HOFMANN

ROAD MARKING SYSTEMS INFORMATION

N° 343-2
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MultiDotLine® - Markings ⟹ patterns as printed

Extruder head also ROTATABLE and SWIVELLING

Another development is that the extruder head can be rotated and swivelled resulting in higher efficiency during practical use.

Because the extruder head can be rotated through 180°:

- **wear and tear of the shutters is minimised** as there is no reversal of the roller's operating direction inside the extruder head
- one extruder head can now apply drop-shaped (MultiDotLine® system) as well as round "dots", **path-dependent** and at the usual **high** speeds

By swivelling the extruder head towards the machine:

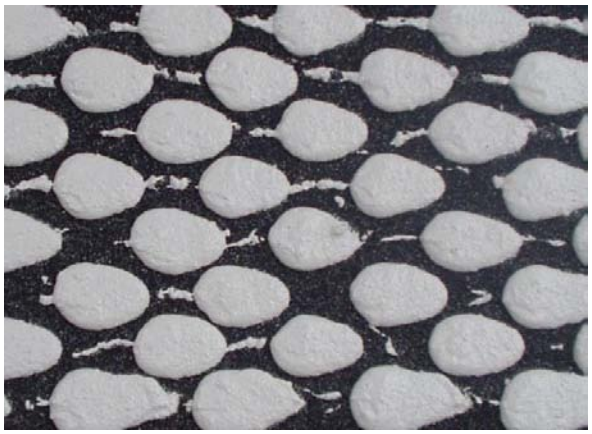
- the machine width (using two extruders with a line width of 50 cm) can be **minimised** down to app. 60 cm resulting in the easier handling when transporting the machine which is equipped with extruders on both sides

- filling of a screed box can be executed directly **without** diversion via extruder screw and head

Additionally, extruder and screed box can be used on one side of the machine in a **one-step application process**. Applying "dots" on top of a flat line which is applied by a screed box would also be possible.

Again, path-dependence (**AMAKOS®**), a feature available in both cases, is an important aspect.

Rotatable extruder head



Drop-shaped pattern

Round pattern (rotated by 180°)

Swivelled extruder head

Now also trucks equipped with MultiDotLine®- Extruder

- Get back off the road quickly
- Shortest possible interruption to traffic

these are the demands for line marking operations.

These requirements are met in full by the **HOFMANN MultiDotLine®-Extruders.**

High marking speeds and the much higher reliability rates as compared to other extruder methods are some of the key features of these machines. The troublesome material-free strips that often occurs due to extruder slot blockages, for example, simply cannot happen from a technical point of view when using the MultiDotLine® method, and many machine stops are avoided for this reason alone.

And all this at high speeds, too:

- MultiDotLine® patterns, just as if they were printed on
- Exact start and end points for the lines
- Combined markings made up of continuous and interrupted lines

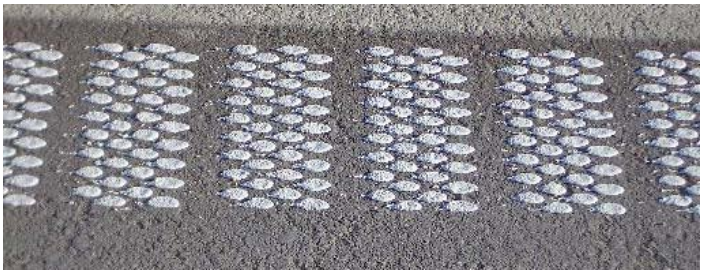
A logical consequence of the high potential marking speeds, the consequent high material throughput and the high level of reliability are roadmarking trucks which will be put into use this year for the first time. Trucks with 6 tons material capacity are in the planning stages.

