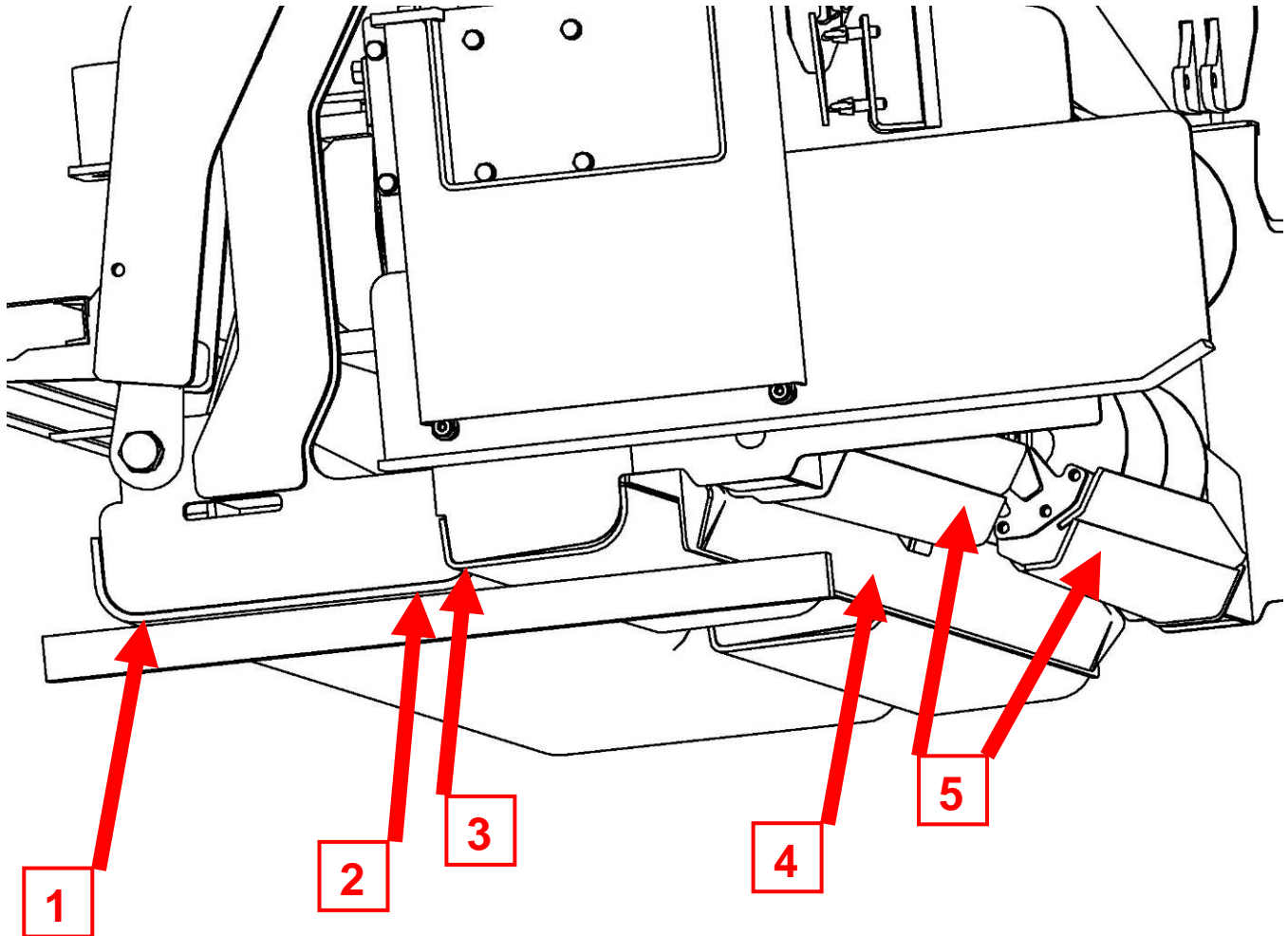


SILVER-16 SCREED COMPONENTS



- 1. Main Screed Trailing Edge**
- 2. Main Screed Leading Edge**
- 3. Extension Trailing Edge**
- 4. Pre-Strike Off**
- 5. Auger Feed Tunnels**



SILVER-16 SCREED CROWN SETTING

1. Adjust tow point cylinders to a setting that exposes an equal amount of the cylinder rod on each cylinder. Lower screed onto a flat surface, find the null position of the screed depth handles by adjusting them until they are free and not in tension.
2. Raise screed and run a string across the leading edge of the main screed bottom, as close as possible to the bullnose of the screed plate, and adjust the forward ratchet jack until there is a slight gap (approximately 1/16") between the screed plate and the string.

