

The Asphalt Transfer Machine is effective in allowing the use of pup-trailers to haul asphalt material to projects where maneuvering pup-trailers into the asphalt paver would not be possible due to space limitations. The transfer moves asphalt from a pup to an empty truck, that is capable of backing into a paver, by way of a hopper and conveyer belt system. By dumping the asphalt from the pup into the waiting receiving hopper of the transfer, then moving it up the conveyer belt by the use of large paddles, the asphalt is consequently (lumped into the truck under the conveyer belt. The truck is then sent out to the asphalt paver and dumps the transferred load. While this process is taking place, the pup has been unhitched from it's towing unit, and has dumped its load into the paver and is now coming back to pick up the empty trailer. The asphalt transfer replaces the need to send strictly single trucks to the project and into the paver and allows the pups to convey additional materials that can be utilized in small and awkward spaces. The ability to use pups on most or all jobs will speed up paving time and the quantity that can be paved in one day, allowing the companies to do more work during the paving season. On the two (2) jobs that the transfer has been used, Shadle Center Parking Lot, Spokane, WA. 1999 and Betz Road with State Route #904, Cheney, WA. 1999, both went much more quickly and efficiently because of the amount of asphalt moved by the use of the transfer and pups.

The transfer was designed and built by John Lundstrum during 1997-1999. With help on construction by Dave Allhiser, and the assistance of outside reference Rick Wallander and funds from Shamrock Paving Co. it was built and put into operation.

