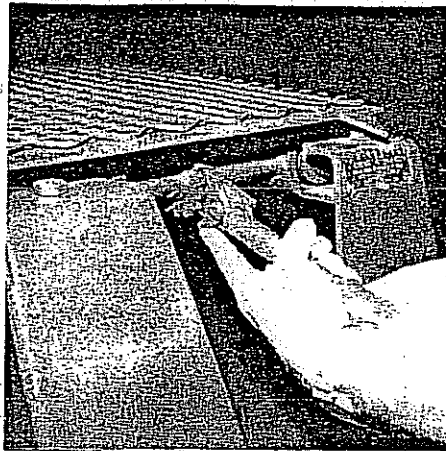


- c.) Throttle operating engine to a higher speed (this helps pump more oil to the opposite side; thus the power loss will not be as bad.)
- d.) The operating side engine pumps oil over to the non-functioning engine side. Under this condition the speed of the functions on the stopped engine side is half the normal speed, but the paving production may or may not be reduced depending on the speed of controls required for the application. Even if there is a decrease in production, you can still unload the waiting trucks of hot mix.
- e.) When there is a break in the paving operation you can either replace the empty propane tank, or if it is a mechanical problem you can install a different engine in less than 1/2 hour (providing you have a spare engine).

SECURING VEHICLE

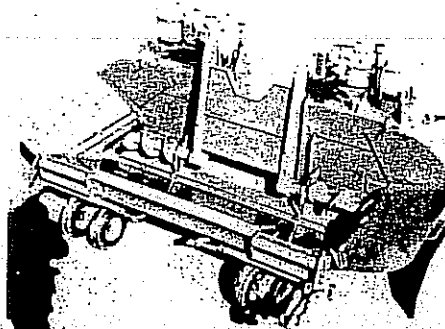
In order to stop the Super-Paver engines first turn off the propane at the tank valve. Either let the engine burn the remaining propane in the lines or shut the engine off with the kill button. Turn off the ignition key. Before leaving the paver for the day double check to insure the propane valves are turned off and the ignition keys are off. Failure to do so may result in a dead battery and empty propane tanks in the morning.

Crown and Invert. The screed may be crowned or inverted for paving road crowns or ditches. In the center of the screed below the stop is a ratchet handle. With the pawl engaging on the upward stroke the screed will crown. Flip the pawl over so that it engages on the downward stroke, and the screed will invert. Watch the indicator to tell when the screed is level.



FLIP PAWL TO CROWN OR INVERT

Hopper Wings. The hopper wings may be tilted out in order that the truck dump box will not strike and bend them as mix is dumped into the paver hopper. Loosen the wing clamp bolt, move the wing to the desired location, and tighten the clamp.



HOPPER WINGS TILTED OUT

Spill Plate. The spill plate may be raised or lowered by releasing the two spring lock bolts on each side of the plate. This is done to prevent the truck hitch from damaging the spill plate when hooking up to the paver and dumping mix into the hopper.



RAISE OR LOWER SPILL PLATE

Undercarriage Height Adjustment. Your Layton Paver is adjusted at the factory to lay materials from 0 to 5 inch thickness. If greater thickness is desired, an adjustment must be made in the height of the hopper from the undercarriage. This height is controlled by support pins located at each side of the hopper.

There are three height settings, and at the greatest setting you are able to spread to 10 inches in depth. It is not necessary to adjust for equal height. The steps for changing this setting are:

1. Remove vertical pin.
2. Remove upper horizontal support pin.
3. Lift hopper until tracks are suspended by the lower support pin.
4. Choose desired setting and insert upper support pin.
5. Replace vertical lock pin.
6. Lower and release hopper for operation.

The most common means for lifting the hopper is by a dump truck, using the paver's bridle chains and tailgate hooks.

