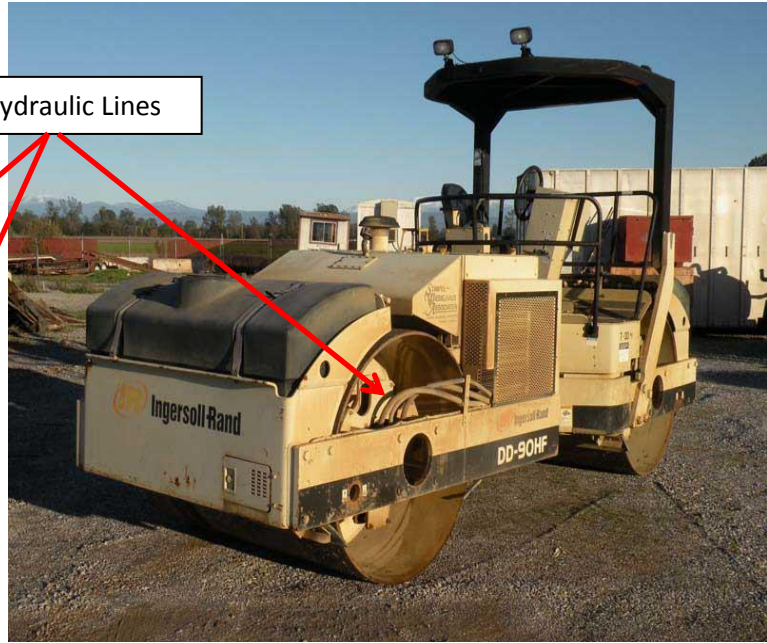




Vibrator Hydraulic Lines



Vibratory Rollers

- Range from 5 to 14 tons.
- Capable of running in both static and dynamic (vibratory) mode.
- Have variable frequency and amplitude settings to control the vibration.
- Watch for hydraulic lines running into the drums to verify it is vibratory.



Oscillating Rollers

- Range in size from 8 to 13 tons.
- Capable of static, vibratory, and oscillatory mode.
- One drum is set up for oscillation and the other for vibration. Manufacturer recommended that both settings shall **not** be used at the same time.
- Manufactured by Hamm and used widely in Connecticut.
- Approved for use on “some” bridges in Connecticut using the oscillatory mode only.
- Favored by contractors due to the benefits of the oscillatory mode. It allows for compactive effort to be exerted at lower temperatures than the vibratory mode is capable of.



Rubber Tire Rollers (a.k.a. Pneumatic Tire Rollers)

-Not seen regularly in CT. Sometimes used by Lane Construction, Palmer Paving, and Tilcon.

-Instead of a steel drum, uses a series of rubber tires to provide compaction.

-Must be kept moving at all times in order to keep the tires hot, otherwise HMA tends to build up on the tires. This adds difficulty when compacting and detracts from the smooth finish.

-Provide excellent compaction at the intermediate and cool range.

Pavers



Spray Pavers

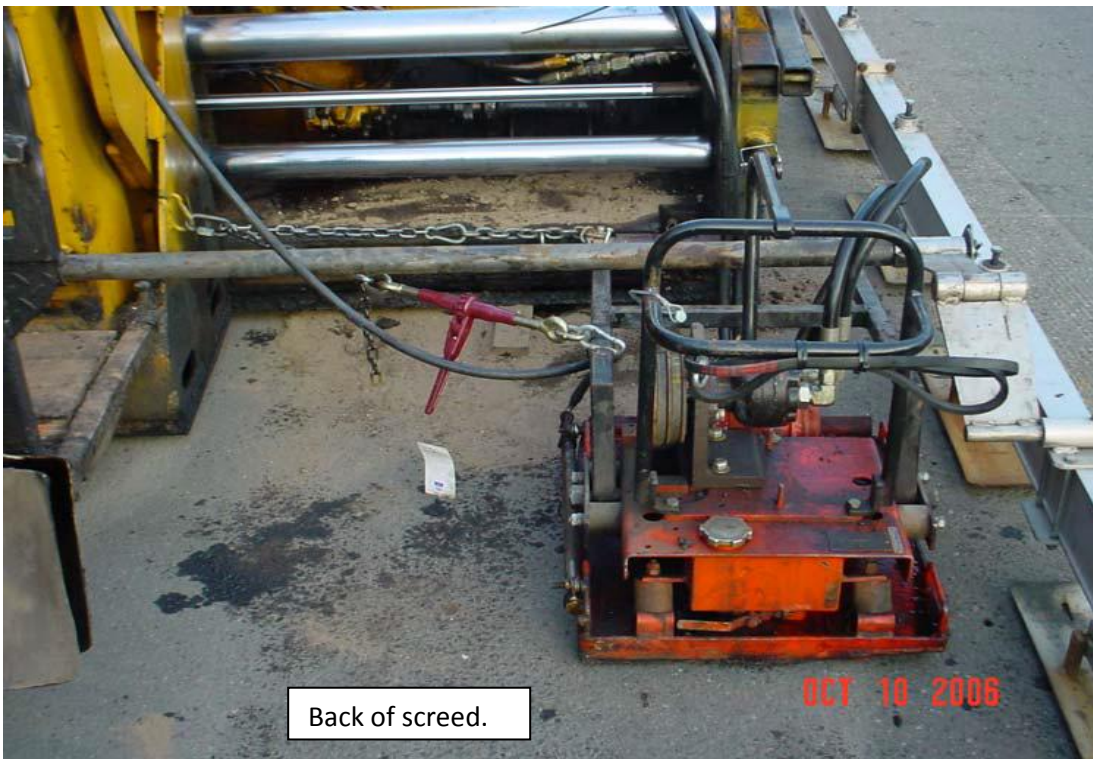


- Work like regular pavers, but are equipped with spray nozzles that emit tack directly in front of the auger and screed attachment.
- Removes the need for a tack truck, thus reducing tracking by truck tires and wait time.
- Used for ultrathin paving in Connecticut. Very few are available.
- Current model is produced by Roadtec.

Wedge Joint Device



Front of screed.



Back of screed.

Material Transfer Vehicle (MTV)



-Required for paving on all limited access highways in CT.

-Requires a collection bin to be installed in the paving box at the front of the paver for mix collection.

-Trucks carrying mix dump their load into the front of the machine, and the mix is passed through a mixing auger and fed up a conveyor belt where it is dropped into the paver.

-Helps reduce segregation due to the auger remixing the HMA and also helps to reduce bumps due to paver stops by keeping the mix flowing into the paver nearly continuous (until the trucks run out).

Tack Trucks