String MUST be on the flat portion of the screed, not on the radius portion

3. Place the string across the trailing edge of the main screed bottom, near the rear curvature of the screed plate, and adjust the rear ratchet jack until the screed plate just touches the whole length of the string. Pull the string away, at one end, and bring it back to verify that it contacts the entire length at the same time.

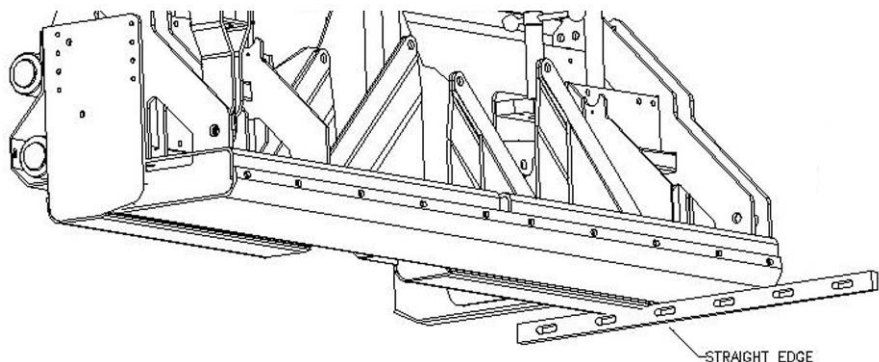
String MUST be on the flat portion of the screed, not on the radius portion

4. Place the string across the leading edge and double check the gap between the screed bottom and the string. Re-adjust the forward ratchet jack as necessary to obtain the 1/16" gap between the string and screed plate.
5. Place the string across the trailing edge and double check the gap between the screed bottom and the string. Re-adjust the rear ratchet jack as necessary to verify the screed plate just touches the whole length of the string.
6. Repeat steps 4 and 5 until no adjustments are required.

Crown Definition:

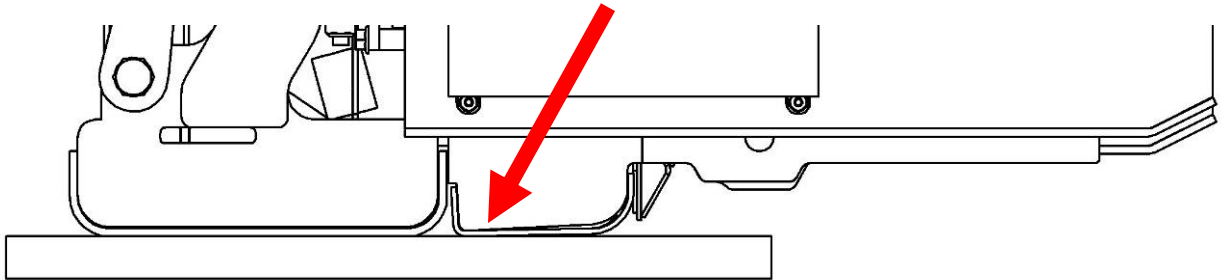
Manipulation of the ratchet jacks to deflect the screed bottom, in order to produce the desired mat texture and profile.

Optimum performance achieved when screed has very minor positive crown.



