

***Hamm Soil Stabilizer
Raco 350
Technical specification***



Technical specification

| | | Hamm Soil Stabilizer Raco 350 | |
|-----------------------------------|-------------------|--|--|
| Working width max. | mm | 2,400 | |
| Working depth *1 | mm | 0–450 | |
| Milling and mixing drum | | | |
| Tool spacing | mm | 16 | |
| Number of tools | | 172 | |
| Drum diameter with tools | mm | 1,380 | |
| Diameter of the milling drum | mm | 860 | |
| Drum inclination, max. | ° | 15 | |
| Engine | | | |
| Manufacturer | | Deutz | |
| Type | | BF8M 1015C | |
| Cooling | | Water | |
| Number of cylinders | | 8 | |
| Output | kW/HP/PS | 370/496/503 | |
| Engine speed | min ⁻¹ | 2,000 | |
| Displacement | cm ³ | 15,870 | |
| Fuel consumption, 1/1 load | l/h | 72 | |
| Fuel consumption, 2/3 load | l/h | 48 | |
| Speed/gradeability | | | |
| 1 st gear | m/min | 0–45 | |
| 2 nd gear | km/h | 0–16.2 | |
| Theoretical gradeability | % | 40 | |
| Ground clearance | mm | 350 | |
| Weights *2 | | | |
| Front axle load | daN (kg) | 15,270 | |
| Rear axle load | daN (kg) | 6,080 | |
| Operating weight, CE *3 | daN (kg) | 21,350 | |
| Tyres | | | |
| Type | | Radial | |
| Tyre size, front | | 28 LR 26 TL | |
| Tyre size, rear | | 19.5 LR 24 TL | |
| Tank capacities | | | |
| Fuel tank | l | 900 | |
| Hydraulic fluid tank | l | 400 | |
| Electrical system | V | 24 | |
| Shipping dimensions | | | |
| Dimensions of machine (L x W x H) | mm | 9,380 x 2,940 x 3,270 | |

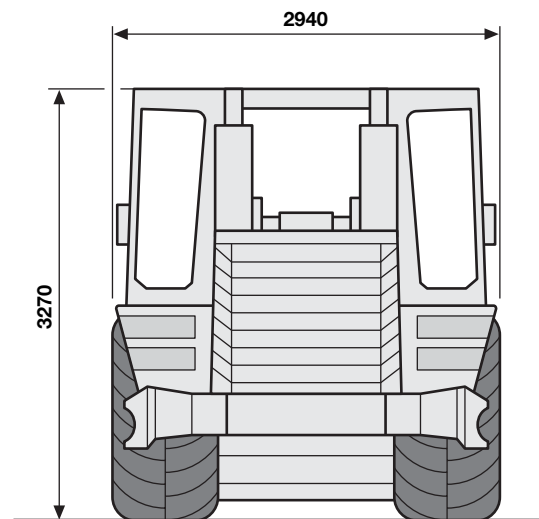
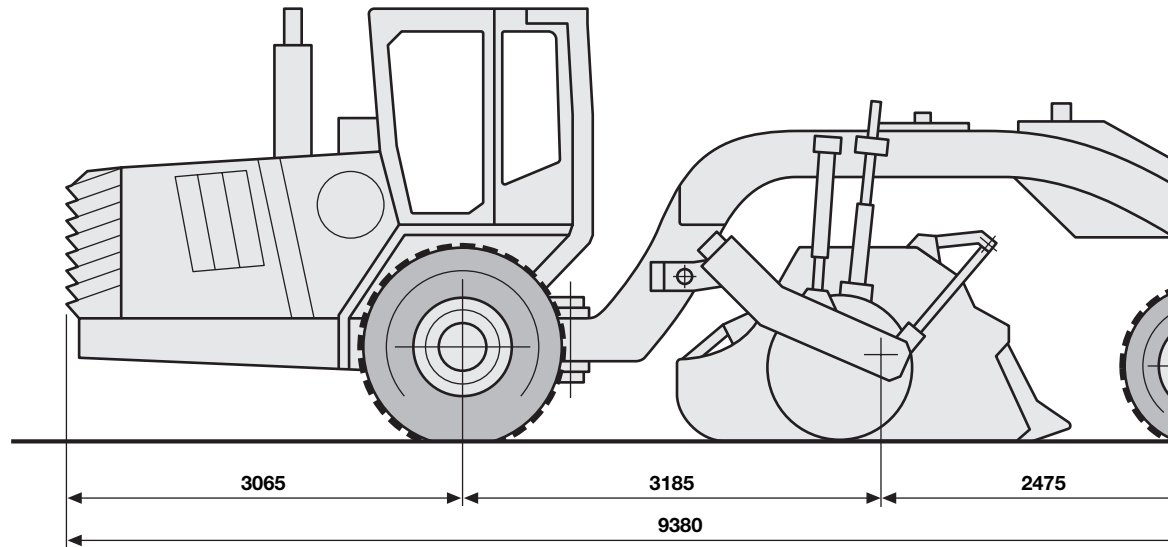
*1 = The maximum working depth may deviate from the value indicated, due to tolerances and wear.

