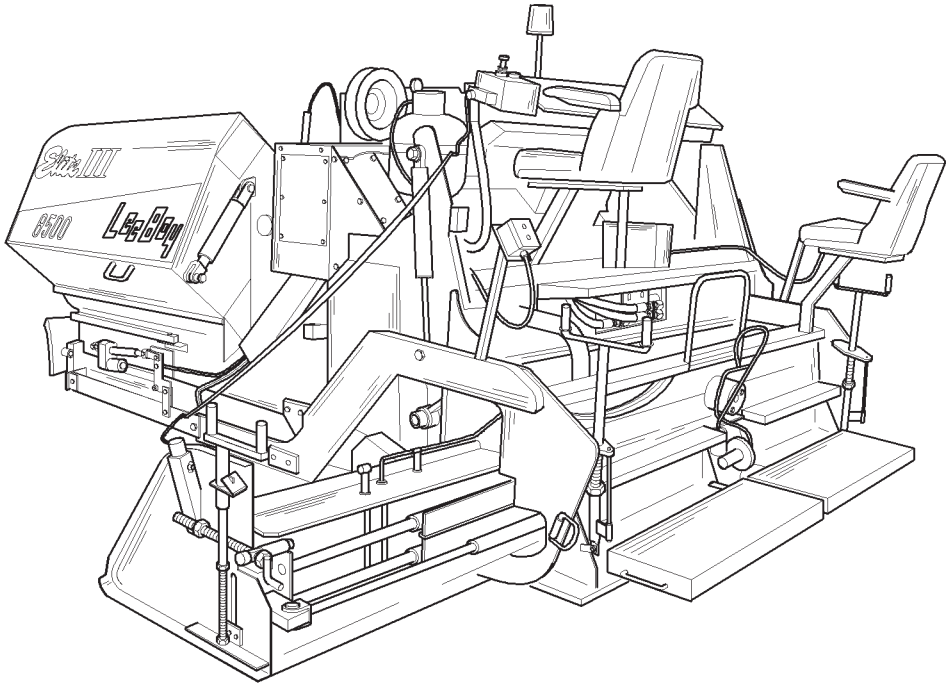
LeeBoy

OPERATIONS, SERVICE AND PARTS MANUAL



8500 ELITE III CONVEYOR PAVER

Manual No. 8500803

688 North Highway 16
Denver, North Carolina 28037
www.LeeBoy.com

LIMITED WARRANTY
POLICY AND PROCEDURES

EFFECTIVE FOR UNITS SHIPPED AFTER DECEMBER 1, 2001

WARRANTY

1. If a defect in material or workmanship is found and the authorized dealer is notified during the warranty period, LeeBoy will repair or replace any part or component of the unit or part that fails to conform to the warranty during the warranty period.
2. The warranty date will begin upon the completion of the warranty form by the initial customer and will expire after twelve (12) months have passed. The Warranty Card should be filled out within (10) days of delivery of the unit.
3. Engines are warranted by their manufacturers and may have warranty coverage that differs from that of LeeBoy.
4. Replacement parts furnished by LeeBoy are covered for the remainder of the warranty period applicable to the unit or component in which such parts are installed.
5. LeeBoy has the right to repair any component or part before replacing it with a new part.
6. All new replacement parts purchased by a LeeBoy dealer will carry a six (6) month warranty. Remanufactured parts purchased by a LeeBoy dealer will carry a ninety (90) day warranty.

ITEMS NOT COVERED

LeeBoy is not responsible for the following:

1. Charges for travel time, mileage, or overtime.
2. Charges related to transporting the product to and from the place at which warranty work is performed.
3. Airfreight charges related to transporting repair parts to the place at which warranty work is performed.
4. All used units or used parts of any kind.
5. Repairs due to normal wear and tear, or brought about by abuse or lack of maintenance of the equipment, except for premature failures, conveyor chains, polytrack pads, and track rails.
6. Attachments not manufactured or installed by LeeBoy.
7. Liability for incidental or consequential damages of any type including, but not limited to lost profits or expenses of acquiring replacement equipment.
8. Miscellaneous charges.

LIMITATIONS

LeeBoy has no obligation under this warranty for:

1. Any defects caused by misuse, misapplication, negligence, accident or failure to maintain or use in accordance with the most current operating instructions.
2. Unauthorized alterations.
3. Defects or failures caused by any replacement parts or attachments not manufactured by or approved by LeeBoy.
4. Failure to conduct normal maintenance and operating service, including without limitation, providing lubricants, coolant, fuel, tune-ups, inspections or adjustments.
5. Unreasonable delay, as established by LeeBoy, in making the applicable units or parts available upon notification of a service notice ordered by LeeBoy.
6. The warranty responsibility on all engines rests with the respective manufacturer.
7. LeeBoy may have support agreements with some engine manufacturers for warranty and parts support.

OTHER WARRANTIES

THE FOREGOING WARRANTY IS EXCLUSIVE AND IN LIEU OF ALL OTHER EXPRESSED STATUTORY AND IMPLIED WARRANTIES APPLICABLE TO UNITS ENGINES, OR PARTS WITHOUT LIMITATION, ALL IMPLIED WARRANTIES OF MERCHANTABILITY OR FITNESS FOR ANY PARTICULAR USE OR PURPOSE. IN NO EVENT, WHETHER AS A RESULT OF BREACH OF CONTRACT OR WARRANTY, OR ALLEGED NEGLIGENCE OR LIABILITY WITHOUT FAULT, SHALL LEEBOY BE LIABLE FOR SPECIAL, INCIDENTAL OR CONSEQUENTIAL DAMAGES, INCLUDING WITHOUT LIMITATION, LOSS OF PROFIT OR REVENUE, COST OF CAPITAL, COST OF SUBSTITUTED EQUIPMENT, FACILITIES OR SERVICES DOWNTIME COSTS, LABOR COSTS OR CLAIMS OF CUSTOMERS, PURCHASERS OR LESSEES FOR SUCH DAMAGES.

USER'S REFERENCE GUIDE

DELIVERY DATE_____

UNIT SERIAL NUMBER_____

ENGINE TYPE_____

ENGINE NUMBER_____

DEALER'S NAME AND ADDRESS

_____

_____

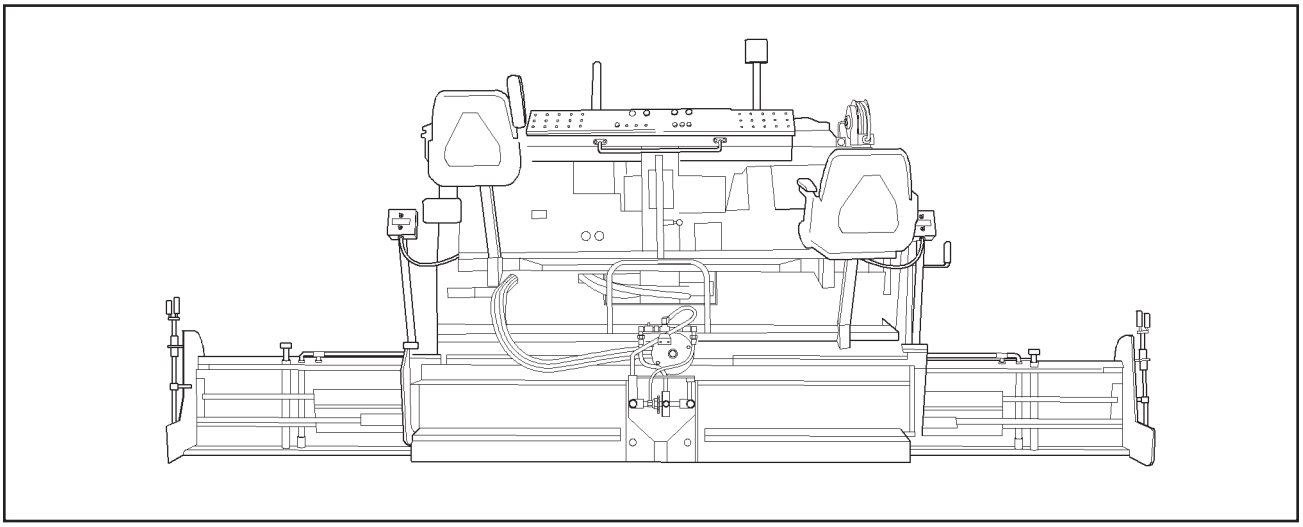
PHONE NUMBER_____

EQUIPMENT HOURS_____

SERVICE MANAGER _____

688 North Highway 16 • Denver, North Carolina 28037 • www.LeeBoy.com • (704) 483-9121

MODEL 8500 ELITE III CONVEYOR PAVER
OPERATORS, MAINTENANCE AND PARTS MANUAL

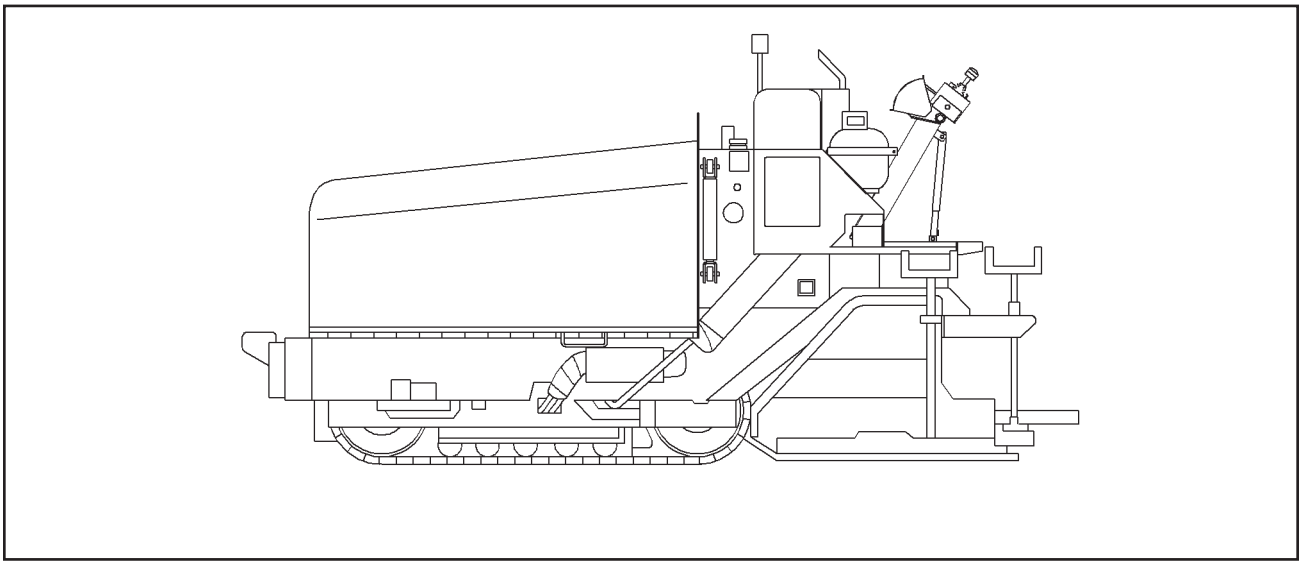


REAR VIEW

This manual should be used with all related supplemental books, engine and transmission manuals, and parts books. Related Service Bulletins should be reviewed to provide information regarding some of the recent changes.

If any questions arise concerning this publication or others, contact your local LeeBoy Distributor for the latest available information.

Contents of this manual are based on information in effect at the time of publication and are subject to change without notice.



SIDE VIEW

IMPORTANT

SAFETY INSTRUCTIONS

This manual provides important information to familiarize you with safe operating and maintenance procedures. Even though you may be familiar with similar equipment, you MUST read and understand this manual before operating this unit.

Safety is everyone's business and is one of your primary concerns. Knowing the guidelines covered in the following paragraphs and in Section 1 will help provide for your safety, for the safety of those around you, and for the paver's proper operation.

LOOK FOR THESE SYMBOLS WHICH POINT OUT ITEMS OF EXTREME IMPORTANCE TO YOU AND YOUR COWORKERS SAFETY. READ AND UNDERSTAND THOROUGHLY. HEED THE WARNING AND FOLLOW THE INSTRUCTIONS.

⚠ DANGER ⚠

YOU MUST FOLLOW ALL DANGER SAFETY NOTES. IF YOU DO NOT FOLLOW THE INSTRUCTIONS, YOUR MISTAKE MIGHT LIKELY RESULT IN VERY SERIOUS INJURY OR DEATH.

⚠ WARNING ⚠

WARNING safety notes must ALSO be followed. Your mistake might result in SERIOUS INJURY to yourself or others.

⚠ CAUTION ⚠

CAUTION safety notes are ALSO very important. They point out to you where your mistakes could cause PHYSICAL HARM to you or others, or damage to the machine.

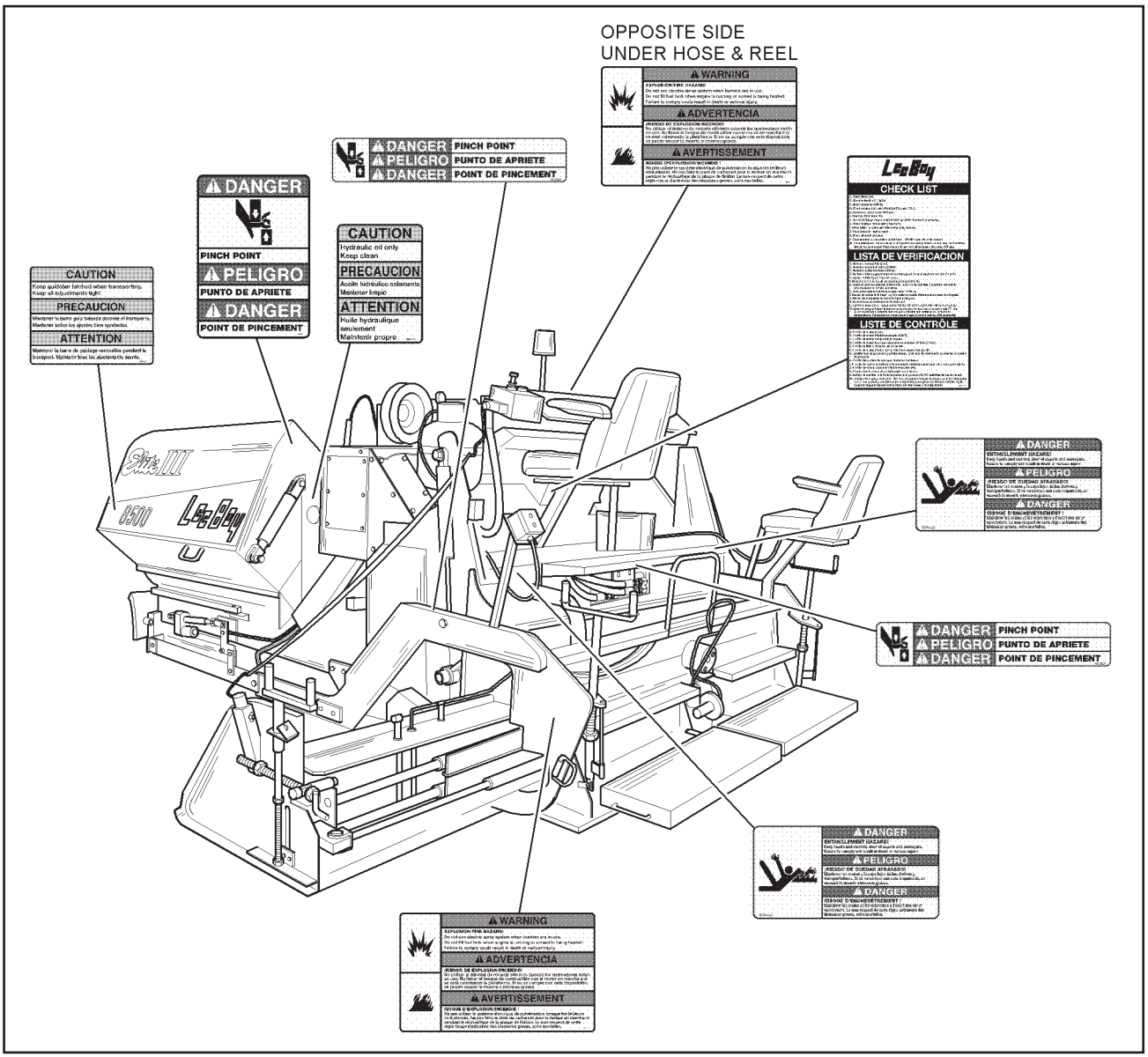
SAFETY PRECAUTIONS

If your paver has been repainted, it is extremely important that all the decals referring to cautions warnings and danger be replaced in their proper locations. The illustrations on this page will aid you in determining the proper locations. However for additional help, you should refer to the parts listing in the parts section of this manual and note the description column.

Under this column a description on location is provided for each decal. If you still need more explicit instructions, contact your dealer.

NOTE

It is the responsibility of the owner and operator to make sure that all decals are readable and located on paver as designated by the manufacturer.



8500 ELITE III DECALS and DECAL LOCATIONS

PRE-START INSPECTION

INSPECT machine. Have any malfunctioning, broken or missing parts corrected or replaced before using. Hydraulic hoses should be checked daily for wear and leaks. Replace if damaged.

CHECK that all the instruction and safety labels are in place and readable. These are as important as any other equipment on the machine.

READ and FOLLOW all instruction decals.

WEAR OSHA required safety equipment when running the paver.

FILL the fuel tank with the engine off. Never fill fuel tank near an open flame, when smoking, or when screed heat is on.

CLEAR auger & feeders before starting engine. Make sure all covers and guards are in place.

OPERATING SAFETY

ALWAYS make sure no person or object is in your line of travel BEFORE starting.

WORK slowly in tight areas.

DO NOT run engine in a closed building for long periods of time. NEVER spray cleaning solvent or release agent on or near screed while it is being heated.

AVOID steep hills if possible.

ALWAYS look BEFORE changing your direction of travel.

NEVER open a valve to burner unless a flame is present. Heat screed for no more than 15 minutes. Make sure all valves are closed before propane is turned off.

AVOID leaving engine running without operator present.

STOPPING SAFETY

ALWAYS park the paver on solid, level ground in low range. If this is not possible, always park the paver at a right angle to the slope. Lower screed when parked.

USE proper flags, barriers and warning devices especially when parking in areas of traffic.

MAINTENANCE SAFETY

NEVER work on the paver with the engine running.

NEVER fill the fuel tank with the engine running. DO NOT change the engine governor settings. ALWAYS replace damaged or lost decals. DISCONNECT battery cables when working on the electrical system or when welding on the unit.

IF battery needs a charge, be sure battery charger is off when making connections.

BE SURE the correct battery polarity is observed (negative (-) to negative (-) and positive (+) to positive (+), when connecting a battery charger or jumper cable.

DANGER

NEVER WORK UNDER HOPPER WITHOUT PLACING SAFETY PROP IN POSITION. SEE FIGURE 1.

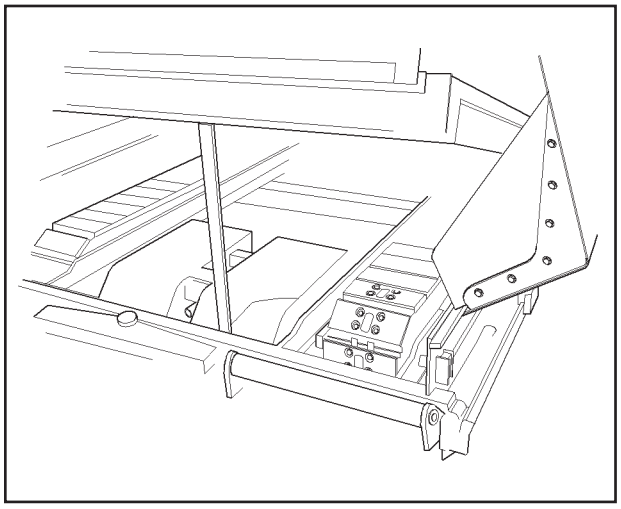


FIGURE 1. SAFETY PROP

Section 1
INTRODUCTION

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Section 1
INTRODUCTION

GENERAL INFORMATION

This manual contains Specification information, Controls and Operating Procedures, Maintenance and Repair Procedures and Parts Lists for the 8500 Elite III Conveyor Paver.

SPECIFICATIONS

Refer to Section 2 - SPECIFICATIONS in this manual for all major system specifications and for typical torque value tables.

CONTROLS AND OPERATING INSTRUCTIONS

Refer to Section 3 - OPERATION.

The operator of this equipment should READ, UNDERSTAND, and FOLLOW the operating instructions, Cautions, and Warnings provided in the front of this manual and in the OPERATION section.

WARNING: **Do not attempt to operate the 8500 Elite III Conveyor Paver unless fully trained in the machine operation, only authorized personnel should operate the Model 8500 Elite III Conveyor Paver. All instructions provided in this manual and on the machine operating and warning decals must be followed to prevent damage to the equipment and/or injury to operating personnel.**

MAINTENANCE PROCEDURES

Refer to Section 4 - MAINTENANCE in this manual for all maintenance and repair procedures.

CAUTION: **All maintenance instructions provided in this manual should be followed to insure safety of the personnel performing the maintenance and to prevent damage to the machine.**

NAMEPLATE

The Nameplate, Figure 1-1, contain the serial number and basic data used to identify the specific model on the conveyor paver.

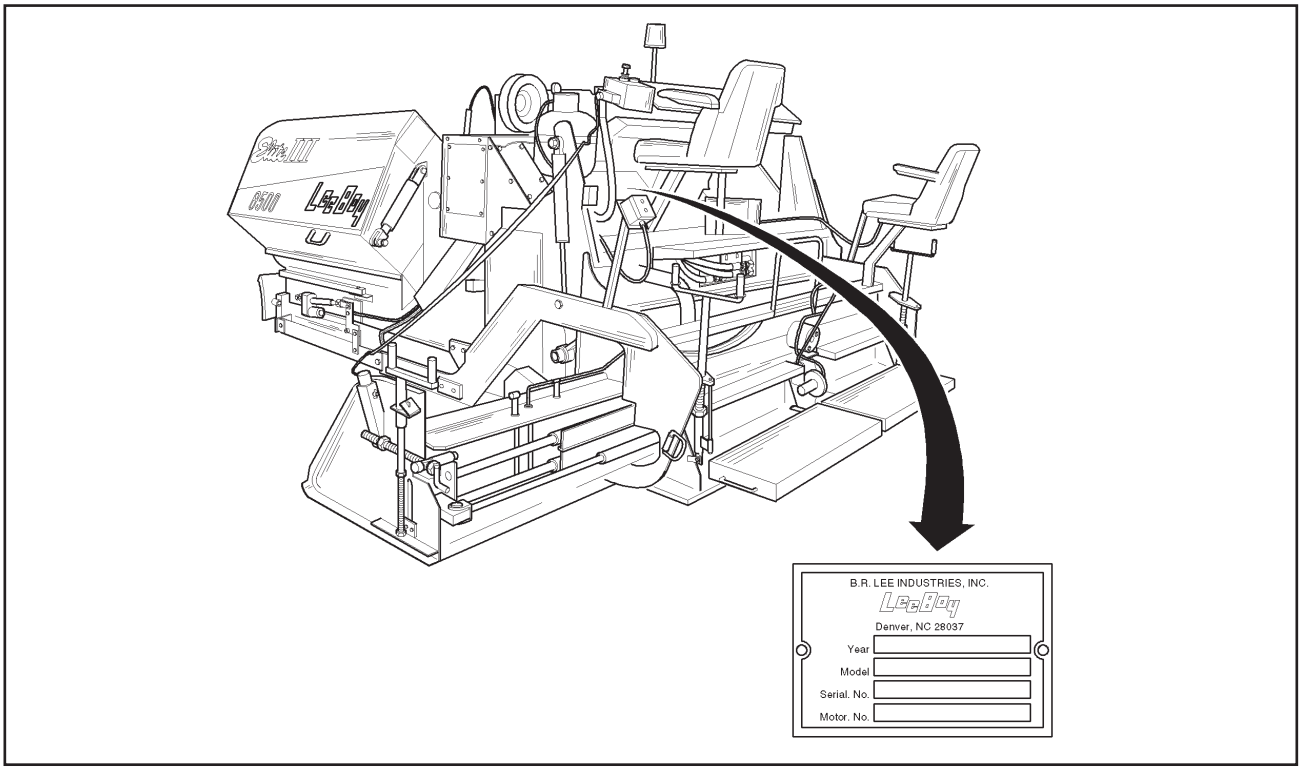

FIGURE 1-1. NAME PLATE

Section 2
SPECIFICATIONS

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Section 2
SPECIFICATIONS

GENERAL INFORMATION

The specifications provided in this section are applicable to the Model 8500 Elite III Paver. Included in this section are machine weights, dimensions, performance and torque values for both metric and standard inch fasteners.

TABLE 2-1. ENGINE SPECIFICATIONS

ITEM	CHARACTERISTIC
ENGINE	
Model and Manufacturer	Hatz, 4L41C (Silent Pak)
Type	4 Cycle diesel
Number of Cylinders	Four
Bore & Stroke	4.02 in. [102 mm] x 4.13 in. [105 mm]
Engine Oil Type	10W-40
Capacity	12 Quarts [11.3 liter]
ENGINE COOLING SYSTEM	
Type	Air Cooled
ENGINE FUEL	
Type Used	Diesel Fuel
Fuel Capacity	20 gallons [75.7 liters]
FUEL FILTER	
Type	Hatz Diesel
FUEL INJECTORS	
Quantity and Type	Four, close nozzle

TABLE 2-2. ELECTRICAL SPECIFICATIONS

ITEM	CHARACTERISTIC
BATTERY	
Number Per Machine	One maintenance free
Ampere Hour Rating	680 CCA
Voltage	12 Volts
ALTERNATOR	
Type and Voltage	Valeo, 12 Volt, negative ground
Output Amperage	50 Amps
Fan Belt Tension	Automatic belt tension mechanism keeps serpentine belt under tension at all times
STARTER	
Manufacturer	(See Engine Starter plate)
Voltage and Type	12 Volt, negative ground
Rating	2.7 kW

TABLE 2-3. DIMENSION SPECIFICATIONS [See Figure 2-1]

ITEM	SPECIFICATION
DIMENSIONS	
Overall Length “A”	12′ 4″ (365 cm)
Overall Height	6′ 6″ (198 cm)
Overall Width (hopper wings in)	8′ 6″ (259 cm)
Overall Width (hopper wings out)	10′ (305 cm)
Weight	15,600 lbs (7076 kg)

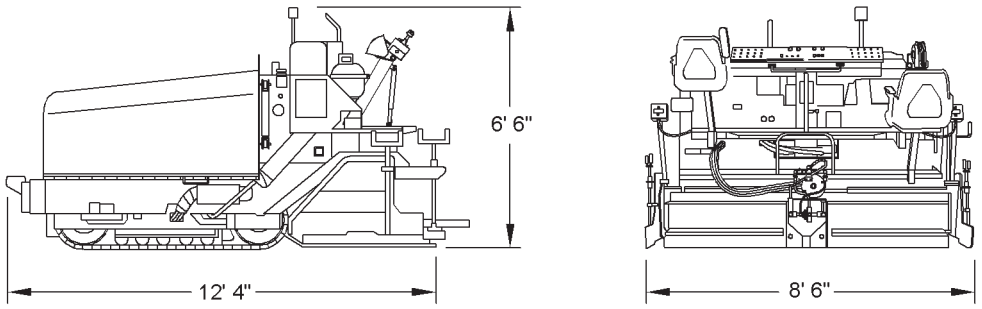

FIGURE 2-1. OUTLINE DIMENSIONAL DRAWING

TABLE 2-4. PERFORMANCE SPECIFICATIONS

ITEM	SPECIFICATION
SPEED	
Travel	240 FPM (0.73 KPM)
Paving	140 FPM (0.366 KPM)
EFFECTIVE COVERAGE	
Basic Screed Width	8 ft. (2.44 m)
Maximum Screed Width	15 ft. (4.57 m)

TABLE 2-5. MACHINE SYSTEM CAPACITY SPECIFICATIONS

ITEM	SPECIFICATION
SYSTEM CAPACITIES	
Fuel	20 gallons [75.7 liters]
Engine Lubrication Oil	12 quarts [11.35 liters] (with lubrication oil filter)
Hydraulic Oil Reservoir	40 gallons [151.4 liters]
Torque Hubs	32 ounces [0.355 liters] each

TABLE 2-6. MACHINE HYDRAUIC PRESSURES

ITEM	SPECIFICATION
Drive	3000 PSI (207 Bar)
Conveyors	2400 PSI (165 Bar)
Augers & Cylinders	2000 PSI (138 Bar)

TABLE 2-7. TYPES OF LUBRICANTS

ITEM	SPECIFICATION
Engine Oil	10W-40
Hydraulic Oil	AW #68
Torque Hub Grease	90 WT Gear Lub
Grease	Shell Avania EP Grease or Equivalent
Chain Lub	Chain Lub

TABLE 2-8. TORQUE SPECIFICATIONS FOR STANDARD INCH FASTENERS

WARNING: **The following Table lists torque values for standard hardware and are intended as a guide for average application involving typical stresses and machined surfaces. Values are based on physical limitations of clean, plated and lubricated hardware. In all cases, when an individual torque value is specified, it should be followed instead of values given in this table.**

CAUTION: **Replace original equipment with hardware of equal grade.**

		CAPSCREWS: SAE GRADE 5				CAPSCREWS: SAE GRADE 8			
SIZE	THREAD	TORQUE FT. LBS.		TORQUE N•m		TORQUE FT. LBS.		TORQUE N•m	
		Dry	Lubed	Dry	Lubed	Dry	Lubed	Dry	Lubed
1/4	20 UNC	8	6	11	9	12	9	16	12
	28 UNF	10	7	13	10	14	10	19	14
5/16	18 UNC	17	13	24	18	25	18	33	25
	24 UNF	19	14	26	20	27	20	37	28
3/8	16 UNC	31	23	42	31	44	33	59	44
	24 UNF	35	26	47	36	49	37	67	50
7/16	14 UNC	49	37	67	50	70	52	95	71
	20 UNF	55	41	75	56	78	58	105	79
1/2	13 UNC	75	57	100	77	105	80	145	110
	20 UNF	85	64	115	86	120	90	165	120
9/16	12 UNC	110	82	145	110	155	115	210	155
	18 UNF	120	91	165	125	170	130	230	175
5/8	11 UNC	150	115	205	155	210	160	285	215
	18 UNF	170	130	230	175	240	180	325	245
3/4	10 UNC	265	200	360	270	375	280	510	380
	16 UNF	295	225	405	300	420	315	570	425
7/8	9 UNC	430	320	580	435	605	455	820	615
	14 UNF	475	355	640	480	670	500	905	680
1	8 UNC	645	485	875	655	910	680	1230	925
	14 NF	720	540	980	735	1020	765	1380	1040
1-1/8	7 UNC	795	595	1080	805	1290	965	1750	1310
	12 UNF	890	670	1210	905	1440	1080	1960	1470
1-1/4	7 UNC	1120	840	1520	1140	1820	1360	2460	1850
	12 UNF	1240	930	1680	1260	2010	1500	2730	2050
1-3/8	6 UNC	1470	1100	1990	1490	2380	1780	3230	2420
	12 UNF	1670	1250	2270	1700	2710	2040	3680	2760
1-1/2	6 UNC	1950	1460	2640	1980	3160	2370	4290	3210
	12 UNF	2190	1650	2970	2230	3560	2670	4820	3620

TABLE 2-9. TORQUE SPECIFICATIONS FOR METRIC FASTENERS

WARNING: **The following Table lists torque values for standard hardware and are intended as a guide for average application involving typical stresses and machined surfaces. Values are based on physical limitations of clean, plated and lubricated hardware. In all cases, when an individual torque value is specified, it should be followed instead of values given in this table.**

CAUTION: **Replace original equipment with hardware of equal grade.**

NOMINAL SIZE & PITCH	CLASS 8.8 [GRADE 5 EQUIVALENT]				CLASS 10.9 [GRADE 8 EQUIVALENT]			
	TORQUE FT. LBS.		TORQUE N•m		TORQUE FT. LBS.		TORQUE N•m	
	Dry	Lubed	Dry	Lubed	Dry	Lubed	Dry	Lubed
M4 x 0.7	2.27	1.70	3.07	2.30	2.27	2.31	4.17	3.13
M5 x 0.8	4.58	3.43	6.20	4.65	6.22	4.67	8.43	6.33
M6 x 1	7.75	5.83	10.5	7.90	10.60	7.97	14.3	10.8
M8 x 1.25	18.89	14.17	25.6	19.2	18.95	19.26	34.8	26.1
M10 x 1.25	39.11	29.52	53.0	40.1	53.87	40.59	73.0	55.0
M12 x 1.75	64.94	48.71	88.0	66.0	88.56	66.42	120.0	90.0
M14 x 2	103.32	77.49	140.0	105.0	140.22	107.01	190.0	145.0
M16 x 2	162.36	121.77	220.0	165.0	221.40	166.05	300.0	225.0
M20 x 2.5	317.34	236.16	430.0	320.0	428.04	321.03	580.0	435.0
M24 x 3	516.12	409.59	740.0	555.0	754.38	557.19	1010.0	755.0
M27 x 3	797.04	597.78	1080.0	810.0	1084.86	811.80	1470.0	1100.0
M30 x 3.5	1084.86	811.80	1470.0	1100.0	1476.00	1107.00	2000.0	1500.0

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Section 3
OPERATION

GENERAL INFORMATION

This section provides the Operating Instructions for the Model 8500 Elite III Conveyor Paver.

It is important to read, understand, and follow all "Precautions Operating Instructions and Warnings" written in this manual before starting or operating the machine.

DANGER: **Failure to observe the "Operating Precautions and Warning Instructions" provided in this manual can cause serious injury or death. Only authorized personnel, who are fully trained in the machine operation, can operate the Model 8500 Elite III Conveyor Paver.**

This machine should be kept in good mechanical condition at all times.

WARNING: **Do not operate a machine needing repair. Put an information tag on the instrument panel that says, "DO NOT OPERATE". Remove the key from the ignition switch. Repair all damage at once. Minor damage can result in major system failures.**

OPERATING CONTROLS, INDICATORS, AND GAUGES

Operating controls for the Model 8500 Elite III Conveyor Paver are shown in Figures 3-1 through 3-5 and listed in Table 3-1.

WARNING: **Do not start or operate the Model 8500 Elite III Conveyor Paver before reading, understanding and following all information given in this section and shown on the machine. The operators must read and understand the function of all controls, indicators, and gauges before starting the engine. Serious injury or death can result if these procedures are not followed.**

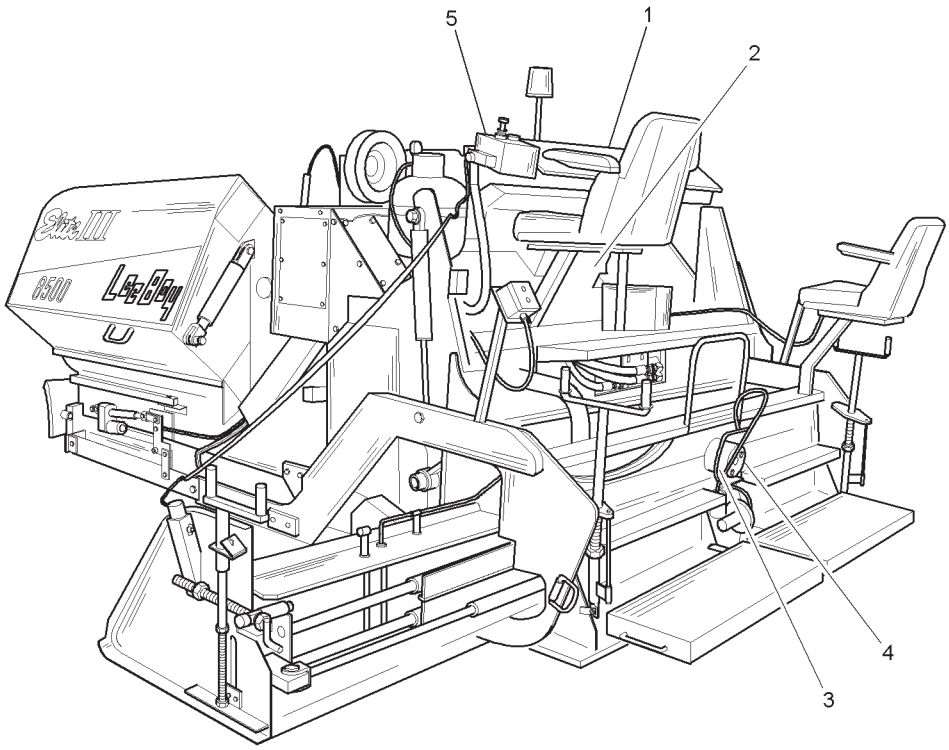

FIGURE 3-1. LOCATION OF CONTROLS

TABLE 3-1. OPERATING CONTROLS, INDICATORS, AND GAUGES

FIG. REF	ITEM NO.	CONTROL NAME	TYPE	FUNCTION
3-1	**1**	**Instrument (dash) Panel**		Contains switches, indicators, and gauges (see Figure 3-2).
3-1	**2**	**Master Switch**	Manual Rotary 2-Position Switch	Disconnects battery in OFF position. Connects battery in ON position. **NOTE:** Always turn switch to OFF position at the end of the day.
3-1	**3**	**Left Burner Control**		Controls flow of propane to left screed burner.
3-1	**4**	**Right Burner Control**		Controls flow of propane to right screed burner.
3-1	**5**	**Steering and Speed Control Module**		Contains the controls for Steering and Speed Control (see Figure 3-3).

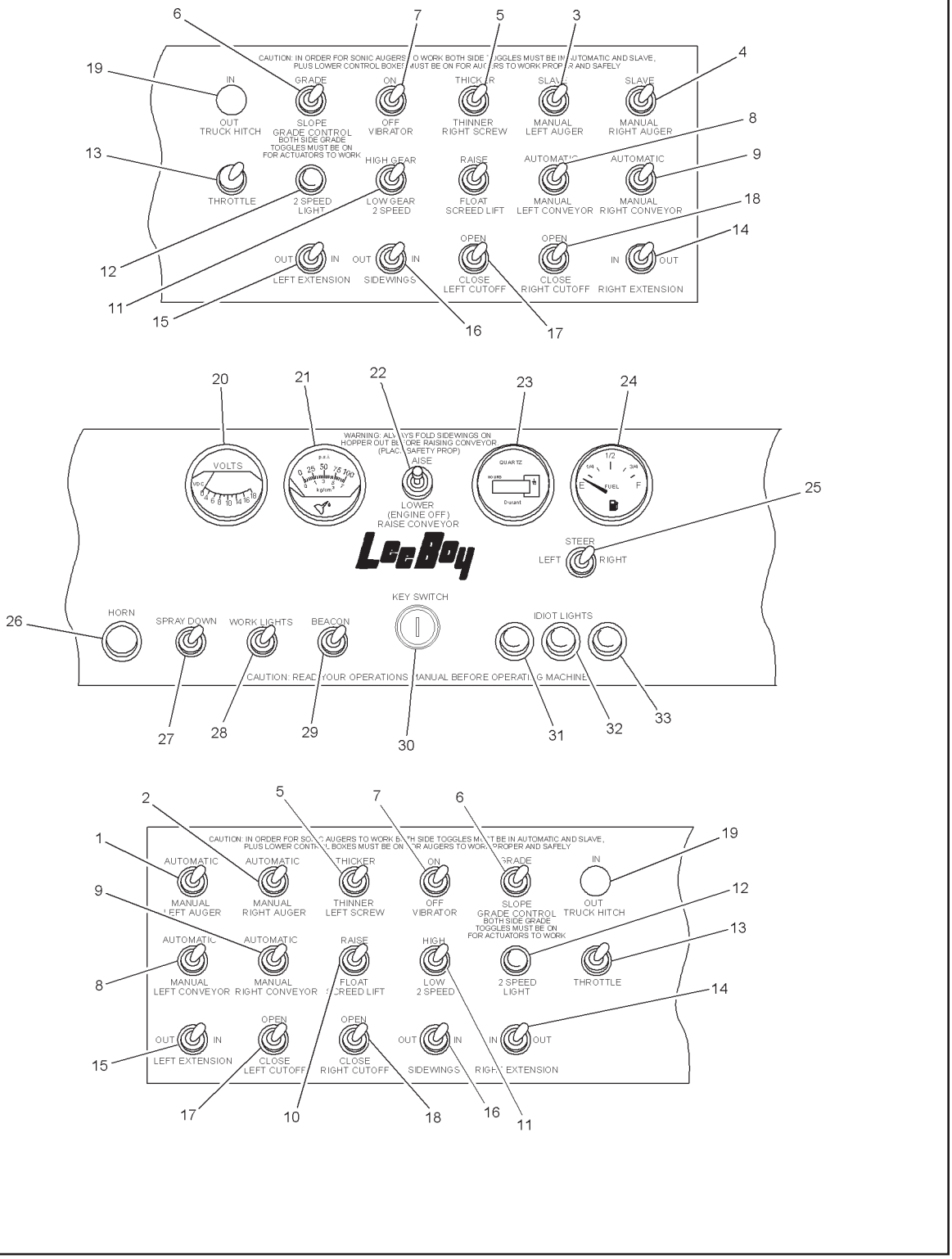

FIGURE 3-2. INSTRUMENT (DASH) PANEL CONTROLS, INDICATORS, AND GAUGES

TABLE 3-1. OPERATING CONTROLS, INDICATORS, AND GAUGES (CONTINUED)

FIG. REF	ITEM NO.	CONTROL NAME	TYPE	FUNCTION
3-2	1	**LEFT AUGER AUTOMATIC/ MANUAL Switch**	3-Position toggle switch	Selects automatic or manual operation of left auger. Center position for OFF. AUTOMATIC position for automatic operation. MANUAL position provides manual override. **NOTE:** If running from right side, leave switches on left side in AUTOMATIC position at all times. **NOTE:** In order for sonic augers to work, both LEFT and RIGHT AUGER switches must be in the AUTOMATIC position and the LEFT AUGER and RIGHT AUGER SLAVE/MANUAL switch on the right side dash must be in the SLAVE position.
3-2	2	**RIGHT AUGER AUTOMATIC/ MANUAL Switch**	3-Position toggle switch	Selects automatic or manual operation of right auger. Center position for Off. AUTOMATIC position for automatic operation. MANUAL position provides manual override. **NOTE:** If running from right side, leave switches on left side in AUTOMATIC position at all times. **NOTE:** In order for sonic augers to work, both LEFT and RIGHT AUGER switches must be in the AUTOMATIC position and the LEFT AUGER and RIGHT AUGER SLAVE/MANUAL switch on the right side dash must be in the SLAVE position.

