

C. MAINTENANCE AND ADJUSTMENTS

The Layton Track Paver operates with a very low maintenance factor since there are relatively few moving parts. The function of this machine can be greatly enhanced by spraying with diesel fuel before use and by cleaning with diesel fuel immediately after use, that is, while the machine is still hot. Make note to spray the tracks thoroughly and to increase the amount of diesel fuel on the tracks if you have been either lapping panels or paving over tack coats. Fifteen minutes spent cleaning will produce hours of trouble free production.

There are 27 lubrication points on the paver. These are shown in Figure C-1 and C-2. The recommended lubricant is Chevron Duroplex medium. We suggest that the machine be lubricated twice weekly, however under heavy usage it should be done more frequently.

Central Hydraulic

Seepage around the cylinder rams is normal and serves as a lubricant — when refilling the system use a good grade hydraulic oil. The filler cap is on the reservoir.

★Allen screws to be removed and zerk fittings inserted for lubrication.

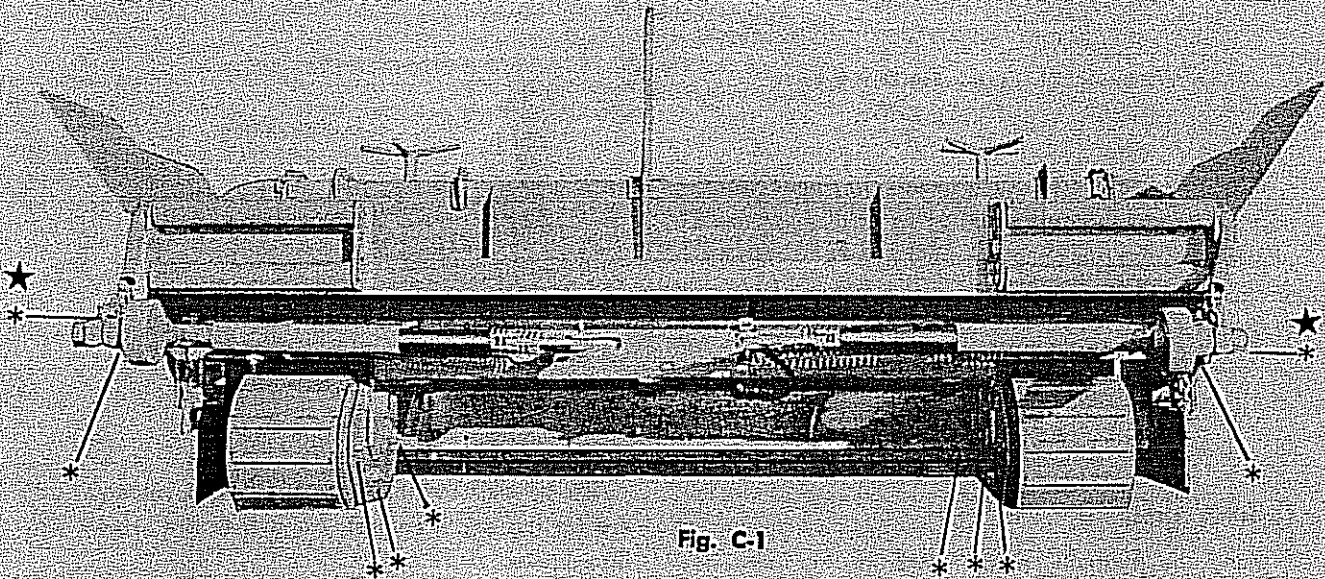


Fig. C-1

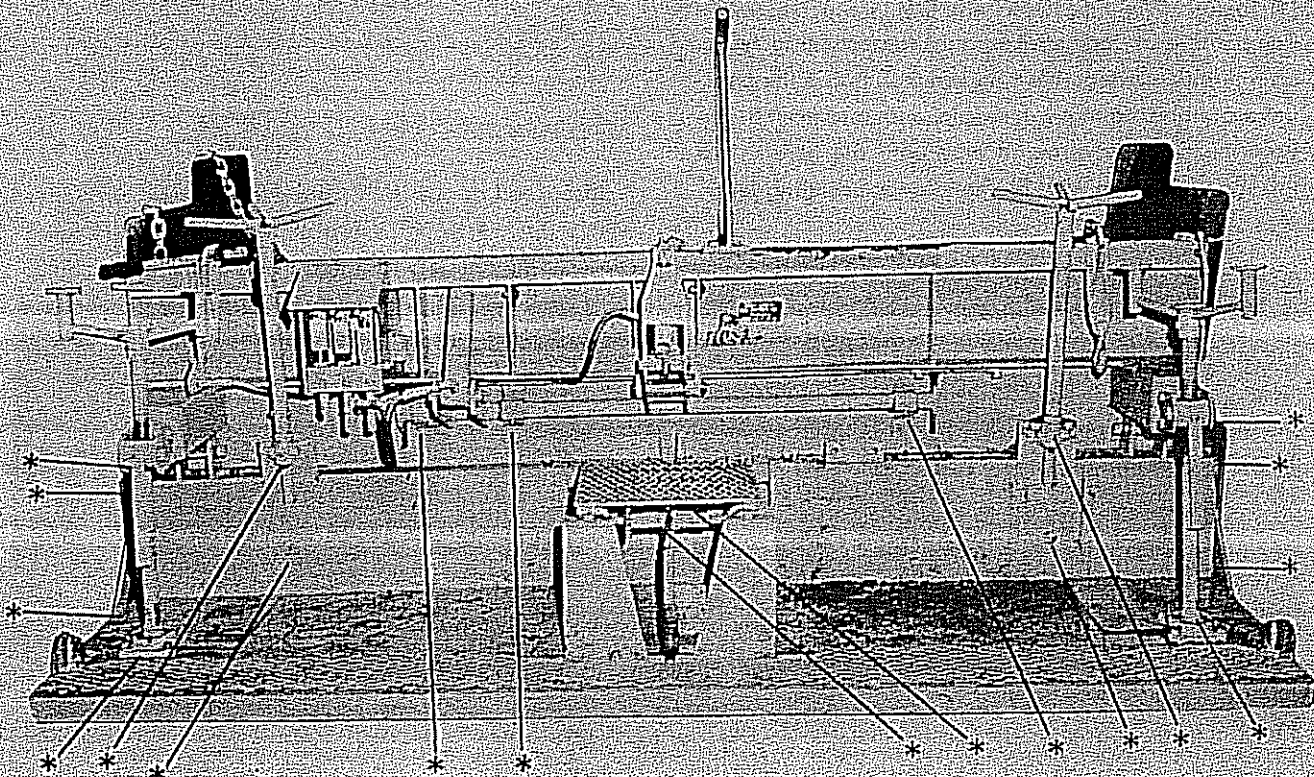


Fig. C-2