*2 = All weights refer to basic machine without any additional equipment.

*3 = Weight of machine with half-full fuel tank, driver (75 kg) and tools.

Technical description

Dimensions in mm



Turning radius inside = 3.260 mm
Turning radius outside = 6.730 mm

Basic mechanical design

The Hamm Racó 350 is a soil stabilizer with hydrostatically driven milling and mixing rotor.

Chassis

The welded machine frame is made up of two parts. The front part accommodates the diesel engine with drive station for the hydraulic pumps and the

operator's platform. The milling and mixing rotor is supported by the rear part of the machine. The two parts are interconnected by an articulated oscillating joint. All components are readily accessible for maintenance work.

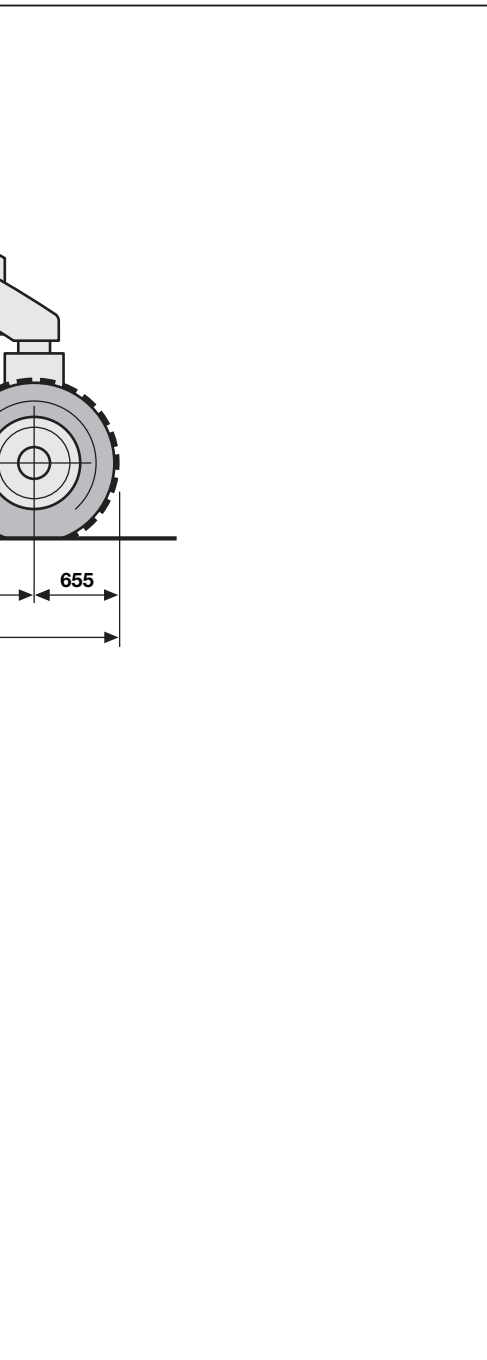
Engine

The Hamm Racó 350 has a Deutz diesel engine rated at 370 kW / 503 PS

to drive the hydraulic system for both the travel and the milling drive. The air drawn into the engine passes through a multi-stage filter. The engine meets the stringent standards of the US Environment Protection Agency (EPA) and of the European Union.

Steering

The Hamm Racó 350 has hydraulical-



ly actuated articulated steering with a maximum steering angle of + 30°.

The front axle is a rigid axle. The rear wheels are rigidly suspended from the chassis and can be steered. The rear axle oscillates about an axial joint and is therefore largely independent of the movement of the front axle. The oscillation angle equals 15° in both directions.