TABLE 3-1. OPERATING CONTROLS, INDICATORS, AND GAUGES (CONTINUED)

FIG. REF	ITEM NO.	CONTROL NAME	TYPE	FUNCTION
3-2	3	**LEFT AUGER SLAVE/MANUAL Switch**	3-Position toggle switch. Automatic return to center from Manual position only	Selects slave or manual operation of left auger. Center position for Off. SLAVE position for automatic operation. MANUAL position provides manual override. **NOTE:** If running from left side, leave switches on right side in SLAVE position at all times. **NOTE:** In order for sonic augers to work, both LEFT and RIGHT AUGER switches must be in the SLAVE position and the LEFT AUGER and RIGHT AUGER AUTOMATIC/MANUAL switches on the left side dash must be in the AUTOMATIC position. **NOTE:** Make sure that the AUGER ON/OFF switch on the remote boxes at the screed are set to the ON position.
3-2	4	**RIGHT AUGER SLAVE/MANUAL Switch**	3-Position toggle switch. Automatic return to center from Manual position only	Selects slave or manual operation of right auger. Center position for Off. SLAVE position for Automatic Operation. MANUAL position provides manual override. **NOTE:** If running from left side, leave switches on right side in SLAVE position at all times. **NOTE:** In order for sonic augers to work, both LEFT and RIGHT AUGER switches must be in the SLAVE position and the LEFT AUGER and RIGHT AUGER AUTOMATIC/MANUAL switch on the left side dash must be in the AUTOMATIC position.

TABLE 3-1. OPERATING CONTROLS, INDICATORS, AND GAUGES (CONTINUED)

FIG. REF	ITEM NO.	CONTROL NAME	TYPE	FUNCTION
3-2	**5**	**LEFT SCREW THICKER/THINNER Switch**	3-Position toggle switch	Sets the thickness of the asphalt. Place switch in THICKER position for thicker asphalt. Place switch in THINNER position for thinner asphalt. **NOTE:** The GRADE CONTROL GRADE/SLOPE switch (item 6) on both the left and right side of dash must be set to GRADE to turn power on.
3-2	**6**	**GRADE CONTROL GRADE/SLOPE Switch**	2-Position toggle switch	When switch is in the GRADE position, power is ON all the time regardless of the position of the joystick (Figure 3-3, Item 1). NOTE: When machine is equipped with slope, power is present only when the joystick is in the FORWARD position. In the NEUTRAL position of the GRADE SLOPE switch, all power is turned off.
3-2	**7**	**VIBRATOR ON/OFF Switch**	2-Position toggle switch	Turns the screed vibrator on or off. In ON position helps compact material. Only works when Joystick is in the forward position. Both Left and Right toggles must be in ON position.
3-2	**8**	**LEFT CONVEYOR AUTOMATIC/ MANUAL Switch**	3-Position automatic center return from MANUAL position	Selects automatic or manual override for left conveyor. Center is OFF position. For automatic operation set switch to AUTOMATIC position. Conveyor can be operated from left or right side dash. MANUAL position provides override.
3-2	**9**	**RIGHT CONVEYOR AUTOMATIC/ MANUAL Switch**	3-Position automatic center return from MANUAL position	Selects automatic or manual override for right conveyor. Center is OFF position. For automatic operation set switch to AUTOMATIC position. Conveyor can be operated from left or right side dash. MANUAL position provides override.

TABLE 3-1. OPERATING CONTROLS, INDICATORS, AND GAUGES (CONTINUED)

FIG. REF	ITEM NO.	CONTROL NAME	TYPE	FUNCTION
3-2	10	**SCREED LIFT MANUAL/FLOAT Switch**	3-Position toggle switch	Used to raise or float the screed. Center position is hold. When released, switch automatically returns to center position. Center holds the screed position. To raise the screed, set switch to RAISE position. To float the screed, set switch to FLOAT position. (Switch should lock in FLOAT position. Run from one side only. Other side should be in the CENTER position. **NOTE:** If one side is on FLOAT and you try to RAISE opposite side, it will not raise.
3-2	11	**2-SPEED HIGH/LOW Switch**	2-Position toggle switch	Used to change machine speed. Place switch in LOW position for work. HIGH is only used for travel. For low speed operation both left and right switches must be in LOW. Place switch in HIGH position for travel. (When in TRAVEL red 2-SPEED Light (Item 12) will illuminate.) **IMPORTANT:** High speed is only for traveling. Never pave in high speed.
3-2	12	**2-SPEED LIGHT**		Illuminates to indicate when 2-SPEED HIGH/LOW switch is in the HIGH position.
3-2	13	**THROTTLE Switch**	3-Position toggle switch	Used to set the engine RPM. Push THROTTLE up for higher RPM. Push THROTTLE down for lower RPM.

TABLE 3-1. OPERATING CONTROLS, INDICATORS, AND GAUGES (CONTINUED)

FIG. REF	ITEM NO.	CONTROL NAME	TYPE	FUNCTION
3-2	**14**	**RIGHT EXTENSION IN/OUT Switch**	3-Position toggle switch	Used to move the right extension in or out. Push switch to OUT position to move right extension out. Push switch to IN position to move right extension in. **NOTE:** RIGHT EXTENSION switch also located on Remote Box on right side of machine.
3-2	**15**	**LEFT EXTENSION IN/OUT Switch**	3-Position toggle switch	Used to move the left extension in or out. Push switch to OUT position to move left extension out. Push switch to IN position to move left extension in. **NOTE:** LEFT EXTENSION switch also located on Remote Box on left side of machine.
3-2	**16**	**SIDE WINGS IN/OUT Switch**	3-Position toggle switch	Used to move the side wings in or out. Push switch to OUT position to move side wings out. Push switch to IN position to move side wings in.
3-2	**17**	**LEFT CUTOFF OPEN/CLOSE Switch**	3-Position toggle switch	Used to open or close the left cutoff. Set switch to the OPEN position to open left cutoff. Set switch to CLOSE position to close left cutoff. **NOTE:** Cutoff can be operated from either side of the dash.
3-2	**18**	**RIGHT CUTOFF OPEN/CLOSE Switch**	3-Position toggle switch	Used to open or close the right cutoff. Set switch to the OPEN position to open right cutoff. Set switch to CLOSE position to close right cutoff. **NOTE:** Cutoff can be operated from either side of the dash.

TABLE 3-1. OPERATING CONTROLS, INDICATORS, AND GAUGES (CONTINUED)

FIG. REF	ITEM NO.	CONTROL NAME	TYPE	FUNCTION
3-2	19	**TRUCK HITCH IN/OUT (Optional Switch)**	3-Position toggle switch	Used to engage the truck hitch to the truck wheels. Set switch to IN position to engage the hitch. Set switch to the OUT position to release the hitch from the truck wheels. IMPORTANT: Only if installed with truck hitch, manual valve on left side of machine must be in TRUCK HITCH position to work truck hitch. If in CONVEYOR position, it will raise and lower conveyor.
3-2	20	**Voltmeter**		Indicates battery voltage.
3-2	21	**Oil Temperature Gauge**		Indicates engine oil temperature.
3-2	22	**CONVEYOR RAISE/LOWER Switch**	3-Position toggle switch	Used to raise and lower the conveyor. Switch must be pulled up to change position. Center position is OFF. Set switch to RAISE position to raise the conveyor (see WARNING). Set switch to LOWER to lower the conveyor. **WARNING: Always fold side wings on hopper out before raising conveyor. Place safety prop in place immediately.** **NOTE:** If the machine has a truck hitch, this switch can work the truck hitch if valve lever is not in correct position.
3-2	23	**Hourmeter**		Meter monitors the working hours of the machine.

TABLE 3-1. OPERATING CONTROLS, INDICATORS, AND GAUGES (CONTINUED)

FIG. REF	ITEM NO.	CONTROL NAME	TYPE	FUNCTION
3-2	24	**Fuel Gauge**		Indicates amount of fuel in fuel tank.
3-2	25	**STEER LEFT/RIGHT Switch**	2-Position toggle switch	Select the operable steering control. Set switch to LEFT when steering from the left side of the machine. Set switch to RIGHT when steering from the right side of the machine.
3-2	26	**HORN Switch**	Pushbutton switch	Press button to sound the horn.
3-2	27	**SPRAY DOWN Switch**	2-Position toggle switch	Used to turn on the Spray Down System. Set switch to SPRAY DOWN position to turn spray system on.
3-2	28	**WORK LIGHT Switch**	2-Position toggle switch	Used to turn the work lights on or off. Set switch to WORK LIGHTS position to turn the work lights on.
3-2	29	**BEACON Switch**	2-Position toggle switch	Used to turn the beacon light on or off. Set switch to BEACON position to turn the Beacon light on.

TABLE 3-1. OPERATING CONTROLS, INDICATORS, AND GAUGES (CONTINUED)

FIG. REF	ITEM NO.	CONTROL NAME	TYPE	FUNCTION
3-2	30	**Ignition Switch**	Key operated Rotary 3-position Switch	Controls starting, stopping, and running of engine. Vertical position is OFF. Turn right one notch for power. Red light will illuminate until engine cranks. Far right is the START position. After engine starts release switch, which will automatically return to the power position. Use protective cover when not in use. **NOTE:** Engine will not start unless speed control is in NEUTRAL.
3-2	31	**Battery Indicator Light**		Light indicates if the unit is charging. **NOTE:** If working properly, the light illuminates with the switch, and goes out when the engine cranks. If battery indicator light does not illuminate with key ON, the unit will not charge.
3-2	32	**Dirty Air Cleaner Indicator**		Light illuminates to indicate if air cleaner needs to be cleaned or replaced.
3-2	33	**Oil Pressure Indicator**		Light illuminates if oil pressure is to low.

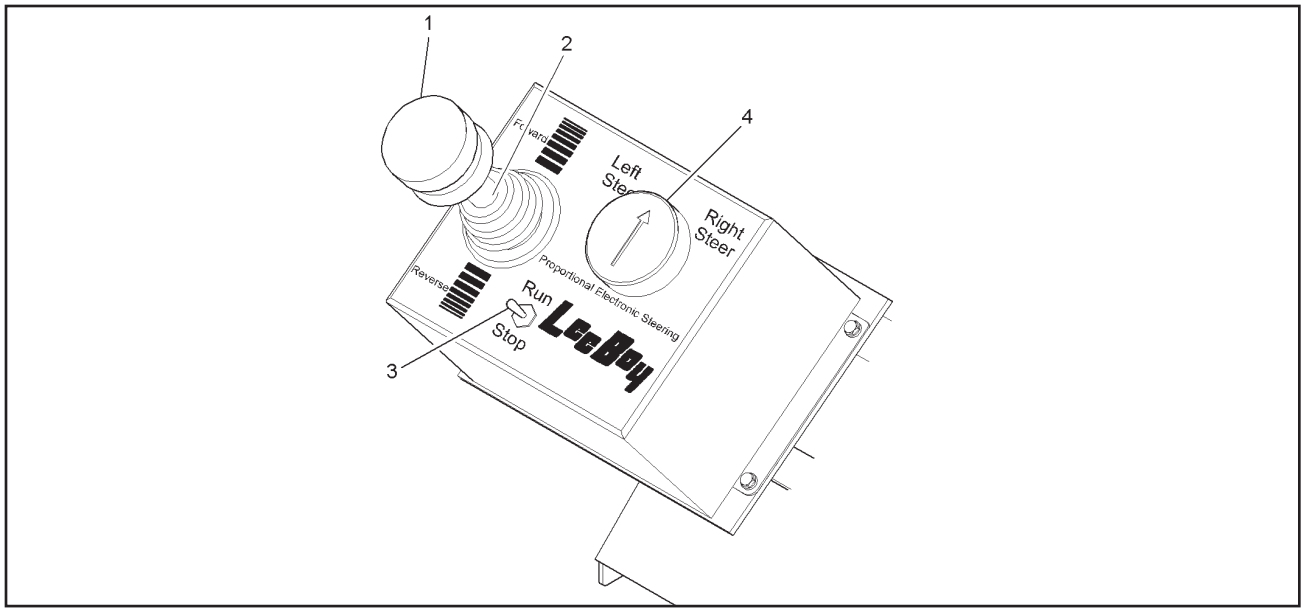

FIGURE 3-3. STEERING AND SPEED CONTROL MODULE

TABLE 3-1. OPERATING CONTROLS, INDICATORS, AND GAUGES (CONTINUED)

FIG. REF	ITEM NO.	CONTROL NAME	TYPE	FUNCTION
3-3	1	**Joystick Electronic Steering**		Lever controls the speed and direction of travel forward and reverse. Moving joystick forward moves machine forward. The further forward the higher the speed. Moving joystick backward moves machine backward. The further backward the higher the speed. When joystick is centered, the machine is in neutral. NOTE: Machine must be in neutral to start machine.
3-3	2	**Neutral Lock**		This locks the lever in neutral. Pull up on the bottom of the knob to unlock.
3-3	3	**RUN/STOP Switch**	2-Position toggle switch	Controls stopping the machine. When switch is set to STOP the machine stops (pauses). When switch is set to RUN the machine resumes its prior speed.
3-3	4	**RIGHT STEER/LEFT STEER Knob**	Rotary switch	Used to steer the machine. Rotate knob slowly toward LEFT STEER to move to the left. Rotate knob slowly toward RIGHT STEER to move to the right. All the way LEFT or RIGHT machine will Counter Rotate.

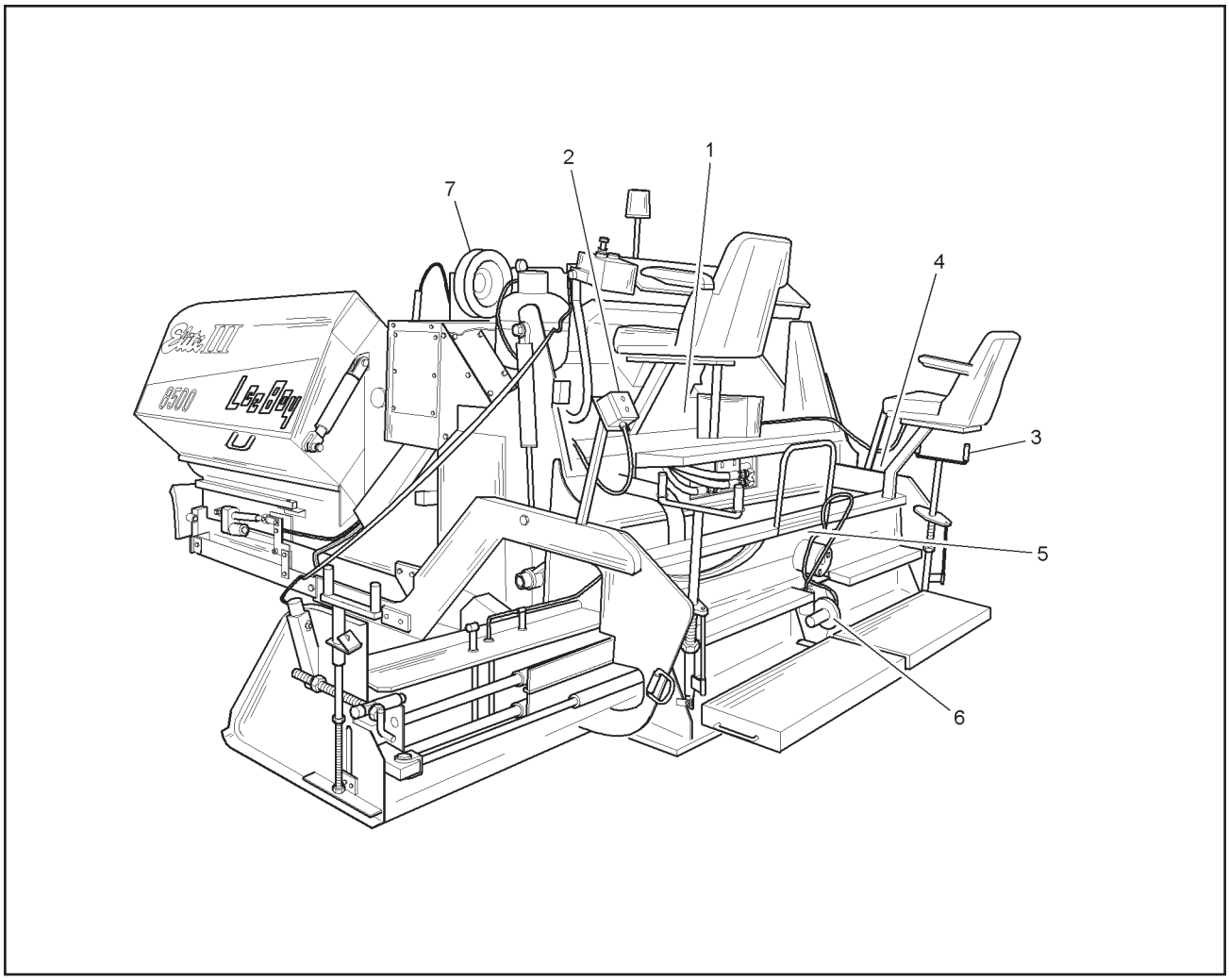

FIGURE 3-4. LEFT SIDE CONTROLS

TABLE 3-1. OPERATING CONTROLS, INDICATORS, AND GAUGES (CONTINUED)

FIG. REF	ITEM NO.	CONTROL NAME	TYPE	FUNCTION
3-4	1	**Dash Panel Lock Pin**		Locks dash panel in position. To move dash from high to low position, pull out pin and pull handle to desired position.
3-4	2	**Left Auger Remote Screed Box**		Contains toggle switches for LEFT EXTENSION IN/OUT and LEFT AUGER ON/OFF. **NOTE:** Auger toggle should be left in ON position at all times. Auger and screed extensions can be operated by a person standing or sitting in Low Deck Position.
3-4	3	**Flight Screw**		This lever controls the depth of the asphalt.
3-4	4	**Depth Screw**		This control sets the depth of the End Gate.
3-4	5	**Ignitor**	2-Position	Used to light the other burners.
3-4	6	**Crown and Valley**		This allows the screed to be bent in the middle to match the desired crown or valley
3-4	7	**Spray Down Hose**		Used to lubricate and keep asphalt from hardening on the machine.

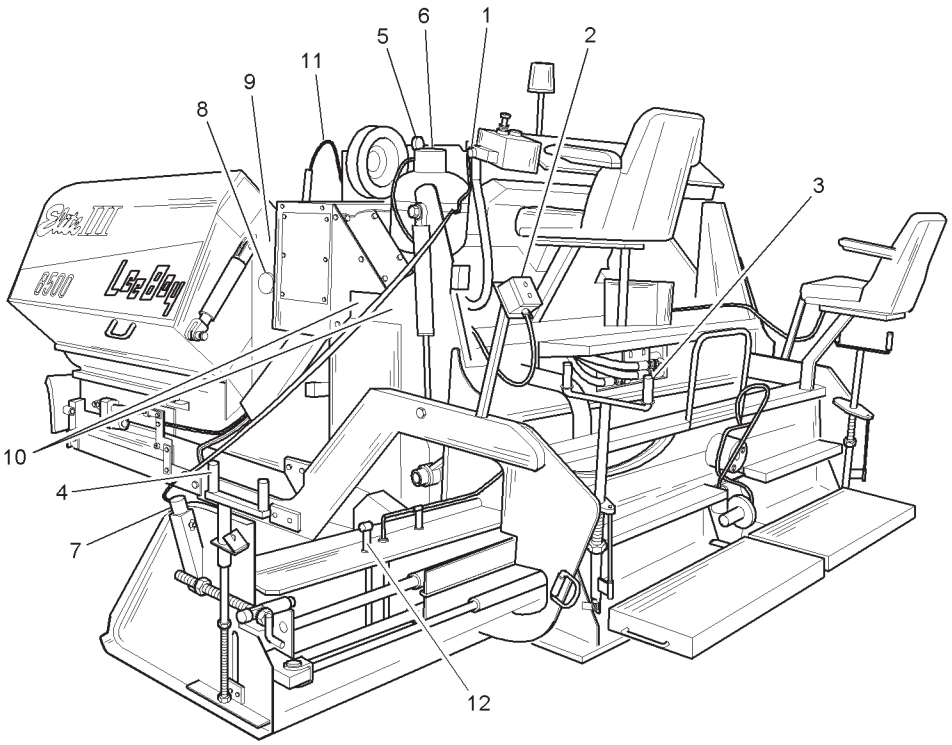

FIGURE 3-5. RIGHT SIDE CONTROLS

TABLE 3-1. OPERATING CONTROLS, INDICATORS, AND GAUGES (CONTINUED)

FIG. REF	ITEM NO.	CONTROL NAME	TYPE	FUNCTION
3-5	**1**	**Sonic Auger Adjustment**		Adjusts the height of material at End Gate Sensor (Item 7) mounted on End Gate.
3-5	**2**	**Left Auger and Extension Remote Screed Box**		Contains toggle switches for LEFT EXTENSION IN/OUT and LEFT AUGER ON/OFF. **NOTE:** Auger toggle should be left in ON position at all times. A person standing or sitting in Low Deck Position can operate auger and screed extensions.

TABLE 3-1. OPERATING CONTROLS, INDICATORS, AND GAUGES (CONTINUED)

FIG. REF	ITEM NO.	CONTROL NAME	TYPE	FUNCTION
3-4	3	**Flight Screw**		This lever controls the depth of the asphalt.
3-4	4	**Depth Screw**		This control sets the depth of the End Gate.
3-4	5	**Propane Tank Pressure Regulator**		Regulates propane pressure. **NOTE:** Pressure should be 15 lbs.
3-4	6	**Propane Tank Main Valve**		Opens and closes propane tank pressure.
3-4	7	**Sonic Auger Sensor**		Used for adjusting the height of material at End Gate. Connected to Sonic Auger Adjustment (Item 1).
3-4	8	**Hydraulic Oil Temperature Gauge**		Monitors the temperature of the hydraulic fluid.
3-4	9	**Oil Level Check Point**		Used to check oil level in hydraulic oil tank.
3-4	10	**Conveyor Drive Chain Adjustment**		Screws with jam nuts for adjusting the conveyor chain tension.
3-4	11	**Spray Down Hose**		Used to lubricate and keep asphalt from hardening on the machine.
3-4	12	**Extension Control Screw**		Used to adjust the extension of the screed for mat texture.

OPERATION

SAFETY

Operating Safety

Always make sure no person or object is in the line of travel before starting.

Work slowly in tight areas.

Do not run engine in a closed building for long periods of time. Never spray fuel oil on or near screed while it is being heated.

Avoid steep hills if possible.

Always look before changing the direction of travel.

Never open a valve to burner unless a flame is present. Do not heat screed for more than fifteen (15) minutes. Make sure all valves are closed before propane is turned off.

Avoid leaving engine running without operator present.

STOPPING SAFETY

Always park the Paver on solid, level ground in Iow range. If this is not possible, always park the paver at a right angle to the slope. Lower screed when parked.

Use proper flags, barriers and warning devices, especially when parking in areas of traffic.

MAINTENANCE SAFETY

Never work on the paver with the engine running.

Never fill the fuel tank with the engine running.

Do not change the engine governor settings.

Always replace damaged or lost decals.

Disconnect battery cables using the DISCONNECT switch when working on the electrical system or when welding on the unit.

If battery needs a charge, be sure battery charger is off when making connections.

Be sure the correct battery polarity is observed (negative (-) to negative (-) and positive (+) to positive (+)) when connecting a battery charger or jumper cable.

Work slowly in tight areas.

Do not run engine in a closed building for long periods of time.

Never spray cleaning solvent or release agent on or near screed while it is being heated.

WARNING: NEVER WORK UNDER HOPPER WITHOUT PLACING SAFETY PROP IN POSITION (FIGURE 3-6, ITEM 1).

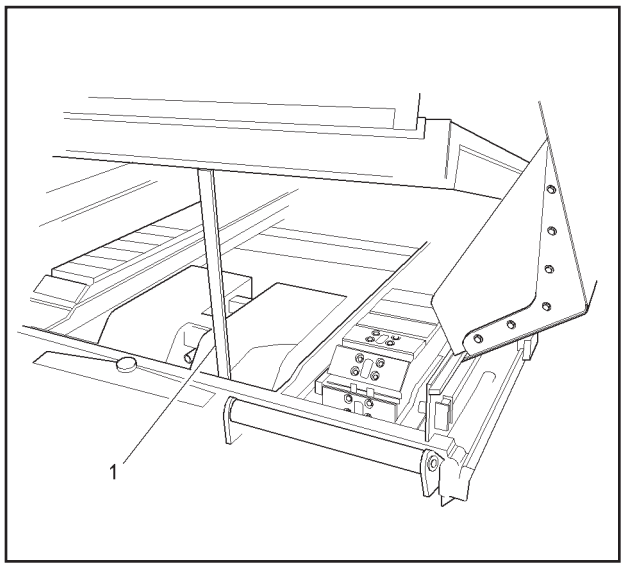

FIGURE 3-6. SAFETY PROP

PRE-START INSPECTION

Inspect machine. Have any malfunctioning, broken or missing parts corrected or replaced before using. Hydraulic hoses should be checked daily for wear and leaks. Replace if damaged.

Check that all the instruction and safety labels are in place and readable. These are as important as any other equipment on the machine.

Read and Follow all instruction decals.

Wear OSHA required safety equipment when running the paver.

Fill the fuel tank with the engine off. Never fill fuel tank near an open flame, when smoking, or when screed heat is on. (Fill at end of day to keep condensation out.)

Before starting engine, clear auger & feeders. Make sure all covers and guards are in place.

STARTING THE ENGINE

Preliminary

Before starting the engine:

1. Check fuel level, fuel lines, and tank for leaks.
2. Check crankcase oil level.

CAUTION: Failure to maintain correct engine oil level is the greatest single cause of engine failures.

3. Check hydraulic oil level. Oil level is determined by petcock on hydraulic oil tank. (Aw #68 Hydraulic Oil)
4. Make sure joystick (Figure 3-7, Item 1) is in neutral position.
5. Refer to engine operator's manual for instructions when starting engine for the first time. Follow engine manufacturer's recommendations for fuel and oil.

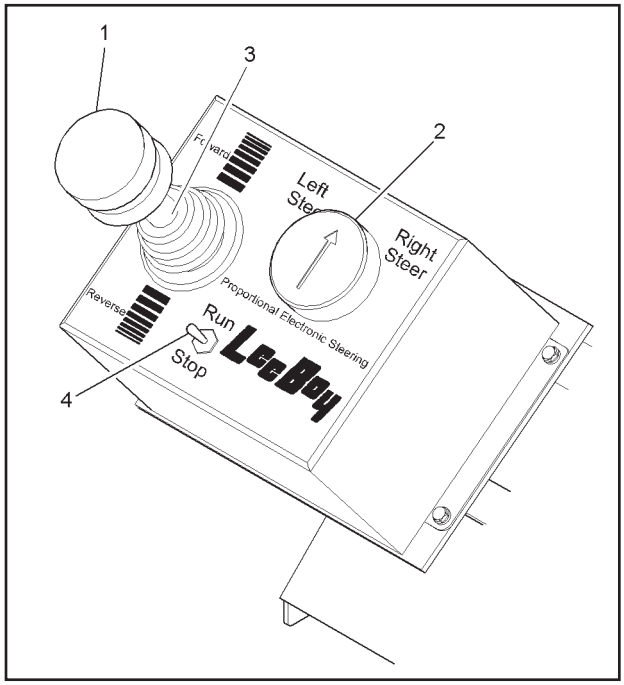

FIGURE 3-7. SPEED AND STEERING CONTROL BOX

Engine Start-up

NOTE: Joystick (Figure 3-7, Item 1) must be in neutral position to start engine.

1. Position joystick to neutral.
2. Open throttle fully by pressing and holding THROTTLE switch in the up position.

CAUTION: The use of starting additives, such as ether, is not recommended.

CAUTION: Do not operate the starter longer than 10-15 seconds. If the engine does not start, allow the starter to cool 2-3 minutes.

3. Insert key into the ignition switch on instrument panel and turn key clockwise (cw) to start position.
4. When engine starts and is running smooth, throttle back to idle by pressing and holding either THROTTLE switch on the dash panel in the down position until idle speed is reached.

NOTE: Allow engine to warm up for several minutes before moving paver. The warm up will give the hydraulic oil time to warm, providing for more efficient operation. In cold weather let hydraulic oil warm to 50°F (10°C) or 60°F (16°C) before moving.

NOTE: For convenience, there is an extra key inside the switch box in case the original key is lost.

Stopping the Engine

1. Throttle back to idle by pressing and holding either THROTTLE switch in the down position until idle speed is reached.
2. Turn ignition key on instrument panel counter-clockwise (CCW) to the OFF position and remove key.

NOTE: If for any reason the engine does not shut down when key is turned to OFF, take pin out of clevis on electric screw, (at back of engine) and push throttle lever control OFF.

PAVER DRIVING INSTRUCTIONS

General

The Electronic Control Steering Box

To drive the machine, point the steering knob (Figure 3-7, Item 2) straight ahead and lift up on the neutral latch (3) on joystick (1). Push the joystick (lever) forward slowly to reach the desired speed and turn the steering knob (2) slowly to make turns as desired. The more you move the joystick the faster the travel speed.

NOTE: To stop machine, pull joystick back to the neutral position or use PAUSE switch.

1. After the paver has been started and the motor is warmed up, paver movements may be made.
2. To drive machine forward lift up on the neutral lock (3) on joystick (1) and push forward to reach desired speed. To move in reverse pull the joystick backward to reach desired speed. Place joystick in neutral to stop machine.

NOTE: To slow the unit, move joystick closer to neutral or in neutral to stop.

3. To steer the unit, turn the steering knob (2) in the travel direction desired. The further the knob is turned, the more the machine turns. Slow and easy adjustments are required.

NOTE: All the way left or right will give you counter rotate.

CAUTION: Turning the knob too hard can damage the control.

4. The RUN/STOP toggle switch (4) on steering box will stop machine when set to the STOP position. When the machine is stopped with the toggle switch, the machine will resume travel at the last speed of travel when the switch is set to the RUN position.

PAVER PREPARATION INSTRUCTIONS

Burner Ignition Procedures

General

WARNING: Propane is extremely volatile and combustible. Use extreme care when using propane gas.

The heating of the screed requires extreme care. The propane gas used to heat the screed is volatile and combustible. When treated with respect the propane will not present a problem. Follow the procedures below and refer to Figure 3-8 as required.

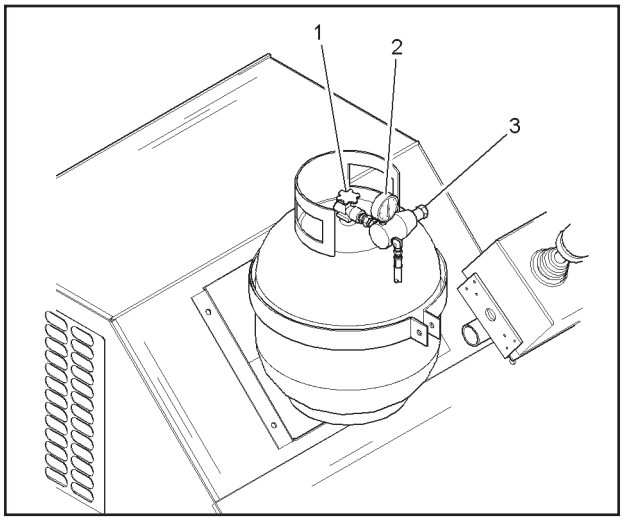

FIGURE 3-8. PROPANE TANK WITH REGULATOR

1. Turn all burner valves (see Figure 3-9).

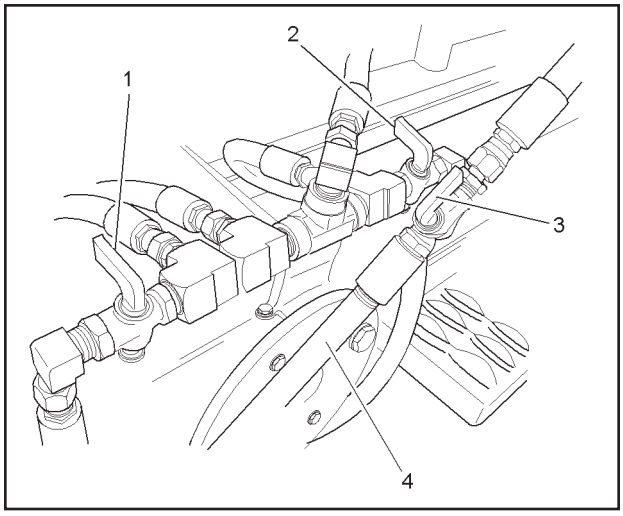

FIGURE 3-9. BURNER VALVES

CAUTION: Never open a valve to a burner unless flame is present. A buildup of unburned gas could result in a gas explosion.

2. Use ignitor burner to light main burners manually. Hold ignitor burner at end of main burner and turn valve on. Repeat this procedure for opposite side.

3. Extension burners are lit manually by removing from quick coupling connector. Turn “on” valve for extension burner and use lighter to light. Place burner back into holding socket and repeat this process for opposite side (see Figure 3-10).
4. After screed has heated for about fifteen (15) minutes, turn the burners off by rotating the burner valves to the “off” position.

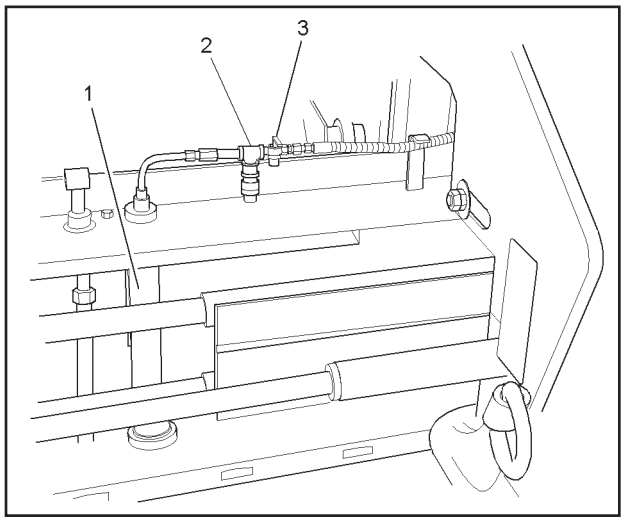

FIGURE 3-10. EXTENSION BURNER QUICK COUPLING CONNECTOR

NOTE: Heating the screed helps prevent hot mix from sticking to the cold screed plate and produces a smooth, tight mat surface. Heating should not only be performed at the beginning of the job, but also if the machine is idle for a long time between loads (allowing screed plate to cool).

NOTE: If paving on a cool windy day, it may be necessary to maintain low heat on the screed. To accomplish this reduce the pressure on the propane tank from 15 lbs. (1 bar) to 2 lbs. (0.14 bar). This will provide a low even heat that will not harm the screed. Do not attempt to regulate the burner with the burner valve.

CAUTION: Too much heat for too long can warp screed plate, cause extensions to lock up, and cause mat texture problems. A warped screed plate should be replaced.

NOTE: If extension lock up occurs, let unit cool before forcing in or out.

Manual Lighting of Burners

WARNING: Propane gas used to heat the screed is volatile and combustible. Use extreme care and follow the instructions.

The following procedure will provide the necessary steps in manually lighting the burners. It is important to remember that propane is a volatile and combustible gas and for this reason safety should be a major consideration.

1. Turn off all burners valves (see Figure 3-9).
2. Turn main propane valve “on” and set regulator for 15 lbs. (1 bar) (see Figure 3-8).
3. Ignite burner with striker (see Figure 3-9).

WARNING: Never turn burner valve “on” unless flame is present.

4. Hold ignitor burner at end of main burner. To light main burner turn burner valve “on” (see Figure 3-9).
5. Repeat procedure in step 4 for opposite side.
6. The extension burners are held in position to the screed with a quick coupling connection. Remove the extension burner from quick coupling connector and light (see Figure 3-10).

TRUCK HITCH ATTACHMENT (OPTIONAL)

GENERAL

The truck hitch is an optional attachment. It was designed to improve the asphalt laying process. This is mainly accomplished by keeping the truck driver off his brakes, preventing excessive and uneven braking. To engage the hitch with the rear wheels of the asphalt truck, proceed as follows:

NOTE: Manual valve on left side of machine must be in Truck Hitch Position to work the truck hitch.

1. Extend the arm extensions of the truck hitch by setting the TRUCK HITCH IN/OUT switch to the OUT (Down) position to extend the hitch arms.
2. Slowly drive paver toward rear of truck until roll on hitch makes contact with the rear tires of the truck.

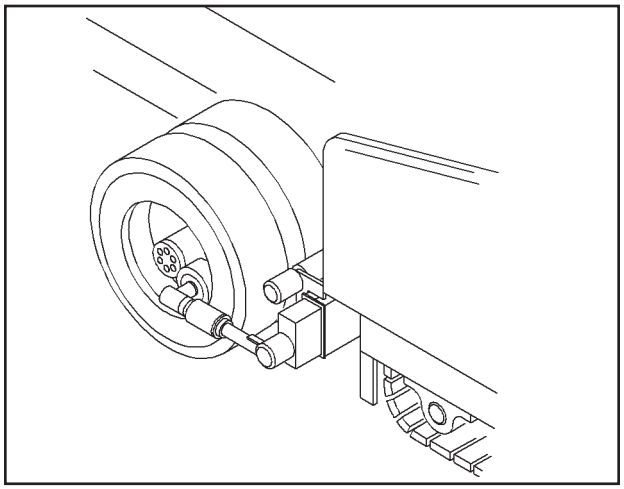

FIGURE 3-11. TRUCK HITCH

3. Retract the arm extension by setting the TRUCK HITCH IN/OUT switch to the IN (Up) position to retract the hitch arms until both guide rollers are fully locked into truck wheel rims.
4. It may be necessary to adjust the roller guides to the inside of the wheel rims, initially.

OPERATING FEEDER

GENERAL

The feeder (conveyor) is a very important part of the paver and for this reason close attention should be given on integrating its operation into the total operation of the paver. Use the following procedure for operating the feeder.

CAUTION: Never use cylinder pressure to lower sides into place after lowering feeder. This may bend sides or break the chains on the sides.

WARNING: Never work on machine with engine running.

1. Before raising or lowering feeders, fold side wings in and out by hand. The side wings have a double action motion causing the in and out movement.

NOTE: The engine must be shut off when lowering the feeder.

2. When lowering feeder, do not lower under pressure. Let the feeder down with engine shut off by placing the CONVEYOR RAISE/LOWER switch in the LOWER (down) position with key switch on.

CAUTION: Do not let the paver sit running with feeders in automatic for any length of time. This may cause the hydraulic oil to over heat.

3. Spray the feeder drive chains periodically. Spray several times a day with cleaning solvent or release agent.
4. When feeders are running and cutoff gates are shut, there will be spillage the full width of the paver. This is normal. To help prevent this spillage, work feeders manually when loading hopper and not paving.
5. Irregular movement of the feeder conveyor indicates that a problem may exist with the feeder chain. To eliminate this problem an adjustment to the feeder chain may be necessary. Refer to the paragraph CONVEYOR FLIGHT CHAIN ADJUSTMENT procedure in Chapter 4.

NOTE: Check adjustments every 100 hours

CAUTION: Never work on conveyors with engine running.

