The F1000T tracked paver meets Tier IV Final standards and increases productivity through operator comfort and visibility. The paver eliminates segregation with Dynapac’s feed control system and features 18-in. (45.7 cm) wide, smooth or threaded, rubber track bands that create the friction needed to push fully loaded pavers up steep inclines.

Atlas Copco will be showcasing the production-ready F1000T paver at booth 2514 during World of Asphalt in Baltimore, Md., March 17 to 19. This is a major milestone for the F1000T since a prototype was displayed during ConExpo 2014.

The paver features two operating stations on each side that are ergonomically designed to reduce operator fatigue. The stations swing out to provide maximum visibility to the front and rear, and controls have grouped switches for simple operation and a display for vital paver parameters. The operating station overlooks one of the lowest decks in the industry — 5 1/4 ft. (1.6 m) tall, which contributes to maximum visibility.

The paver ensures continuous material flow using Dynapac’s exclusive auger-conveyor feed-control system. The system uses four ultrasonic sensors that measure paving material and automatically adjust conveyors and outboard augers to optimize material flow. The system eliminates segregation and delivers a constant head of material and the smooth flow needed to produce quality mats.

Mechanics can access all hydraulic system and engine components easily by opening the paver’s steel access doors that feature gas springs. The gas springs make it easy for mechanics to open the service doors and securely holds the doors open during repairs. In addition, the engine compartment’s configuration allows mechanics to remove internal components independent of others. For example, a mechanic can remove the diesel particulate filter without taking out other components first.

The material flows through the Carlson front- or rear-mounted screed to construct flawless mats. A tractor-mounted 34-kW generator heats the screed’s full working width, which is as wide as 26 ft. (7.9 m) with the Carlson EZ R-1020 screed. The front extension screed is ideal for paving parking lots, county roads and city streets because contractors can change its width quickly to suit to the project’s demands. The robust rear extension screed extends to 26 ft. wide for use on large paving projects, including highways, interstates and airports.

For more information, visit atlascopco.com. (This story also can be found on Construction Equipment Guide’s Web site at www.constructionequipmentguide.com.)