Travel drive

All-wheel drive is a standard feature of the soil stabilizer. The front axle has a limited-slip differential to ensure optimum traction. The two rear wheels are driven via hydraulic motors fed by a common pump. The large tyres with deep tread additionally ensure a high speed of advance, even on difficult terrain.

The travel speed can be infinitely varied from zero to maximum in both driving and milling gear.

Power control

The feed rate is controlled as a function of the engine speed by the automatic motor monitoring system. The power distribution between travel and milling drive can be varied, depending on the type of job concerned. Automatic power control can be deactivated for manual adjustment of the feed rate.

Brakes

Braking is achieved through interlocking of the hydrostatic drive. A multiple disk brake is additionally installed on each wheel as parking brake.

Milling and mixing rotor

The milling and mixing rotor operates in an up-cutting direction. Toolholders accommodating the round-shank cutters are welded onto the drum body as a standard feature. Special, bolted edge segments can be replaced with particular ease.

Optionally, the milling and mixing rotor can also be equipped with the tried-and-tested, patented quick-change toolholder system HT3. In this case, the bottom parts of the toolholders are welded to the drum body. The upper parts are secured in the bottom parts by retaining bolts and can be replaced without difficulty.

The rotor housing is made of particularly wear-resistant special steel and equipped with hydraulically adjustable flaps at the front and rear.

The milling and mixing rotor is lowered hydraulically to set the working depth.

The position of the rotor housing remains unchanged, thus enlarging the mixing area in proportion to the working depth. The set working depth can be read off on large, clearly legible displays on the right and left of the rotor housing.

A wear-resistant crusher bar can also be integrated into the drum housing if required.

Milling and mixing rotor drive

The milling and mixing rotor is driven hydrostatically on both sides. The speed can be infinitely varied between 120 and 145 rpm. The hydraulic lines for the rotor drive are enclosed in a well sealed housing to protect them against damage and fouling.

Soundproofing

Soundproofing is a standard feature to reduce noise levels for both the operating personnel and the environment.

Operator's platform

The operator's platform is located at the front of the machine and can easily be accessed from both the right and the left. The operating elements are clearly arranged, easily legible and within easy reach of the driver. A shock-absorbent seat of adjustable height and position ensures maximum comfort for the driver. The height and angle of the steering column can similarly be infinitely adjusted. The main operating data can be read off on clearly laid out displays.

An air-conditioned cab with all-round glazing is optionally available for the soil stabilizer. A slight excess pressure prevents dust entering the cab. The fresh air is additionally filtered.

Hydraulic system

Separate hydraulic systems for the travel drive, milling and mixing rotor drive, control functions and cooling system. The hydraulic pumps are driven by the diesel engine via a PTO gear.

Electrical system

24 V system with 3-phase alternator, two 12 V batteries and a starter.

cuit for work on the rotor. Comprehensive working lights ensure that work can continue without danger in twilight and in the dark.

Safety and transport

The soil stabilizer includes an Emergency OFF switch, a reversing horn, a flashing warning light and a safety cir-

A locking mechanism prevents the machine buckling during transport. Clearly marked loading and lashing lugs allow the machine to be loaded by crane and secured for transport.

○ Standard ● Optional

| Equipment | Hamm Soil Stabilizer Raco 350 |
|--|----------------------------------|
| Frame/operator's platform | |
| Driver's cab including filter and air-conditioning | ● |
| Special painting | ● |
| Milling unit | |
| Milling and mixing rotor with welded toolholder system HT5 | ○ |
| Milling and mixing rotor with quick-change toolholder system HT3 | ● |
| Crusher bar | ● |
| Pneumatic tool ejector | ● |
| Travel drive | |
| All-wheel drive | ○ |
| Combinated articulated and rear axle steering | ○ |
| Miscellaneous | |
| Air intake with preliminary filter | ● |
| High-pressure water wash down | ● |
| Injection system | ● |
| Soundproofing | ○ |
| Air compressor | ○ |
| Working lights | ○ |
| Warning light | ○ |
| Reversing horn | ○ |
| Loading and lashing lugs | ○ |
| Comprehensive tool kit | ○ |
| Comprehensive safety package | ○ |
| CE Declaration of Conformity | ○ |



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