CAUTION: Never raise feeder with asphalt in the hopper.

WARNING: Never work under feeder without making sure that feeder is being supported by safety prop and that all unauthorized personnel are clear of the area.

CAUTION: Never overheat screed. About fifteen (15) minutes before starting to pave is enough time for preheat. On cool days turn propane regulator down to 2 lbs. (0.14 bar). This should prevent screed from warping.

CAUTION: Never let paver sit while conveyors are turning. It is possible, if paver sits long enough, asphalt from conveyors can fill tracks and cause failure to the bearing or idler.

CAUTION: To prevent flight chains from sticking inside of conveyor pans, lubricate them sufficiently at the end of the day.

OPERATING ELECTRIC FLIGHT SCREWS

GENERAL

The electric flight screw is an added convenience to the operator. A gauge is located on both sides of the paver. These gauges will provide the operator with quick reference to the location of the electric screw.. Refer to Figure 3-12 and use the following procedures:

1. Before paving, center the electric flight screws by referring to the screed elevation gauge on each side of the paver. Raise or lower until rod end of cable is flush with “0” on decal.
2. While paving, refer to both gauges and make minor adjustment to the screed by using the electric flight screw.

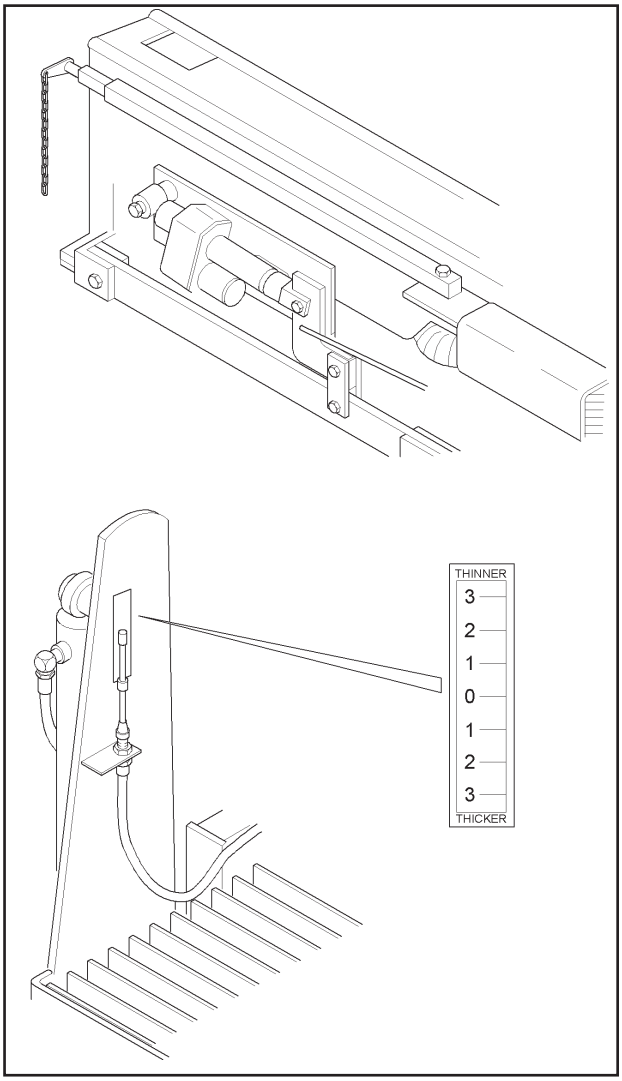

FIGURE 3-12. FLIGHT SCREWS AND SCREED HEIGHT GAUGES

OPERATING HYDRAULIC CUTOFF GATES

GENERAL

The cutoff gates are one of the most important functions of the paver, when used properly. Cutoffs are used primarily to control the flow of asphalt to the screed. Cutoffs can be used when making passes, at the beginning and ending of each pass or pull. The cutoffs have been designed to break away if you accidentally hit a manhole or ridge. This feature will prevent excessive damage to cutoff (tack underneath will break).

NOTE: The RIGHT CUTOFF OPEN/CLOSE switch and the LEFT CUTOFF OPEN/CLOSE switch control the right and left cutoffs.

1. Moving the switches to the OPEN positions increases asphalt flow to the screed. Moving the switches to the CLOSE positions decreases asphalt flow to the screed. CUTOFF switches are spring-loaded, to return to the "neutral" center position.

ELECTRIC SPRAY DOWN

GENERAL

The spray down on your machine, Figure 3-13, is used to spray diesel fuel on any part of the machine that comes in contact with the asphalt. Build-up of asphalt will cause damage to components. Spray all areas of machine that have direct contact with asphalt.

NOTE: When using spray down consider the environment and do not allow cleaning solvent to run onto the ground.

CAUTION: Never use spray down when burners are lit.

1. Pull the amount of hose needed from hose reel and set SPRAY DOWN switch to SPRAY DOWN (up) position. Squeeze the wand handle and spray. Release wand handle when done spraying.
2. After spraying set SPRAY DOWN switch to the OFF (down) position and wind hose up on reel.

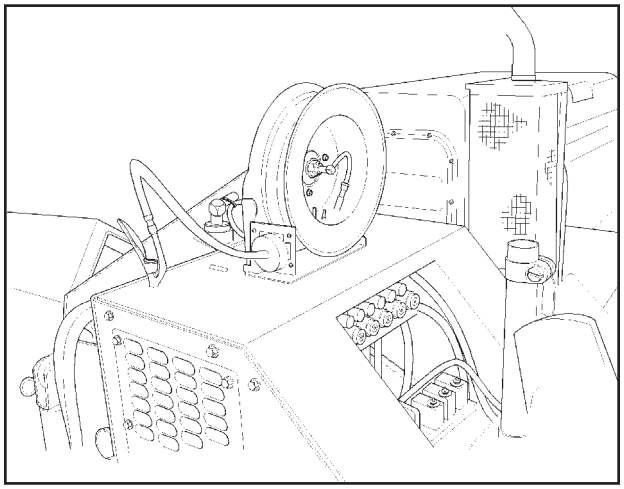

FIGURE 3-13. SPRAY DOWN HOSE AND WAND

AUGERS

AUGER EXTENSIONS

The auger extensions should be attached to the main auger to increase the flow of asphalt. This makes it possible to lay asphalt at a higher rate. To attach the auger extensions proceed as follows:

NOTE: Left and right auger extensions must be installed on the correct side of the machine.

1. Identify the right and left auger extensions by observing the L (left) or R (right) on the end of the auger extension shaft (see Figure 3-14.)
2. After identifying the right and left auger extensions, extend the screed extension fully as follows:
   a. On remote control boxes, set LEFT AUGER ON/OFF and the RIGHT AUGER ON/OFF switches to the OFF position.
   b. On remote control boxes, set LEFT EXTENSION and the RIGHT EXTENSION switches to the OUT position and extend fully.

WARNING: Engine must be shut off to prevent possible injury when attaching extensions.

3. Shut off engine.
4. Remove bolt, nut cap on end of main auger.
5. Attach the correct side auger extension to the main auger with hardware just removed.
6. Secure end of extension auger-to-auger extension with auger adjustable support and the two hex nuts.
7. Repeat this procedure for opposite side.

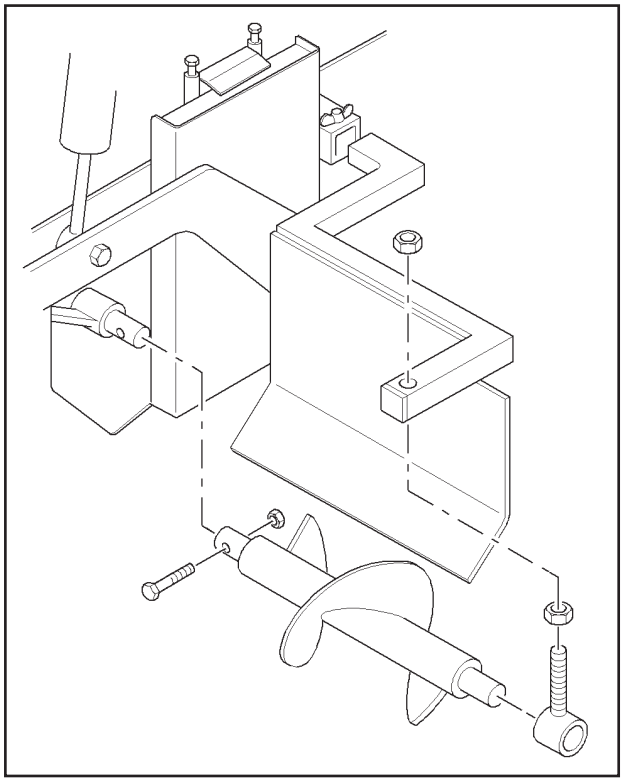

FIGURE 3-14. AUGER EXTENSIONS

SONIC AUGERS

General

The sonic augers are most often used when paving 9 or 10 ft. (2.7 or 3 meters) where augers are capable of running material over top of endgates, causing extra handwork.

The sonic auger gauges the amount of material that is in the extensions. To operate the sonic augers the LEFT AUGER AND RIGHT AUGER toggle switches on the left side dash must be set to the AUTOMATIC position and the LEFT AUGER and RIGHT AUGER toggle switches on the right side dash must be set to the SLAVE position. In addition the LEFT AUGER ON/OFF switch and the RIGHT AUGER ON/OFF switch, located on the screed, must be set to the ON position. The sonic will turn the auger OFF and ON, automatically. To override the automatics, the toggle switches must be set to MANUAL position to override augers.

CAUTION: Never run augers when paving 8 ft. (2.4 m) wide.

Operating Augers

NOTE: An operator can operate the Auger from either side standing on or sitting in the Low Deck position.

1. Set the LEFT AUGER AND RIGHT AUGER toggle switches on the left side dash to the AUTOMATIC position.
2. Set the LEFT AUGER AND RIGHT AUGER toggle switches on the right side dash to the SLAVE position.
3. Set the LEFT AUGER ON/OFF switch and the RIGHT AUGER ON/OFF switch, located on the screed, to the ON position (see Figure 3-15).

NOTE: The sonic auger adjustment dial adjusts the amount of material needed.

4. Adjust height of material at endgate with the sonic auger adjustment (see Figure 3-16). Turn the dial to keep the extension full. Be careful not to over run the extension with the material.

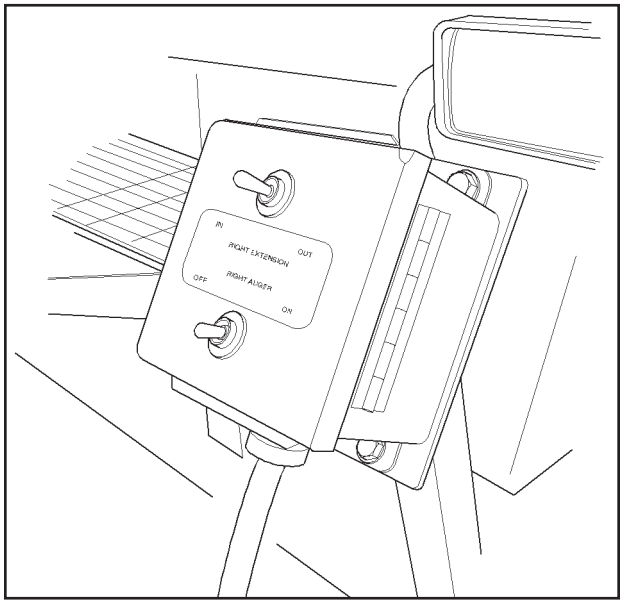

FIGURE 3-15. SONIC BOX

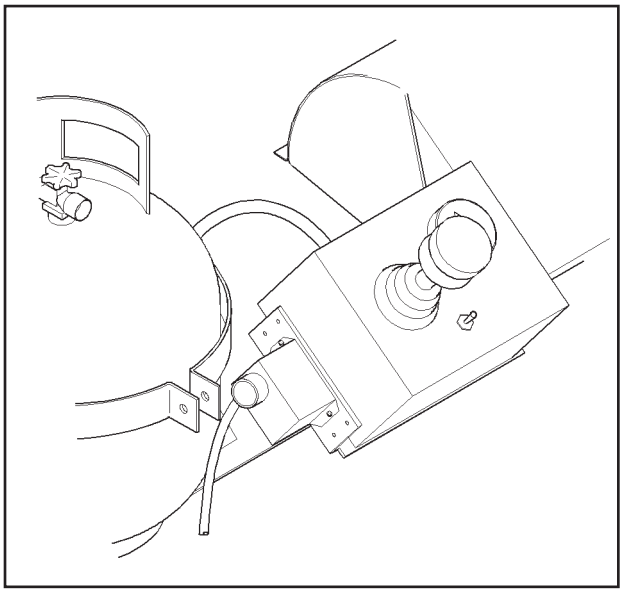

FIGURE 3-16. SONIC AUGER HEIGHT ADJUSTMENT

NOTE: When running material through augers manually, try to pave so material flow to extension is adequate and maintained.

5. When paver stops, set the LEFT AUGER AND RIGHT AUGER SWITCHES on the dash to the “Off” (center) position. To prevent hydraulic oil from overheating while waiting on material or hand work, turn conveyor and augers OFF.

LOADING AND UNLOADING

GENERAL

Trailers used to haul the paver should have ample capacity to carry the weight of the paver. Place the trailer in a clear, level area for loading or unloading.

WARNING: Work slowly and carefully to avoid accidents. Keep the area clear.

UNLOADING

1. Remove tie down equipment.
2. Start and warm up engine.
3. Set throttle at 1/2 operating RPM. Set steering control lever so paver moves very slowly.
4. Make sure:
   a. Screed position - UP
   b. Auger extensions removed
   c. Extendible screed - IN
   d. Gates below augers - CLOSED ***(Caution - Never back up with cutoff gates open.)***

NOTE: A man should always be on the ground to assist the operator in the unloading procedure.

WARNING: Make sure engine is operating at a high enough RPM so that the hydraulic pump is providing sufficient flow to operate all functions properly.

CAUTION: Do not let the screed strike the ramp when moving off the ramp. This can break the bearings on the thickness control screws or welds on the leveling arms. A longer ramp or blocks may be necessary to reduce the loading angle.

NOTE: If you have a problem unloading the paver - STOP - LOOK - THINK.

5. Move paver forward down the ramp as shown in Figure 3-17.

LOADING

CAUTION: Paver must be loaded screed end first to prevent damage. If the paver is loaded hopper end first, the weight of the operator on the walkway will tend to tip the paver onto the screed (see Figure 3-18).

1. Move paver to base of ramp. Line up tracks with the ramp.
2. Make sure of the following:
   a. Screed position is - UP
   b. Extendable screed - IN
   c. Gates below auger - CLOSED

NOTE: Always have a helper on the ground that can assist the operator in moving the paver onto the transport.

CAUTION: To prevent an excessive jolt to the undercarriage and throughout the paver, reduce traveling speeds to a minimum before the paver tracks come in contact with loading ramps or an abrupt change in the surface. If encountered, the track drive sprocket or possible other components may be damaged because of the excessive jolt.

3. Load paver screed end first. Set throttle at 1/2 operating RPM and steering control lever so paver moves very slowly onto the ramp.
4. With the steering control lever slowly guide the paver up the ramp.
5. Place paver in center of trailer or desired position.
6. Lower screed to deck.
7. Shut down engine.
8. Secure paver to transport as directed by regulations.

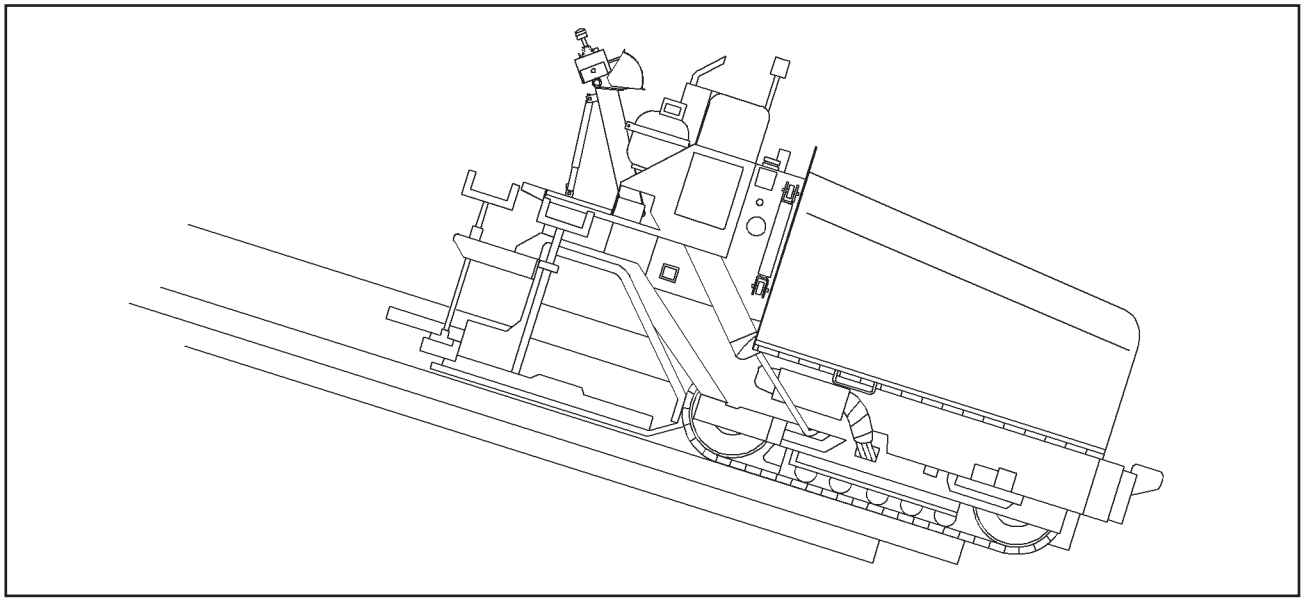

FIGURE 3-17. UNLOADING

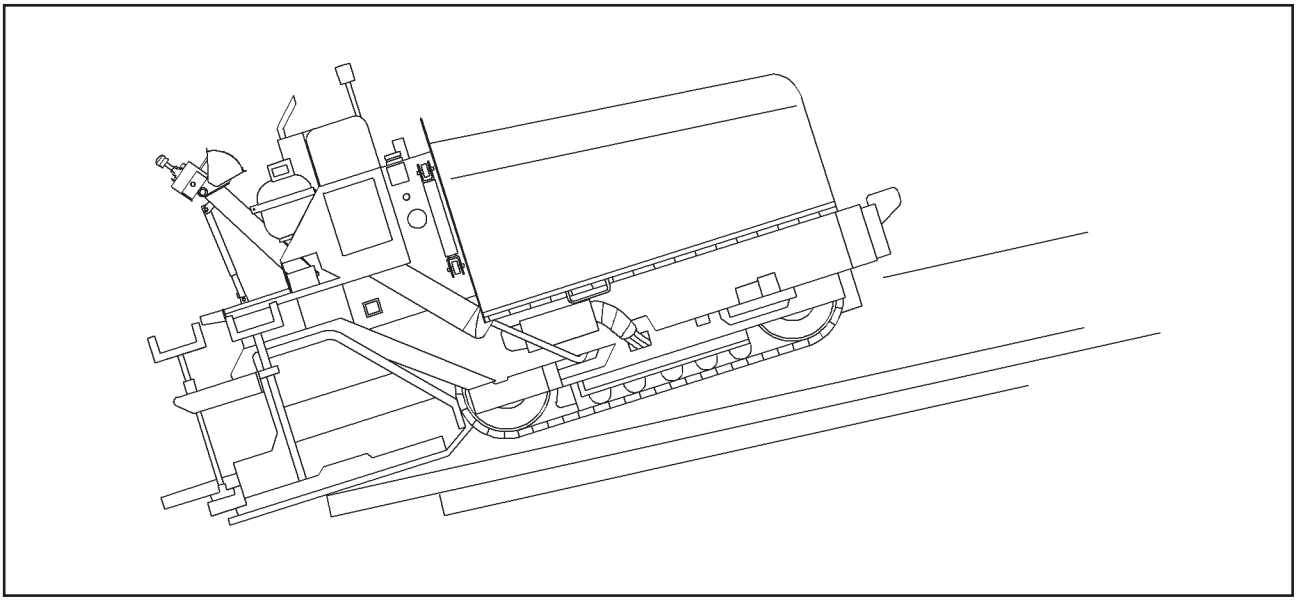

FIGURE 3-18. INCORRECT LOADING POSITION

TIE DOWN PROCEDURE

1. Position paver on trailer centered from side to side (see Figure 3-19).
2. Attach tie down chains to the hopper end of paver at the D-rings.
3. Attach tie down chains to the screed end of paver at the D-rings.
4. Place chocks at wheels or tracks.
5. Make sure all chains are tight before moving.

PAVING PREPARATION INSTRUCTIONS

To prevent costly down time, the paver should be checked thoroughly before each use. Use the list below to assist in checking out the paver.

1. Check engine oil (see engine manual), hydraulic oil, torque hub oil and diesel fuel.
2. Refer to Lubrication Chart in Section 4 - MAINTENANCE and lubricate as specified. (Some area or weather conditions may require extra lubrication).

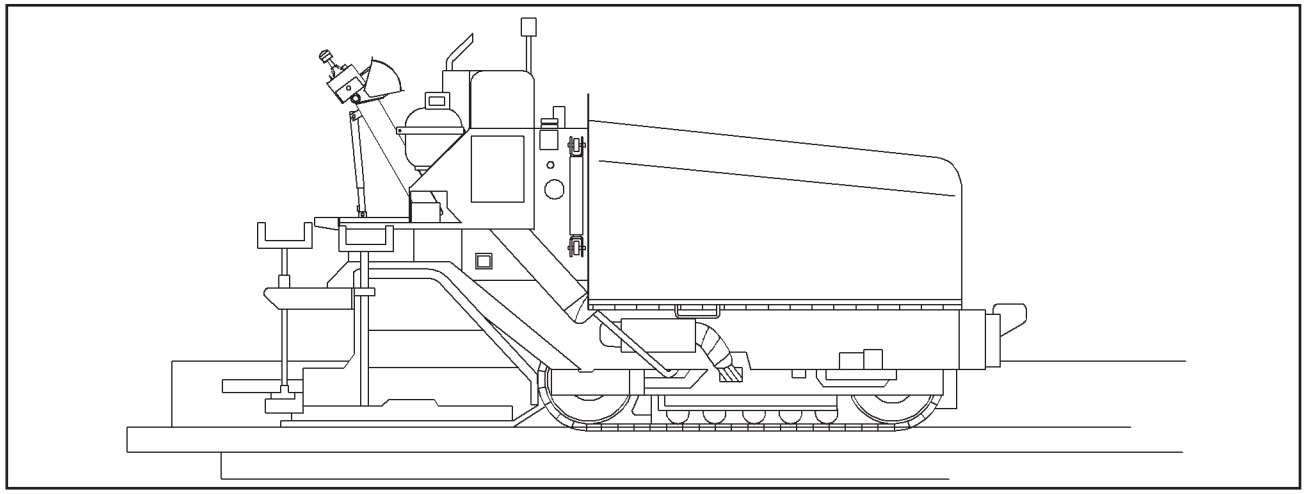

FIGURE 3-19. PAVER ON TRANSPORT

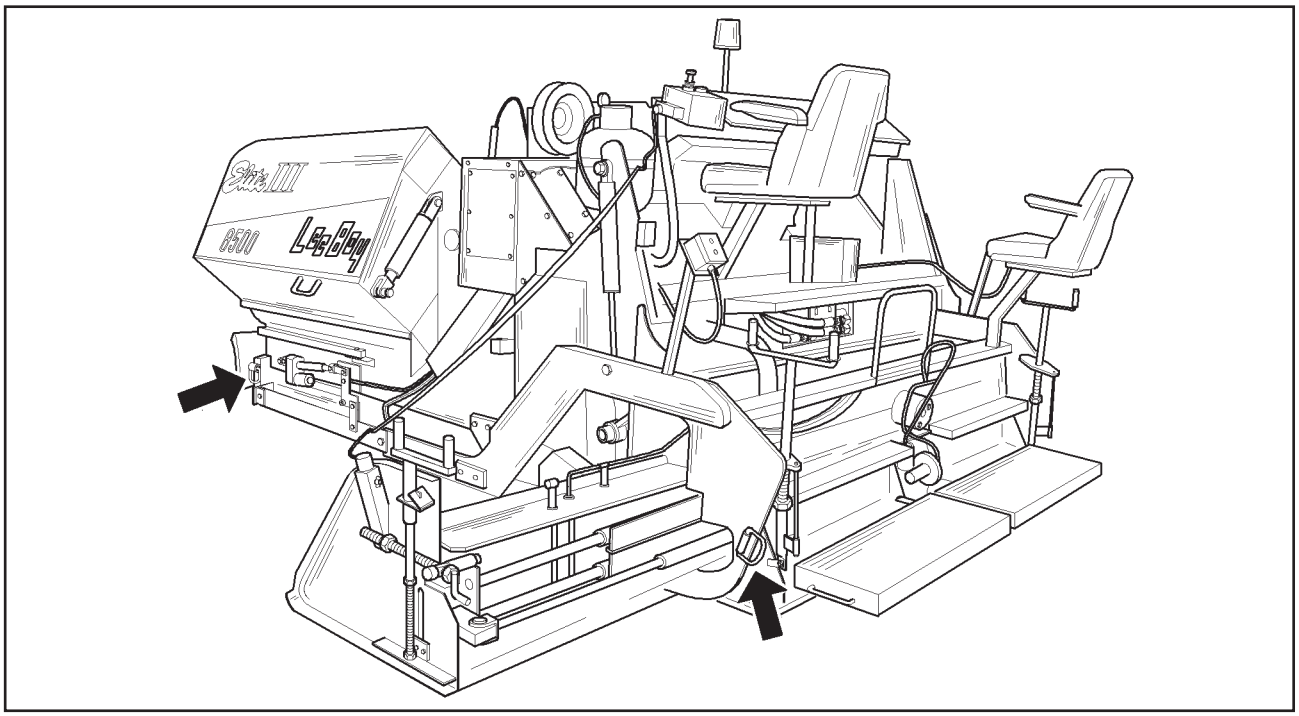

FIGURE 3-20. TIE DOWN POINTS

3. Check hydraulic hoses, fittings, pumps and motors for leaks, excessive wear or damage.
4. Check the engine safety switch (the engine should only start when The joystick forward/reverse lever is in the neutral position) (see Figure 3-3).
5. Check all electrical functions before distributing asphalt.
6. Spray fuel oil on any part of the paver that comes in contact with asphalt.
7. Check burner ignition.

STARTING TO PAVE

GENERAL

The paver is capable of placing bituminous base, binder and surface courses, lime or Portland cement stabilized sub-base and graded aggregate materials up to a thickness of 6 inches (20 cm). This paver has a production rate of approximately 250 tons per hour.

This paver is equipped with electric and manual thickness controls and an 8 ft to 15 ft (2.8 m to 4.5 m) wide screed. The paver can handle everything such as driveways and small parking lots to large parking areas and secondary roads.

Before starting to pave, keep the following points in mind:

1. Plan the project so that the narrowest passes are first, (the basic width of the paver) leaving the widest pass until last.
2. Make sure to use a reference guideline. This can be a curb, gutter, adjacent mat or a string line. It is important that the first pass be straight. It will be the guideline for the following passes. Use the guidebar gauges as shown in Figure 3-21.
3. Never run the paver through a pile of mix that has been dumped in front of the machine. Not only will this effect the level of the mat being laid but damage may result.
4. It is the operator's job to guide the truck up to the paver and signal the driver when and how much to dump into the hopper. Truck drivers must maintain a light pressure on his brakes to keep truck from dumping material on the roadway.

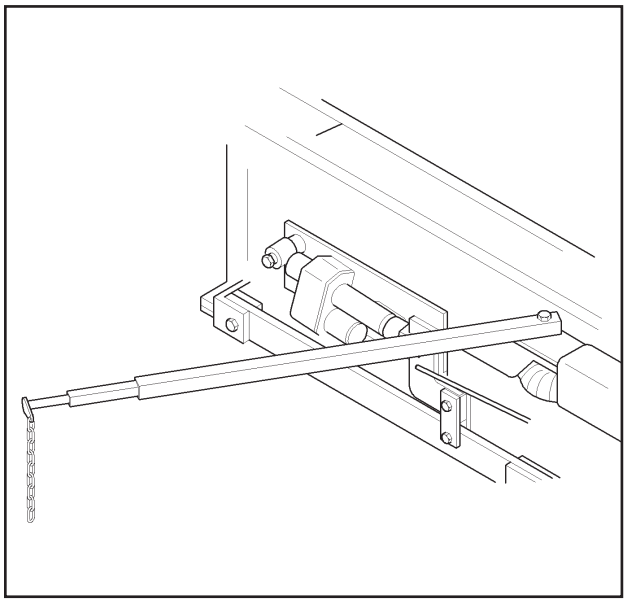

FIGURE 3-21. GUIDE BAR GAUGES

NOTE: If the paver is equipped with a truck hitch, the truck driver will not be required to maintain pressure on the brake. Refer to the paragraph TRUCK HITCH ATTACHMENT in this chapter for using the truck hitch.

5. Always pave in low range.

NOTE: If paving on cool windy days, it may be necessary to maintain low heat on the screed. To accomplish this reduce the pressure on the propane tank from 15 lbs. (1 bar) to 2 lbs. (0.14 bar). This will provide a low even heat that will not harm the screed. Do not attempt to regulate the burner with the burner valve.

WARNING: Before starting forward with paver make certain that no one is in front of the paver.

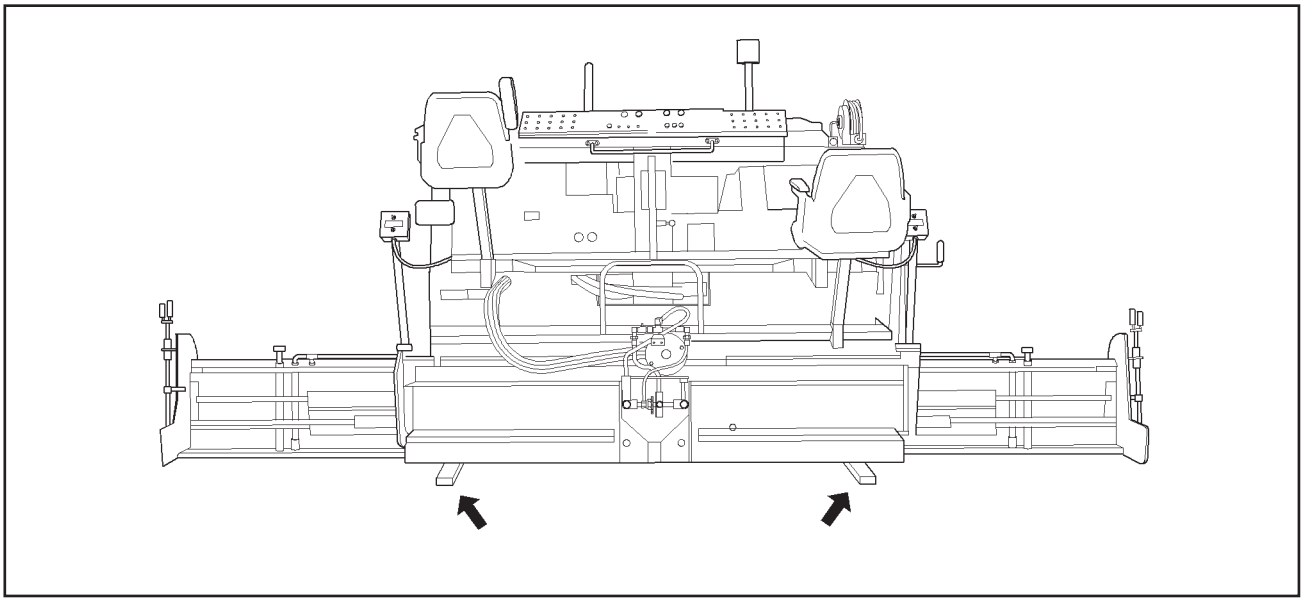

FIGURE 3-22. STARTER BLOCKS

SETTING SCREED TO PAVE

1. Move to the starting position.
2. Extend the screed to the desired width.
3. To set depth, place screed on starter blocks (see Figure 3-22).
4. Level screed with flight screws until neutral position is felt. (Neutral position is when the pressure on the flight screw is the same when screwing either clockwise or counterclockwise.)
5. Set the left or right SCREED LIFT switch to the FLOAT position. This will remove the hydraulic pressure from the cylinder, allowing screed to float.
6. Turn flight screw about one complete turn clockwise.
7. To obtain the crown or valley desired refer to Figure 3-23, and loosen hex head bolt. Also loosen nut on seat bracket on right side of screed. Remove crown handle and insert into adjuster. Depending on the requirement push down for positive crown or pull up for negative valley.
8. Use the gauge located on rear of crown adjuster to indicate when screed is level.
9. Set crown control. The screed plate is a one-piece unit, which is actually bent to provide the required crown setting (see Figures 3-24 and 3-25).

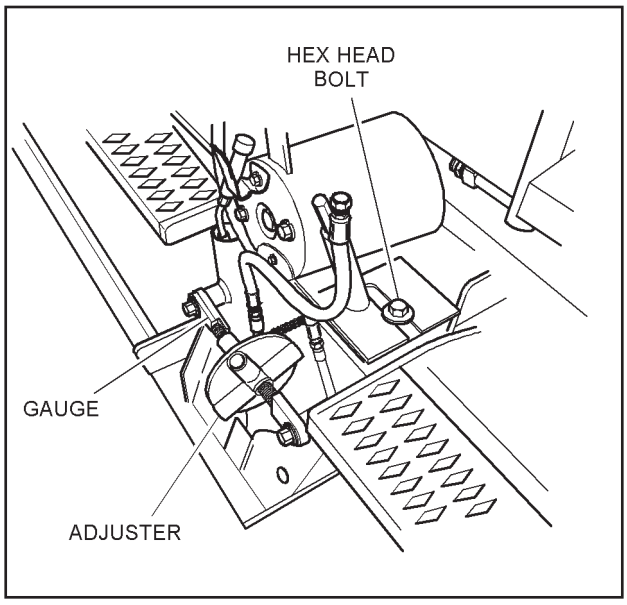

FIGURE 3-23. CROWN ADJUSTMENT LOCATION

10. To get exact crown or valley measure the distance between a flat level surface to the center bottom portion of screed (see Figure 3-24). Make adjustments with crown and valley control.

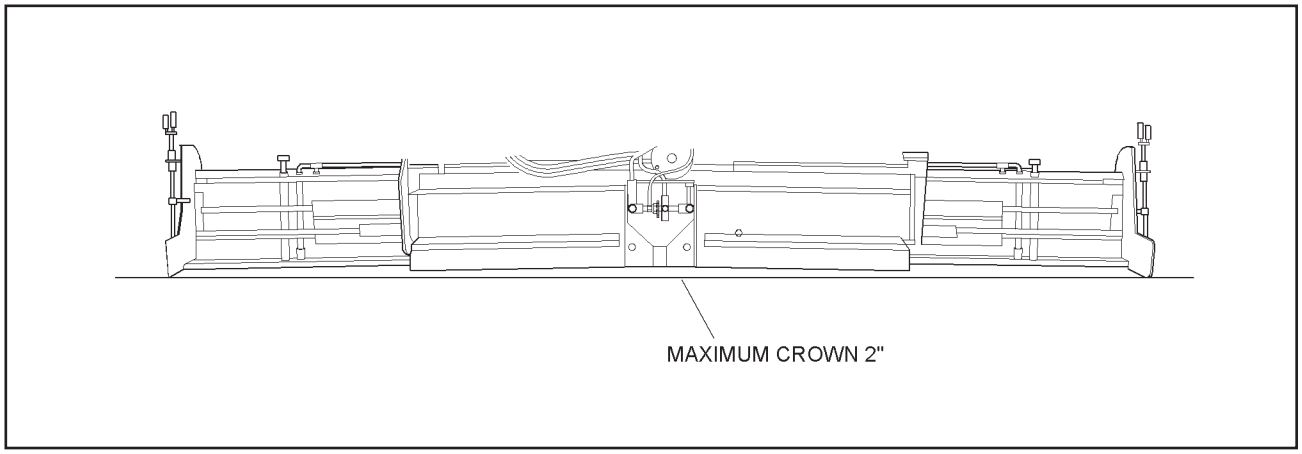

FIGURE 3-24. MAXIMUM CROWN

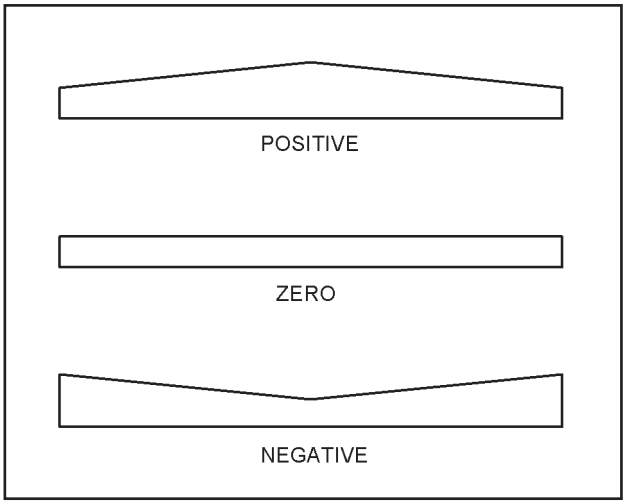

FIGURE 3-25. CROWN SETTINGS

NOTE: Positive crown is when the middle of the mat is raised to permit water to drain to each side. Negative crown is the lowering of the center of the screed plate. Negative crown might be used in an alley where drainage down the center of the alley is necessary.

11. Tighten hex head nut on vibrator securely before paving (see Figure 3-23).

Crown may be placed in the leading edge and/or the trailing edge of the screed plate. Crown in the leading edge aids material flow under the screed plate only. Trailing edge crown puts a crown in the mat. As an example: trailing edge crown is 0, leading edge crown is 1/8″. With this set-up there will not be any crown placed in the mat laid by the paver, however, material flow under the screed plate will be improved.

Trailing edge crown is set at 0 when shipped from the factory. The chain connecting the leading and trailing edge crown control assures that the relationship of the edges remains constant as the trailing edge is changed to meet job conditions.

SETTING SCREED ENDGATES

1. On first pass unlock depth screws and lower endgate to about 1/4 inch (0.6 cm) of desired depth. This should provide a nice square edge (see Figure 3-26).
2. The scale located on each endgate will show proper setting or depth.
3. Tilt adjusters on endgate are to be set so front of endgate tilts down slightly when screed is lifted. This will allow the endgate to set itself to grade.

NOTE: When paving never let end gate carry the weight of the screed. This will cause screed compaction to vary.

4. During operation, if endgates start to dig in at front, adjust the tilt so the endgate tilts back.
5. When making a joint, endgate must be set to '0' on scale or where it fits flush with bottom of screed.

NOTE: Keep shoe clean. When making a joint, spray fuel oil on runner and joint shoe.

6. On first pass leave about 6 to 8 inches (15 to 20 cm) of unrolled asphalt where joint is being made.
7. In laying a joint, if the joint looks too high or too low, adjust main flight screw on screed about one (1) turn at a time and allow 4 to 5 ft. (1.2 to 1.4 m) of travel to correct itself. (Too much adjustment up or down may cause a roller coaster effect.)
8. If making a cold joint, set endgate down about 1/4 inch (0.6 cm), this will give a nice even edge.

SETTING SCREED EXTENSIONS (Used when paving over 8 ft. [2.4 m])

The screed extensions should be heated before making adjustments. Use the crown tool to make adjustments. When the adjustment is made the pressure on the rear edge of extended screed is the same as on the rear edge of main screed. The result of making this adjustment will be a smooth mat the length of the screed.

