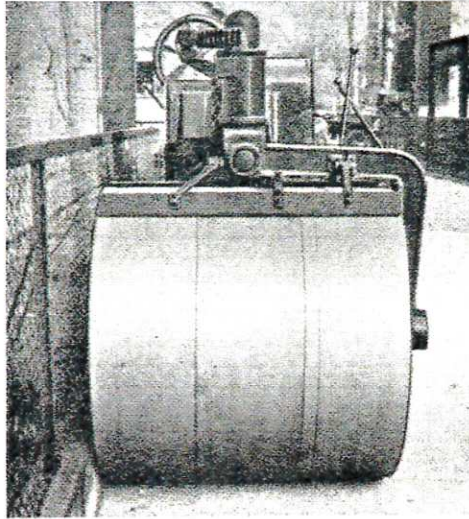


Fig. 31.

»MASTA« Tandem Engine Roller 2,8—4 tons is constructed as a special help to modern surfacing, that is for rolling of the thin top dressing now often used, not only for cycle paths and foot paths but also for top dressings on roadways, in other words, emulsion-concrete, steel turnings and asphalt, bitumen, etc.

Apart from that the roller is of excellent general use to contractors for the pre-rolling of soft roads, rolling work in connection with widening of the roads and cable placing, playing fields etc.

Referring to the detailed specification of the roller on page 4 we beg to call your attention to some special features which this roller possesses as against other well-known light tandem engine rollers.

1. **The roller is entirely without any extruding parts on the right** (Figs 30, 31 and 32) so that it is possible to roll close up to fences, walls, kerb stones, trees along the road etc.
2. **The extra big rollers** have a diameter of 1 m and a width of also 1 m. The extra large diameter makes the roller specially suited for rolling of thin surfaces and top dressings, and the great width increases the working capacity.
3. The almost **uniform loading of front and back rollers** gives approximately the same rolling pressure per cm roller width of the front and back rollers.
4. The loading of the rollers, both the permanent and the detachable one is placed so as to **make the rolling pressure uniform** whether the roller is empty or partly or fully loaded.
5. **Minimum turn radius.** Due to the **tri-sected** front roller the roller can turn easily without destroying the road, with a turn radius of about 2,5 m.

Fig. 32.
The roller is very easy to handle.
Note! the tri-sected front roller
and the good survey from the
driver's seat.

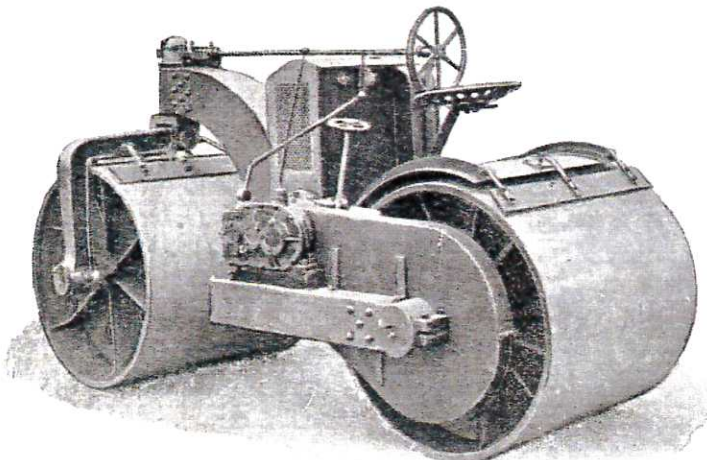
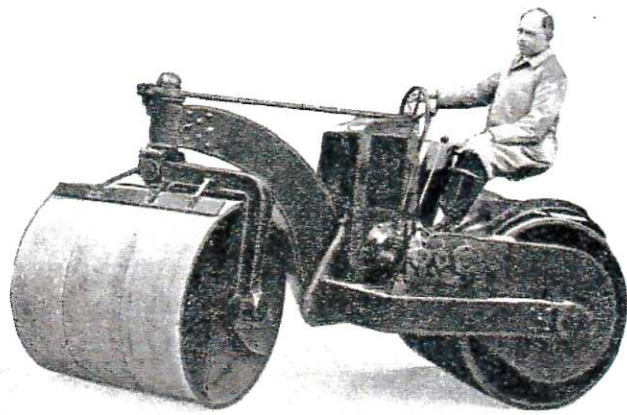
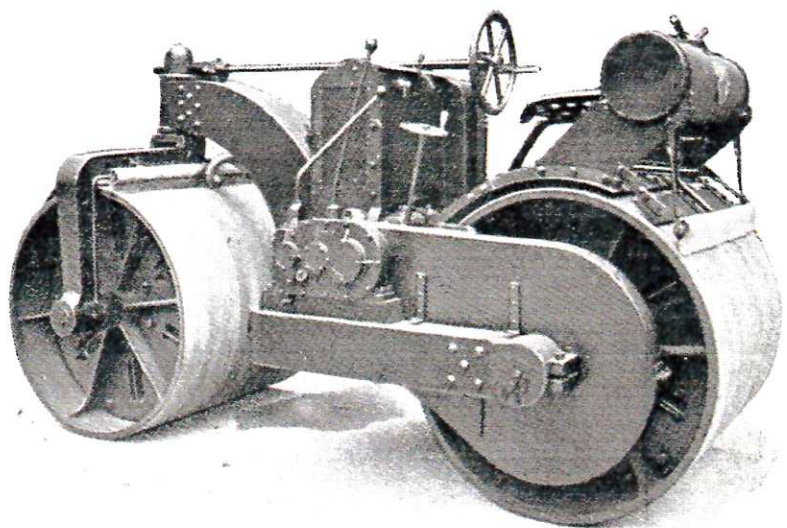


