

This paver is capable of raking its own hot joints and as you prepare for the next spread overlap the extension about 3 inches over the previous panel. A cross section of the spread is shown in Figure E-10.

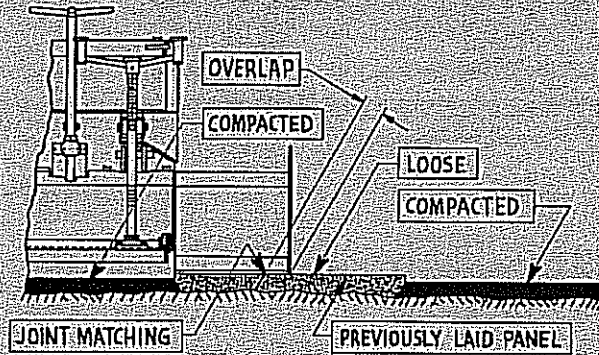


Fig. E-10

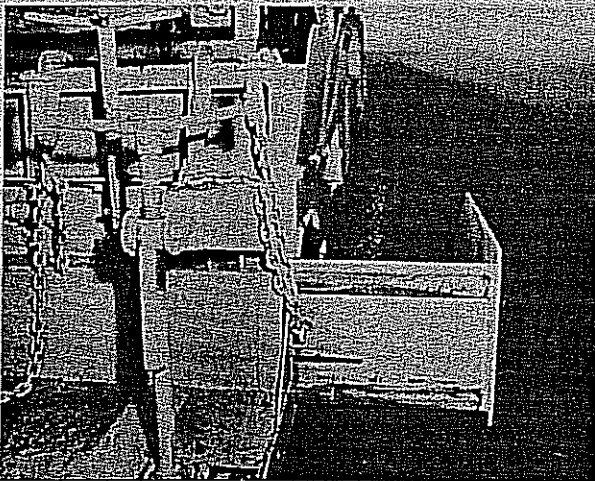


Fig. E-11

There is a variance in height yet there is exactly the same amount of material under the screed as there is under the extensions. As the paver moves down the panel it will rake over the previous panel and deposit the right amount of material to provide a tight joint.

As you start the next panel and any subsequent spread, make certain that the shut-off gate is opened for it is impossible to pave with it closed.

Upon completion of any job the machine should be thoroughly sprayed or washed with diesel fuel to prevent build up of materials. Pay particular attention to bump rolls, extensions and tracks.

Trouble Shooting

1. Tearing or scuffing of a mat. Tearing of a mat is caused by either the material being spread is too cold and is sticking to the screed or the mix is not uniform. This should be corrected at the plant, however in some instances the machine should be stopped and the screed allowed to heat, to provide better screeding effect. In cold climates as each spread is began, the driver should stop to allow the screed to regain its heat.

2. Variance in spread depth is usually caused by overcontrol. Once the desired depth setting is attained, the operator should make only minor changes to the depth control handles. In many cases entire jobs can be completed without changes to the depth control handles.

3. Voids in the mat are caused by lumpy material or material that is thicker than the mat you wish to lay. Voids at the sides of the panel are corrected by keeping the truck body elevated to assure full flow of material.

Roller Effect

Compacting of the material spread by the Layton Track Paver is accomplished in the same manner as is done by any other paving machine. Compaction should be started as soon as a roller can be supported by the material.

Do's

DO—Diesel the machine before use, and clean machine with diesel immediately after use.

DO—Lubricate the machine at regular intervals.

DO—diesel tracks during the job if paving on tack coats.

DO—make certain the hook-up is firmly in the wheels before starting to spread material.

DO—not let the machine engage the truck tires when in the transport position.

DO—not release the screed hoist until all personnel are clear of screed.