1. Heat screed extension before making adjustment to extended width.

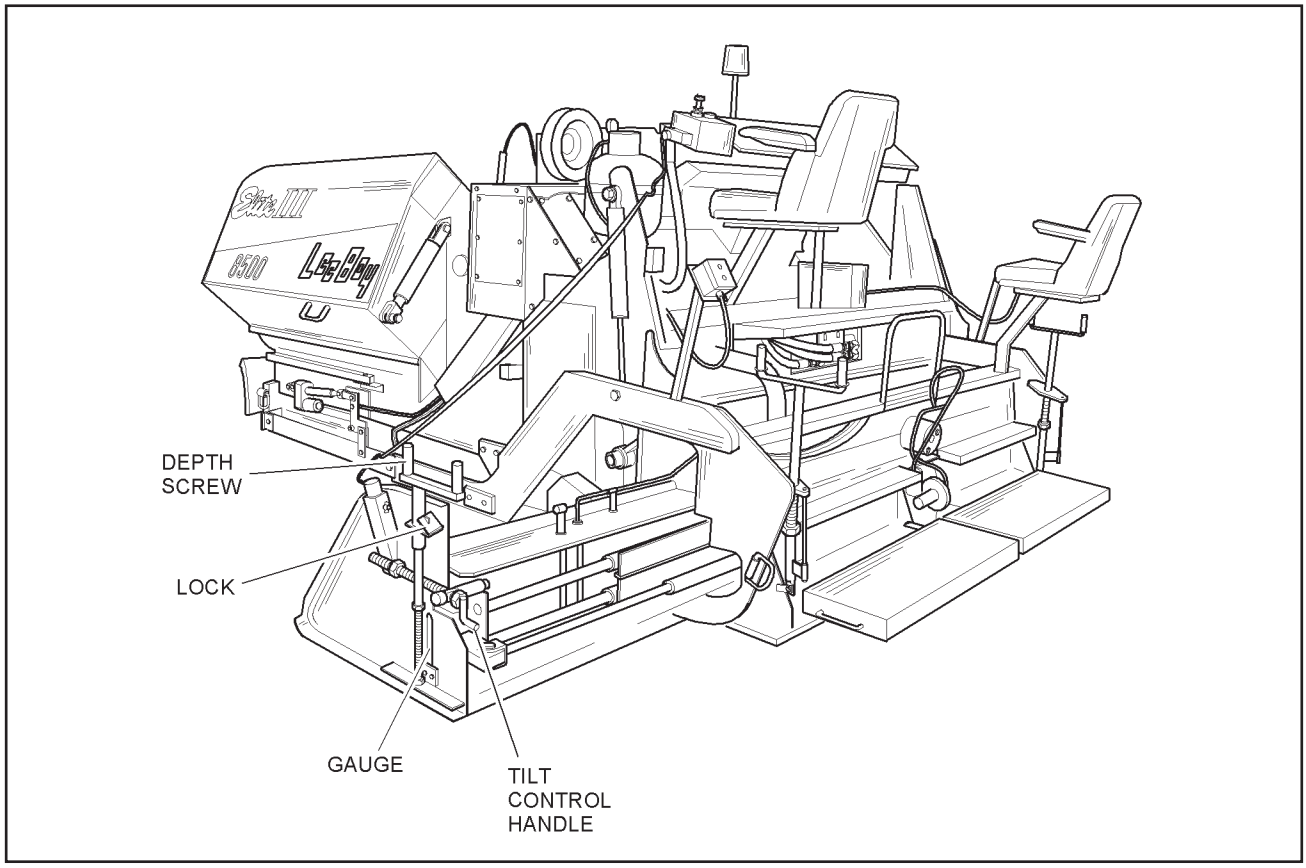

FIGURE 3-26. END GATES

2. Adjust tilt on rear edge of extension by turning T-handle counterclockwise. This is done to give the same amount of compaction on extension and slickness as main screed.
3. If drag occurs, then too much pressure is on the screed extension and the extension is carrying all the weight. Correct this by turning the T-handle clockwise until both the screed and the screed extension produce the same looking mat.

PAVER OPERATION

1. Follow start-up procedures. See ENGINE START-UP.
2. Position paver to start of mat. Adjust screed in accordance with Screed Leveling Instructions.
3. When material starts to discharge from under screed, the SCREED LIFT RAISE/FLOAT switches on the dash should be set to the FLOAT position (One side only).
4. Open hopper wings into working position. When first starting to pave allow only a partial load of asphalt to enter the hopper.

CAUTION: **Never fold hopper wings fully in when hopper is full of asphalt.**

5. Set the LEFT CONVEYOR and RIGHT CONVEYOR AUTOMATIC/MANUAL switches to the AUTOMATIC position and convey material back to screed. Run from one side only. Either the left operator's side or the right. AUGERS ARE NOT NEEDED WHEN PAVING A BASIC 8-FOOT PULL.
6. Open cut-off gates under auger and start paving. Move slowly at first so adjustments can be made to screed.

CAUTION: **Never backup with cut-off gates open. Cut-off gates are designed to break away from cylinders when hitting a manhole or other hard objects. This occurs going forward not in reverse.**

7. To prevent excessive handwork, about 2 to 3 ft. (0.6 to 0.9 m) from end of pull, Set the LEFT CONVEYOR and RIGHT CONVEYOR AUTOMATIC/MANUAL switches to the OFF position and set LEFT CUTOFF AND RIGHT CUTOFF switches to the CLOSE position. Return paver back to starting position to begin next pull. Position and set screed endgate on joint side back to 0 ft. or flush with bottom of main screed. Repeat process as done in first pull.
8. The paver can operate using one side only. However, material from opposite side cannot be augered to the working side. The auger center cover prevents this. It is possible to leave both cut-offs shut and open the end gates on screed. This method is generally used in doing potholes and patching.

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Section 4
MAINTENANCE

GENERAL INFORMATION

This section gives the necessary procedures for routine and general maintenance on the Model 8500 Elite III Conveyor Paver.

Follow all the Maintenance Schedules and Maintenance Procedures to maintain the machine in top operating order.

ROUTINE MAINTENANCE

GENERAL INFORMATION

MAINTENANCE must be a planned program that includes periodic machine inspection and lubrication procedures.

The MAINTENANCE program must be done, based on the machine “Operating Hours”, recorded on the hourmeter, or based on the “Periodic Schedule”, which is done at time intervals of weekly, monthly or yearly.

The MAINTENANCE program is divided into two subsections: The Maintenance Schedule and the Maintenance Procedures.

MACHINE LUBRICATION

Proper lubrication is necessary to maintain the machine at top efficiency. Refer to the lubrication information in Table 4-1 Lubrication Chart. All lubrication points are shown in figure 4-1

MAINTENANCE SCHEDULE

General Information

The Maintenance Schedule lists the recommended time intervals between machine maintenance inspections and lubrication procedures. Table 4-1 gives inspection and lubrication information for the Model 8500 Elite III Conveyor Paver.

The “Hour” and “Periodic” time periods list most service intervals. The maintenance schedule begins with ten hours, or daily, maintenance intervals and continues through the 1,000 hours, or annual, maintenance schedule intervals.

TABLE 4-1. LUBRICATION CHART

Item No.	TYPE LUB	Description and Location	Interval
1	A	AUGER, grease fitting on end mount (end of day)	Daily
2	A	CONVEYOR PIVOT, front of screed each side under Conveyor Deck	Monthly
3	A	DEPTH SCREW (grease first in lock position, unlock and turn 180° and grease)	Weekly
4	A	FLANGE BEARING & FITTING, on flight screw plus FLANGE BEARING, on T-Handle of extension, (both sides)	Weekly
5	A	PILLAR BLOCK BEARING, on rear axle	3 Months
6	A	CONVEYOR CHAIN, left and right side	Daily
7	B	CONVEYOR AND AUGER, as shown	Daily
8	B	AUGER CHAIN, middle of paver	Daily
9	B	SCREED EXTENSIONS, left and right (clean surface)	Daily
10	B	TRACKS, between track pads	Daily
11	B	SCREED CROWN, on chain	Weekly
12	A	EXTENSION SLIDES AND RODS	Daily
13	B	Any part of the machine that comes in contact with the asphalt	Daily

LEGEND

A	GREASE WITH SHELL AVANIA EP GREASE 2 OR EQUIVALENT
B	SPRAY WITH FUEL OIL OR CHAIN LUBE

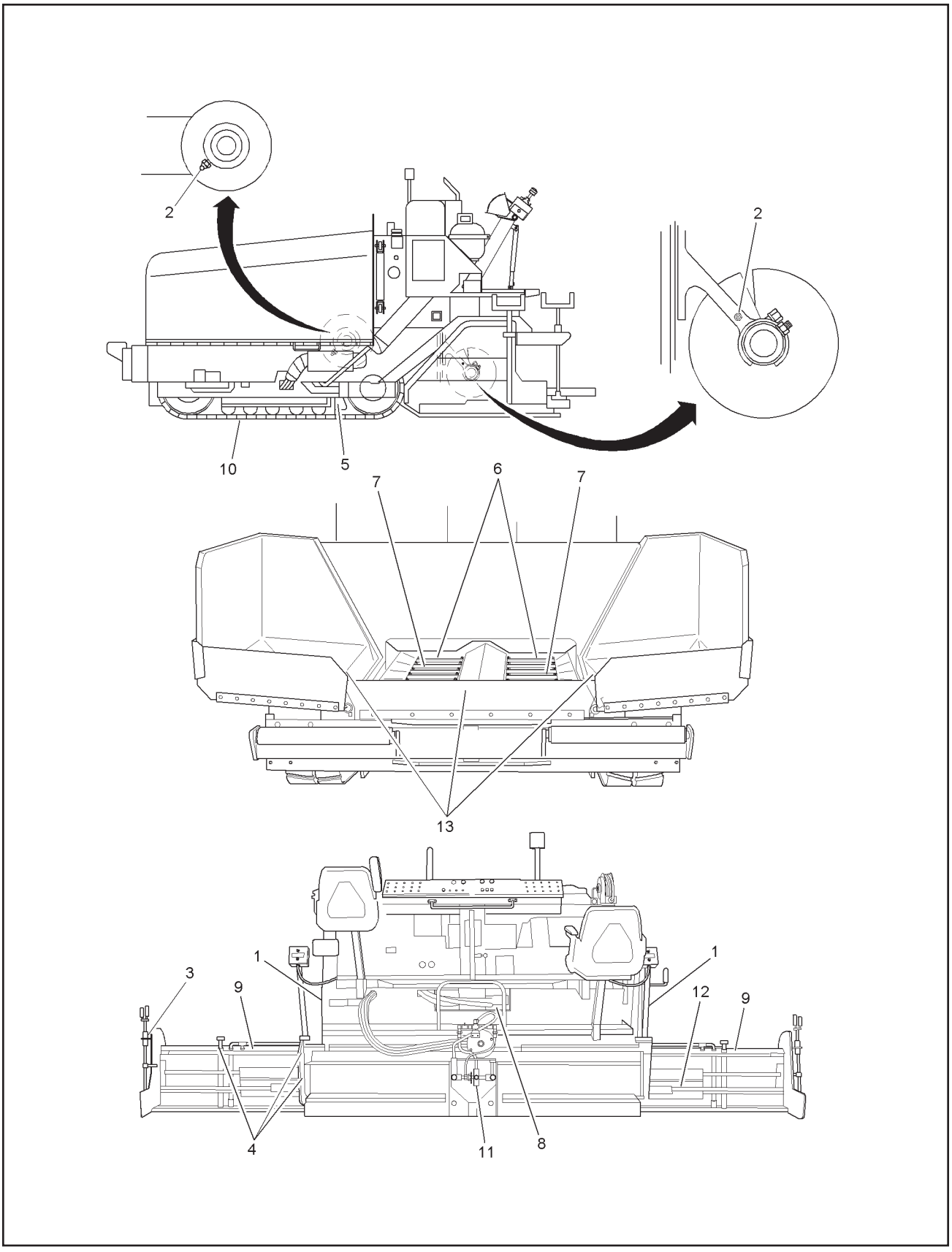


FIGURE 4-1. LUBRICATION POINTS

NOTE: If the machine is operated more than ten hours per day, follow the "Hour" schedule. If the machine is operated less than ten hours per day, follow the "Periodic" schedules, where they apply.

Preventive maintenance on the 8500 Elite III Conveyor paver will provide years of trouble-free operation. Adjustment can be performed in the field with ordinary hand tools. Engine preventative maintenance, other than oil, air and fuel filter changes is not covered in this section. Refer to engine operator's manual for engine service information.

NOTE: For your convenience there is an oil drain hose located in the toolbox.

IMPORTANT NOTICE!

The changing of oil and cleaning of the paver should only be done in a designated area that can contain the oil and chemicals involved in any maintenance requirement. These by-products should be discarded In accordance with environmental regulations.

CAUTION: Do not substitute fasteners of any kind unless the fasteners are equal in size and grade as original equipment.

NOTE: When performing any routine maintenance such as 50, 100, 250, 500 and 1000 hours, always include previous routine maintenance hours to the higher hourly schedule.

10 Hour or Daily Routine Maintenance

1. Cleaning the paver at the end of the working day while the machine is still hot is very important. A paver that is continuously left with mix stuffed in every corner is going to increase maintenance costs. Scrape off mix and spray cleaning solvent or release agent on the screed plate, hopper, etc., any place that has come in contact with the mix. Spray down the conveyors while they are running. All cleaning should be performed while the machine is hot.

NOTE: For cold weather, keep conveyor flight chain properly oiled with cleaning solvent or release agent. This will prevent conveyor from sticking inside of conveyor pan. Neglect could result in conveyor bars bowing if conveyor does stick.

CAUTION: If mix is allowed to remain in the machine overnight, possible damage can result on start-up the next day. Poor housekeeping will increase maintenance costs.

2. Raise Conveyors (See Adjustments - RAISING CONVEYORS) and clean mix off all flat surfaces. This operation is quick and simple when the paver is still hot. Immediately after raising conveyors place the safety prop in proper position.
3. Keep the fuel tank full to keep condensation from forming.
4. Perform engine preventative maintenance as described in your engine operator's manual. Any engine preventative maintenance should always begin with an oil check.
5. Lubricate thickness control screws with release agent or anti-seize to keep the control screws working smoothly.
6. Grease extension slide with multipurpose grease or spray with cleaning grease or anti-seize at points shown (see Figure 4-2).

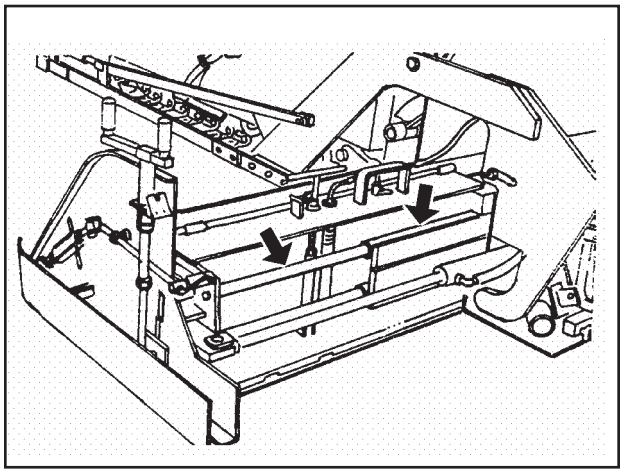


FIGURE 4-2. EXTENSION SLIDE LUBRICATION

After The First 50 Hour and weekly routine Maintenance

1. Check hydraulic oil and add if necessary.
2. Adjust conveyor chains (see CONVEYOR FLIGHT CHAIN ADJUSTMENT).

CAUTION: **The paver hydraulic system requires clean, contaminant free oil. Take care when working with the hydraulic system to insure it is completely clean. (Use AW #68 Hydraulic Oil.)**

WARNING: **Do not smoke when observing battery electrolyte level. The fumes can explode. Electrolyte is an acid that can burn if it contacts skin or eyes. If contact is made, flush area immediately with water.**

3. Check all battery connections and remove any corrosion that is present.
4. Check air cleaner, if the engine is equipped with a dry type element. Improperly serviced air cleaners wear out engines–FAST! In just a few hours a small amount of dirt will wear out a set of piston rings! Refer to your engine's operator's manual for service information. Also, perform any other engine preventative maintenance as described in the engine operator's manual.
5. For both sides of the screed, lubricate all grease fittings on the flight screw, the fitting on the depth screw, and the fitting on the flange bearing located on top of the extension screed (see Figure 4-3).
6. Change engine oil and filters. Use the drain hose and fitting stored in the toolbox to drain engine oil.
7. Change hydraulic oil filter.

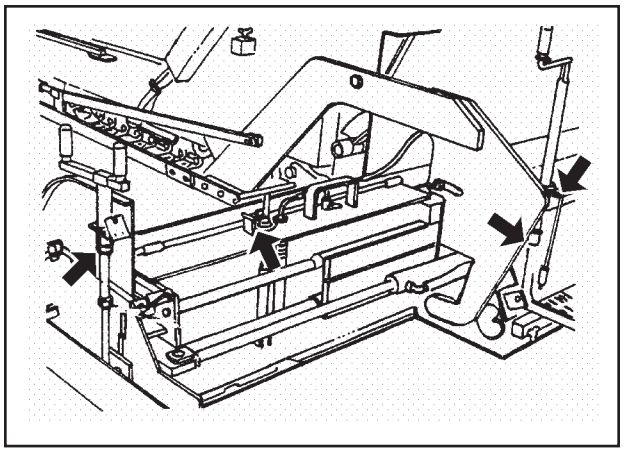


FIGURE 4-3. SCREED ASSOCIATED LUBRICATION POINT LOCATIONS

100 Hour or Monthly Routine Maintenance

NOTE: The torque hub on the right side is rotated 0ne (1) bolt hole different then the left side.

1. Check oil level in the torque hub, by removing the plug at the 3 o'clock position. If oil comes out, no oil is needed. Insert plug and tighten. If oil does not come out, remove the plug at the 12 o'clock position and fill torque hub with 90-wt. gear oil until oil starts to appear at the other hole. Replace both plugs and repeat process on other torque hub (see Figure 4-4).

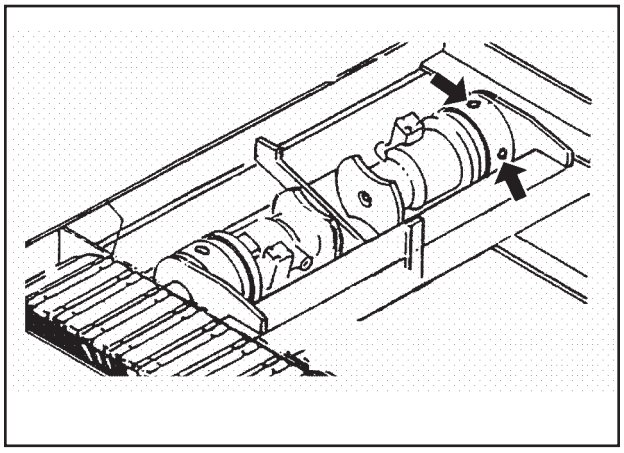


FIGURE 4-4. TORQUE HUB LUBRICATION

2. Replace dry type air filter, if equipped. Refer to your engine operator's manual for service information.

3. Change engine oil. To assure complete removal of contaminants in the oil, perform the oil change while engine is warm.

   After draining used oil, clean and reinstall drain plug and fill crankcase to the full mark with manufacturer's recommended oil. Change oil filter at every other oil change (15W-40 Motor Oil).

4. Change engine oil and filters. Use the drain hose and fitting stored in the toolbox to drain engine oil.
5. Perform any other engine preventative maintenance as described in the engine operator's manual.
6. Check and adjust all chains, as required (see MAINTENANCE ADJUSTMENT PROCEDURES).

250 Hour or Quarterly Routine Maintenance

1. Perform the 250 hour preventative maintenance as described in the engine operator's manual.
2. Change charge filter between valve bank and main pump.

500 Hour or Semi-Annual Routine Maintenance

1. All bearings are sealed and have grease fittings. These should be greased with multi-purpose grease using a hand grease gun. Be careful to avoid blowing the seals.
2. Perform the 500 hour preventative maintenance as described in the engine operator's manual.

1000 Hour or Annual Routine Maintenance

1. Drain and flush the hydraulic tanks. A drain plug is located on the bottom of each tank for this purpose. The recommended hydraulic oil is AW #68 Hydraulic Oil.
2. Perform the 1,000-hour preventative maintenance as described in the engine operator's manual.
3. Anytime the paver has been repainted or the decals have been removed, damaged or can't be read, a new set of decals should be ordered and reinstalled for safe operation.

MAINTENANCE ADJUSTMENTS

RAISING CONVEYOR

1. Fold sidewings all the way in, then remove bolts on sidewings.
2. Grab top of wings and pull out 5 to 6 in. (13 to 15 cm), then pull bottom handle out till wing knuckles out (see Figure 4-5).

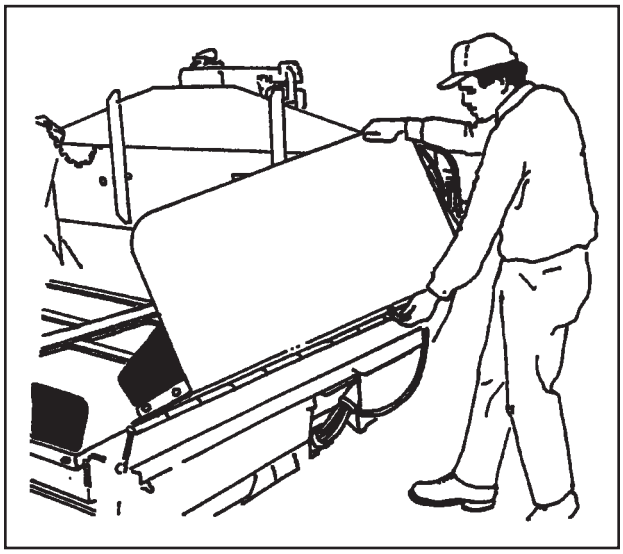


FIGURE 4-5. SIDEWINGS

NOTE: Engine must be running to raise conveyor.

3. Raise conveyor by placing the RAISE CONVEYOR RAISE/LOWER switch to the RAISE position and hold until conveyor is fully raised (see Figure 4-6).

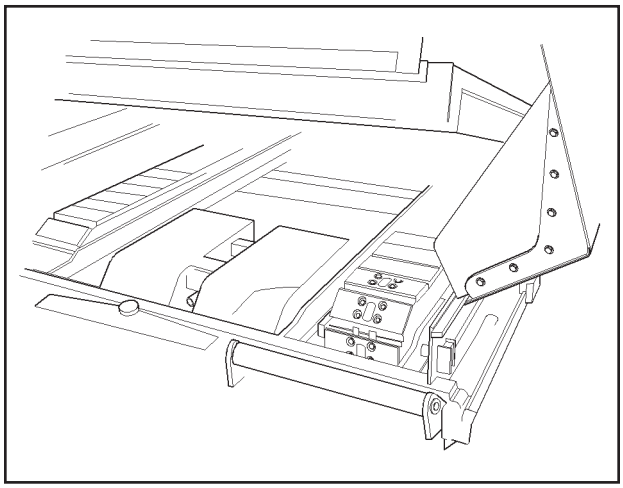


FIGURE 4-6. HOPPER RAISED

WARNING: Safety prop must be placed in position.

4. Immediately after raising the hopper, place the safety prop in position (Figure 4-7, Item 1).

NOTE: Engine should be turned off when lowering.

5. With engine turned Off and Key On, lower the conveyor onto the safety prop by placing the RAISE CONVEYOR RAISE/LOWER switch to the LOWER position and hold until conveyor is fully lowered and is resting securely on the safety prop. This will provide a margin of safety preventing the safety prop from accidentally being dislodged.

WARNING: Use extreme care when working under conveyors. Clear the area of untrained personnel. Be sure safety prop is properly placed into support position.

CAUTION: Before raising or lowering conveyors, fold sidewings into the full "In" position.

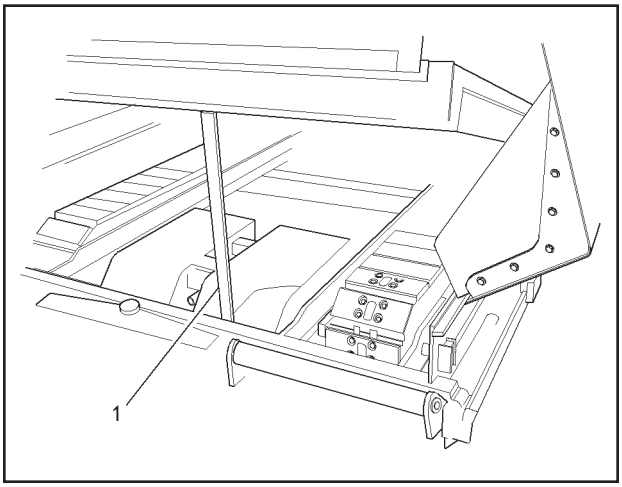


FIGURE 4-7. SAFETY PROP IN POSITION

LOWERING CONVEYOR

CAUTION: Remove all tools or foreign objects before lowering.

1. Before lowering the conveyor, make sure that the area under the conveyor is clear of tools or foreign objects.
2. Release safety prop (Figure 4-7, Item 1) carefully. If conveyor has dropped firmly down onto safety prop, it will be necessary to raise the conveyor. After raising the conveyor, lower the safely prop as instructed.
3. Lower conveyor by setting the RAISE CONVEYOR RAISE/LOWER switch to the LOWER position and hold until conveyor is fully lowered.
4. Clean area where side wings fold down.
5. Fold side wings back with same in and out knuckle motion used to raise the side wings.
6. Reinstall the hold down bolts on each side wing.

CAUTION: Never pave with hold down bolts out. Sidewings may lift, letting asphalt get into flight chains.

CONVEYOR FLIGHT CHAIN ADJUSTMENT

1. Raise conveyors. Put keys in safe place.
2. Secure safety prop (Figure 4-7, Item 1) to prevent conveyor from accidentally lowering.

NOTE: The conveyor should run smooth when conveyor chain is properly adjusted. These chains should be adjusted every 100 hrs. to maintain smooth operations. If irregular movement of the conveyor occurs, this is generally a sign that an adjustment is needed.

Use the following procedure to make adjustment:

1. Loosen the locknut (Figure 4-8, Item 1) and bolt holding the Adjustment Roller Assembly.

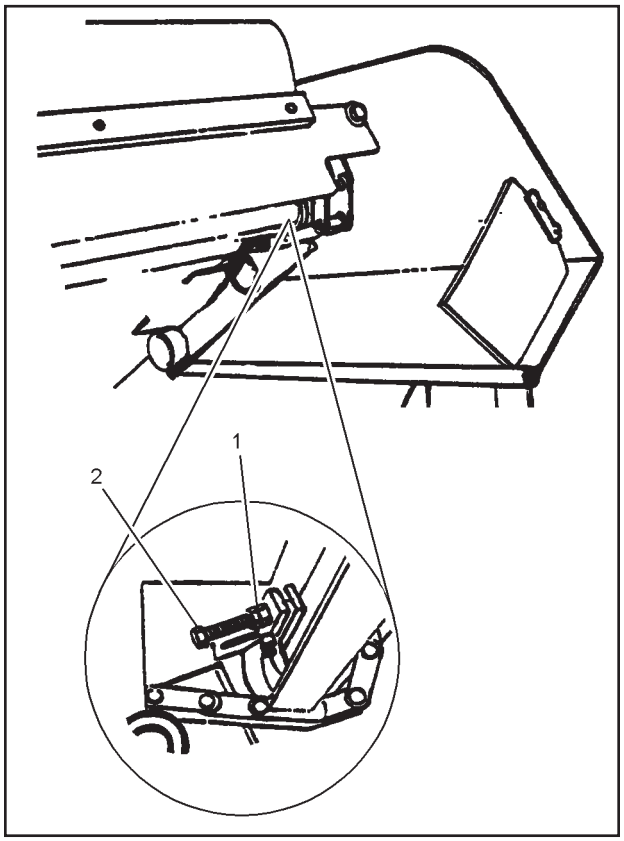


FIGURE 4-8. ADJUSTING BOLT

2. Turn adjustment bolts (2) alternately on both sides of the conveyor. The pressure on the chain will be noticeable as the bolts are tightened. (LeeBoy recommends turning one bolt one half turn, then the other bolt one half turn. Continue alternating tightening until chains are tight).
3. After the conveyor chain tension is set, tighten locknut (1) and bolt holding assembly.
4. If the adjustment bolts (2) have been run out, it will be necessary to remove a link in the conveyor chains and add a half link. This repair should bring the adjustment bolts back to full travel.
5. Repeat steps 1 through 4 for the opposite side.

AUTOMATIC TRACK ADJUSTMENT

General

NOTE: Failure to maintain adequate throttle setting may cause improper adjustment to track.

CAUTION: When backing this machine with load, maintain at least a one-half throttle setting. Failure to do so may cause improper track tension, resulting in poor performance and damage.

Hydraulic adjustment cylinders are automatic and provide even tension on track that prevents excessive wear to paver undercarriage. This feature, however, will require the operator when backing with load to maintain at least one-half throttle setting. Hydraulic pressure below one-half throttle is not adequate to maintain track adjustment.

CONVEYOR DRIVE CHAIN

1. Lower conveyors.
2. Operate conveyors.
3. Look at drive chain through the top of the frame. If drive chain has excessive loose motion in it, adjustment is necessary.
4. If adjustment is necessary, continue to operate conveyors at fast speed and loosen the locknuts (Figure 4-9, Item 2) on the chain adjuster. Turn the chain adjuster (1) until the whip in the drive chain disappears.
5. Retighten locknuts (2) when adjustment is made.
6. Perform the same check on the opposite conveyor drive chain.

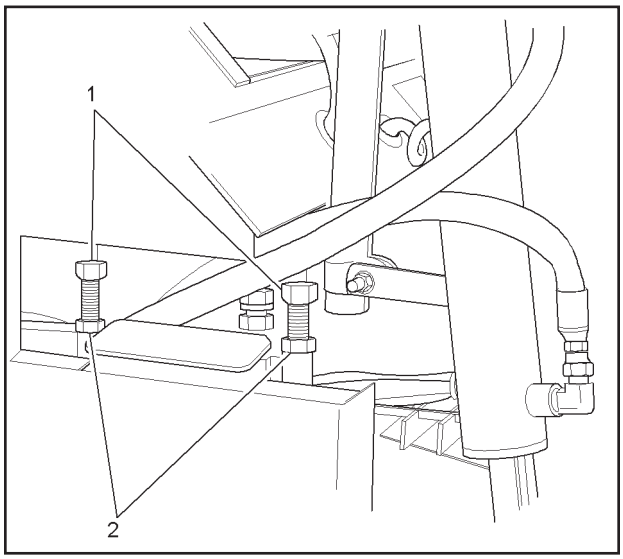


FIGURE 4-9. CONVEYOR CHAIN ADJUSTING BOLTS

TORQUE HUB HYDRAULIC MOTOR ADJUSTMENT

Low Gear

NOTE: The low gear adjustment screw is located on bottom of drive motor.

The adjustment must be made to the slow side drive motor only. Only make small changes at a time and recheck paver. Proceed as follows:

NOTE: Low gear operation requires the 2-SPEED HIGH/LOW switches on both side of the dash panel to be in the LOW position.

1. With paver running, set both 2-SPEED HIGH/LOW switches to the LOW position. Red 2-SPEED LIGHT should not be illuminated.
2. Locate adjustment screw on the bottom of the hydraulic motor.
3. Adjust screw in small increments of about 1/4 turn then recheck tracking.

High Gear

NOTE: The high gear adjustment screw is located on top of drive motor.

Tracking adjustment on the high side gear is performed by adjusting the screw on top of hydraulic motor. The adjustment on the motor for the fast track must be screwed in to equalize track speed.

NOTE: If hydraulic motor has not been previously set, ten revolutions of the adjustment screw may be required before noticing any difference in travel.

NOTE: High gear operation requires the 2-SPEED HIGH/LOW switch on either side of the dash panel to be in the HIGH position.

1. With paver running, set either 2-SPEED HIGH/LOW switch to the HIGH position. Red 2-SPEED LIGHT will be illuminated.
2. Adjust screw on top of hydraulic motor until back pressure from spool is felt on adjustment screw. This indicates adjustment is close.
3. Finalize adjustment by making one quarter turns at a time until correct adjustment is made.

AUGER DRIVE CHAIN ADJUSTMENT

1. The auger chains should be just snug, not loose. To tighten chains, loosen bolts (Figure 4-10, Items 1 & 2) in slots provided for takeup.
2. To adjust chains for the right auger, use bolts (1). For left auger adjustment use bolts (2).
3. Use a pry bar under hydraulic motor mount and pry to tighten chain. Twist auger forward and rearward by hand to feel play in chain (1/4 in. [0.6 cm] of play in chain is recommended).
4. Tighten adjustment bolts to a torque of 209 ft. lbs. (283 N•m).

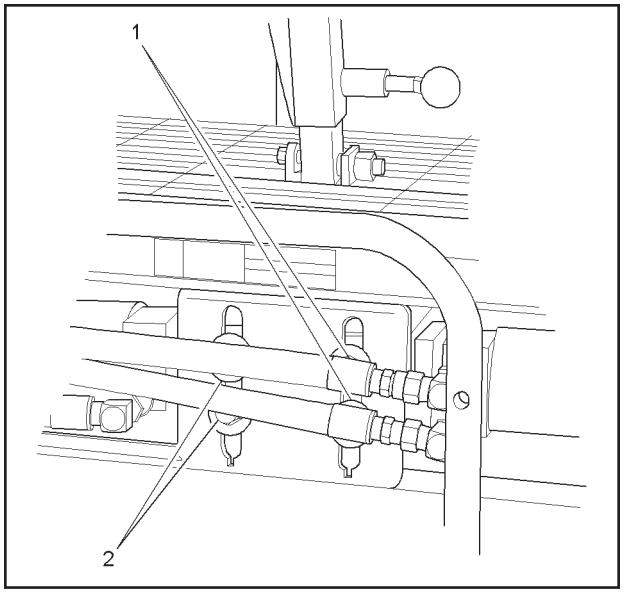


FIGURE 4-10. AUGER CHAIN ADJUSTING BOLTS

OVERRIDING HATZ FUEL SOLENOID VALVE

CAUTION: If blower belt breaks and engine shuts down, to unload machine or move it, you can hold button in at rear of belt tightener to make it run. Do not run over two or three minutes or engine will overheat and lock up.

Make sure the engine is full of oil and the blower belt is not broken before performing the manual override.

CAUTION: If the manual override lever is used, the automatic shutdown system will not operate. The machine manufacturer and the engine manufacturer will accept no liability for consequential damage, the warranty is invalidated. For this reason, operate the engine only in a genuine emergency and for a very short period of time after engaging the manual override lever.

NOTE: Do not run without the cover.

To override, remove the top cover on the engine. Look on the oil filter side of the engine and you will see the fuel solenoid and the extra fuel housing above the oil filter. On top of the housing is a small lever, break the lead seal on the right side of the lever and turn the lever clockwise to lock in. The engine will now run until you unlock the override lever.

TRACK TENSION PRESSURE

Pressure Check

All part item numbers in the following procedure refer to the parts list for the SPROCKET DRIVE TRACK SYSTEM and the associated drawing in the parts manual.

NOTE: Relief pressure is set at 700 PSI at track tension manifold (45).

1. To check pressure, connect a 2000 PSI. gauge at one of the hoses going to the track tension cylinder (32).
2. Place a block of wood between front idler (28) and track rail.
3. Back machine up slowly and observe gauge. Pressure should go to 700 PSI. If pressure is not correct, adjust relief IN for more pressure and OUT for less pressure.

TRACK TENSION RELEASE

All part item numbers in the following procedure refer to the parts list for the SPROCKET DRIVE TRACK SYSTEM and the associated drawing in the parts manual.

1. Locate manifold (45) under hopper to release track tension.

CAUTION: Do not tamper with adjustment part of relief cartridge.

2. Back relief cartridge out of the aluminum block about three turns or until pressure release is heard.
3. Make sure cartridge is tightened before moving machine.

CONVEYOR LIMIT SWITCH ADJUSTMENT

In order for the conveyor's start and stop to occur at the correct position, small adjustments may be necessary to the micro-switch (Figure 4-11, Item 1) located on the conveyor flap (2). There are two positions of the conveyor flap: one upper, shutting the conveyor OFF, and one lower, turning the conveyor ON. Read the following procedures carefully, referring to the figures as needed.

1. Raise the conveyor flap (2) 6-1/2 to 7 in. (16.5 to 17.8 cm) from bottom of the tank mount support (3). Secure conveyor flap so it remains in this position. If micro-switch clicked OFF within the 6 1/2 to 7 in. (16.5 to 17.8 cm) limit, no further adjustment is required to the upper travel.
2. If the micro-switch (2) did not click OFF, adjustment is needed. Remove the linkage (4) attaching the actuator arm (5) to the eyelet on the flap pivot housing (6).
3. Loosen setscrew “A” (1), on the actuator arm (2). Reposition this arm by either rotating it clockwise or counterclockwise depending where the micro-switch clicked OFF during the conveyor flaps upward travel (see Figure 4-12).
4. When the click OFF occurs between the 6-1/2 to 7 in. (16.5 to 17.8 cm) limit, tighten setscrew and connect linkage.
5. If the lower flap travel does not fall into the lower limits, loosen setscrew “B” (1) on the actuator arm (2) slightly (see Figure 4-13).

NOTE The setting from the factory is 1 in. (2.54 cm) from the center of the setscrew “B” to the eyelet on the actuator arm.

6. To bring the travel limits into tolerance, slide the actuator arm in the direction desired. This may require several adjustments before the correct position is obtained. When the actuator arm is in the correct position, tighten setscrew “B”. No further adjustment is necessary.

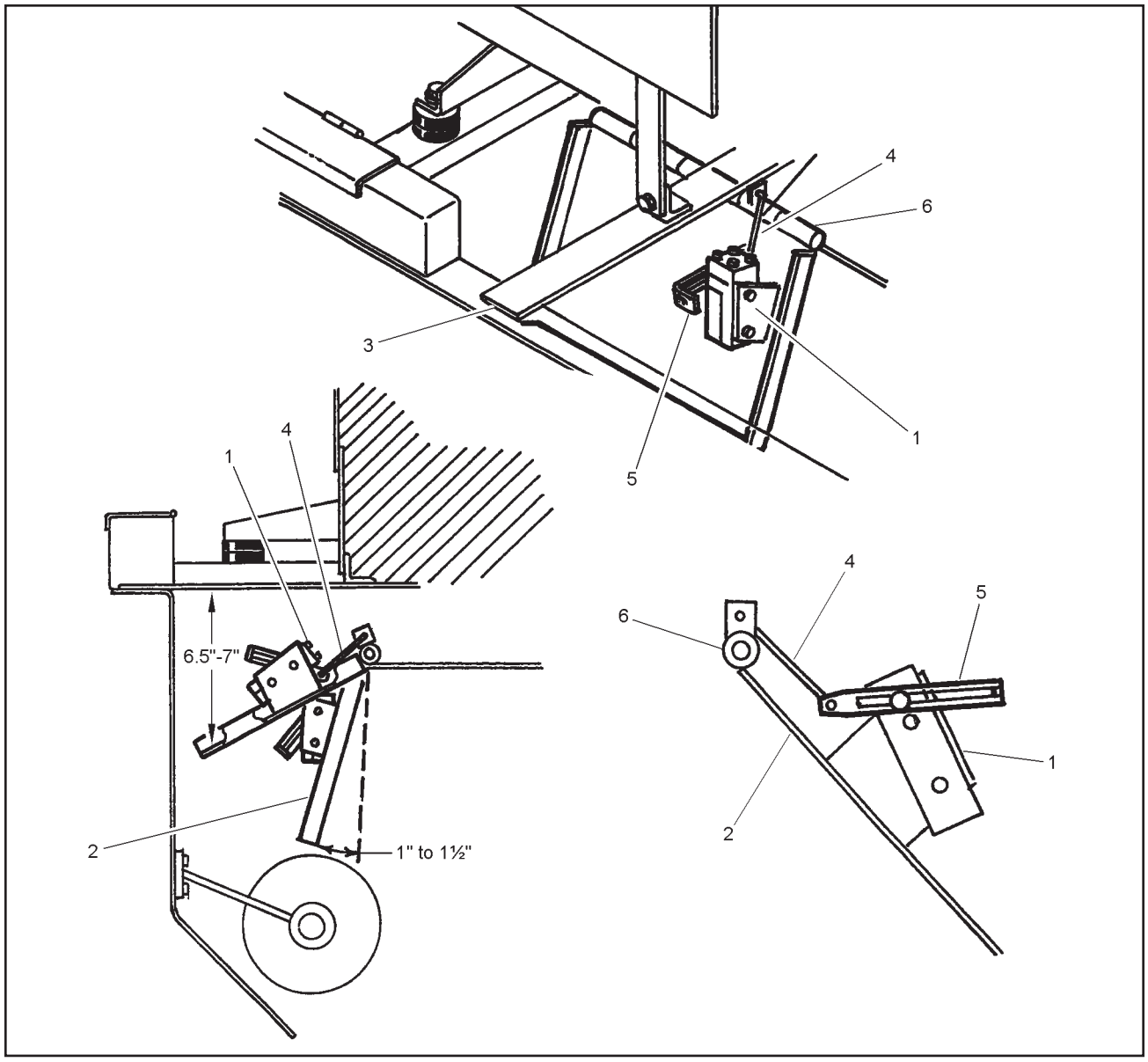


FIGURE 4-11. CONVEYOR MICRO-SWITCH LOCATION

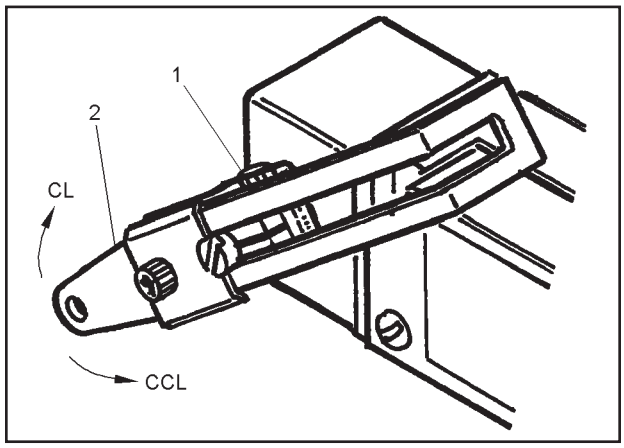


FIGURE 4-12. SETSCREW "A" LOCATION

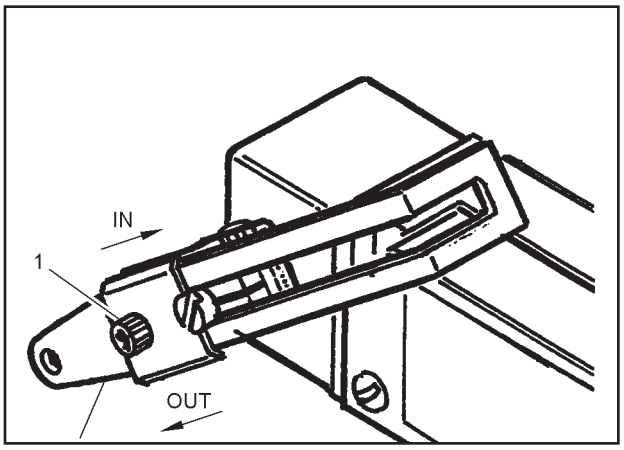


FIGURE 4-13. SETSCREW "B" LOCATION

SCREED EXTENSION TOP GUIDE ADJUSTMENT

All part item numbers in the following procedure refer to the parts list for the extendable screed assembly (Part I) and the associated drawing in the parts manual.

