

D. USE OF CONTROLS

1. The central hydraulic system is a three piston single action hand pump which activates the hook-up arms, the shut-off gate, and the screed hoist. (See Figure D-1)

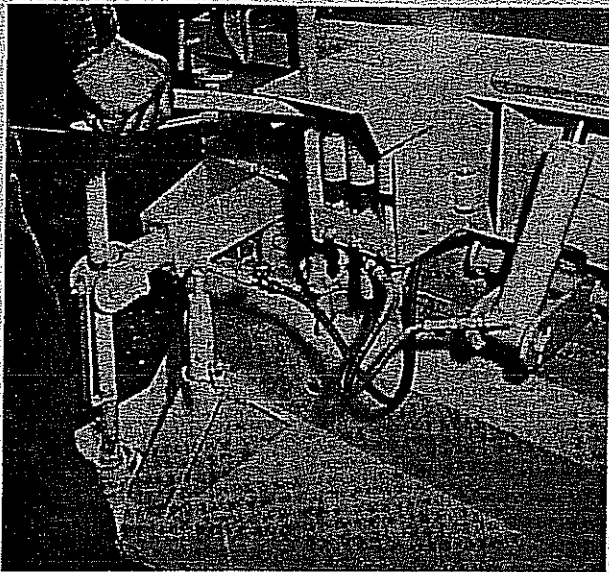


Fig. D-1

For use, tighten the valve under the desired piston and pump with handle until the cylinder is fully activated.

To release loosen the valve and the hydraulic pressure will be relieved.

2. The depth control is accomplished by means of screws located on each side of the machine. To increase depth, turn clockwise. One full turn of the depth control handle is approximately $\frac{1}{2}$ inch of material.

***Note:** The most common error in using the Layton track paver is to over-control. The machine will maintain a stable grade on a uniform base so corrections should not exceed $\frac{1}{4}$ turn at a time unless you are meeting an obstruction such as climbing on or off a mat, severe changes in grade, etc.

3. The Crown and Invert control is located under the step on the center of the screed. It is ratchet operated and by pushing the pawl on the ratchet handle you can reverse the action. — To set invert, engage pawl to push down. To set crown engage pawl to lift up. To determine the amount of crown sight the trailing edge of the screed.

4. The extensions are individually operated by handles located on each side of the machine. To increase width of spread, turn towards the direction of increase. The extensions are effective to a distance of 2 feet on each side of the machine. In some mixes and if depth of spread exceeds 4 inches of material, it may be necessary to rotate hopper wings so that material is spilled over to fill the extension. (See Figure D-3)

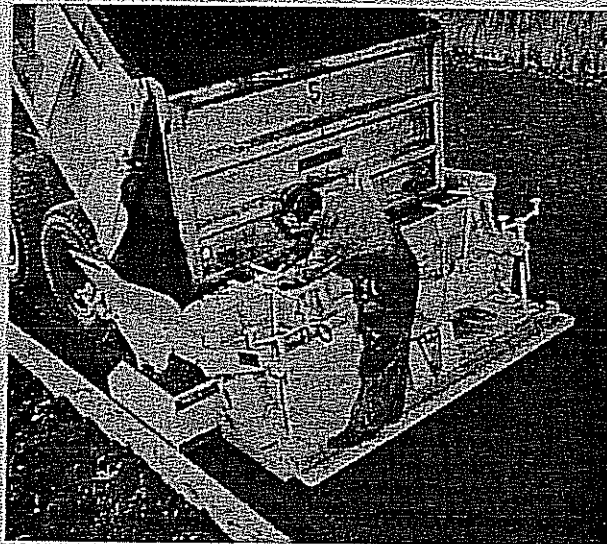


Fig. D-2

5. Hopper wings are adjustable to widen the hopper for extra wide truck beds, to provide easy access to material for that occasional shovel full, to fill extensions and to spill material into areas where it is impractical to machine finish. To rotate hopper wings, loosen friction lock, set the hopper wings to the desired position and tighten friction lock.



Fig. D-3