Fig. 33.
The roller seen
from left.

Fig. 34.
The roller equipped with
moistening device for
the rollers.



Specification:

Fig. 35 shows the dimension.

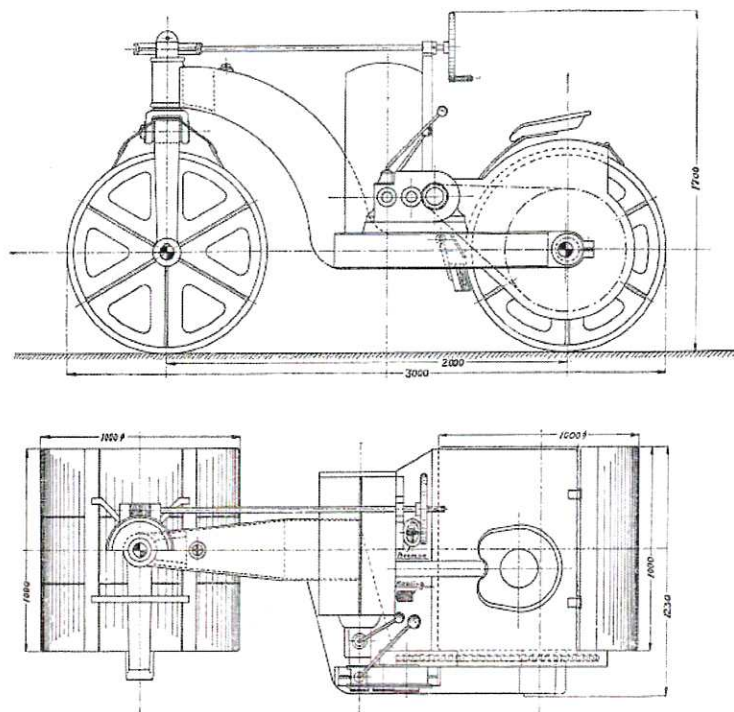


Fig. 35.

Rolling Pressure per cm front roller: empty: 13,25 kg, fully loaded: 18,25 kg.
per cm back roller: — 14,75 - — — 21,75 -

Speeds. The roller can go with 3 speeds in both directions, varying from 1,0 to 12 km per hour.

Motor. In our Standard construction the motor is a Ford-Junior (Model Y) motor, a superior power unit under all circumstances with its power up to 20 H.P. The motor is provided with electrical starter and is easy to start and serve and convenient for inspection.

The steering takes place through worms and worm-gears.

Moistening device for the rollers can be delivered, if specially required, for moistening of the rollers with water, gasoline, crude oil, etc. when working on bitumen dressings.

The machine chassis is made of electrically welded steel construction with the front part of malleable iron. The crosshead is also malleable iron.

The rollers are made of a specially close grained and durable alloy of cast iron and with different thickness of the roller rims so as to equal the weight of the gear box and transmission. The loading weights are of cast iron and made as easily exchangeable sectors.

Pressure lubricating is used and a grease lubricator follows the equipment.

The weight when the roller is unloaded:

Front roller	1325 kg
Back roller	1475 -
Total	2800 kg

With a loading capacity of 1200 kg:

Front roller	1835 kg
Back roller	2175 -
Total	4000 kg

The loading can be varied within these limits by installing or taking out weights in the roller of about 50 kg each. If especially required the roller can be delivered with the back roller arranged for loading with gravel or sand.