1. Using the SCREED LEFT EXTENSION AND RIGHT EXTENSION IN/OUT switches, run the screed extension in by setting switches to the IN position.
2. Locate the five 1/2″ bolts (41) that hold top guide (40) on. These bolts are located Inside of cylinder cover at top and in center crown.
3. Loosen bolts holding guide and drive guide down tight against slide (19) by using a blunt punch. Stick punch through slots in 1/8″ shield covering top of extensions.
4. Run extension out and grease guide with multi-purpose grease before working.

NOTE: Guide should be greased daily to prevent wear.

5. Tighten the five 1/2″ bolts (41) securing guides (40) to a torque of 75 ft. lbs. (100 N•m).

BATTERY SERVICING

WARNING: Batteries contain sulfuric acid and normally produce explosive gases which can cause serious injury. Therefore, do not allow flames or sparks to come near the battery. When charging or working near a battery, always shield your face and protect your eyes. In case of acid contact with skin or eyes, flush immediately with water for a minimum of 15 minutes and get prompt medical attention. If acid is swallowed, call a physician immediately.

The paver electrical system is a 12-volt negative ground system. Keep sparks and flames away from the battery as electrolyte gas is highly flammable. The battery is located on the right side of the operator's platform behind the disconnect switch (see Figure 4-14).

NOTE: When replacing the battery, discard the old battery properly.

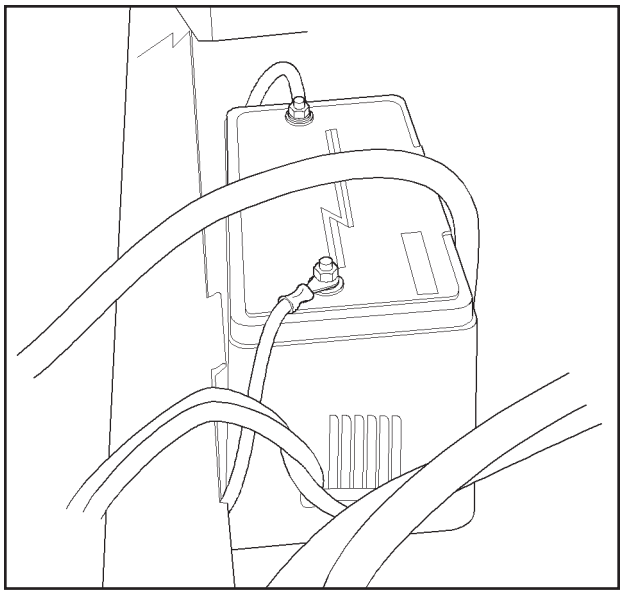


FIGURE 4-14. BATTERY

CAUTION: When servicing the electrical system or welding on the machine, always turn the MASTER switch to the OFF position to disconnect the ground strap from the battery to prevent damage to the machine electrical system.

Before connecting the battery, DISCONNECT switch is turned off. Be certain that the terminals and battery posts are thoroughly cleaned and that the battery cable terminals are tight. Dirty or loose connections can create high electrical resistance and permit arcing, which will quickly burn and pit terminals and posts.

NOTE: The electrical system is a negative ground system. Connect the positive (+) cable to the positive (+) post of the battery. Connect the ground cable to the negative (-) post of the battery. It is advisable to disconnect the negative (-) cable first and connect it last. Reversed polarity can damage the electrical system.

Keep the battery clean by washing it off whenever dirt builds up is excessive. If corrosion is present around terminal connections, remove them and wash with ammonia solution or a solution consisting of 1/4 lb. (0.11 kg) baking soda added to one quart of warm water. Make certain the vent caps are tight to prevent solution from entering the cells. After cleaning, pour clean water over the

battery and surrounding area to wash the solution away. Check vent cap breather openings to make sure they are open.

Be sure to keep the battery fully charged during cold weather to keep it from freezing. Freezing weather has little affect on a fully charged battery.

WARNING: When using a booster battery, do not attach the negative (-) cable from the booster battery to the negative (-) post of the dead battery. A spark could occur and cause an explosion of gases normally present around the battery.

When connecting a booster battery, if necessary for cold weather starting, connect one end of the first jumper cable to the positive (+) terminal of the dead battery and the other end to the positive (+) terminal of the booster battery. Connect one end of the second jumper cable to the negative (-) terminal of the booster battery and the other end to the frame of the machine with the dead battery.

The alternator supplies electrical current for charging the battery and ample electrical power to the electronic controls. The built-in regulator in the alternator controls the voltage output. If for any reason the wires must be disconnected from the alternator, mark them so that they can be reconnected properly. Use the following precautions to prevent damage to the alternator and/or regulator:

1. An alternator is never to be polarized. Never ground any alternator terminals or circuits.
2. Always disconnect the battery before disconnecting or connecting the alternator. Never disconnect the alternator with it operating. Be certain the wiring is properly connected before connecting the battery.
3. Always connect a booster battery in the proper polarity. Negative (-) to negative (-) and positive (+) to positive (+).

WARNING: When finished using the machine at the end of the day, ALWAYS turn the DISCONNECT switch to the "OFF" position. This will eliminate the possibility of fire due to battery or cable shorting

ENGINE MAINTENANCE

GENERAL INFORMATION

The following engine maintenance information will cover engine general maintenance procedures most often required.

For additional, very specific, engine maintenance information, see the current "OPERATION AND MAINTENANCE MANUAL" - Hatz engine.

ENGINE LUBRICATION OIL

Checking the Engine Lubrication Oil Level

The engine lubrication oil must be kept at a level above the "ADD" mark, but not above the "FULL" mark, on the engine lubrication oil dipstick.

To accurately check the engine lubrication oil level, put the machine in a "level" position and stop the engine. Clean the area around the engine lubrication oil dipstick before removing the dipstick from the engine. Wait five minutes, after engine shutdown, before removing the dipstick from the engine and checking the oil level.

NOTE: The above procedure will help to remove the possibility of filling the engine with too much lubrication oil, by allowing the oil to return to the oil pan.

WARNING: Stop the engine before checking the engine lubrication oil level. With the engine running, hot oil can be thrown causing serious injury.

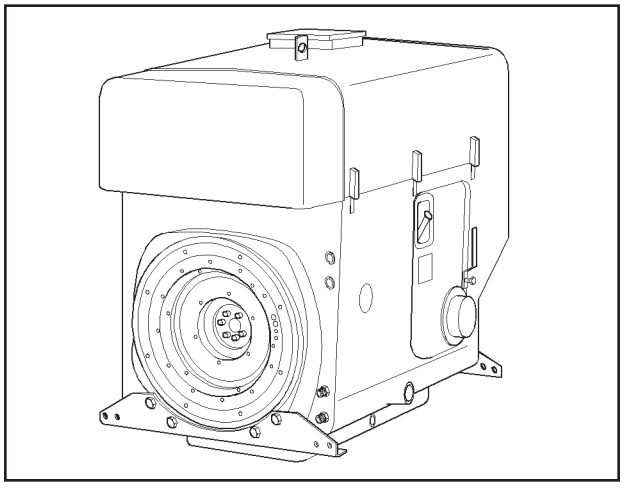


FIGURE 4-15. HATZ ENGINE

Changing the Engine Lubrication Oil

The engine lubrication oil must be changed according to the interval given in the current Hatz Diesel engine “OPERATION AND MAINTENANCE MANUAL”.

NOTE: The color of the engine lubrication oil can not be used as an indication of the need for a engine lubrication oil change. The use of an engine lubrication oil “analysis service” is the only alternate reason for not following the required engine lubrication oil change schedule.

WARNING: Do not change the engine lubrication oil when the engine and lubrication oil are hot. Change when warm only. Hot oil can cause serious injury.

CAUTION: Do not change the engine lubrication oil with the engine “running”. Serious engine damage, or failure will occur. Clean the area around the engine lubrication oil dipstick and oil filler cap before removing the dipstick, or oil filler cap.

With the engine “stopped”, and the engine lubrication oil is “warm”, proceed as follows:

1. Clean the area around the engine lubrication oil drain plug found on the engine oil pan.
2. Place a container, having a capacity sufficient to hold the drained oil, directly under the engine lubrication oil drain plug.
3. Carefully remove the engine lubrication oil drain plug.
4. Using hose and fitting from the tool box, drain all of the engine lubrication oil into the container.
5. Clean, install and carefully tighten the lubrication oil drain plug.

CAUTION: Do not overtighten the drain plug.

6. Fill the engine with 12 qts (11.3 liters) of oil, using the correct engine lubrication oil.

NOTE: See this section for the correct amount of lubrication oil. For the correct type of lubrication oil see the current “OPERATION AND MAINTENANCE MANUAL” - for the Hatz engine.

7. Install the engine lubrication oil dipstick.

CAUTION: Do not start the engine before changing the engine lubrication oil filter. Follow the procedures given in this section and in the current Hatz engine manual.

Changing The Engine Lubrication Oil Filter

The engine lubrication oil filter must be changed when the engine lubrication oil is changed.

WARNING: Do not change the engine lubrication oil when the engine and lubrication oil are hot. Change when warm only. Hot oil can cause serious injury.

CAUTION: Do not change the engine lubrication oil filter with the engine running. Serious engine damage, or failure, will occur.

With the engine “stopped” and filled with new engine lubrication oil, proceed as follows:

1. Wipe the area around the engine lubrication oil filter element and its mounting base, with a clean cloth.
2. Place a container under the filter element.
3. Use a filter removal wrench to loosen and remove the filter element by turning it in a counterclockwise direction of rotation. Drain and discard the removed filter element.

NOTE: Be sure the used rubber gasket is removed and discarded with the filter element.

4. Wipe the inside area of the lubrication oil filter head using a clean lint free cloth.
5. Put clean engine lubrication oil on the rubber gasket area of the new filter element. Fill the new filter element with correct, new, and clean oil.
6. Install the new filter element onto the filter head. Carefully tighten the filter element, by hand only.

NOTE: Tighten the filter element as directed on the filter element, by the filter manufacturer.

FUEL SYSTEM

Fuel Tank

The fuel level is indicated on the dash panel FUEL gauge and indicates the amount of fuel in the tank. Fill the fuel tank “FULL”. Also fill the tank, to “FULL”, before the machine is stored for the night to reduce the accumulation of moisture, in the tank, from condensation.

WARNING: **The operator must be off of the machine while fuel is added. No smoking while filling the fuel tank. All fuels for internal combustion engines are flammable. Fill the fuel tank only in a designated area with good ventilation. Have a fire extinguisher available.**

Never fill the tank near an open flame, or near equipment that can create sparks. Never check fuel level or check for fuel leaks with an open flame.

Engine Fuel Filters

The fuel filter element must be replaced as directed in the current Hatz engine manual. Replace the fuel filter using the following “general” procedure and very specific information given in the current engine manual.

WARNING: **Diesel fuel is very flammable. Use extra caution.**

Do not change the fuel filter with the machine running.

Do not change the fuel filter in an area near an open flame.Do not smoke while changing the fuel filter.

Do not spill fuel.

1. Stop the engine.
2. Put a container under the fuel filter, before removing the filter element.
3. Wipe the area around the fuel filter element and the element mounting head, using a clean lint free cloth.
4. Use a filter removal wrench to loosen and remove the element, by turning the element in a clockwise direction. Drain and discard the removed element.
5. Wipe the inside area of the filter head with a clean “lint free” cloth. Fill the “new” fuel filter element completely full of the correct and clean fuel. Put clean fuel on the element rubber gasket.
6. Install the “new” fuel filter element onto the filter head. Carefully tighten the element by hand only.

CAUTION: **Tighten the fuel strainer or the fuel filter element as directed on the filter element, by the filter manufacturer. Do not overtighten the fuel filter element onto the filter head.**

7. Start the engine and check for ANY fuel leaks.

WARNING: **Stop the engine immediately if any fuel leakage is noted. Do not start the engine until the leakage problem is corrected.**

Engine Air Filter

The engine inlet air filter assembly uses a replaceable filter element.

CAUTION: **The air filter element should be replaced one time for each 100 hours of machine operation, or monthly, for a machine which is operated under “normal” conditions, or more often for a machine that is operated under "very severe conditions. Never operate the engine without an air cleaner element installed.**

Do not service the air cleaner element while the engine is “running”.

Use the following procedures to service the air cleaner element:

1. Remove the two screws and plate securing each air filter cover over the air filters at the top of the engine.
2. Remove the air filter covers.
3. Remove the air filter elements from the engine and discard.

4. Clean the inside of the air cleaner body with a clean cloth.

CAUTION: **Severe engine damage can occur if engine is operated without air filter properly installed.**

5. Carefully install the new air filter elements into the intake at the top of the engine.
6. Install the covers over the filters.
7. Secure each cover with the two screws and plate.
8. Start the engine using all the correct starting procedures given in Section 3 - OPERATION of this manual. Check that engine runs smoothly.

HYDRAULIC SYSTEM

GENERAL INFORMATION

The hydraulic motors and the hydraulic cylinders use the same hydraulic oil reservoir and hydraulic oil supply.

CHECKING THE HYDRAULIC OIL LEVEL AND ADDING HYDRAULIC OIL TO THE HYDRAULIC OIL RESERVOIR

Check the hydraulic reservoir oil level, one time each day, by removing the petcock on the reservoir. Check the oil level when the hydraulic oil is at "normal" operating temperature only.

WARNING: **Do not loosen, or remove, the hydraulic oil reservoir filler cap when the hydraulic oil is “HOT”. always loosen the filler cap slowly to relieve any pressure in the hydraulic oil reservoir.**

Only loosen the filler cap when the oil is at a “WARM” temperature.

The hydraulic reservoir oil level must be able to flow from the petcock to be at the correct level. If the hydraulic oil level is below the petcock, the correct, filtered hydraulic oil must be added to the hydraulic oil reservoir until the oil level is at least to the petcock. See this section for the correct type of oil.

CAUTION: **Do not over fill the hydraulic oil reservoir.**

Do not use unfiltered hydraulic oil. The new hydraulic oil must be filtered before it enters the hydraulic oil reservoir. Keep the oil level of the hydraulic oil reservoir, at the correct level. An air space is designed into the hydraulic oil reservoir and allows for oil expansion, at warm temperatures. The hydraulic oil reservoir will have a low pressure in it at system operating temperatures.

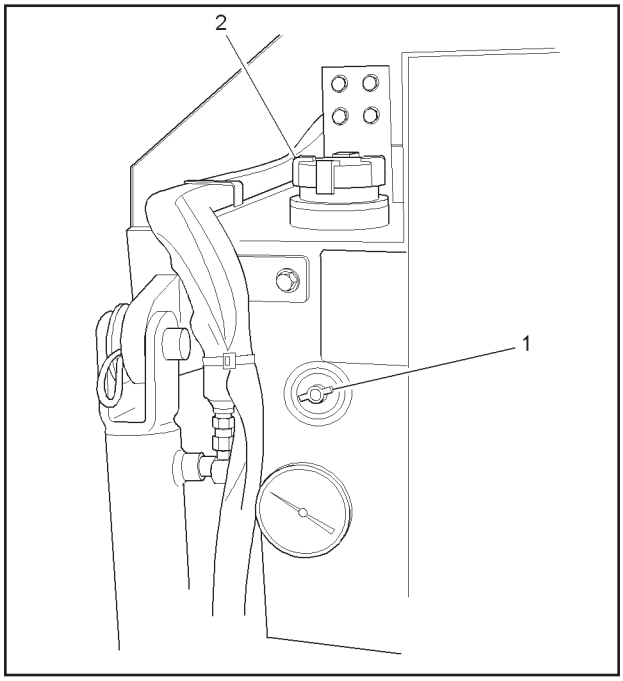


FIGURE 4-16. HYDRAULIC OIL TANK

CHANGING THE HYDRAULIC OIL

Changing the hydraulic oil removes the accumulation of dirt, water and mechanical wear particles from the hydraulic oil reservoir and system. The chemical structure of the hydraulic oil also changes after continuous use in the system and new, clean, and filtered oil is a must to help insure further correct operation of the hydraulic system.

CAUTION: Hydraulic oil which has oxidized or which contains contamination, of any type, can shorten the expected service life of any, or all, of the components in the hydraulic system.

Use the following procedures to change the hydraulic oil in the hydraulic oil tank (see Figure 4-16).

1. Stop the engine. Allow the hydraulic oil to cool, until it is at a warm temperature only. Slowly loosen, and then remove, the hydraulic oil reservoir filler cap (2). Put a CLEAN, lint free cloth over the reservoir fill tube opening and secure in place with tape.

WARNING: Do not drain the hydraulic oil from the reservoir when it is "HOT". Hot hydraulic oil can cause serious injury. Drain at a warm temperature only.

NOTE: All three reservoir tanks together plus hoses hold approximately 40 gallons.

2. Carefully remove the plugs from the hydraulic tanks. Use a drain collection device, of sufficient capacity to collect the hydraulic oil. Allow all of the hydraulic oil to drain from the reservoirs and into the container.

CAUTION: Do not fill the hydraulic oil reservoir with new hydraulic oil until the strainer has been serviced.

3. Install the hydraulic oil reservoir drain plug, and tighten securely.
4. Carefully remove the cloth from the hydraulic oil reservoir fill tube opening.
5. To be sure the bottom oil tank is properly filled, proceed as follows:
   a. Remove the strainer on the top tank.
   b. Fill the top hydraulic oil tank with the correct, filtered hydraulic oil until tank is full.
   c. Crank engine and let pump transfer oil from top tank to bottom tank.
   d. Monitor oil level in top tank. When oil level is below one-half full, shut off engine and refill top tank.
   e. Repeat this process until proper level is obtained.

CAUTION: Do not overfill the hydraulic oil reservoir with oil.

CAUTION: Never let tank run dry. Pump damage will occur.

6. Check the oil level in the hydraulic oil reservoir, again. Add oil if needed.
7. Install the hydraulic oil reservoir filler cap onto the reservoir filler neck and tighten securely.
8. Start the engine using the correct procedures given in Section 3 - OPERATION of this manual. Check the hydraulic system for any leaks.

WARNING: Do not use the hands on any hydraulic hose, fitting or system component to check the system for possible leaks. Serious injury can result from an oil leak under high pressure. Oil can be injected under the skin by high pressure. Protect the eyes by wearing safety glasses.

CAUTION: Stop the engine immediately if any hydraulic leak is noted. Do not start the engine until any problem noted has been corrected.

CHANGING THE HYDRAULIC OIL STRAINER

The oil strainer is mounted in the oil filler opening under the filler cap.

WARNING: Do not REMOVE the hydraulic oil CAP from the reservoir when it is "HOT". Hot hydraulic oil can cause serious injury. Allow hydraulic oil to cool down to a warm temperature .

1. Remove the hydraulic oil filler cap (2).
2. Remove the three screws securing the strainer, then remove the strainer and the gasket.
3. Install a new gasket, aligning the three holes in the gasket with the mounting holes on the reservoir.
4. Install the new strainer, aligning the holes in the strainer with the mounting holes of the gasket and secure the strainer with the three screws.
5. Fill the hydraulic oil reservoir with the correct, filtered hydraulic oil until oil flows from the petcock (1).

CAUTION: Do not overfill the hydraulic oil reservoir with oil.

6. Check the oil level in the hydraulic oil reservoir, again. Add oil if needed.
7. Install the hydraulic oil reservoir filler cap onto the reservoir filler neck and tighten securely.

REMOVAL AND INSTALLATION PROCEDURES

TRACK COMPONENT REPLACEMENT

Rear Axle Assembly or Track

All part item numbers in the following procedure refer to the parts list for the SPROCKET DRIVE TRACK SYSTEM and the associated drawing in the parts manual.

1. Raise conveyor and locate track tension manifold (45), then back the relief cartridge out of aluminum block about 3 turns or until you hear pressure release.
2. Rotate track so that master link is at the rear bottom of front idler (28) and then remove master pin (16). Once the master pin is removed, back machine until the track lays flat on the ground.
3. Jack machine up on side that needs repair.
4. Remove cutoff cylinder mounting bracket.
5. Remove the two 5/8″ bolts (12) and lockwashers (11) attaching pillowblock bearing (10). Axle assembly (7) will pry off of torque hub (2) onto the ground.

NOTE: Always place some axle grease into the splines on axle when installing.

6. Replace sprocket (8) or axle (7) then place back on machine.
7. Torque bolts attaching pillowblock bearing (10) to 180 ft. lbs. (244 N•m).
8. Lower sprocket back down toward track chain, keeping sprocket about 1″ out of chain.

NOTE: LeeBoy uses a 4 ft. (1.2 m) long x 11/16 in. (2 cm) dia. rod with a 2 in. (5.08 cm) leg on one end and a handle on the other end to pull on and reach in over the axle and into chain so that when you spin the sprocket the track can be pulled around with the help of the machine.

9. Pull track to front of machine so that track laying on ground can be hooked on to, then reverse sprocket to rotate track to top so that master pin (16) will go in at rear of idler (28).
10. Tighten tension relief, start machine, and rotate the track to make sure it is O.K. When finished remove the jack.

Idler

All part item numbers in the following procedure refer to the parts list for the SPROCKET DRIVE TRACK SYSTEM and the associated drawing in the parts manual.

1. Raise conveyor and locate track tension manifold (45), then back the relief cartridge out of the aluminum block about three turns or until you hear the tension pressure release.
2. Rotate track so that the master link is at the rear bottom of the front idler (28), then remove the master pin (16). Once master pin is removed, back up the machine until the track clears the front idler.
3. Jack up the machine on the side needing to be repaired.
4. Remove the clip pin from the cylinder rod and idler bracket.
5. The idler will slide straight out.
6. Remove idler bracket and bolt to new idler.
7. Install idler making sure cylinder and clip pin are in correct position.
8. Lower sprocket back down toward track chain, keeping sprocket about 1 in. (2.54 cm) out of chain.

NOTE: LeeBoy uses a 4 ft (1.2 m) long x 11/16 in. (2 cm) dia. rod with a 2 in. (5.08 cm) leg on one end and a handle on the other end to pull on and reach in over the axle and into chain so that when you spin the sprocket the track can be pulled around with the help of the machine.

9. Pull track to front of machine so that track laying on ground can be hooked on to, then reverse sprocket to rotate track to top so that master pin (16) will go in at rear of idler (28).
10. Tighten tension relief, start machine, and rotate the track to make sure it is O.K. When finished remove the jack.

Cylinder

All part item numbers in the following procedure refer to the parts list for the SPROCKET DRIVE TRACK SYSTEM and the associated drawing in the parts manual.

1. Raise conveyor and locate the track tension manifold (45). Then, back the relief cartridge out of the aluminum block about three turns, or until you hear the tension pressure release.
2. Rotate the track so that the master link is at the rear bottom of the front idle (28). Then remove the master pin (16). Once the master pin is removed, back the machine until the track clears the front idler.
3. Jack up the machine on the side needing to be repaired and remove the front track roller.
4. Remove the clip pin from the cylinder rod and the idler bracket.
5. The idler will slide straight out at this time.
6. Grab the cylinder and pull it toward the front so that you can remove the hose from the cylinder bottom.
7. Replace the cylinder or repack the seal kit and install in machine.
8. Install the idler making sure the cylinder and the clip pin are in correct position.
9. Lower sprocket back down toward track chain, keeping sprocket about 1 in. (2.54 cm) out of chain.

NOTE: LeeBoy uses a 4 ft (1.2 m) long x 11/16 in. (2 cm) dia. rod with a 2 in. (5.08 cm) leg on one end and a handle on the other end to pull on and reach in over the axle and into chain so that when you spin the sprocket the track can be pulled around with the help of the machine.

10. Pull track to front of machine so that track laying on ground can be hooked on to, then reverse sprocket to rotate track to top so that master pin (16) will go in at rear of idler (28).
11. Tighten tension relief, start machine, and rotate the track to make sure it is O.K. When finished remove the jack.

Rollers

All part item numbers in the following procedure refer to the parts list for the SPROCKET DRIVE TRACK SYSTEM and the associated drawing in the parts manual.

1. Raise the conveyor and locate the track tension manifold (45). Then back the relief cartridge out of the aluminum block about 3 turns or until you hear the tension pressure release.
2. Jack the machine up on the side needing the repair.

3. Remove the rollers that are faulty and replace them with new ones. Torque bolts to 90 ft. lbs. (122 N•m).
4. Tighten the tension relief. Then start the machine and rotate the track to make sure it is O.K. When finished remove the jack.

TORQUE HUB REPLACEMENT

All part item numbers in the following procedure refer to the parts list for the SPROCKET DRIVE TRACK SYSTEM in the parts manual.

Removal

1. Jack paver up about 24 in. (61 cm) off of ground on jackstands
2. Raise conveyor and place safety prop in position.

NOTE: Do not disconnect hoses from the hydraulic drive motor.

NOTE: Seal (49) and snap ring (50) should only be removed when replacement is necessary.

3. Remove the two capscrews (6) and lockwashers (5) attaching the hydraulic drive motor (4) to the torque hub drive (2). Slide the motor, hydraulic motor seal (49), snap ring (50), and o-ring (3) out and place the drive motor up on frame out of the way.

NOTE: Performing the next step eliminates the need to remove the track and axle assembly (7).

4. Weld a brace to go from rear of frame across axle top against frame at another location. Place about a 1 in. (2.54 cm) weld at each location to hold axle in place.
5. Remove the twelve 5/8″ bolts from torque hub and pry torque hub out onto a floor jack. Also remove the torque hub drive shaft seal (48).

Installation

NOTE: The torque hub on the right side is rotated one (1) bolt hole different than the left side.

1. Put wheel bearing grease on axle splines of new or replacement torque hub (2).
2. Install torque hub drive shaft seal (48).
3. Insert spline of torque hub into axle (7) and align the twelve mounting holes for the torque hub.
4. Attach the torque hub to the frame with the twelve 5/8″ bolts.
5. Torque bolts to 230 ft. lbs. (311 N•m).
6. Install o-ring (3).
7. Attach seal (49) and spacer with snap ring (50) (only if previously removed).
8. Attach hydraulic motor (4) with lockwashers (5) and capscrews (6).
9. Torque capscrews to 78 ft. lbs (106 N•m).
10. Remove the welds.
11. Lower the paver off the jackstands.

WARNING: Do not use the hands on any hydraulic hose, fitting or system component to check the system for possible leaks. Serious injury can result from an oil leak under high pressure. Oil can be injected under the skin by high pressure. Protect the eyes by wearing safety glasses.

12. Start the engine using the correct procedures given in Section 3 - OPERATION - of this manual. Check the hydraulic system for any leaks.

CAUTION: Stop the engine immediately if any hydraulic leak is noted. Do not start the engine until any problem noted has been corrected.

REAR CONVEOR SHAFT REPLACEMENT

All part item numbers in the following procedure refer to the parts list for the SPROCKET DRIVE TRACK SYSTEM in the parts manual.

Removal

1. Rotate flight chains (12) until C-188 master pin (15) is located. When located, rotate the master pin to the rear of the conveyor drive sprocket.

NOTE: If the shaft (8) is broken, the front shield with rubber needs to be removed, then push against the outer edge of the conveyor bars to make the chains rotate.

2. Remove grating walkway from paver so that you can reach in to the center of conveyor at rear, or lay in under engine platform to reach center.

3. Push back the rubber shield at the center of the conveyor at the rear so that the snap ring (9) can be removed off the shaft.
4. Run screed extension out fully on side to be changed.

NOTE: The front screed arm bolt may need to be removed to tilt arm out of the way.

5. Remove the chain guard and 80 chain that drives the conveyor.

NOTE: The flight chains can be loosened to allow the shaft to come out easier.

6. Remove capscrew (1) and countersunk washer (2) then remove the outer 80 drive sprocket (3).
7. Remove the four capscrews (10) and washers (11), then remove conveyor mounting plate with bearing (4).

NOTE: Do not remove the master pin on the inner C-188 chain. Let the sprocket and chain stay together.

8. Remove C-188 master link (13) and lay the chain away from the sprocket on the outer side.
9. The rear shaft (8) and outer C-188 sprocket (5) will pull straight out at this time.

Installation

1. Slide the new shaft (8) in and align the inner C-188 sprocket (6) onto the spline shaft.
2. Install the snap ring (9) on and fasten the rubber shield back.
3. Install the outer C-188 sprocket (5), be sure that the teeth are in line with the inner C-188 sprocket.
4. Install the pivot bearing plate (4) using the four capscrews (10) and lockwashers (11).
5. Apply loctite on taper head bolt (1).
6. Attach the outer drive sprocket (3) with taper headed bolt (1) and countersunk washer (2).
7. Put 80 chain on and lubricate the chain.
8. Adjust chain for about 1/4 in. (0.64 cm) play.
9. Place chain guard back on.
10. Hook screed arm in place.
11. Adjust main flight chains and let the conveyors run for a short period of time. Then recheck the chain adjustment.
12. Place grating back on when finished.

NOTE: Conveyors should be adjusted about every 100 hours to avoid damage to the conveyor rear shafts and the chains.

NOTE: Keep the conveyors clean and well lubricated.

NOTE: If the conveyor or flight chains are adjusted all the way out, locate the master link and remove it. Remove 1 block link and 2 sidebars on each chain, then replace with C-188 1/2 links. (There is not enough room to take a link out without installing a 1/2 link back).

AUGER AND INNER BEARING REPLACEMENT

All part item numbers in the following procedure refer to the parts list for the AUGER ASSEMBLY in the parts manual.

Removal

1. Remove rear grating over auger assembly.
2. Run screed extension all the way out.

NOTE: This provides room to stand in behind auger back to remove top portion of auger cover. Auger cover is in three pieces with a small tack to hold cover together while building.

3. Remove four nuts holding cover (6) on and pry cover apart.
4. Clean asphalt build up from around cover. (Heating asphalt may be required).
5. Remove middle and bottom portion of cover by laying on conveyor under engine.
6. Rotate augers so that master link (4A) is centered at front.
7. Loosen auger chains (4) by sliding auger motors (1) down from backside after loosening the two bolts securing mounting brackets (3).
8. Remove auger endmounts (9 or 9A) so that augers can be removed through opening in sides.
9. Remove augers (16 or 18) and lay augers on the ground in the same position as removed. This will help insure proper installation of the new augers.

10. Check inner auger bearing (15) and replace at this time if faulty.

Installation

NOTE: When installing the new augers be sure to align augers the same as the removed augers. It is very easy to install augers backwards.

1. Install new augers (16 or 18) making sure that wearplates are on correct side to auger material outward.
2. Tighten bearing setscrew to help hold auger shaft from moving outward.
3. Slide auger collar (7) on end of auger shaft and bolt endmount (9) back on. Torque mounting screws to 78 ft. lbs. (106 N•m)
4. Push collar (7) all the way in against endmount (9) and attach with setscrews (11) (four setscrews, two on outside and two on inside).
5. Replace bronze bushing (8) in the endmounts.
6. Place auger chains back on and adjust auger motors (1) up to tighten chains. Use a pry bar under motor to pry up, then snug bottom motor mount bolts (make sure chains have approximately 1/4″ of slack).
7. Make sure motor is level then tighten top and bottom bolts. to a torque of 150 ft. lbs. (155 N•m). Do the same for the other side.
8. Lubricate chains.
9. Place auger cover (6) back in place making sure slot for auger shaft is sealed shut.
10. Place grating back on over auger.
11. Run augers and make sure everything is correct.

NOTE: Auger chains can be lubricated each day by spraying oil or chain lube in through slots where auger motor is adjusted.

SCREED EXTENSIONS, SLIDES OR BUSHING REPLACEMENT

All part item numbers in the following procedure refer to the parts lists for the EXTENDABLE SCREED ASSEMBLY PART I AND PART II in the parts manual.

Removal

1. Remove cylinder covers (9 and 10, PART II).
2. Run screed extension out completely.
3. Remove cylinder pin (lower screed) (25, PART I).
4. Remove the four 1/2″ bolts (20), lockwashers (21), and flat washers (22) in extension rods (17) holding the extension (4 and 4A) on.
5. After bolts have been removed, pull extension (4 and 4A) out of the way.
6. Pull 1-1/2″ rods (17) out of slide (19).
7. Loosen five bolts (41), lockwashers (42) and flat washers (43) attaching top guide. This will let main slide (19) come out easily. At this time bushings (2) can be replaced or main slide can be replaced.

NOTE: When replacing bushings, the bushings need to be honed if 1-1/2″ rods (17) do not slide in.

Installation

1. Clean area where slides (19) are installed, and lubricate before sliding the slide back in.
2. Loosen guide (40) and drive guide down tight against slide by using a blunt punch. Stick punch through slots in 1/8″ shield covering the top of extensions.
3. Slide 1-1/2″ rods (17) back into slide (19).
4. Secure rods (17) with capscrew (20), lockwasher (21), and flat washers (22).
5. Make sure extension is mounted flush with bottom of screed plate.
6. Hook cylinders (23) back to extensions using pin (25) and put cylinder cover (9 and 10, PART II) back on.
7. Run extension out and grease the extension well before operating “in” and “out”.

SCREED WEARPLATE REPLACEMENT

All part item numbers in the following procedure refer to the parts lists for the EXTENDABLE SCREED ASSEMBLY PART I AND PART II in the parts manual.

Removal

1. Run screed extension all the way in.
2. Remove the cylinder covers, (9 and 10, PART II) the walkboards (11), and the screed lids (7).

3. Remove the ten 3/8″ bolts holding the wearplate (6, PART I) to the screed frame on each side.
4. Clamp the center portion of the screed frame so that when the screed frame is raised up off the worn wearplate the clamp will hold the frame in place.
5. Raise the screed up and remove the worn wearplate.
6. Clean all material buildup from the screed frame before bolting in the new wearplate.

Installation

1. Set the new wearplate down level on 3 blocks, placing one block in the center and one at each end. Make certain the extensions are raised all the way up to prevent extensions from holding the screed frame off the wearplate.
2. Lower the screed frame down on the new wearplate.

NOTE: Do not tighten the bolts in the next step until all the bolts are installed.

3. Install five bolts in one side at the front to hold the wearplate.
4. Loosen the vibrator on the slotted side and adjust the crown. This will move the screed frame in and out on the wearplate to help align the bolts on the opposite side.
5. Once the front bolts are installed install the rear bolts.
6. When all of the bolts have been started make sure the screed frame and the wearplate are flat.
7. Torque bolts to 55 ft. lbs. (74 N•m). Start inside and move outward by rotating from the left to the right side. This will keep the screed relaxed.
8. Place the screed lids, the walkboards and the cylinder covers back on the screed.

EXTENSION WEARPLATE REPLACEMENT

All part item numbers in the following procedure refer to the parts lists for the EXTENDABLE SCREED ASSEMBLY PART I AND PART II in the parts manual.

Removal

1. Run the extensions all the way out.
2. Remove the endgates by removing the tilt screw and 7/8″ nut on each side. The endgate will tilt forward out of the holder and slide off the 7/8″ bolt.
3. Disconnect the extension adjuster (7) from the wearplate (5), by removing locknut (13), washer, and capscrew (12).
4. Remove the front extension hinge shield.
5. Slide the hinge pin (44) out and the wearplate (5) will fall off.

Installation

1. Hold the new wearplate (5) in place and slide the hinge pin (44) in place.
2. Fasten the extension adjuster (7) back to the wearplate (5) with locknut (13), washer, and capscrew (12).
3. Put the front hinge shield back on.
4. Install endgate and tilt screw back on the paver.

TANDEM SERVO PUMP REPLACMENT

All part item numbers in the following procedure refer to the parts lists for the PUMP COMPONENTS SUNDSTRAND ELECTRONIC STEERING in the parts manual unless otherwise indicated.

Removal

1. Part item numbers in the following substeps refer to the parts lists for the ELITE III SHEET METAL COVER in the parts manual.
   a. Remove the right side cover (14).
   b. Remove the right side access door cover (8).
   c. Remove the top right side cover (2) and right side cover (15).
2. Label and disconnect the hoses to the tandem propulsion hydraulic pump (15), plugging the hoses and capping the fitting on the hydraulic pump.
3. Label and disconnect the hoses to the tandem auxiliary hydraulic pump (16), plugging the hoses and capping the fitting on the hydraulic pump.

NOTE: If Tandem Auxiliary Pump is not bad leave hoses attached and slide out of Main Pump.

WARNING: Pump assembly is very heavy and must be properly supported with a sling before loosening mounting bolts.

4. Place a sling around the pump assembly to provide support.
5. Remove the two screws attaching pump assembly (16) to the pump plate cover.
6. Slide the pump assembly off of the splined shaft.
7. Using the sling, lift pump assembly (16) with auxiliary pump assembly (15) out of paver and place on a flat surface.
8. Remove the two screws attaching the tandem auxiliary hydraulic pump (15) to the tandem propulsion hydraulic pump (16).
9. Remove the o-ring from between the pumps.

Installation

1. Place a small amount of hydraulic oil on the o-ring and install o-ring between the pumps.
2. Carefully support auxiliary pump (15) and align the mounting holes in the auxiliary pump (15) with the mounting on pump (16).
3. Attach the pumps with the two mounting screws.
4. Torque the screws to 89 ft. lbs. (121 N•m).

WARNING: PUMP ASSEMBLY IS VERY HEAVY AND MUST BE PROPERLY SUPPORTED WITH A SLING BEFORE LIFTING INTO PAVER.

5. Support the complete pump assembly with a sling and lift assembly into paver.
6. Carefully slide pump assembly onto splined shaft and align mounting holes with the pump plate cover mounting holes (grease splines before installing).
7. Attach the pumps with the two mounting screws.
8. Torque the screws to 89 ft. lbs. (121 N•m).
9. Remove plugs and caps and connect hydraulic hoses to pumps are previously labeled.
10. Check hydraulic oil level in tank and add hydraulic oil if necessary.
11. Part item numbers in the following substeps refer to the parts lists for the ELITE III SHEET METAL COVER in the parts manual.
    a. Install the right side cover (14).
    b. Install the right side access door cover (8).
    c. Install the top right side cover (2) and right side cover (15).
12. Install the spray hose assembly on the top right side cover.
13. Start the paver.
14. Check to be sure there is no hydraulic oil leaks.

2-SPEED HYDRAULIC MOTOR REPLACEMENT

All part item numbers in the following procedure refer to the parts lists for the SPROCKET DRIVE AND TRACK SYSTEM in the parts manual.

Removal

1. Turn the paver off.
2. Check to be sure there is no hydraulic pressure.
3. Label and disconnect the hoses to the hydraulic motor (4), plugging the hoses and capping the fitting on the hydraulic motor.
4. Support hydraulic motor, then remove the two screws (6) and lockwashers (5) attaching the hydraulic motor to the torque hub and carefully remove the motor from the torque hub.
5. Remove the o-ring (3).
6. Drain the hydraulic oil from the hydraulic motor. Discard or repair the hydraulic motor as appropriate.

Installation

1. Lubricate a new seal (3) with hydraulic oil and install on torque hub.
2. Attach hydraulic motor to torque hub using two capscrews (6) and lockwashers (5).
3. Torque capscrews (6) to 120 ft. lbs (163 N•m).
4. Remove plugs from hydraulic hoses and connect the hydraulic hoses in accordance with the labels.
5. Operate paver and check for leaks.

NOTE: When installing motor dry, crank and let run for approx. 10 minutes to work air out of system before engaging to move.