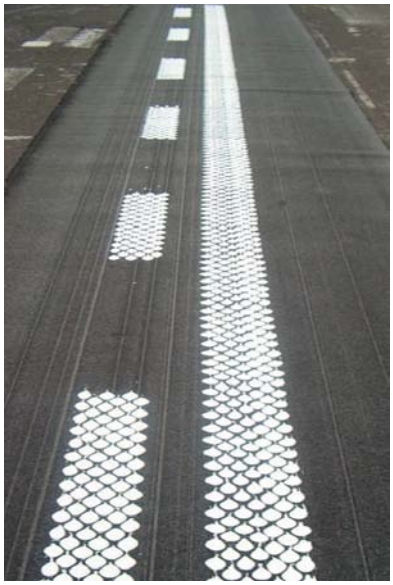
Another feature of the MultiDotLine® method is the significant flexibility with regard to patterns and designs. The photos show the following:

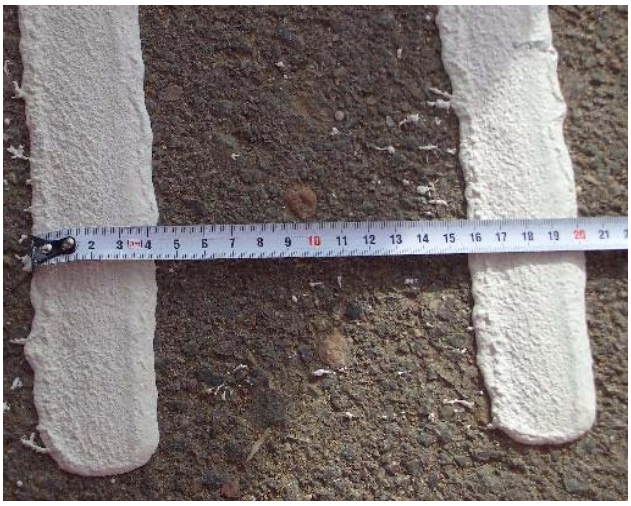
- Cross-rib markings with cross-ribs formed from dots, where the high degree of reflection

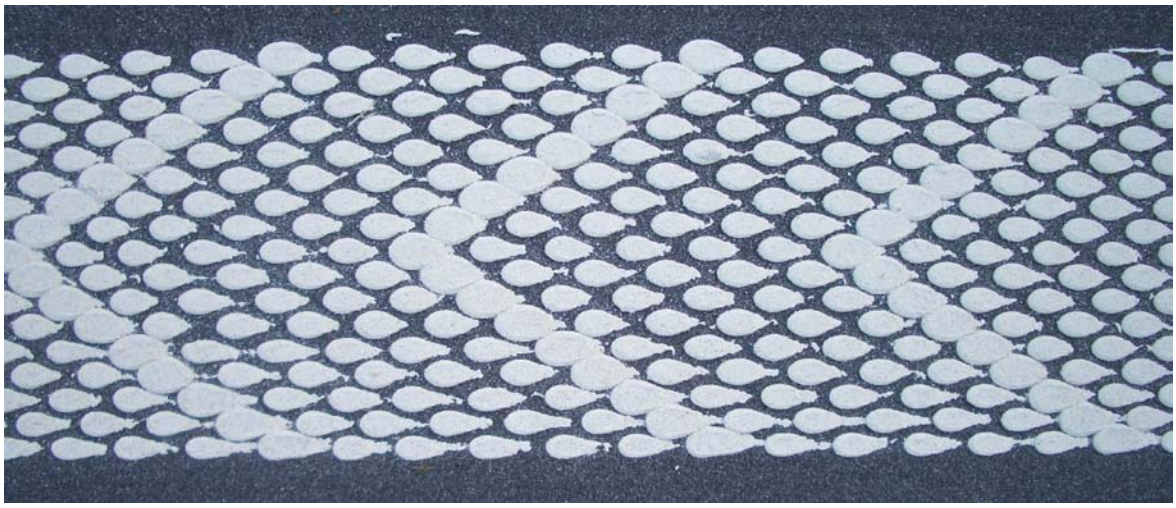
from the many individual elements is combined with the noise effect of the rumble strip.

- Cross-rib markings with solid, continuous cross-ribs.
- An inner curved edge line that widens gradually as the bend on the curve tightens, reduces the tendency for the line to be quickly worn away entirely (disappear) by the car driver moving towards the middle of the road due to the optical effect.
- Additional information integrated into the marking line such as for the direction of travel is also possible.









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