

Laying Out the Job

The Layton track paver is designed to spread materials from 8 feet to 12 feet wide. Because of this flexibility we suggest the following be taken into consideration:

1. To be able to spread so that the driver is next to the previous mat.
2. What taper is necessary to avoid hand work.
3. What width is necessary to be able to make the last panel full width.
4. Are transverse joints necessary?
5. Pave toward the open side of any job.
6. Can one panel be spread to provide a take off to avoid blocks and hand work?

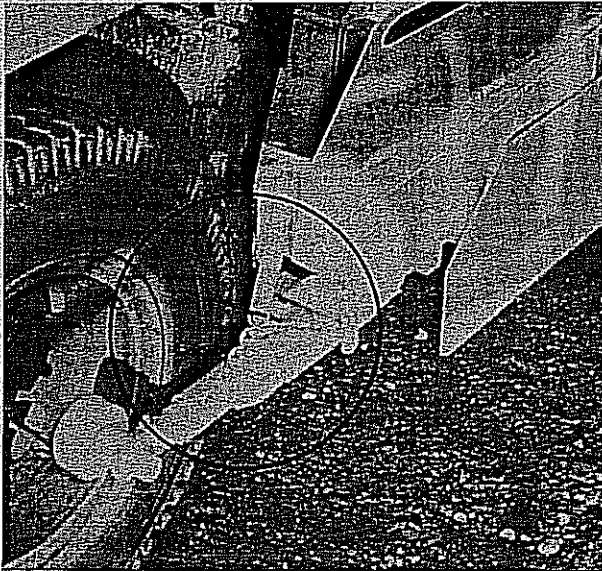


Fig. E-4

When the paver arrives on the job, sight the trailing edge of the screed to make certain of the desired crown or invert setting. Then raise the dump body of the truck to lower the paver. The carry chains and gate hooks should be taken from the truck. Disengage the grab hooks from the chains on the hook up arms, put the arms over the front of the machine, and hook the support springs into the fourth link of chain from the front of the hook up arms. (See Figure E-4)

Back the truck into the machine and by using the central hydraulic system close the arms on the wheels firmly. Then place one gate hook on the center of the tailgate and affix the screed hoist chain. Using the central hydraulic hand pump raise the screed until a clearance of 4 to 6 inches is achieved. The paver is now ready for the truck to maneuver it into position.

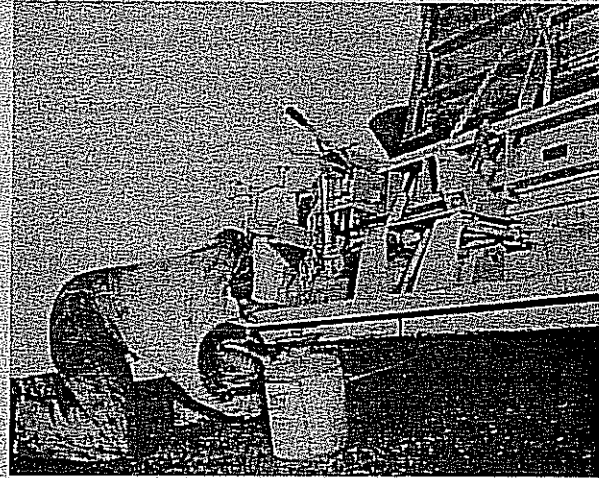


Fig. E-5

When the truck backs the paver into position for the first spread, use two blocks of wood, the same thickness as you wish to lay as a take off for the paver. These blocks should be approximately 24 inches long, placed in the direction of travel about 6 inches in from the sides of the screed and the leading edge of the screed should coincide with the leading edge of the blocks. Use the central hydraulic system to lower the machine onto these blocks. Now the screed can be set. (See Figure E-6)



Turn the depth control handles until an area of no friction is felt on the screws. Then by clockwise rotation turn the handles one and one-half full turns, set your extensions for the desired width, set chains on the truck tailgate, fill the hopper with material and have the truck driver pull forward. As the screed moves off the blocks the compacted thickness of the mat will be the same as the blocks. After the machine has moved forward 3 to 5 feet stop to allow the screed to heat. (See Figure E-7)

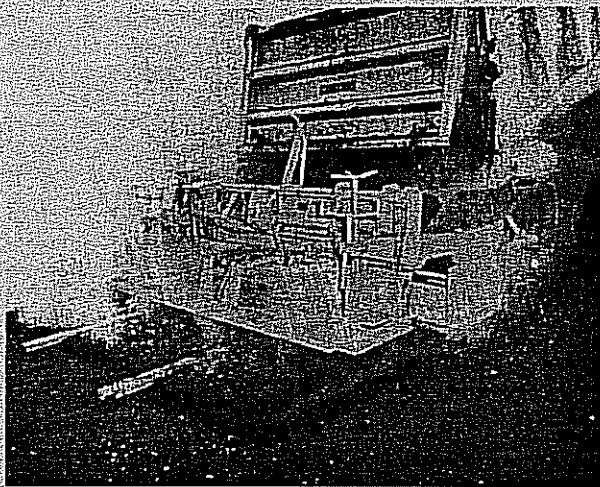


Fig. E-7

The Layton paver is so designed to lay materials at a predetermined thickness without adjustment to the depth control if the grade is uniform. Therefore it is not necessary to make major changes to the depth control handle unless an obstacle is being transcended. The walking beam construction and a full floating screed will tend to level minor changes in grade. However, a grade is seldom uniform so the operator can take action for major changes by looking ahead to anticipate these changes. A rule of thumb, for judging the depth of material being spread, is to look at the leading edge of extension end plate. The thickness at that point is relative to the thickness being spread.

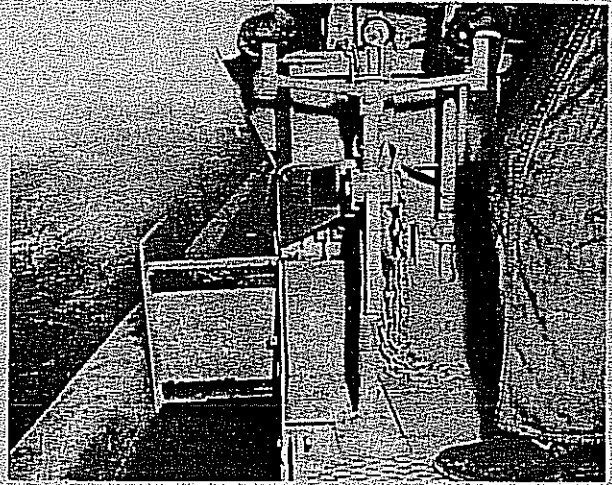


Fig. E-8

As the machine arrives at the end of a spread have the driver let down his dump body when the front wheels are just past the line on which you want to stop. This will leave material in the hopper as to complete the spread. Move forward until you are 2 feet short of this line. Then by using the central hydraulic system close the shut-off gate and pull forward to the area you wish to stop. By using this method you will have only a small amount of material in the hopper and little or no clean-up work. Then use the hydraulic screed hoist to raise screed.

- Do not latch tailgate.
- Do not clean apron.
- Do leave hook-up arms attached.
- Do leave the track firmly on the ground.

The truck is ready to maneuver the paver into position for the next spread. (See Figure E-9)



Fig. E-9