

ASPHALT MANAGER: The Industry's Best Kept Secret



What is ASPHALT MANAGER?

- Unique to BOMAG, ASPHALT MANAGER 2 is the second generation of a special vibration system in the front drum, coupled with control system to automatically adjust amplitude.
- Introduced in 2001, the technology is mature and robust, and extremely popular in Europe.
- ASPHALT MANAGER 2 allows for infinite amplitude adjustments between 0 and maximum in automatic mode, and can also be used in manual mode.
- The optimal compaction speed and efficiency are automatically achieved through constant measuring of feedback, while avoiding over compaction.

How it works

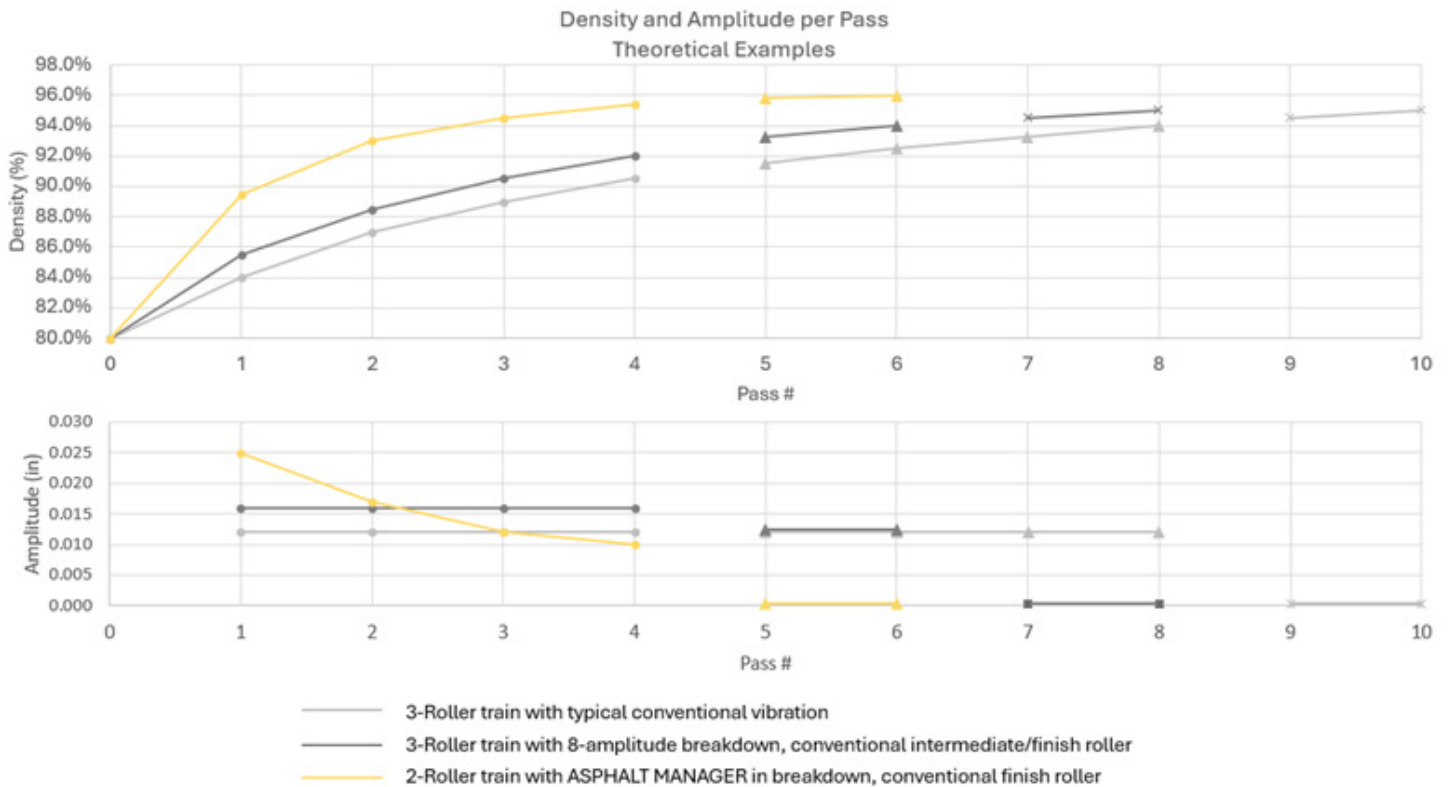
- Vibration starts at a low amplitude vector.
- ASPHALT MANAGER “listens” to the drum and measures feedback.
- The vibration vector is increased or decreased to optimize compaction effort.
- The cycle repeats several times per second.

What are the benefits of ASPHALT MANAGER 2?

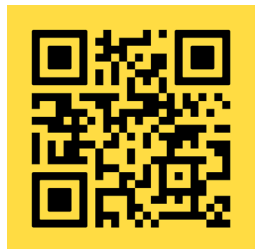
- Automated control of the amplitude between 0 and max.
- Prevents over-compaction and drum bounce (double hit).
- Applies maximum compaction energy for the unique conditions of every jobsite.
- Eliminates bow-wave effects through auto-reversing vibration direction.
- Can also be used manually (5 amplitudes + oscillation).
- The perfect compaction assistant for new operators.

How does ASPHALT MANAGER benefit your business?

- Eliminates Passes
- Improves Density Consistency
- Improve Density in hard-to-compact mixes (e.g. SMA, Hi-mod)
- Improve IRI
- Reduce over-compaction risk
- Save fuel / reduce machine usage



The chart shows a theoretical example of 3 different roller trains on the same 3" asphalt lift. The top graph shows density relative to pass number, while the lower graph shows the amplitude setting for that roller/pass. The light grey lines represent a conventional vibration roller train, set to low amplitude. The medium grey lines represent a roller train with a multi-amplitude (8-amplitude) roller in breakdown position, with amplitude optimized for that position and lift thickness, followed by a conventional roller in low amplitude. The yellow lines represent a roller train with an ASPHALT MANAGER equipped roller in the breakdown position, set in Automatic mode, with a static finish roller to complete the job. In this example, the ASPHALT MANAGER system automatically optimizes first and second pass amplitude to maximize densification, while significantly reducing amplitude on the third and fourth pass as increasing stiffness and feedback are detected.



Scan the QR code for more information on ASPHALT MANAGER