SCHEMATICS

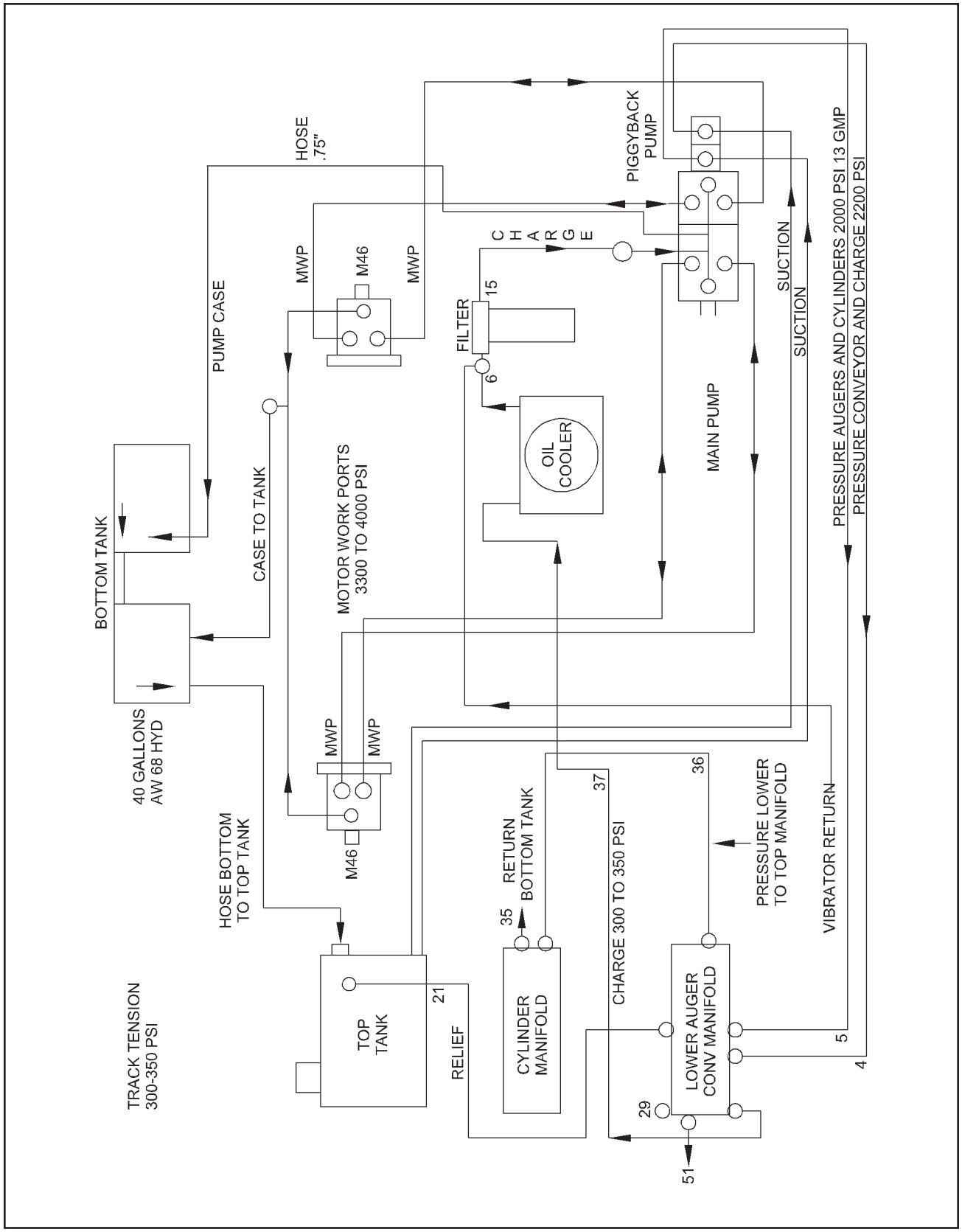


FIGURE 4-17. DRIVE SYSTEM AND PIGGYBACK PUMP ROUTING

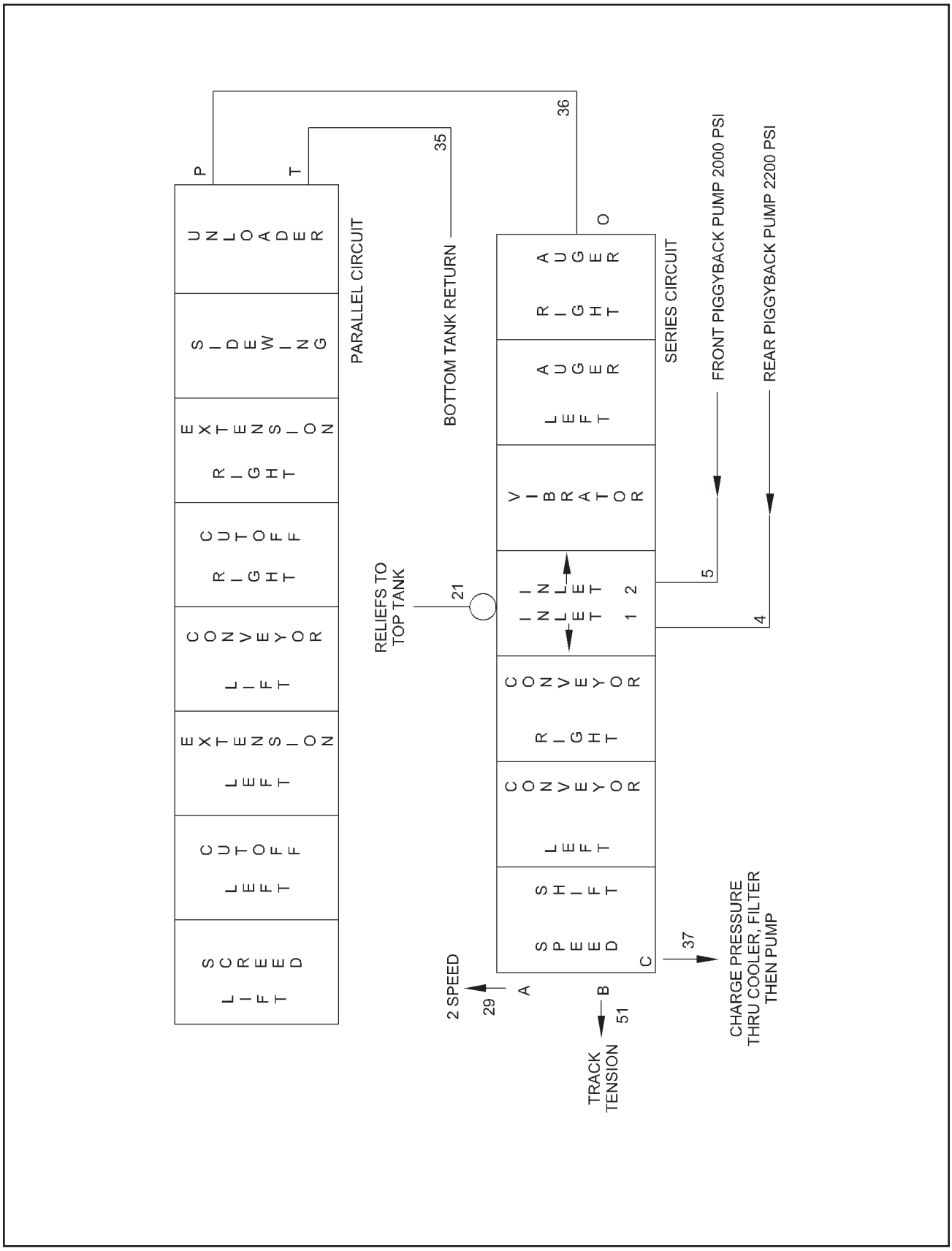


FIGURE 4-18. VALVING LAYOUT AND PLUMBING

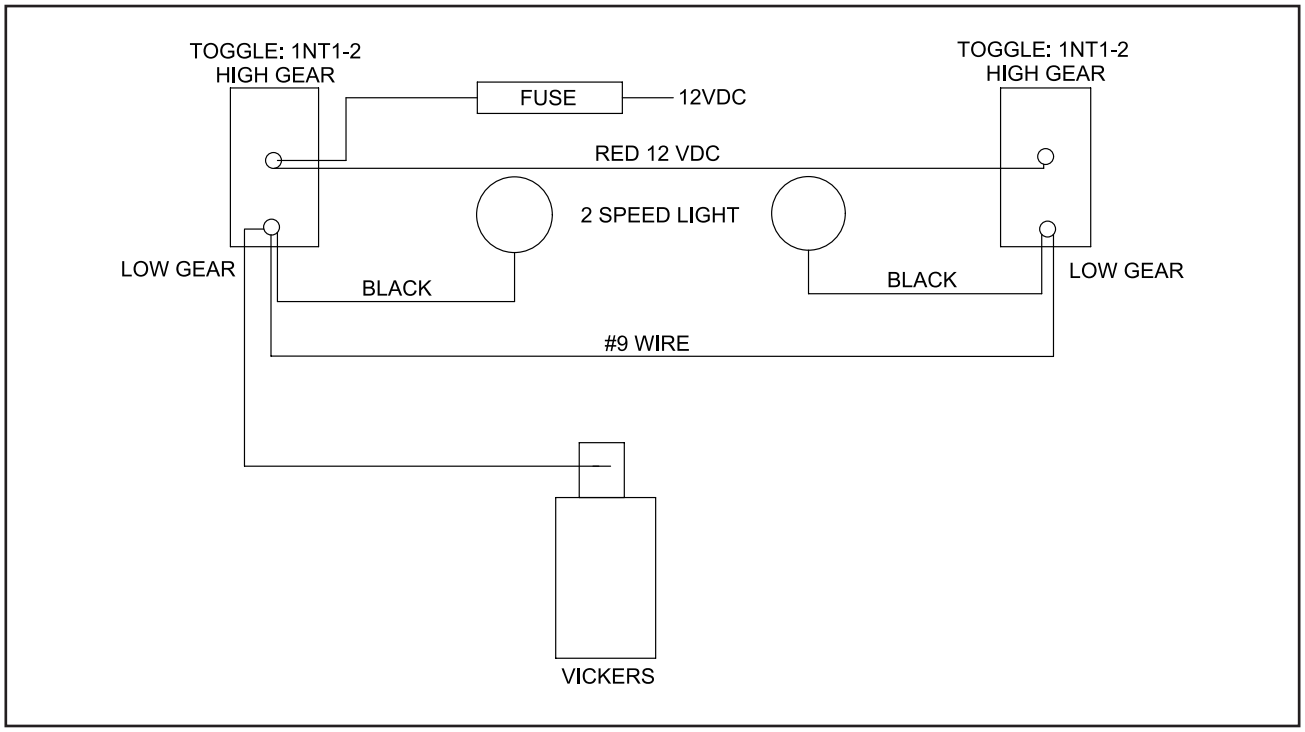


FIGURE 4-19. ELITE III, 2-SPEED WIRING

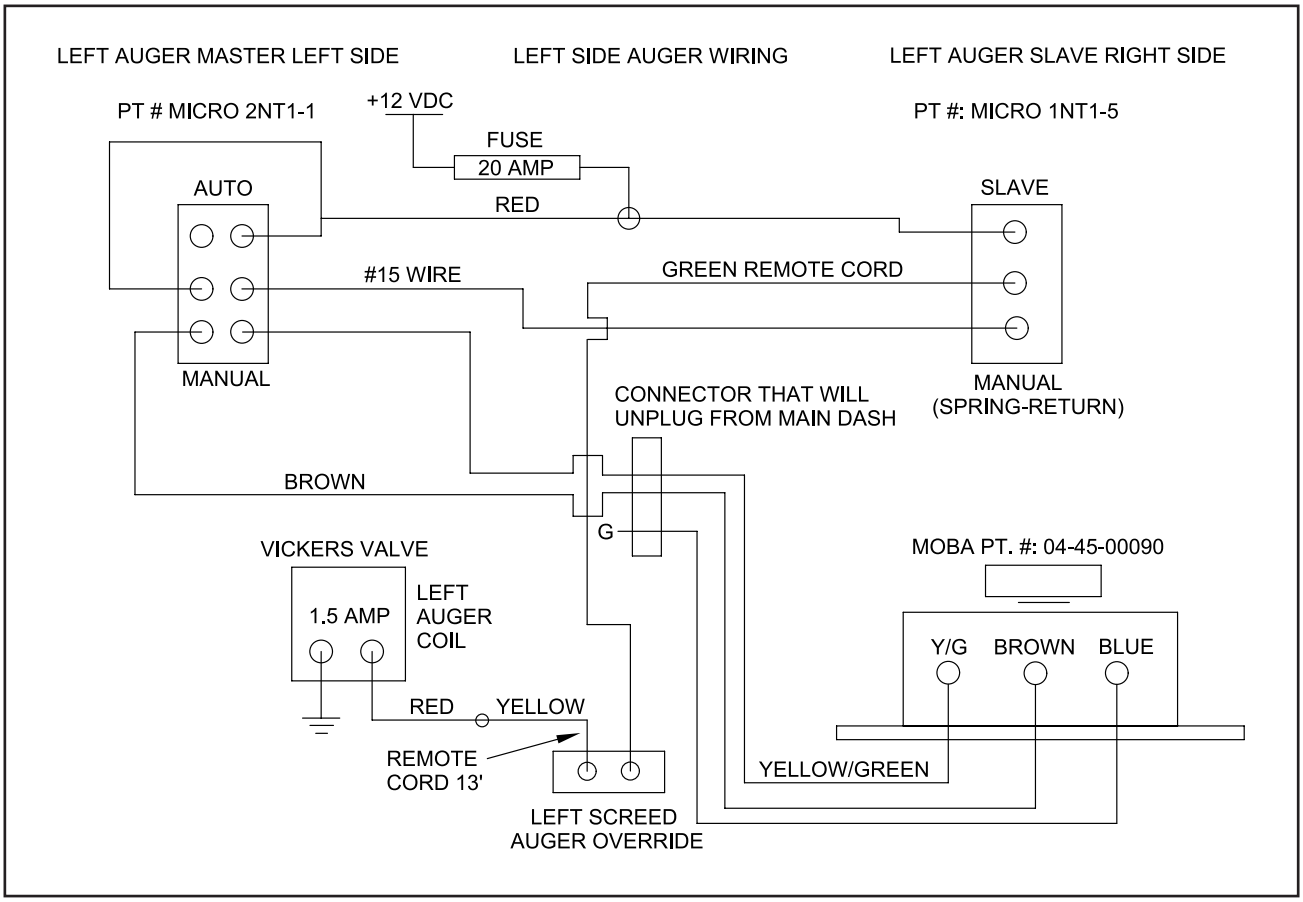


FIGURE 4-20. ELITE III, LEFT AUGER SWITCH WIRING

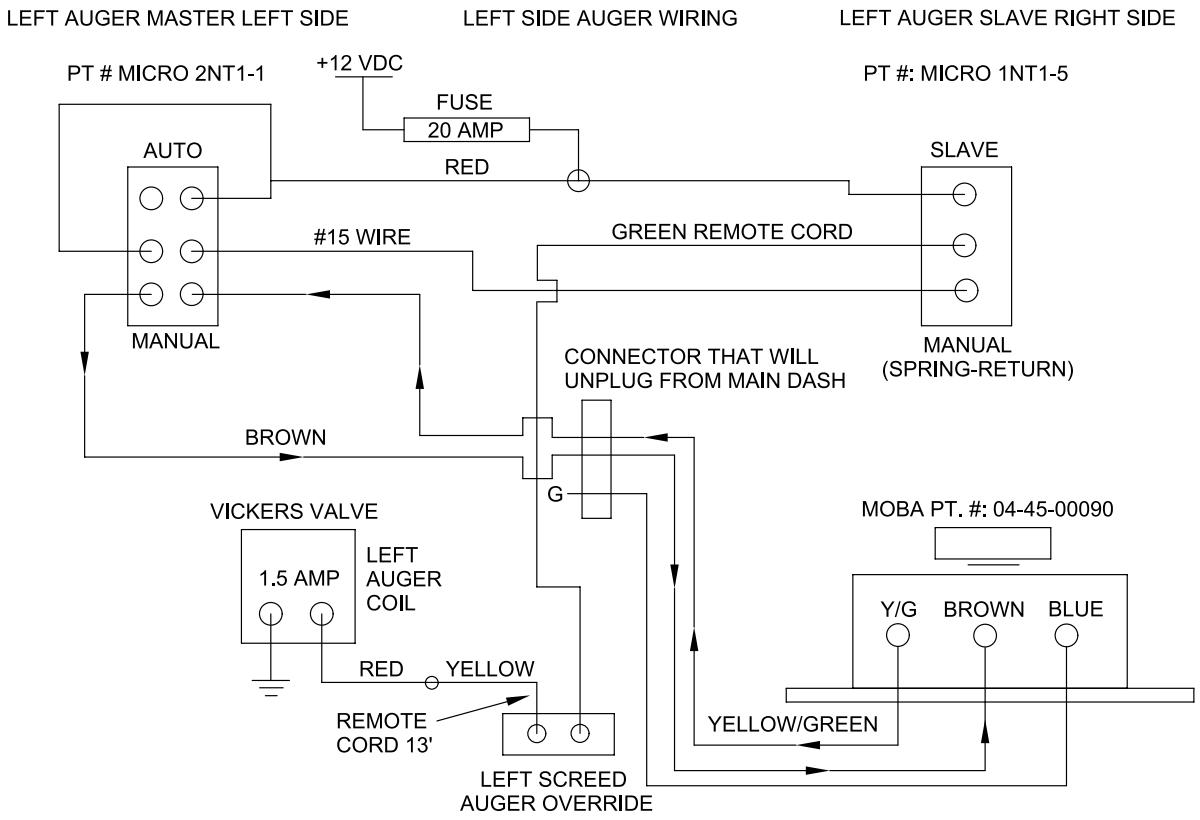


FIGURE 4-21. ELITE III, LEFT AUGER SWITCH WIRING

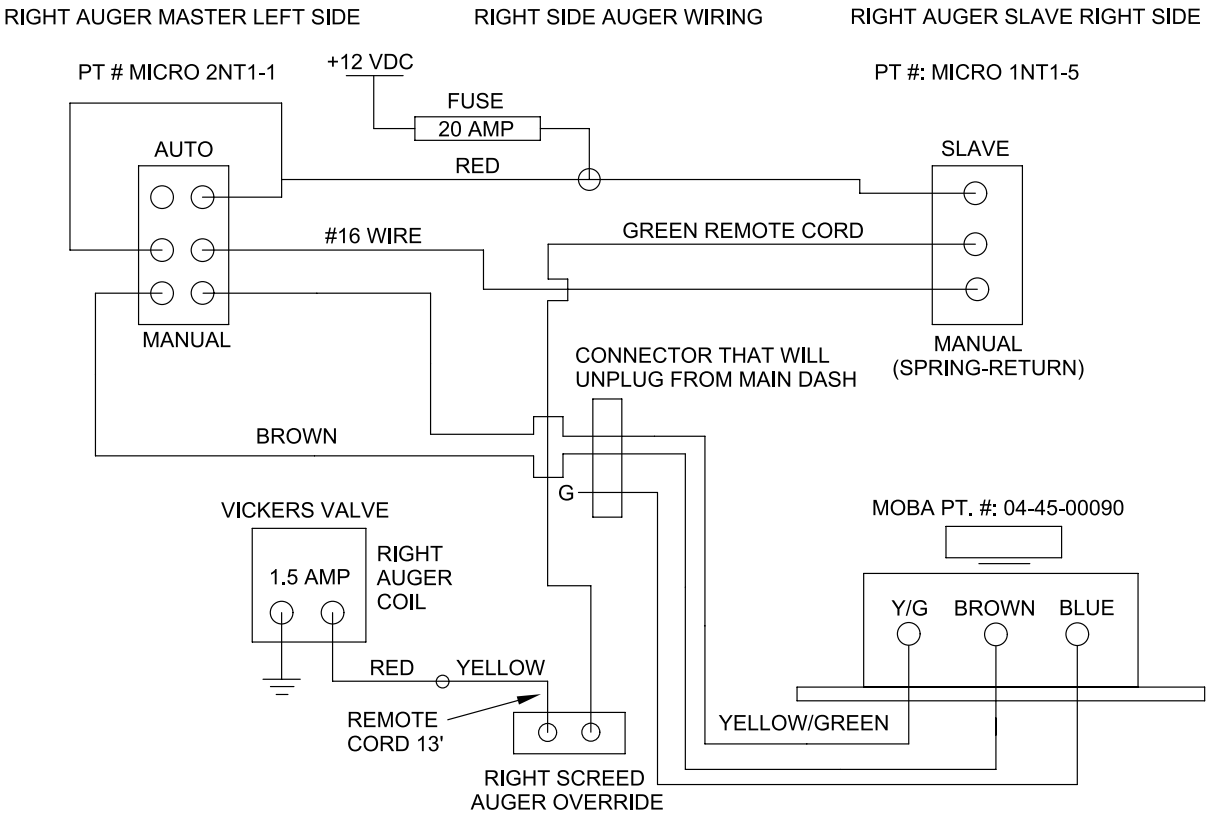


FIGURE 4-22. ELITE III, RIGHT AUGER SWITCH WIRING

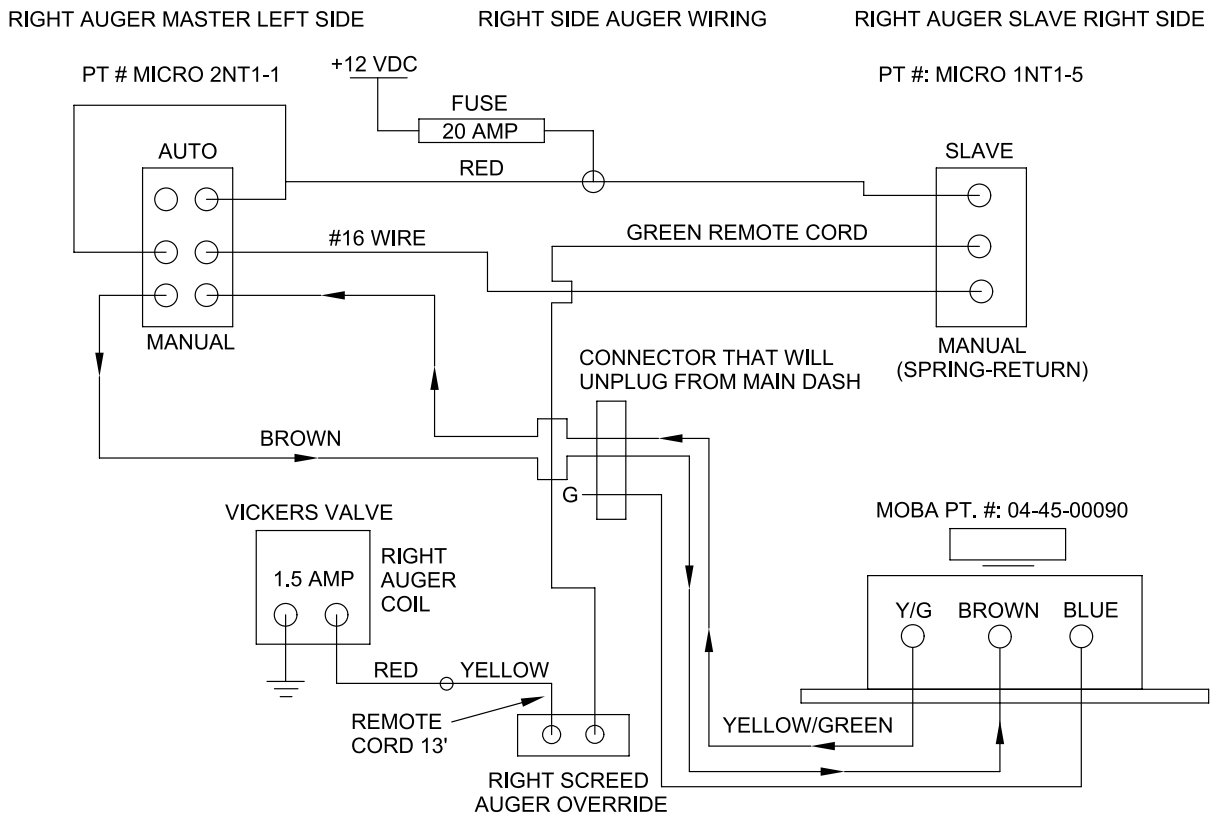


FIGURE 4-23. ELITE III, RIGHT AUGER SWITCH WIRING

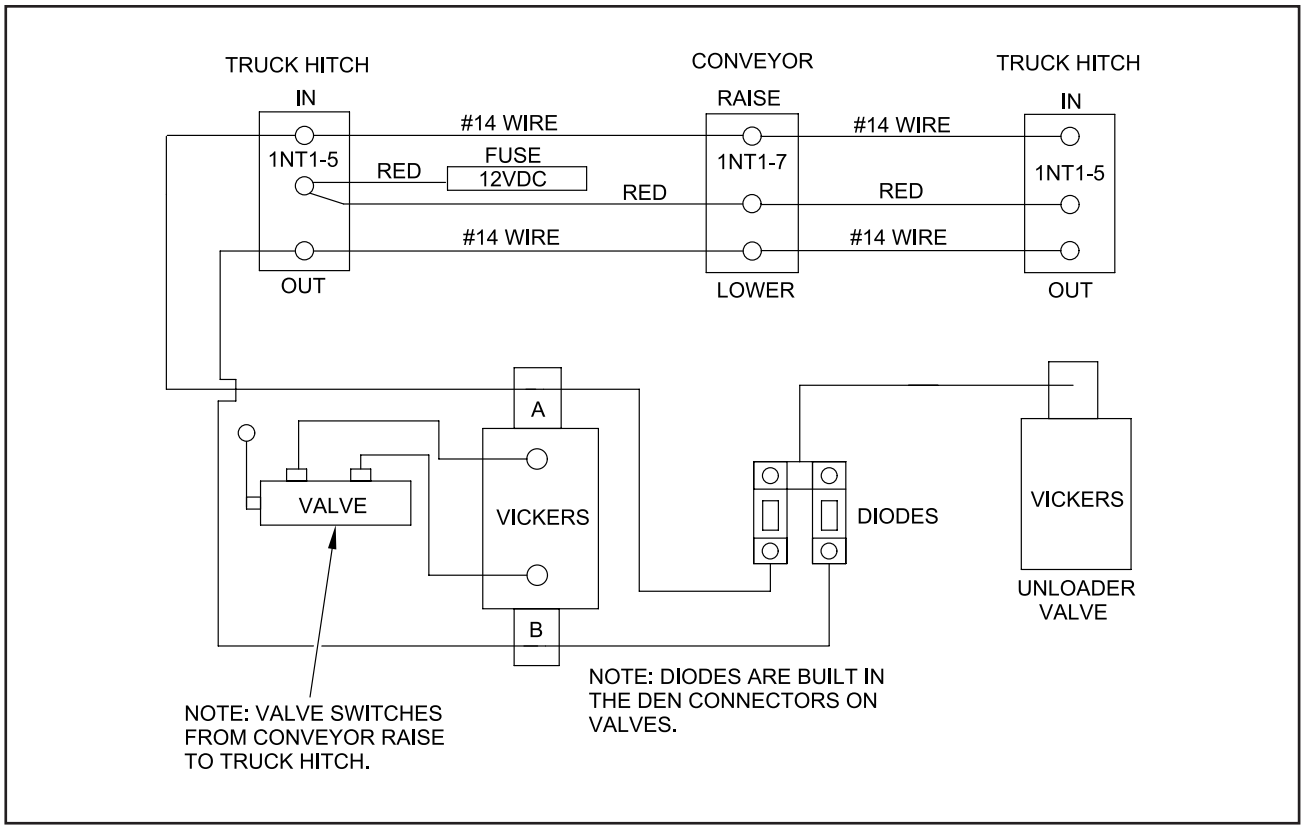


FIGURE 4-24. ELITE III, CONVEYOR RAISE AND TRUCK HITCH WIRING

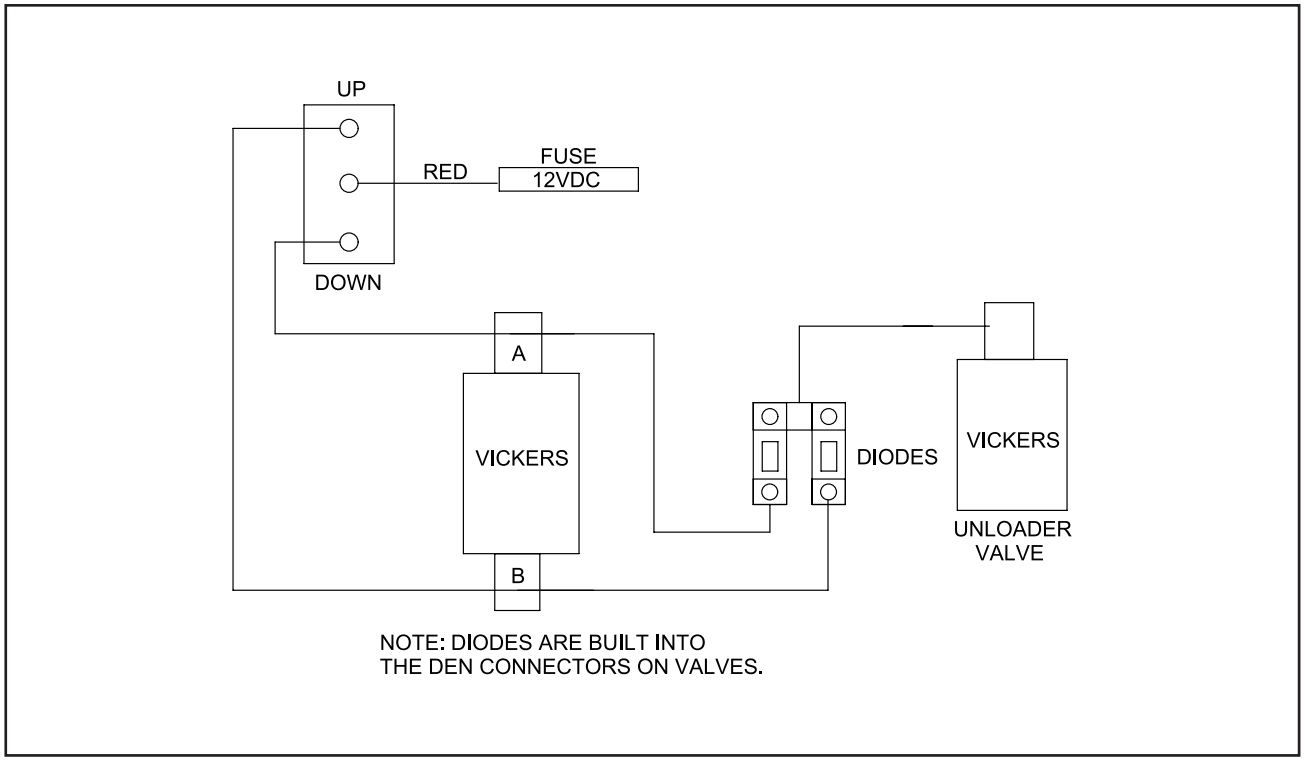
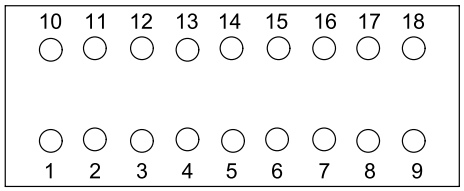


FIGURE 4-25. ELITE III, CONVEYOR RAISE WIRING



1	LEFT EXTENSION	10	ELECTRIC SCREWS
2	LEFT CUTOFF	11	THOTTLE
3	RIGHT CUTOFF	12	HORN / SPRAYDOWN
4	SIDEWINGS	13	WORKLITES / BEACON
5	RIGHT EXTENSION	14	HOPPER / GAGES
6	LEFT CONVEYOR	15	LEFT AUGER
7	RIGHT CONVEYOR	16	RIGHT AUGER
8	SCREED LIFT	17	ELECTRONIC STEER
9	2 SPEED	18	OIL COOLER

