



*Blasting Head Standoff Adjustment & Standard Setting*

### 4.3 Standoff Adjustment Procedure

The term "Standoff" refers to the height of the spray bar above the pavement. The standoff distance is set by turning the adjustment handle on the threaded end of each caster wheel yoke.

**Standoff directly affects removal performance and should be adjusted regularly based on the following considerations:**

- Removal performance. Generally the best standoff distance is 1.5" (46 cm) from the nozzles to the pavement. This is the standard factory setting.
- Clearance for obstacles. The standoff should always be set high enough to provide enough clearance for the shrouds and spray bars to clear obstacles permanently attached in the pavement, such as runway lights or road markers.

*It is the operator's responsibility to evaluate the pavement surface and permanently attached obstacles, then set the standoff adjustment to provide clearance at the start of each job.* Since pavement obstacle height is unique to each location, never assume that the standoff has been correctly set by any other person or operators who have previously used the truck in a similar circumstance.

#### **To set the standoff distance:**

1. Make sure the yokes are correctly installed and locked into position.
2. Raise the Hog Arm to the full up with the heads lock perpendicular to the road surface.
3. Turn off the truck and place it in the service position to ensure that the head cannot accidentally move.



4. Remove the spray bar covers.
5. Place a straight edge across the bottom of the wheels and below the spray bar to simulate the pavement surface. Measure from the distance from the straight edge to the spray bar to determine the standoff distance.
6. Remove the safety pins and turn the adjustment handles to raise or lower the castor wheels to achieve the desired distance from the straight edge to the spray bar. Remember that 1.5" (46 cm) is the standard standoff distance. Increase the distance if required to clear road obstacles. Make sure to turn each handle the same number of revolutions to keep the blast heads level.
7. Cross check the measurement by placing the straight edge across the other wheels. Readjust the castor wheels as required to level the blast heads.
8. Before starting operations, confirm proper clearance by moving the blast heads slowly over a typical obstacle in the pavement on the current job while monitoring the clearance. Make additional adjustments if necessary.
9. Be alert for obstacles that are higher than the standoff clearance during removal operations. You must be prepared to avoid the obstacle or stop the truck and adjust the standoff distance to provide additional clearance.



### CAUTION



- It is never acceptable to pass over obstacles in the pavement surface that are high enough to hit the shroud. Pavement obstacles can cause severe damage to blast head components.
- Never allow the blast heads to pass over debris.
- Never allow the blast heads to pass over equipment or markers that can be damaged by the shroud, spray bars or the blast from the water jets.
- Always perform a test pass at the start of each job to confirm adequate standoff clearance before beginning normal removal operations.