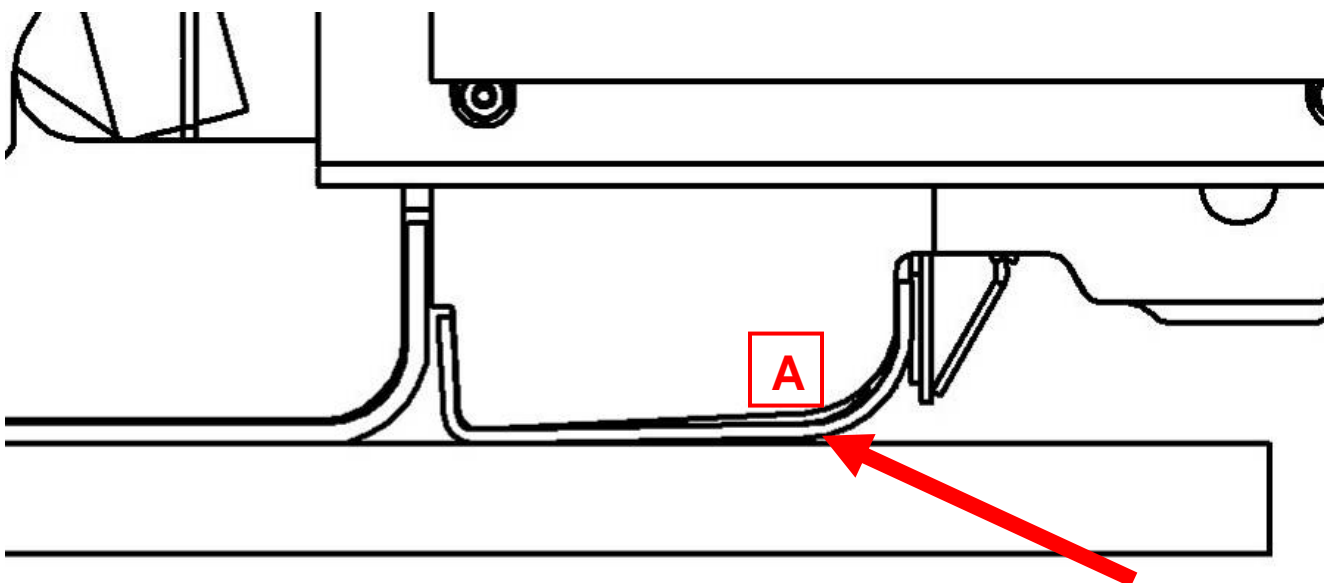
SILVER-16 SCREED EXTENSION SETTING

7. **SET MATCH HEIGHT** - With the extensions completely closed, adjust the screed extension match height setting, until the extension screed plate trailing edge just touches a straight edge held against the main screed bottom at the outside edge, oriented in forward to rearward direction as shown.

