

## OPERATING INSTRUCTIONS

The super-paver functions can be broken down into two systems, the high pressure hydraulic system consisting of:

- hitch-arms
  - gate
  - screed hoist
- and the low pressure hydraulic system consisting of:
- augers
  - screed depth
  - screed extensions

### HIGH PRESSURE HYDRAULIC SYSTEM:

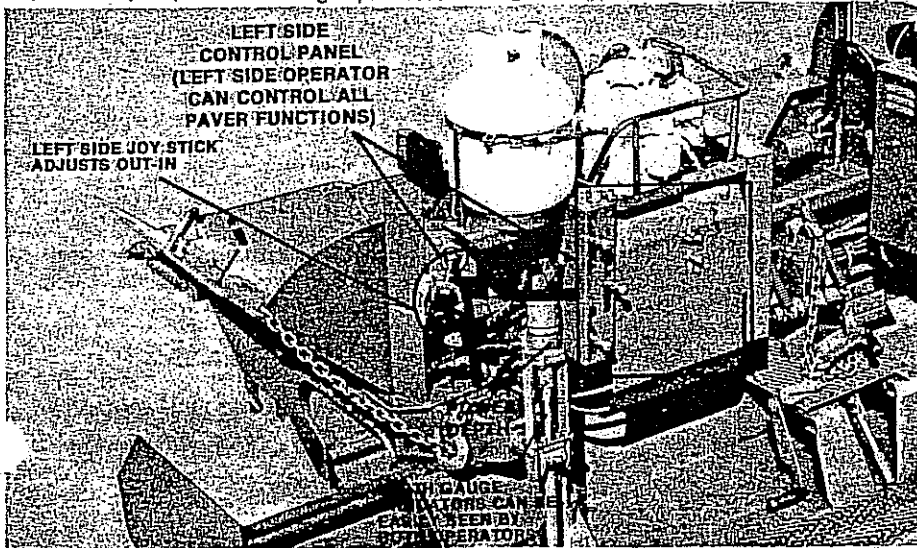
The controls for the hitch arms, gate and screed hoist are located on the left of the paver.

Both left and right hand engine driven hydraulic pumps have a high pressure

section, this is the bottom pump in the stack. The bottom pump supplies oil to the high pressure circuit through two valves mounted inside the left hand power unit.

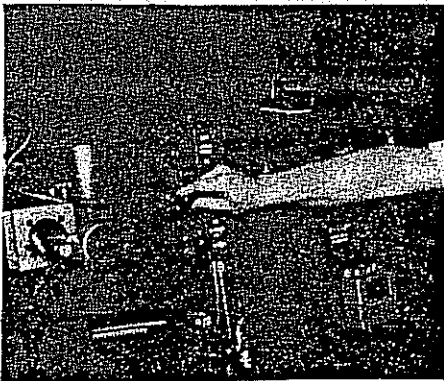
Once 2350 p.s.i. is reached a high pressure switch, acting as a pressure sensing device, automatically shifts the valve to unload the pump into the low pressure system. When the pressure from external leakage drops or a high pressure function is used and pressure drops below 1750 p.s.i. the high pressure sensing switch again activates the valve and shifts into the high pressure circuit.

The high pressure control panel is located only of the left hand power unit. This is because the left side operator controls the hitch arms, shut off gate, and screed hoist simultaneously while directing the truck driver.



#### (1) Hitch Arms

Hitch arms are activated by a 3-way (activate, neutral, de-activate) selector valve located on a panel by the left side operator. When activating the hitch arm 3-way selector valve, you pull the lever into the down position. When pressure builds to 2350 P.S.I. the high pressure switch shuts off the flow of oil to the hitch arms.



HITCH ARM 3 WAY SELECTOR VALVE ARM

When paving on gradual turns (such as a winding driveway), you put the 3-way selector valve in the middle or lock position.

This blocks off the port that lets the oil go to the hitch arm cylinder. If we did not have this system, the pressure of the truck wheel when

it gradually turns on a winding path would act as a force to push the oil out of the hydraulic ram; thus the switch arm would disengage itself.

#### (4) Shutoff Gate

To open or close the shutoff gate, activate the 3-way selector valve on the high-pressure control panel.

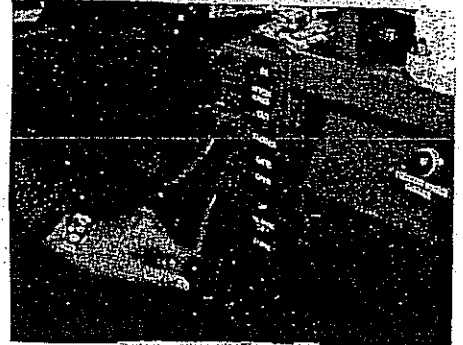


SHUTOFF GATE 3-WAY SELECTOR VALVE ARM

(When closing gate, activate 3-way selector valve and let go of handle; when pressure builds up to 2350 it will stop.)

### Screed Hoist

When activating the screed hoist 3-way selector valve lever, the operator can again go on to another process. When the cylinder reaches its stroke limit, it builds pressure up to 2350 P.S.I. and automatically shuts off the oil flow to the screed hoist cylinders. The screed hoist can be stopped at any position between down and up by placing the valve lever in neutral position.



SCREED HOIST 3 WAY SELECTOR VALVE ARM

### Low Pressure Hydraulic System

The low pressure system consists of the augers, screed depth, and hopper extensions. The joy stick control on each side of the paver controls the screed depth and hopper extension on that side and the augers on either side of the machine.

### DUAL IGNITION SYSTEM:

Your D-550 "Super-Paver" is equipped with a dual ignition system.

- 1.) Magneto Ignition system: Internal part of the engine.
- 2.) Electronic Ignition system: Installed at factory for better starting.
- 3.) On the instrument panel of each power unit is an ignition selector toggle switch; along side of the selector toggle switch is a green indicator light.

a.) When the toggle switch is in up position, the ignition system is connected into the magneto circuit, the green indicator light should not be lit, and the plug wire coming from the coil should be disconnected from the spark plug and the black plug wire coming out of the engine should be connected to the spark plug.

b.) When the toggle switch is in the down position, the ignition system is connected into the electronic ignition circuit, the green indicator light should be on, and the plug wire coming from the coil should be connected to the spark plug and the black plug wire coming from the engine should be disconnected.