FIGURE 4-26. ELITE III, FUSE BLOCK

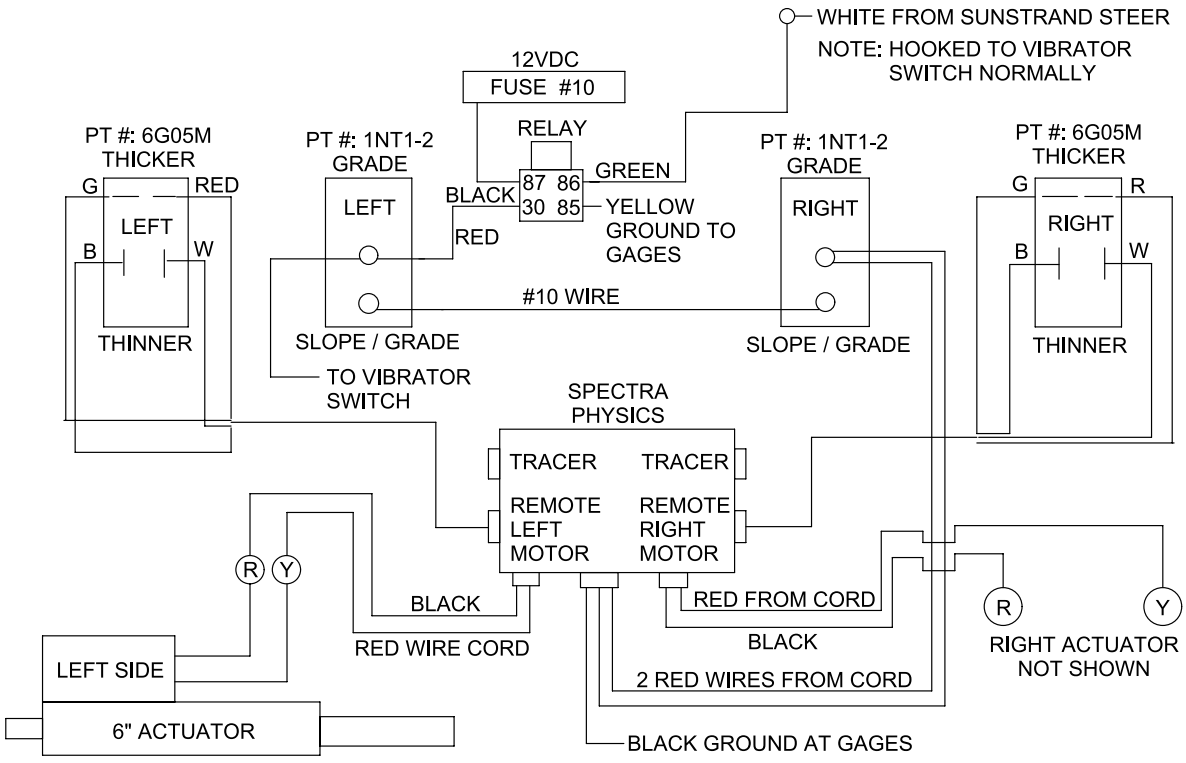


FIGURE 4-27. ELITE III,GRADE CONTROL WIRING SPECTRA with SLOPE

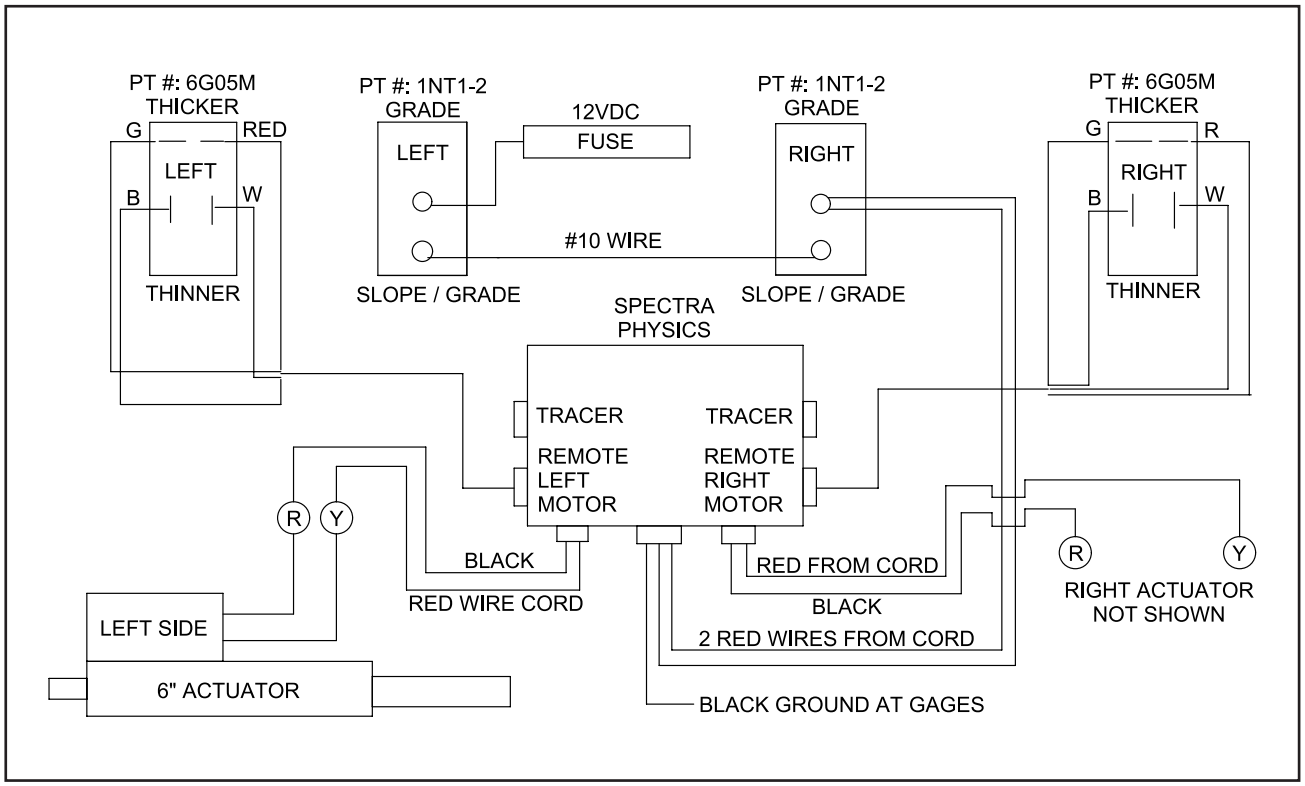


FIGURE 4-28. ELITE III, GRADE CONTROL WIRING SPECTRA

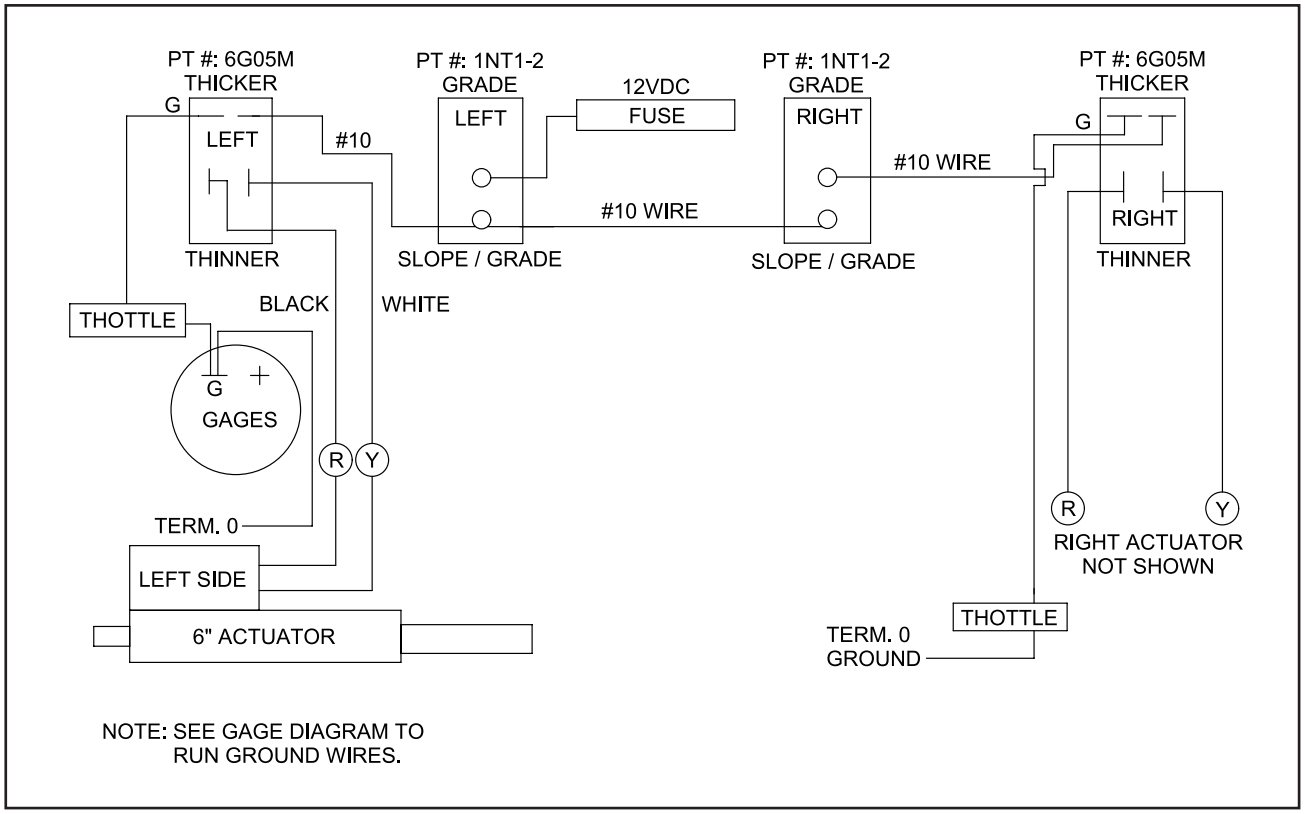


FIGURE 4-29. ELITE III, GRADE CONTROL WIRING STANDARD

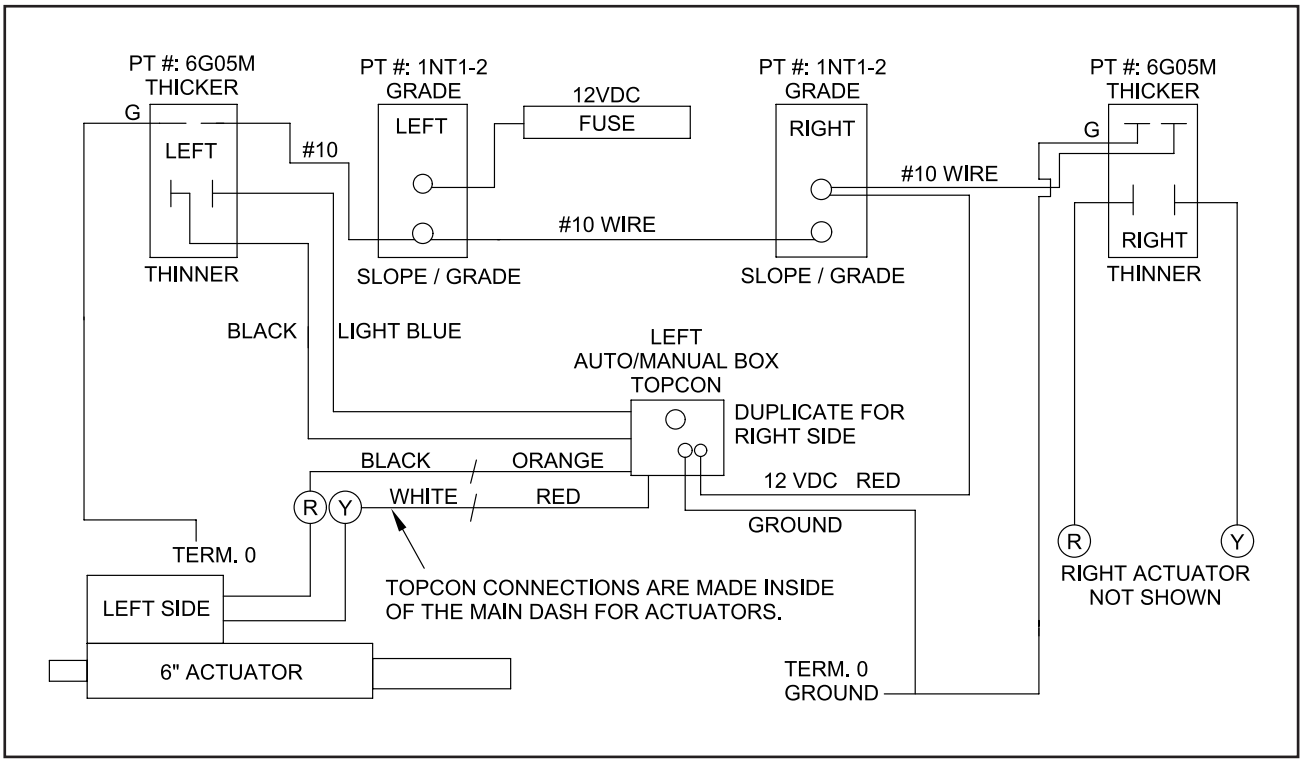


FIGURE 4-30. ELITE III, GRADE CONTROL WIRING TOPCON

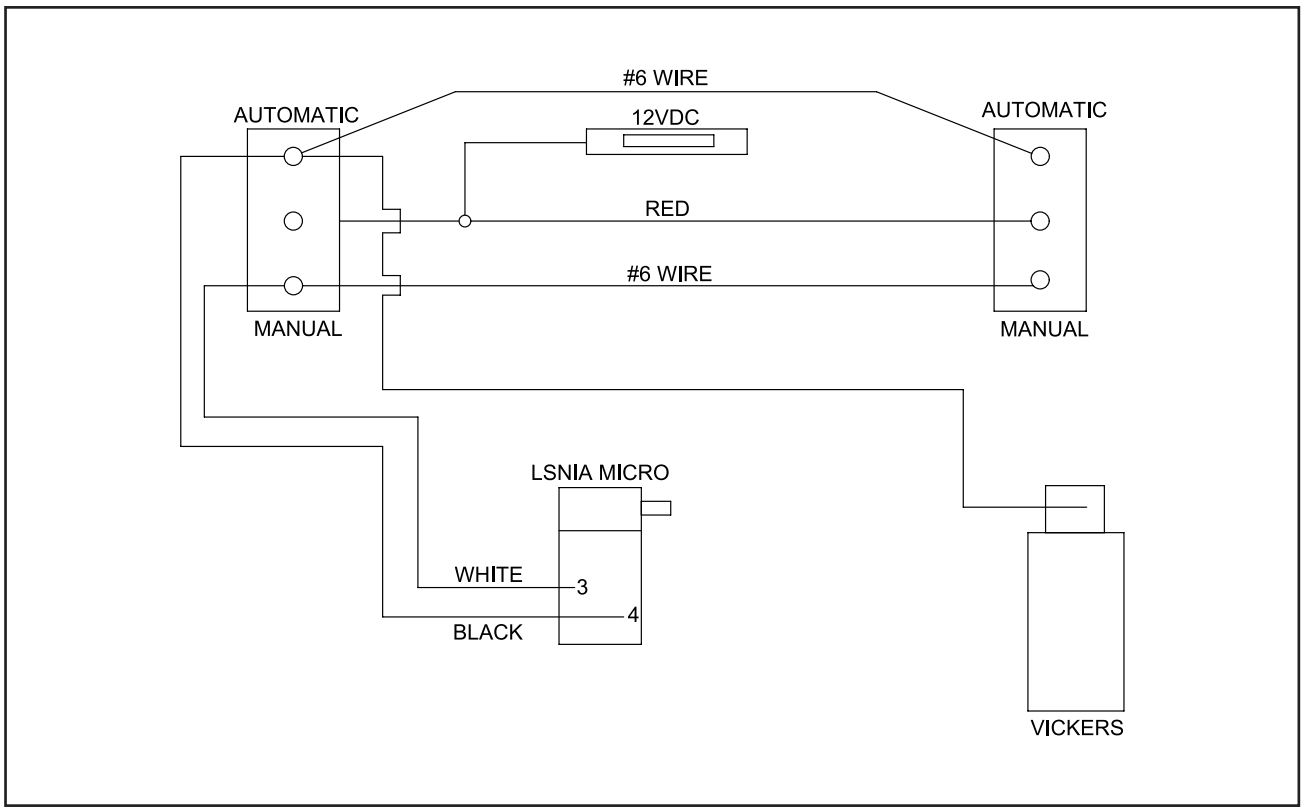


FIGURE 4-31. ELITE III, LEFT CONVEYOR

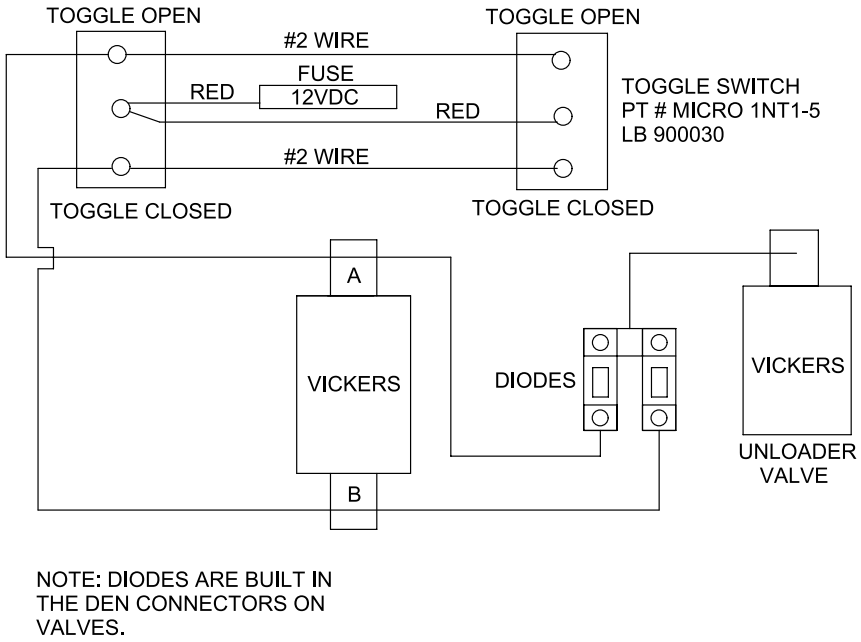


FIGURE 4-32. ELITE III, LEFT CUTOFF WIRING

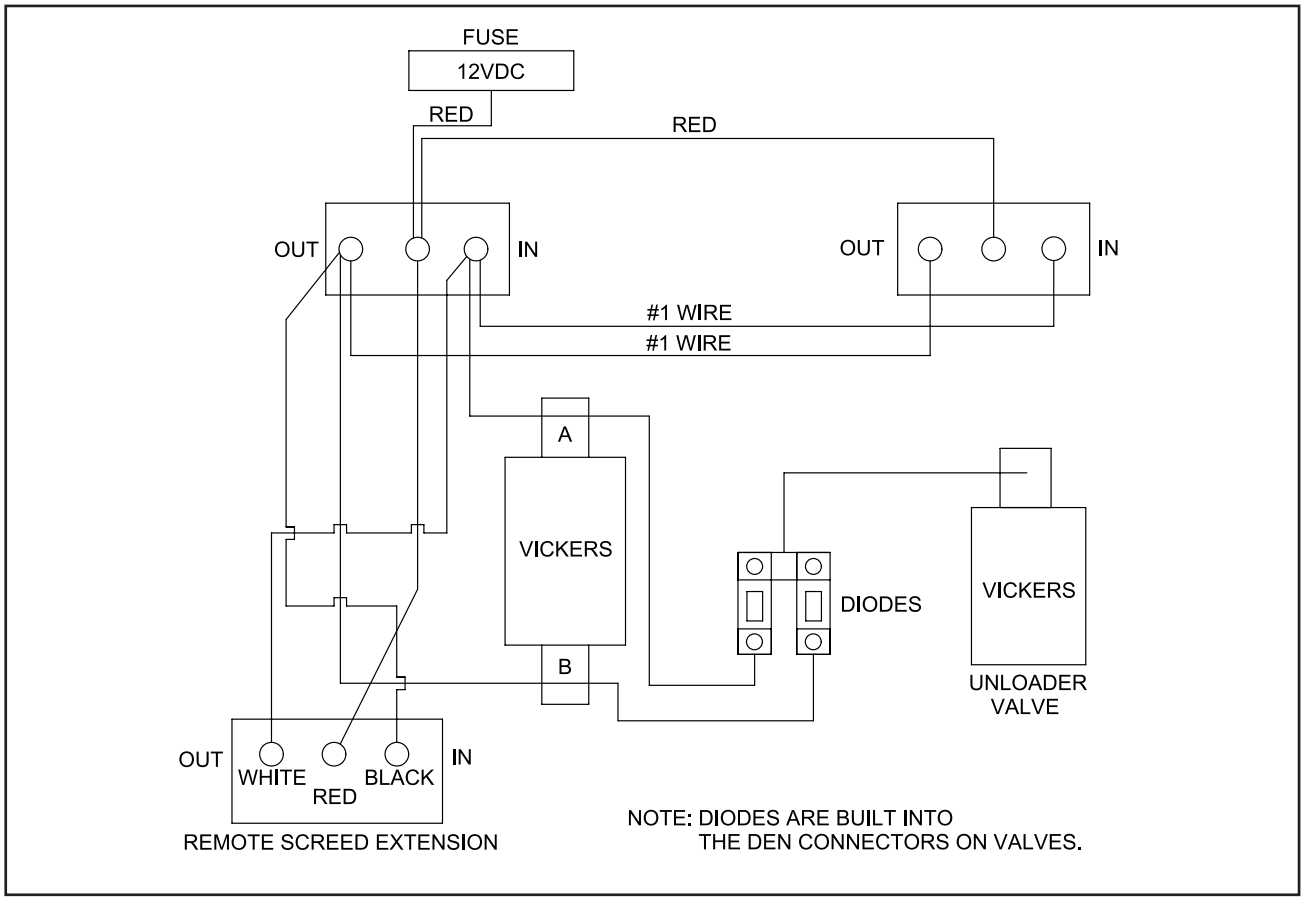


FIGURE 4-33. ELITE III, LEFT EXTENSION WIRING

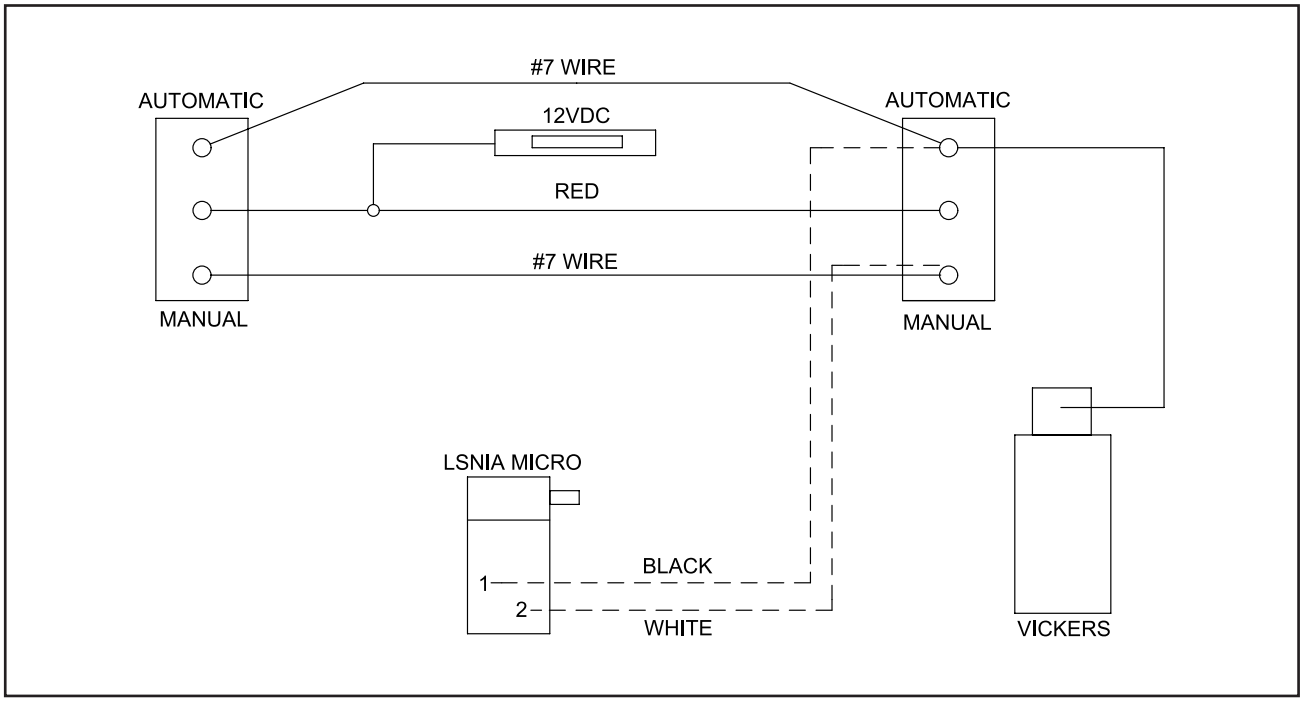


FIGURE 4-34. ELITE III, RIGHT CONVEYOR

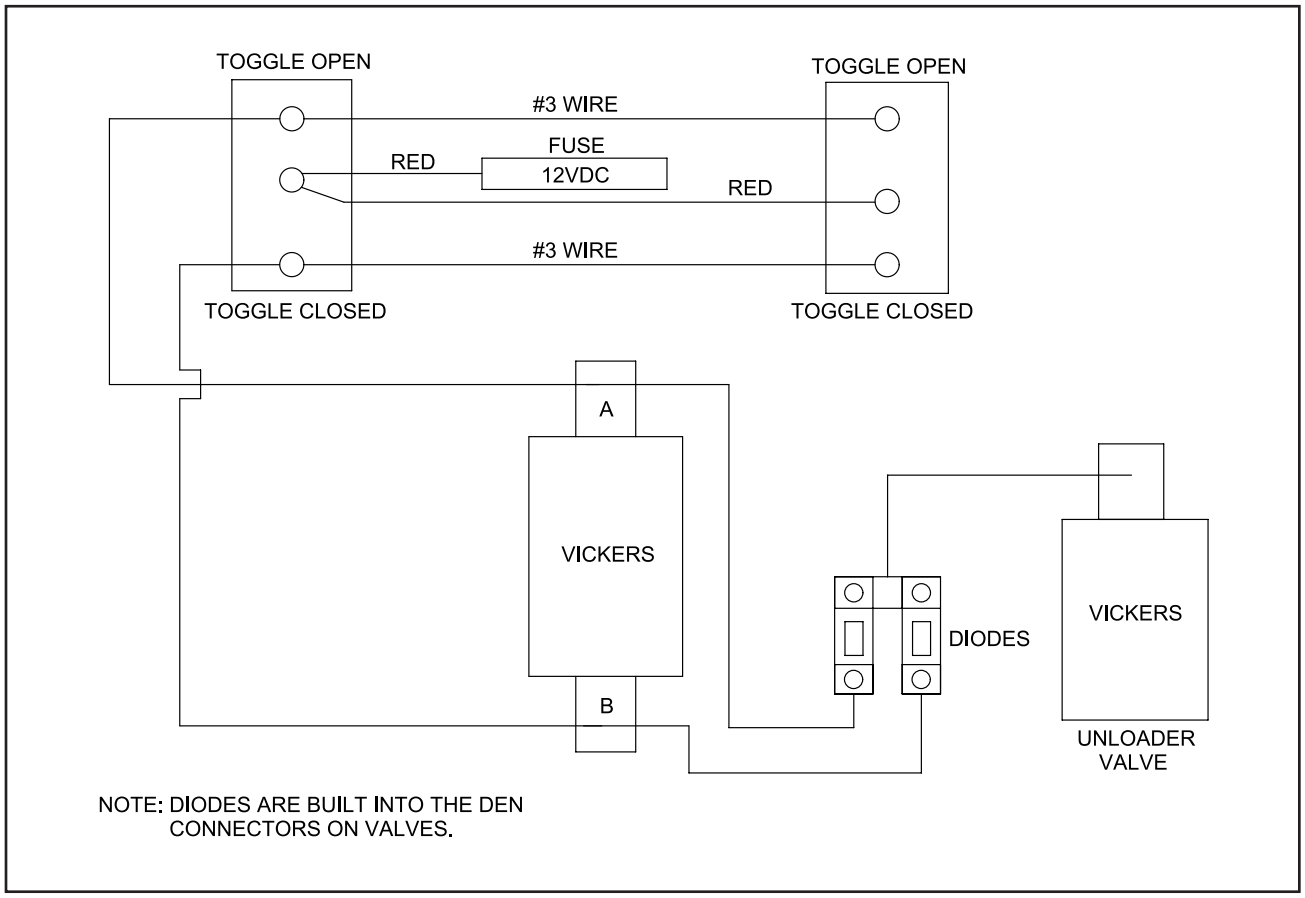


FIGURE 4-35. ELITE III, RIGHT CUTOFF WIRING

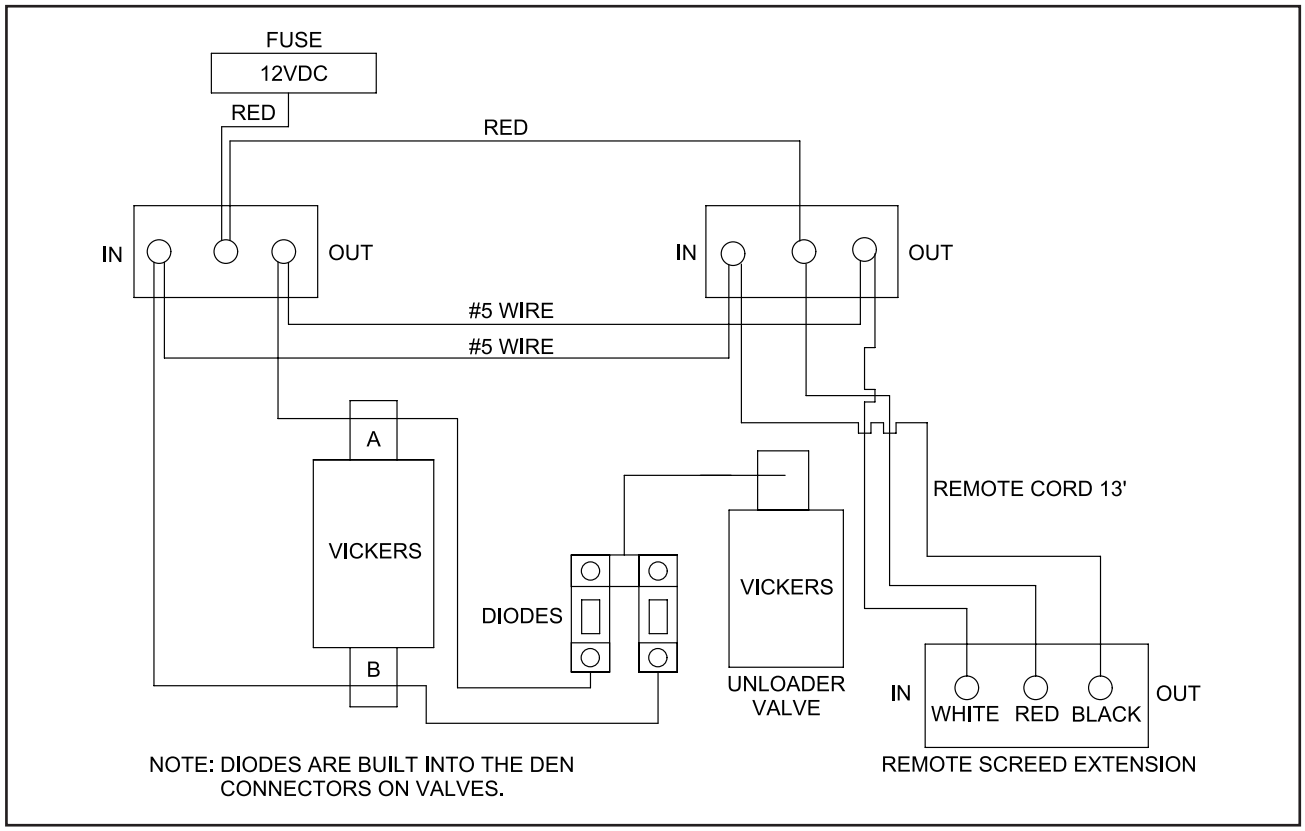


FIGURE 4-36. ELITE III, RIGHT EXTENSION WIRING

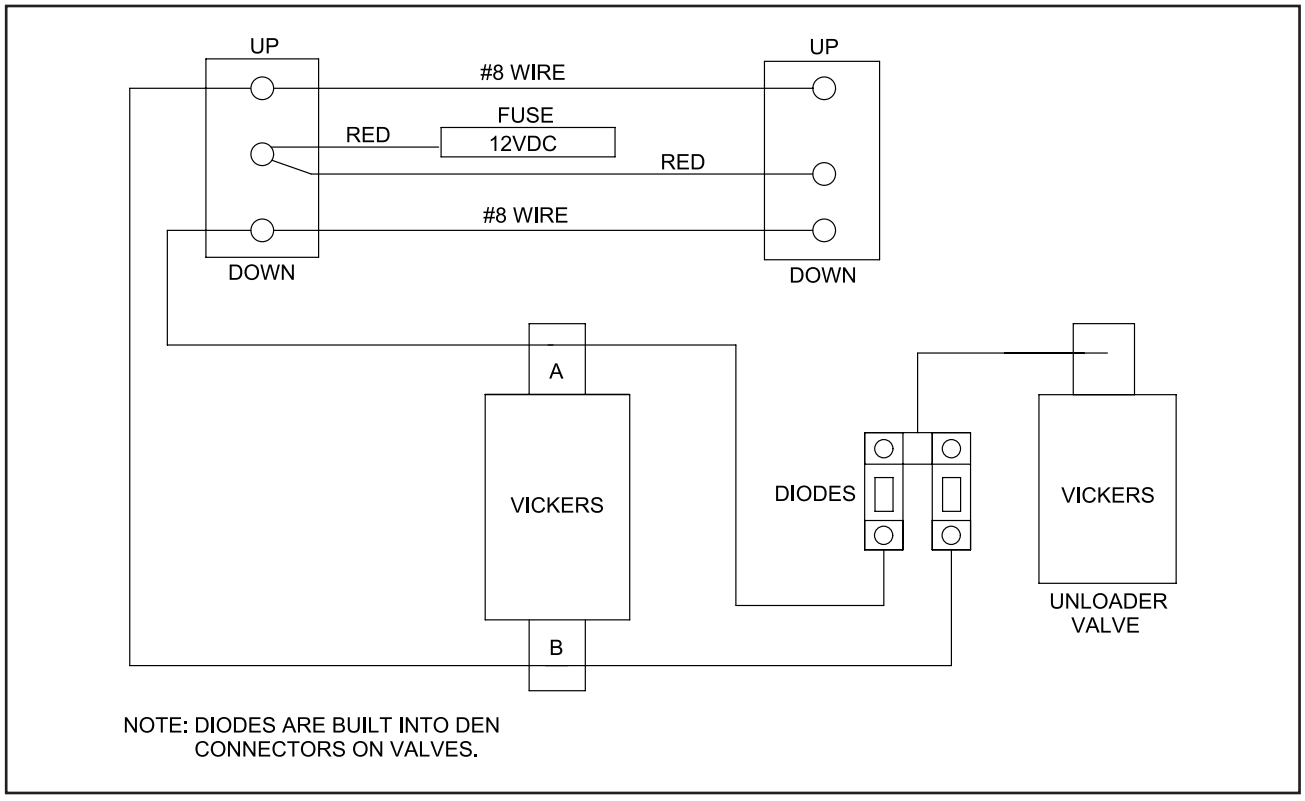
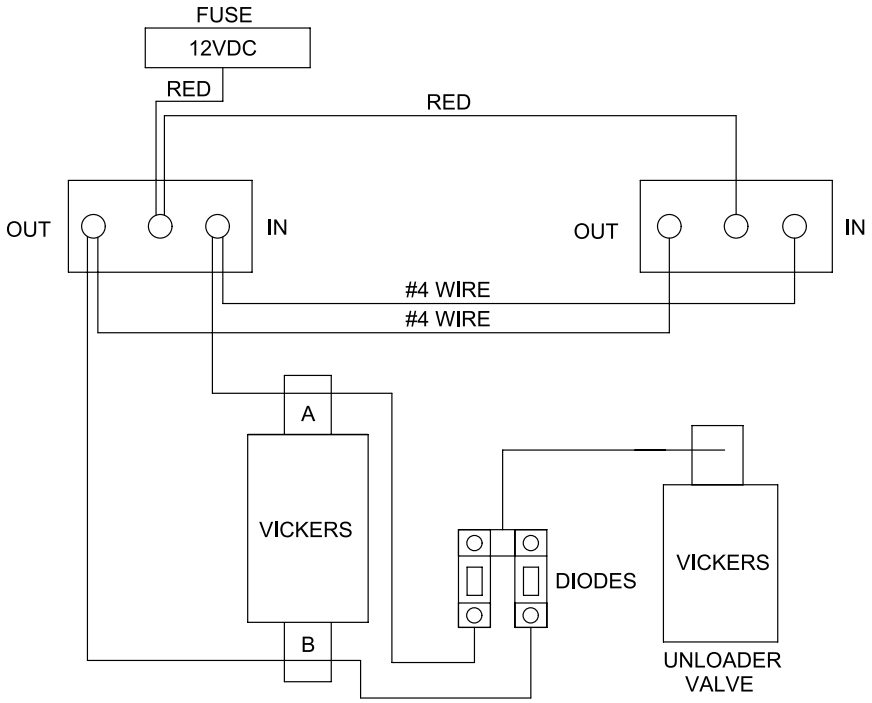


FIGURE 4-37. ELITE III, SCREED LIFT WIRING



NOTE: DIODES ARE BUILT INTO THE DEN CONNECTORS ON VALVES.