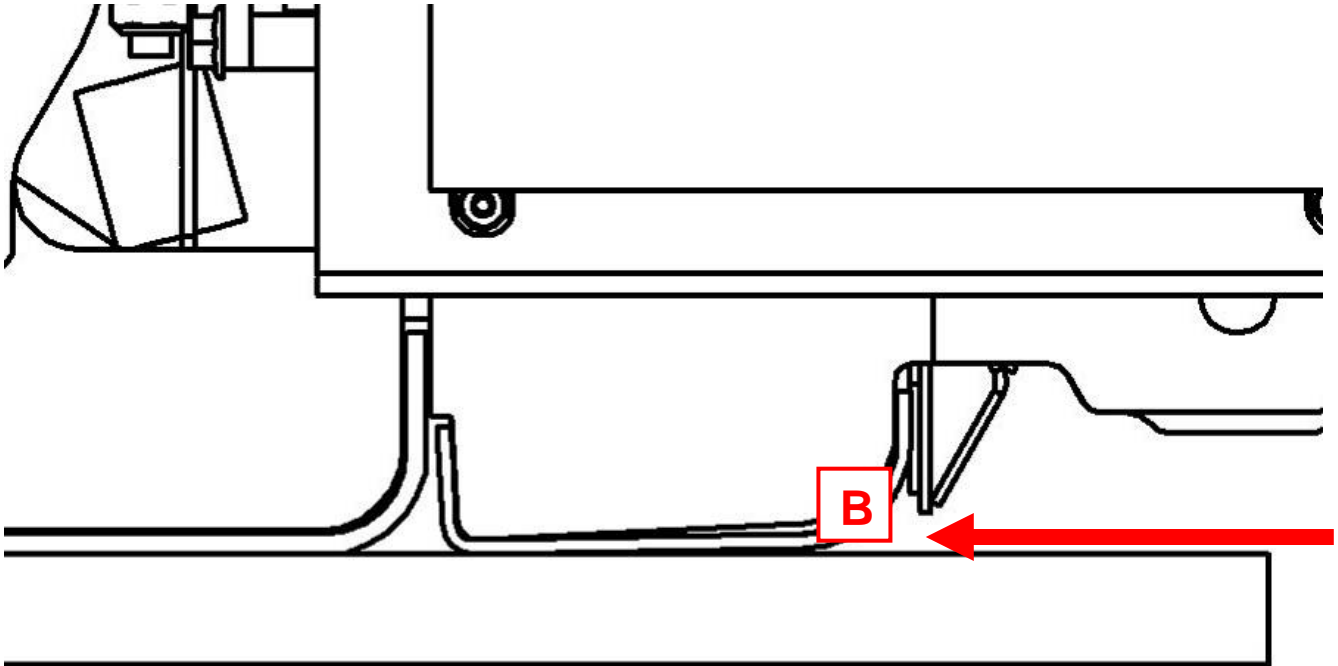


8. **SET EXTENSION SLOPE** - With the extensions completely closed, run a string across the entire trailing edge of the screed extension bottoms. Adjust the slope ratchet style handles until the screed extension bottoms are above the string, both sides, looking at the inboard edge of the extension bottoms. Then, reverse direction on the slope ratchet handle and lower the inboard edges until they are just contacting the string.

9. **SET EXTENSION ANGLE OF ATTACK** - Measure the distance marked "A". This is the extension angle of attack measurement and should be originally set at $\frac{1}{4}$ " above the straight edge. Make the first measurement with extension fully retracted, then second measurement with extension fully extended. To adjust angle, fully extend the extension. Two adjusters are located on the top side of extension bottoms, one inboard and one outboard. Release the jam nuts and turn adjusters to desired $\frac{1}{4}$ " setting. Clockwise for increased angle. To decrease angle, adjust counter-clockwise PLUS collapse jam nut to pull bottom upward into new position.



10. **MEASURE PRE-STRIKE OFF** – You **MUST** have completed steps 7 – 9 before attempting to set the Pre-Strike Off! Position Straight edge as shown, 12” from the outer edge of the main screed plate. Measure the distance marked “B”. Both sides of the Pre-Strike Off are vertically adjustable, so you will need one measurement 12” in from the right hand edge and another measurement 12” in from the left hand edge. The gap between the straight edge and the bottom of the Pre-Strike Off should be 1” minimum to 1¼” maximum. For lifts of 5” – 6” this setting may need to be increased.



11. **UNLOAD PRE-STRIKE OFF** – Fully extend both extensions. SLOWLY, lower the screed onto a block that has been placed directly underneath the Pre-Strike Off. From the top side you will be able to see the Pre-Strike Off mount ride up in its slotted mounting on either side of the top walk board. As soon as you see this slotted mount come into view stop the hydraulic lowering of the screed.
12. **ADJUST PRE-STRIKE OFF** – To adjust the Pre-Strike Off raise the center walk board of the screed exposing the cam style adjustment for each side. First loosen the jam nut on the “locator” bolt, then fully remove the “locator” bolt. Second, rotate the “cam” bolt, clockwise to raise the Pre-Strike Off. Reinstall “locator” bolt, tighten jam nut.

From this Initial Factory Setting of the screed you will need to make a match height adjustment in the down direction when you start paving.



SETTING THE SILVER-16 TO PAVE

The procedure on the previous pages was set on your Silver-16 Screed before leaving the factory. It is strongly recommended that before initial start up you follow this procedure and check the settings.

BEFORE YOU PAVE WITH THE SILVER-16

Screed must be elevated a distance equal to the desired mat depth plus enough extra height to allow for compaction. To achieve this, the most popular methods are; an asphalt pad and starting blocks.

- Starting Blocks – a 2.5” thick starting block is a good starting block for a finished mat of 2 inches
- Compacted Asphalt Pad – a starting block equal to the amount of compaction will be required.
- Non-Compacted Asphalt Pad – just lower the screed fully onto pad, no starting block required.

Starting blocks should be at least as long as the front to rear dimension of the screed plate. They should be placed lengthwise in the direction of travel, directly below the screed depth cranks.

Nulling The Screed & Setting Angle of Attack

This is the adjustment of the screed to the perfectly flat position on either the starting blocks or the asphalt pad. To null the screed follow this procedure:

1. Lower screed **completely** onto starting surface, (blocks or pad).
2. Rotate the cranks until you locate the position of free movement. This is a limited area where the depth cranks will both rotate freely in either direction. This is the nulled position.
3. Rotate thickness screw two full rotations, (in the thicker direction). Start paving and make adjustments as required.