FIGURE 4-38. ELITE III, SIDEWING WIRING

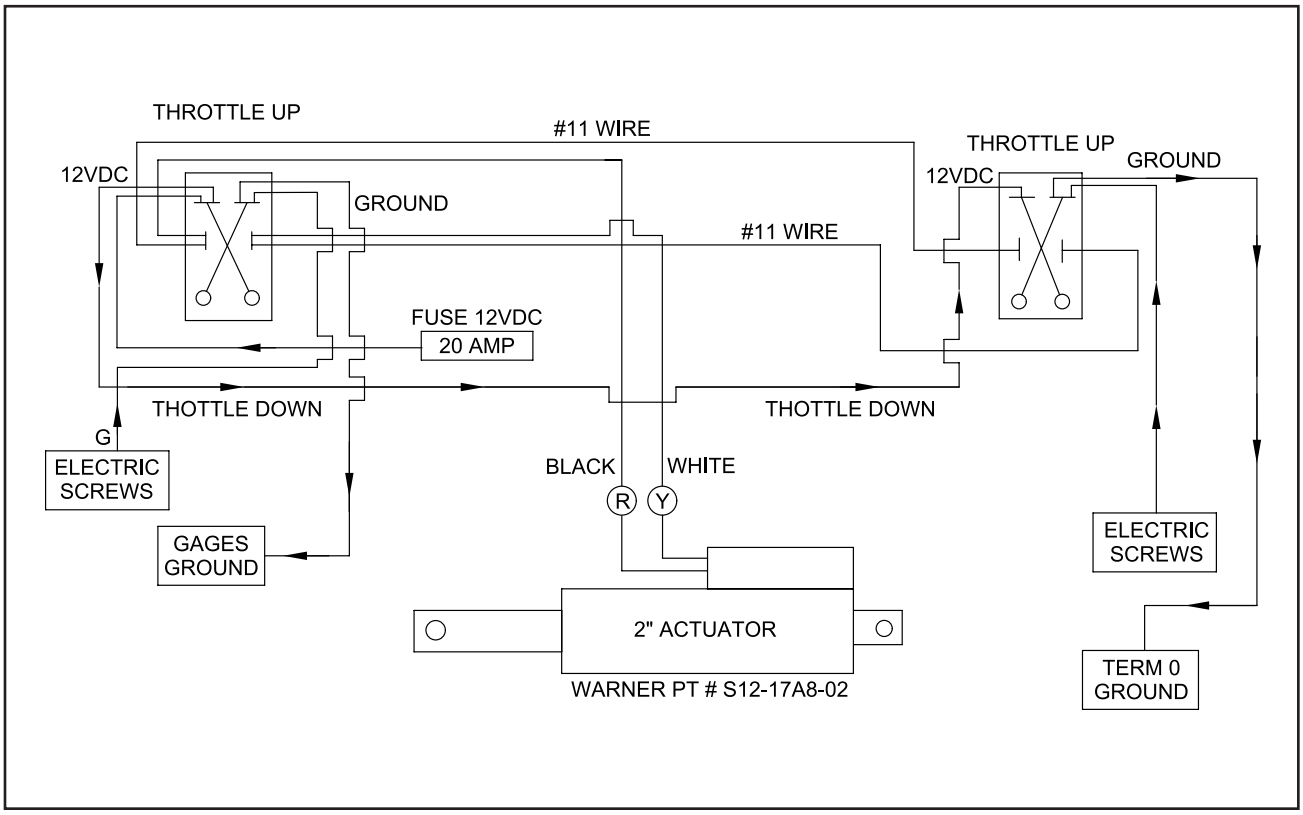


FIGURE 4-39. ELITE III, THROTTLE WIRING

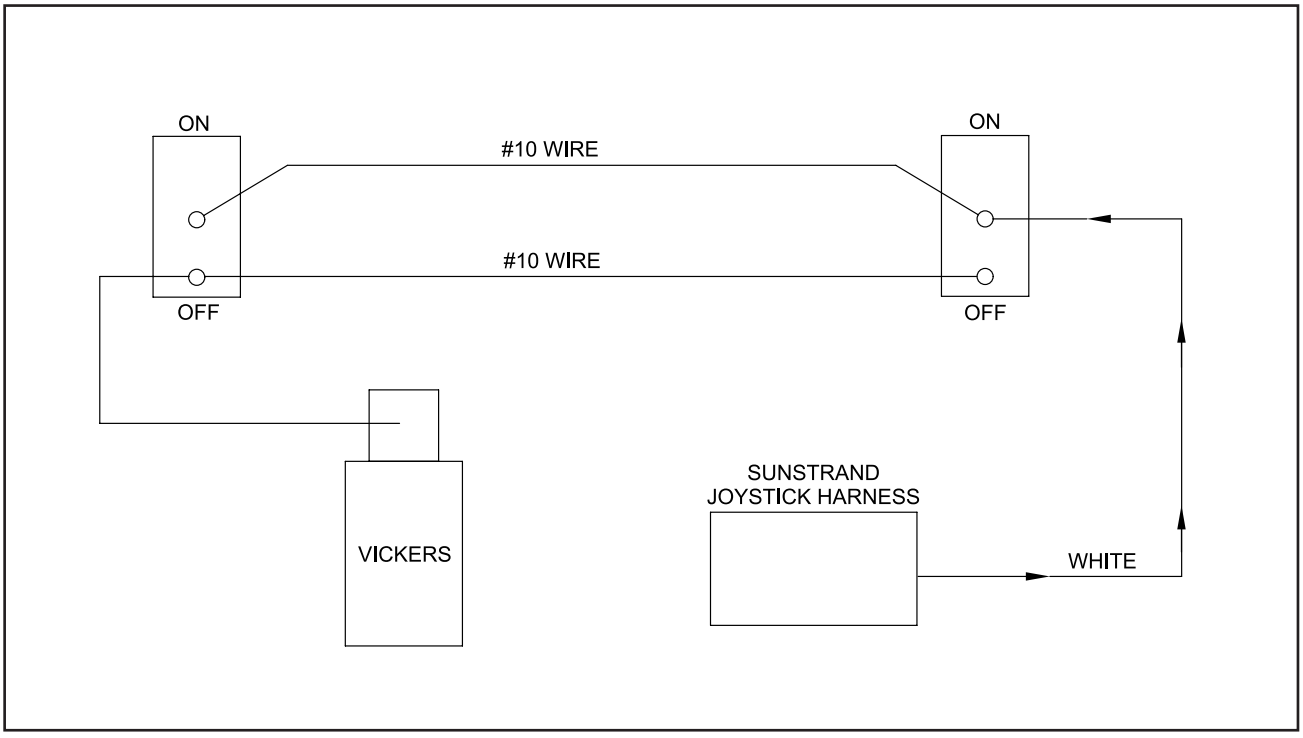


FIGURE 4-40. ELITE III, VIBRATOR WIRING

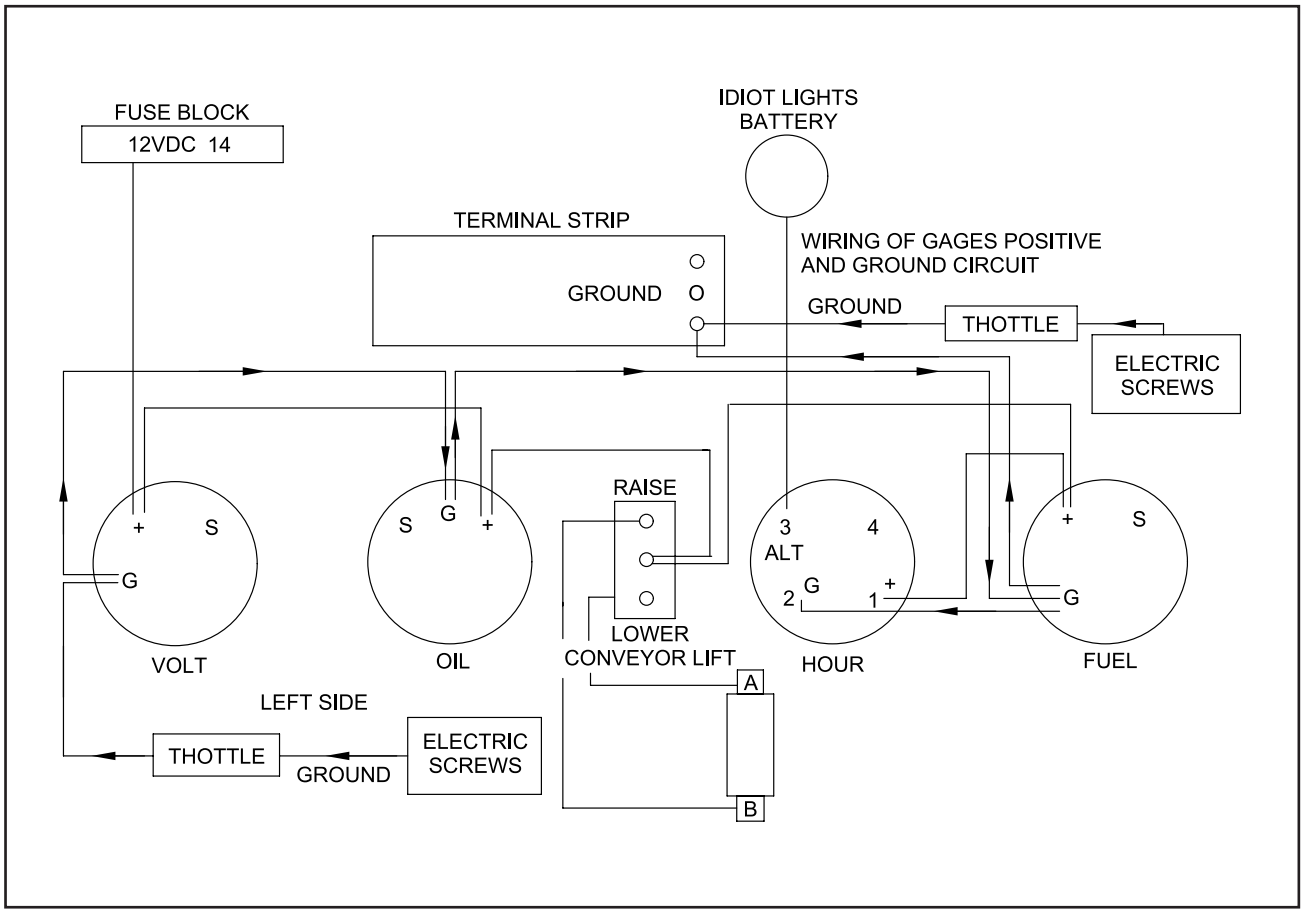


FIGURE 4-41. ELITE III, GAGE AND CONVEYOR LIFT CIRCUIT

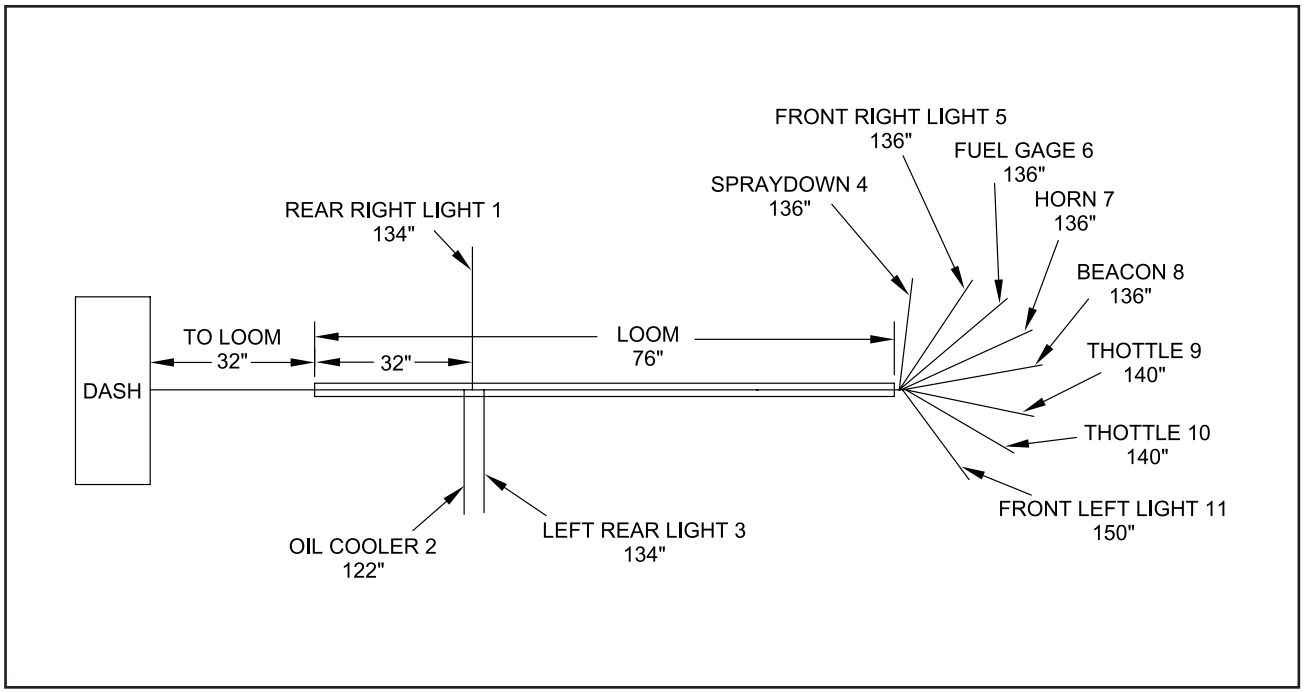


FIGURE 4-42. ELITE III, OPTIONAL LIGHTS WIRING HARNESS

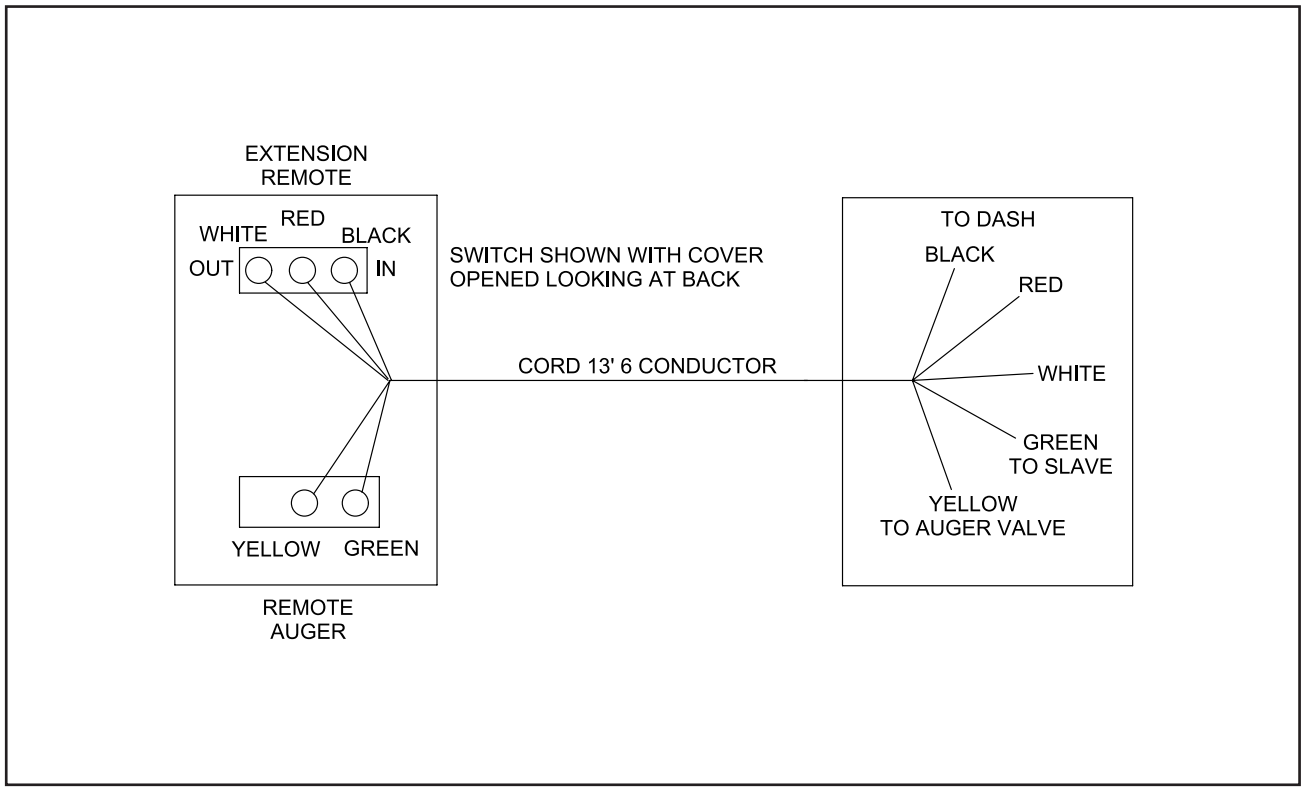


FIGURE 4-43. ELITE III, AUGER EXTENSION REMOTE CORD

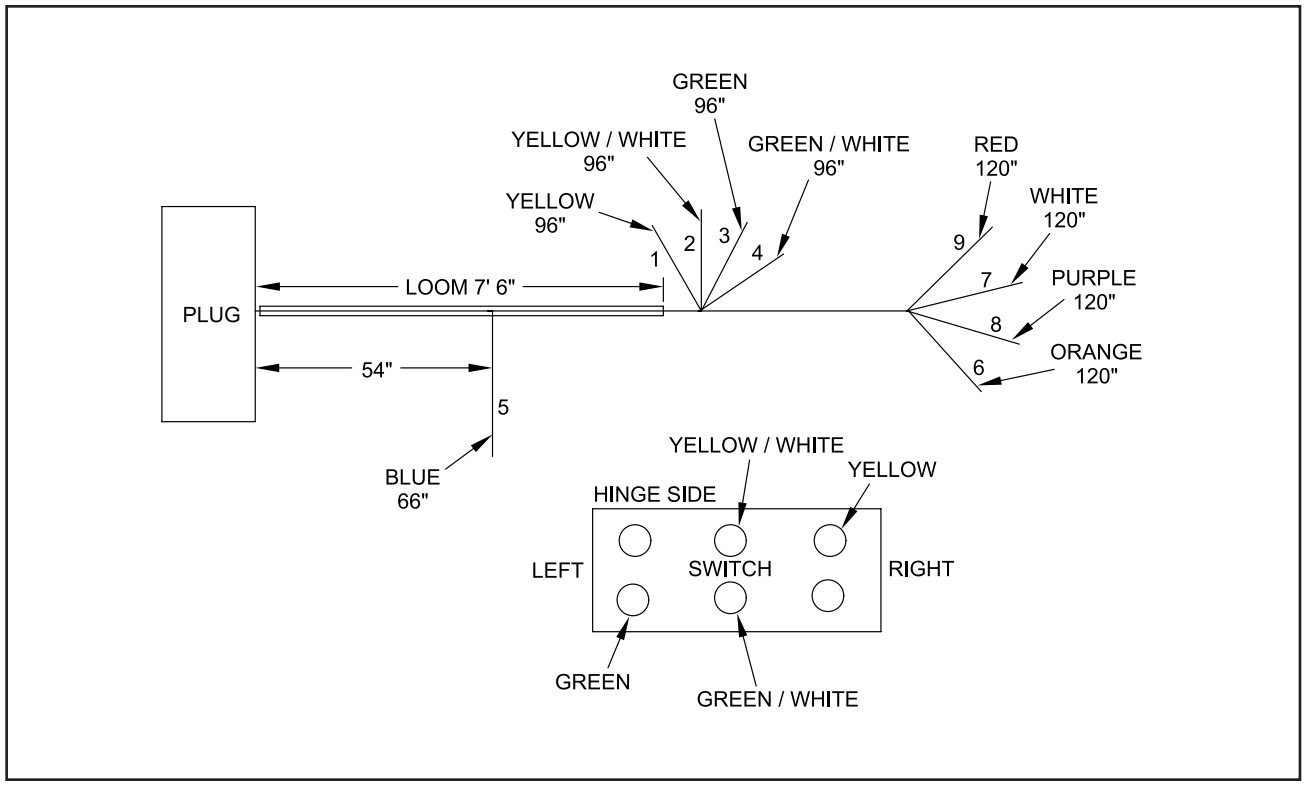


FIGURE 4-44. ELITE III, SUNDSTRAND WIRING HARNESS

TROUBLESHOOTING

GENERAL

The troubleshooting chart below identifies the most common sypmtoms of failure. Use this chart to help identify the failed component. A separate Troubleshooting guide is provided for troubleshooting the steering system. This also includes a Wiring Diagram (Figure 4-19) and a Troubleshooting Logic Procedure (Figure 4-20).

TROUBLESHOOTNG CHART

SYMPTOM	CAUSE	REMEDY
Engine does not start	Defective battery or low battery charge	Replace or charge battery as applicable
	MASTER switch not in ON position	Set switch to the ON position
	Steering control not centered	Center steering control to activate neutral switch
	Insufficient fuel supply	Fill fuel tank
	Fault in engine	Refer to Hatz engine manual
	Safety switch faulty	Replace
	Wires not making good connection on solenoid	Make sure wires are tight
	Plug in switch box unplugged	Plug back
	Solenoid plunger sticking	Clean plunger
	Fuel solenoid coil defective	Replace coil
	Blower belt broken	Replace belt
	Starter or solenoid faulty	Replace or rebuild
	Neutral switch defective	Replace
	Hatz start relay faulty	Replace
Engine cuts off and will not start. (Turns over but will not start)	Low fuel	Add fuel to fuel tank
	Blower belt broken	Replace belt
	Faulty fuel solenoid	Replace solenoid
Low Battery	Faulty alternator	Replace or rebuild
	Idiot light, bad bulb	Replace

TROUBLESHOOTNG CHART (Continued)

SYMPTOM	CAUSE	REMEDY
Machine will not move	RUN/STOP switch faulty	Check RUN/STOP switch
	STEER LEFT/RIGHT switch on dash in incorrect position	Check that STEER LEFT/RIGHT switch is in the direction of the box being used.
	Electrical cord Faulty	Check electrical cord.
	Check that LEDs on microcontroller are providing correct display	Check that lights illuminate as follows:
		Two green lights illuminated all the time.
		One yellow light flashing one time per second.
		Status light not illuminated. If status light is flashing check error code list.
Machine will not run straight	One of the hydraulic drive motors is out of adjustment	Readjust motors
	Micro needs to be set	Use Palm Pilot to set micro. (Dealer only adjustment)
	Steering control not centered	Center steering control
	Travel pump defective	Replace pump or rebuild
Machine does not change speed when 2-SPEED HIGH/LOW SWITCH is toggled	Defective switch	Replace switch
	Defective solenoid	Replace solenoid
	Defective drive motor	Replace drive motor
Tracks not running smooth	Tracks too loose	Tighten tracks
	Too low engine RPM to hold track tension	Rev engine to full RPM and throttle back to one-half
	Track rollers worn	Replace
	Track tension pressure	Check pressure. Pressure should be set to 700 PSI.
Machine will not pull on one or both sides	Faulty hydraulic motor	Adjust
	Pump pressure too low	Pump pressure should be 3000 PSI
	Faulty torque hub	Rebuild or replace
	Axle spline stripped	Replace axle
Engine runs but no hydraulics	Engine rpm too low	Increase engine speed
	Pump drive coupling faulty	Replace
	Defective pump	Replace

TROUBLESHOOTNG CHART (Continued)

SYMPTOM	CAUSE	REMEDY
Auger hanging up or will not turn	Chain too loose	Adjust
	Chain broke	Replace
	Faulty motor	Replace
	Solenoid valve defective	Replace solenoid
	Asphalt set up around auger	Keep clean and oiled
Screed extensions binding	Asphalt set up around extension	Keep clean and oiled
Screed extension loose (work up and down)	Out of adjustment	Adjust hold downs on extensions
Screed leaving streak down center of pavement	No lead crown in screed	Crown leading edge of screed
	Screed worn out	Replace
	Extensions set too low	Adjust extension. Always start out in the morning with extensions all the way up, no down pressure
	Screed not heated properly	Set propane pressure at 15 PSI for about 5 to 8 minutes.
Screed leaving ripples	Extension set too low	Readjust extensions
	Extensions work up and down	Adjust top guide
	Extension rod bushings worn	Replace bushings
Flight screw locking up	Twisting screed too far	Give screed time to react
	Screw seized	Replace screw
Flight screw bearing damage	Twisting screed too far	Give screed time to react
	Loading and unloading	Check ramps for easy access
Flame coming out of end of screed	Raw gas from burners	Adjust burners in or out of hole
		Turn cutoff valve slowly to OFF, when flame goes out turn valve back on fully
Hydraulic oil running out of breather cap	Hydraulic oil tank overfilled	Drain 5 to 6 in. (12.7 to 15 cm) from top of tank
	Air in bottom of tank	Bleed if you don't have vent hose
	Oil over heated	Slow paver down about 10% to 15%
		Check oil cooler and thermostat

TROUBLESHOOTNG CHART (Continued)

SYMPTOM	CAUSE	REMEDY
Hydraulic pump cavitating or lost power	Low level in hydraulic tank	Fill
	Clogged filters	Replace
	Suction hose loose	Retighten
	Charge pump worn	Rebuild
Feeder does not work on one or both sides	Defective AUTOMATIC/MANUAL switch	Replace switch
	Solenoid defective	Replace solenoid
	Feeder drive chain broken	Repair chain
	Defective conveyor motor	Replace motor
	Rear conveyor shaft broken	Replace conveyor shaft
Feeder flight bars hang up	Flight chains too loose	Adjust. If adjusted all the way and a link is removed you must install a 1/2 link.
	Feeder drive chain too loose	Adjust every 100 hours
Loss of power to drives feeder or augers	Relief out of adjustment	Check pressure. Drive - 3000 PSI, feeders 2400 PSI, augers and cylinders 2000 PSI
	Piston groups worn out	Replace
	Auxiliary pump worn out	Replace
Electric screed does not work	Defective SCREED LIFT RAISE/FLOAT switch	Replace switch
	Defective solenoid	Replace solenoid

STEERING CONTROL SYSTEM TROUBLESHOOTING GUIDE

This section outlines a strategy that can be used to solve problems in the control system. A common technique used in problem solving is exchanging components. However, a very important element necessary to the timely and successful conclusion of this activity is the correct selection of the malfunctioning component. A thorough understanding of the entire system and an elimination process leading to the malfunctioning component is absolutely necessary before starting the exchange activity.

Reduce the random exchange of components by carefully analyzing the symptoms and then conducting tests to determine which of the elements in the system is likely to be the problem. The technician should use the flow chart below as a guide to locate the problem.

Since it is new, the electronic controller is often the first component targeted for exchange. However, the malfunction of an electronic controller is extremely rare and, therefore, it should be the last component considered for replacement. In fact, the electronic controller has an internal ability to diagnose itself and the connections attached to it. This information can be very helpful in finding the problem area. If the electronic controller is responding to commands and not giving diagnostics that indicate an internal problem, the likelihood that the problem is internal to the electronic controller is remote.

FAULT CODES

When the controller detects a fault condition, it signals the specific fault using the red Status LED. Under normal conditions with no error present, the red LED is off and the yellow LED blinks at a 0.5 Hz rate. If no application code is loaded in the controller, the red LED is off and the yellow LED blinks at a 10 Hz rate. All other errors (those specific to the application) are decoded by observing "blink codes" generated by the red LED.

FAULT CODE CHART

Yellow LED (Mode)	Red LED (Status)	System Status:
10 Hz blink rate	Off	No application loaded
0.5 Hz blink rate	Off	Application loaded and no error
0.5 Hz blink rate	4 bit blink code to describe fault	Application loaded and error

Description of Blink Code Algorithm

If the yellow LED blinks at an unvarying 0.5 Hz rate and the red LED is blinking, the cause of the fault can be decoded from the red LED alone as follows: the red LED will flash a four bit sequence, followed by a pause, followed by the four bit sequence, the pause, and so on. The long flash, symbolized by a "-", lasts approximately one second. The short flash, symbolized by a ".", lasts approximately one-half second. The pause between the four-bit sequence lasts approximately 3.5 seconds. If more than one fault exists, each fault will be displayed in sequence before being repeated.

BLINK CODE TRANSLATION

Fault Code	Flash Bit Sequence	Device at Fault	Cause of Fault	Machine Response
1	_...	Speed pot, unidirectional command Input	Voltage signal is out of range or input is uncalibrated.	No output from the speed pot will cause machine to stop.
2	._..	Max speed pot, unidirectional command Input	Voltage signal is out of range or input is uncalibrated.	No output from the max speed pot. Machine will stop.
3	_ _..	FNR pot Bi-directional command input	Voltage signal is out of range or input is uncalibrated.	FNR command will return to neutral and machine will stop.
4	.._.	Steer pot Bi-directional command input	Voltage signal is out of range or input is uncalibrated.	Machine will steer straight. at any handle setting.
5	_._.	FNR Object	RPM below 200, or no RPM at all.	Machine will revert to neutral causing the machine to stop.
7	_ _ _.	Left Valve	Uncalibrated.	Machine will revert to neutral causing the machine to stop.
8	…_	Right Valve	Uncalibrated.	Machine will revert to neutral causing the machine to stop.
9	_.._	Right Valve Forward Coil	Open or Short.	Machine will revert to neutral causing the machine to stop.
10	._._	Right Valve Reverse Coil	Open or Short.	Machine will revert to neutral causing the machine to stop.
11	_ _._	Left Valve Forward Coil	Open or Short.	Machine will revert to neutral causing the machine to stop.
12	.._ _	Left Valve Reverse Coil	Open or Short.	Machine will revert to neutral causing the machine to stop.

"." = short flash = 0 "_" = long flash = 1

STEERING SYSTEM WIRING

Wiring Guidelines

1. Protect all wires from mechanical abuse. Wire can be run in flexible metal or plastic conduits.
2. Use 85°C wire with abrasion resistant insulation. 105°C wire should be considered near hot surfaces.
3. Use #18 gauge wire or greater. #14 or #16 wire is preferred.
4. Separate high current wires such as solenoids, lights, alternators, or fuel pumps from control wires.
5. Run wires along the inside of, or close to, metal machine frame surfaces where possible. This simulates a shield, which will minimize the effects of EMI/RFI radiation.
6. Do not run the wires near sharp metal corners. Consider running the wire through a grommet when rounding a corner.
7. Do not run wires near hot machine members.

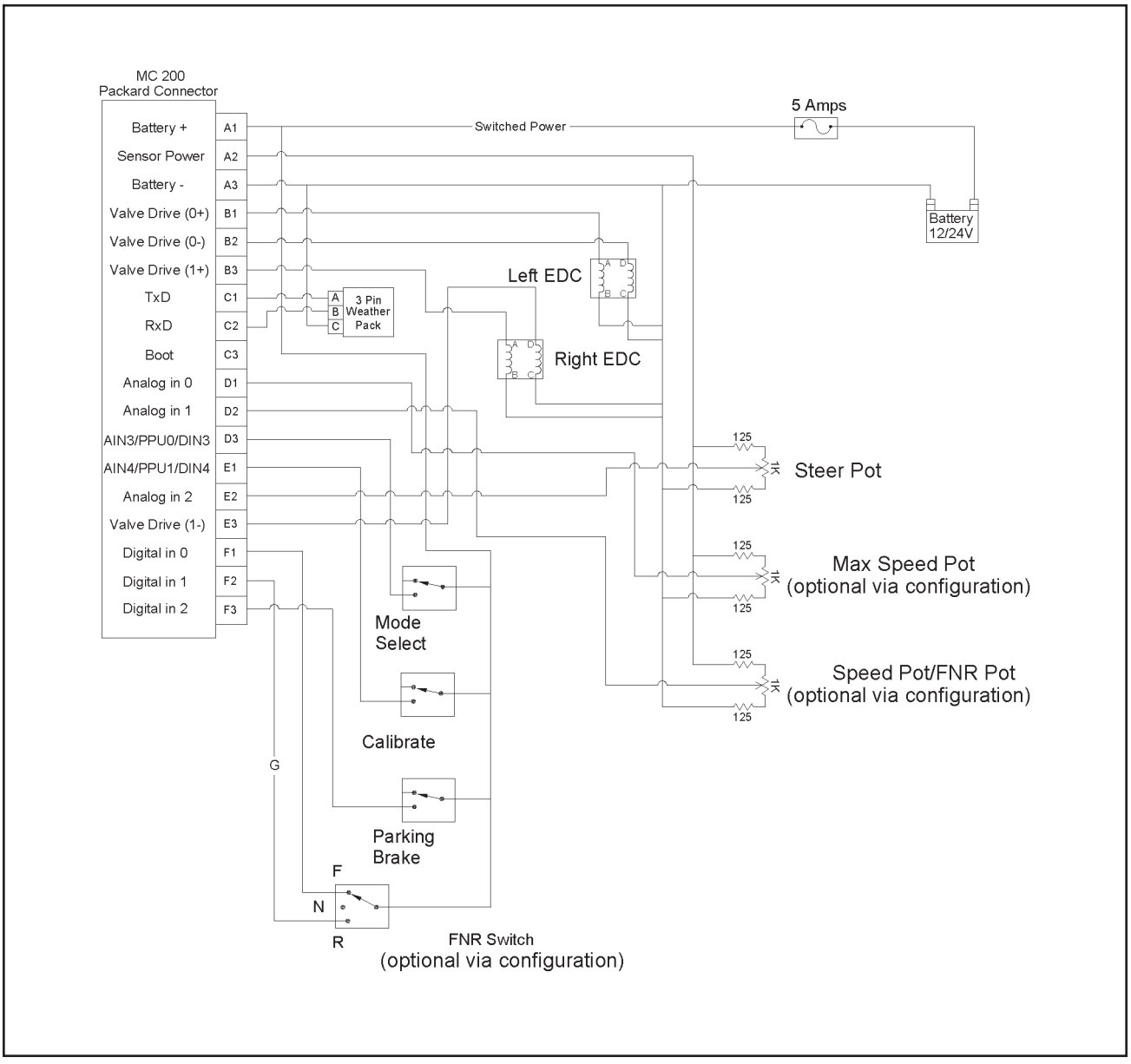


FIGURE 4-19. STEERING WIRING DIAGRAM

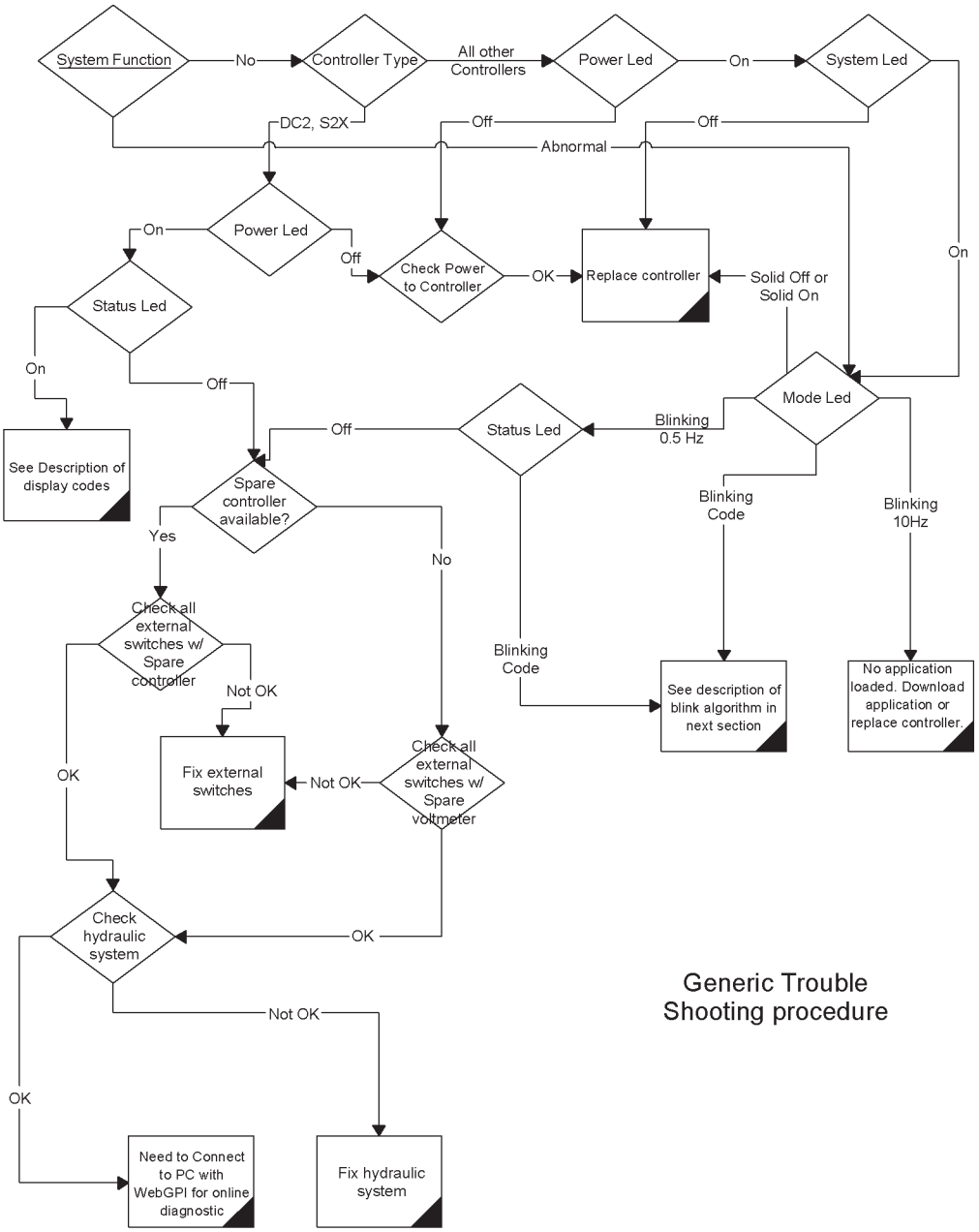
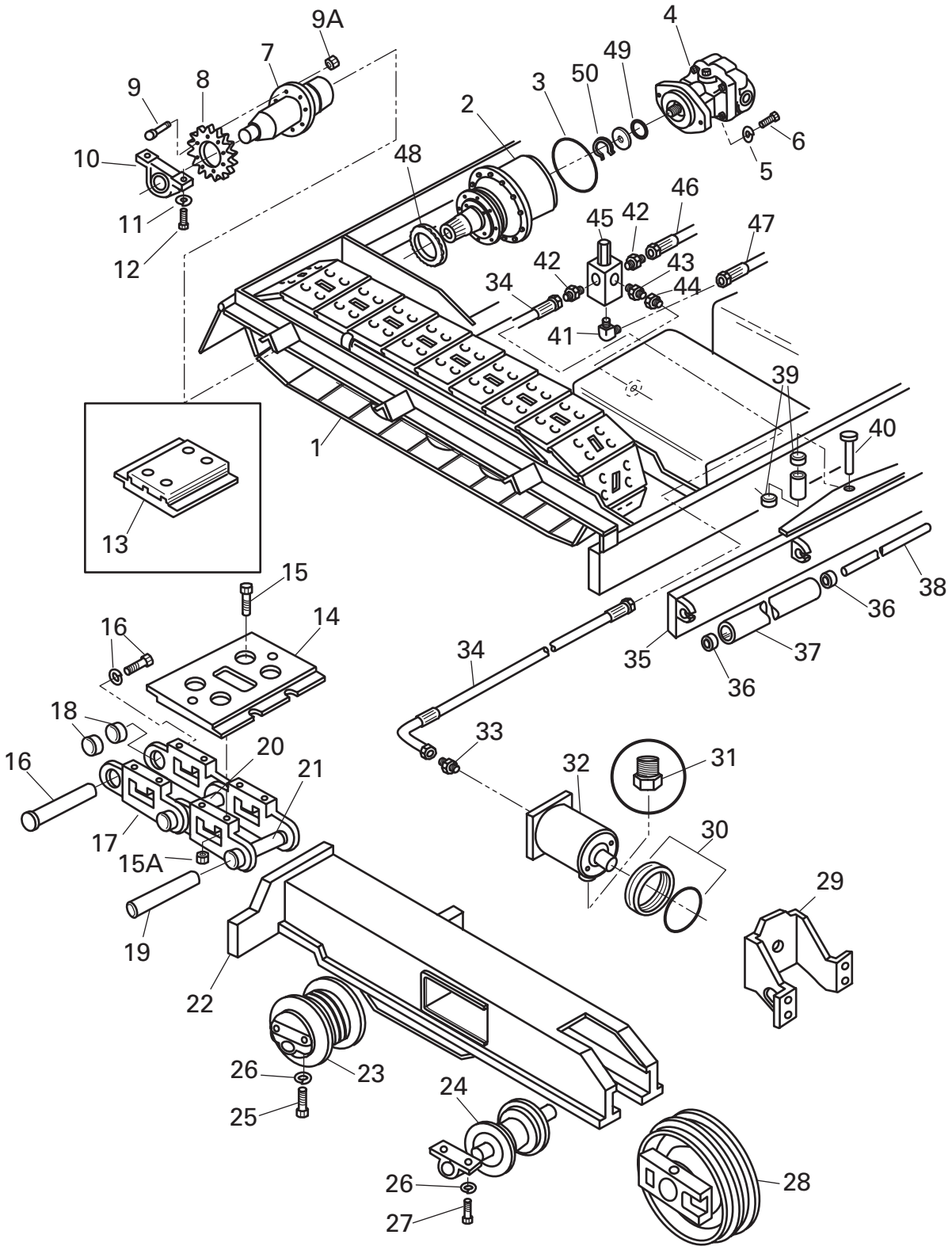


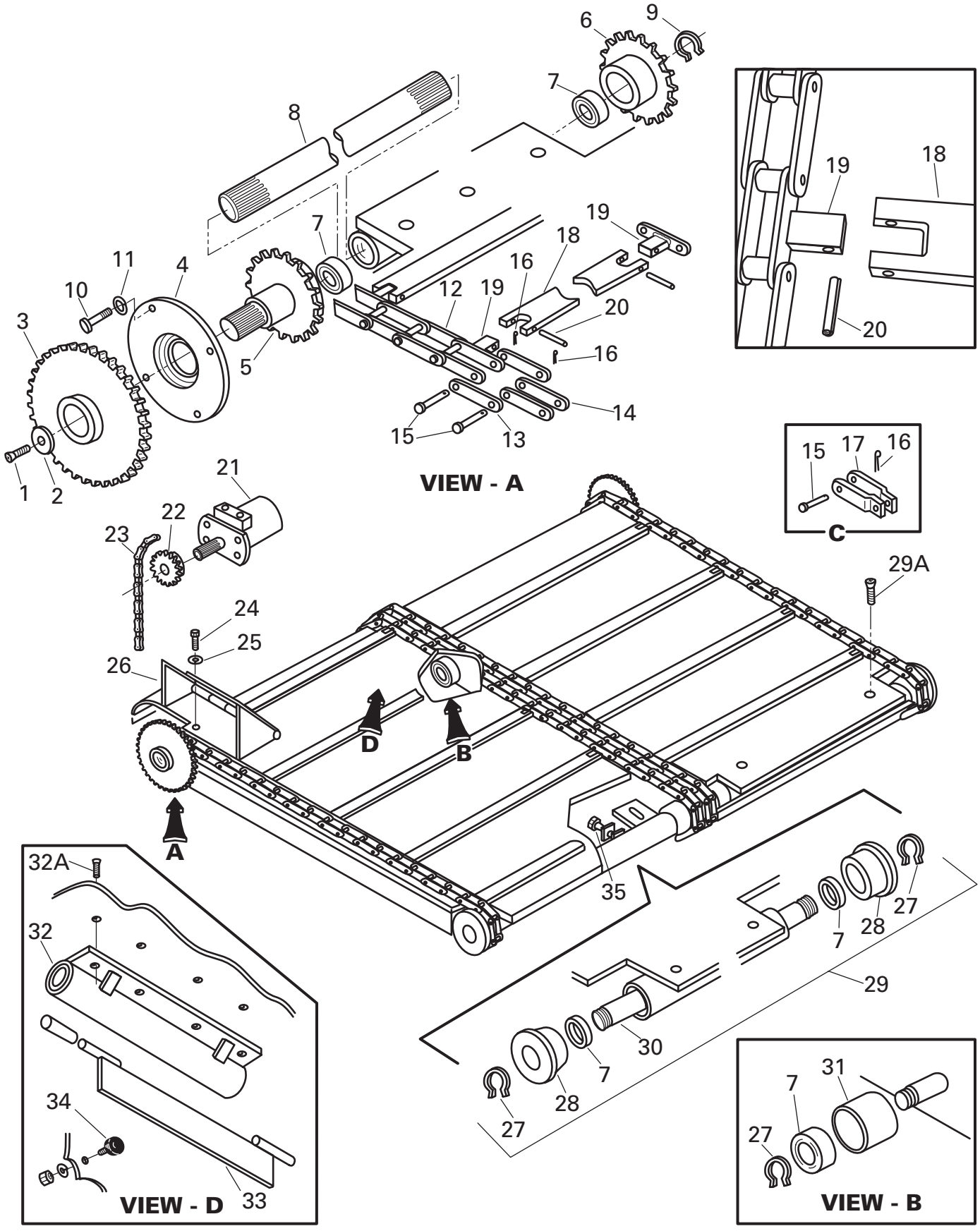
FIGURE 4-20. STEERING TROUBLESHOOTING GUIDE

SPROCKET DRIVE TRACK SYSTEM
(AUTOMATIC HYDRAULIC ADJUSTABLE)



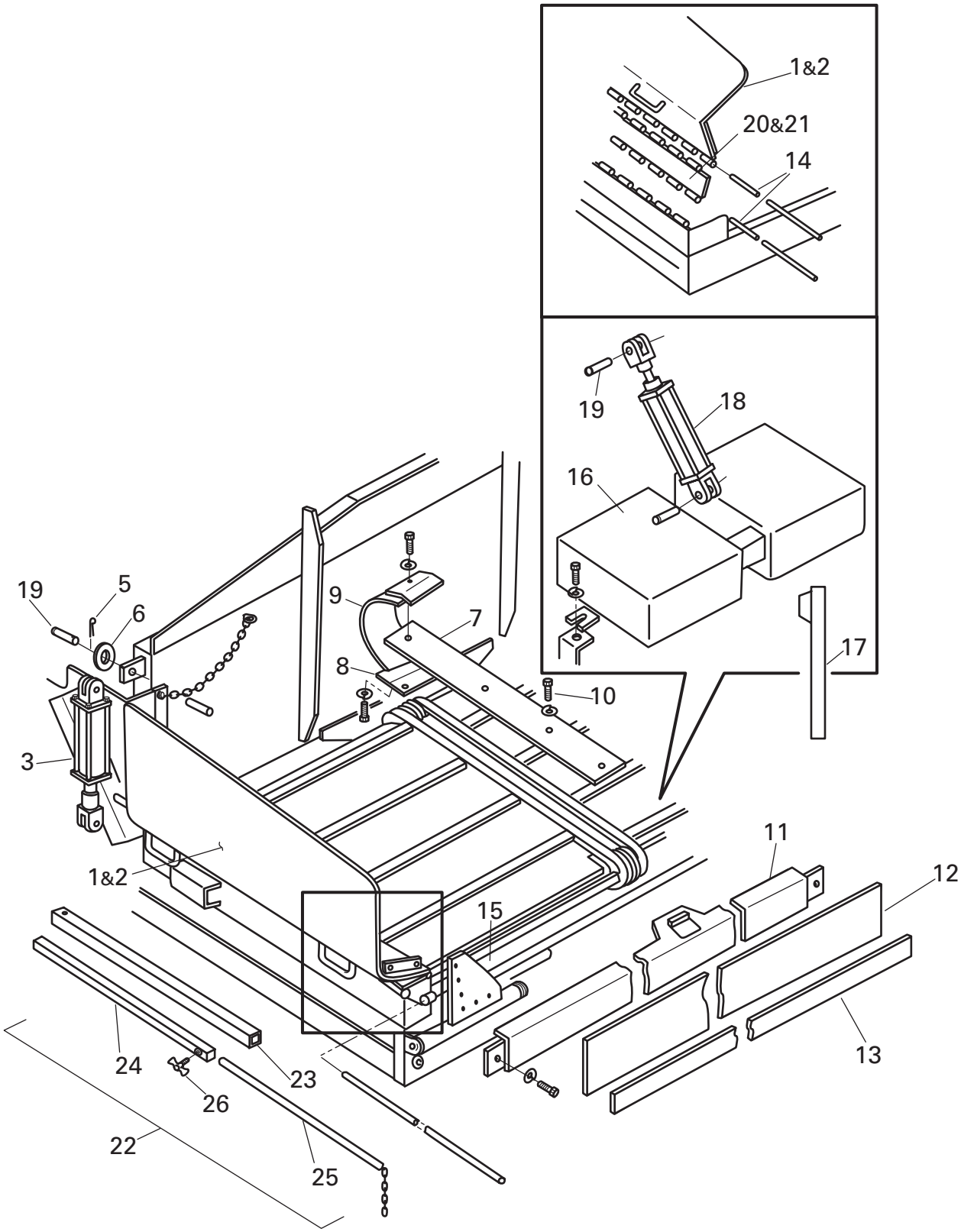
ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	851101	TRACK ASSY. W/ CASTED SHOES	2
	851101P	TRACK ASSY., W / POLY PADS	2
2	811360	TORQUE HUB, FINAL DRIVE (1000, 8000 & 8500	2
3	811366	O-RING, TORQUE HUB COVER	2
4	811362	HYD. MOTOR, 2-SPEED	2
5	118-5	LOCK WASHER	4
6	811364	CAP SCREW	4
7	851103	AXLE; MAIN	2
8	811350	SPROCKET, TRACK DRIVE (17 TOOTH)	2
9	811352	CAP SCREW, 5/8"-18 x 2 1/4" (TORQUE 180 FT.LBS.)	A/R
9A	116-7-1	NUT, 5/8"	
10	810140	BEARING, 2 1/4" PILLOW BLOCK	4
11	118-7	LOCK WASHER	A/R
12	811352	CAP SCREW	A/R
13	851104	TRACK PAD, POLY	A/R
14	811304	TRACK PAD, CASTED	A/R
15	811308	BOLT, FOR PAD	A/R
15A	811309	NUT, FOR PAD BOLT	A/R
16	811306	PINS, MASTER (COMPLETE)	A/R
17	811312	LINK, TRACK LINK REPAIR SEG.	A/R
18	811310	SPACERS	A/R
19	811307	PINS; PLAIN	A/R
20	851460	BUSHING 004017	A/R
21	811314	BUSHING; BO TRACK	A/R
22	851105L	SIDE FRAME ASSY. L.H.	1
	851105R	SIDE FRAME ASSY. R.H.	1
23	851566	TRACK ROLLER, B / 1	2
24	811326	TRACK ROLLER, B / O	6
25	811330A	CAP SCREW	A/R
26	811328	LOCKWASHER; ROLLER 12MM	A/R
27	811330	CAP SCREW	A/R
28	811406	FRONT IDLER, TRACK (N/S CASTED)	2
29	811329	YOKE, TRACK IDLER (SHORT/ N/S AS OF 3/2000)	A/R
30	851485	UNIVERSAL SEAL KIT, 3 1/2" HYD. CYL.	A/R
31	851644	BREATHER; CYLINDER	A/R
32	811331	HYD. CYL., TRACK TENSIONER	2
33	2404-10-8	ADAPTER,HYD. HOSE	A/R
34	8550B	HOSE ASSY. TRACK R.H. TENSIONER	1
35	810099	PUSH BAR ASSY.	2
36	810110	BEARING, PUSH ROLLER (1 1/4")	4
37	810102	ROLLER, W/BRACKETS, PUSH BAR	2
38	810122	SHAFT, PUSH ROLLER	A/R
39	810070	BUSHING, TRACK IDLER / TRUCK HITCH	2
40	810081	PIN; PIVOT	1
41	6801-10-8.	ADAPTER,HYD. HOSE	A/R
42	6400-10-8.	ADAPTER,HYD. HOSE	A/R
43	6401-8-8.	ADAPTER,HYD. HOSE	A/R
44	5406-12-8.	BUSHING,3/4" M.P.T.x1/2" F.P.T.	1
45	851544	MANIFOLD, N/S TRACK TENSIONER	1
46	8550	HOSE ASSY. L.H. TRACK TENSIONER	1
47	8551	HOSE ASSY.R.H. TRACK TENSIONER	1
48	811365	SEAL, TORQUE HUB DRIVE SHAFT	A/R
49	851489A	SEAL, HYD. MOTOR	A/R
50	851489A-1	SNAP RING	A/R

CONVEYOR DRIVE ASSEMBLY



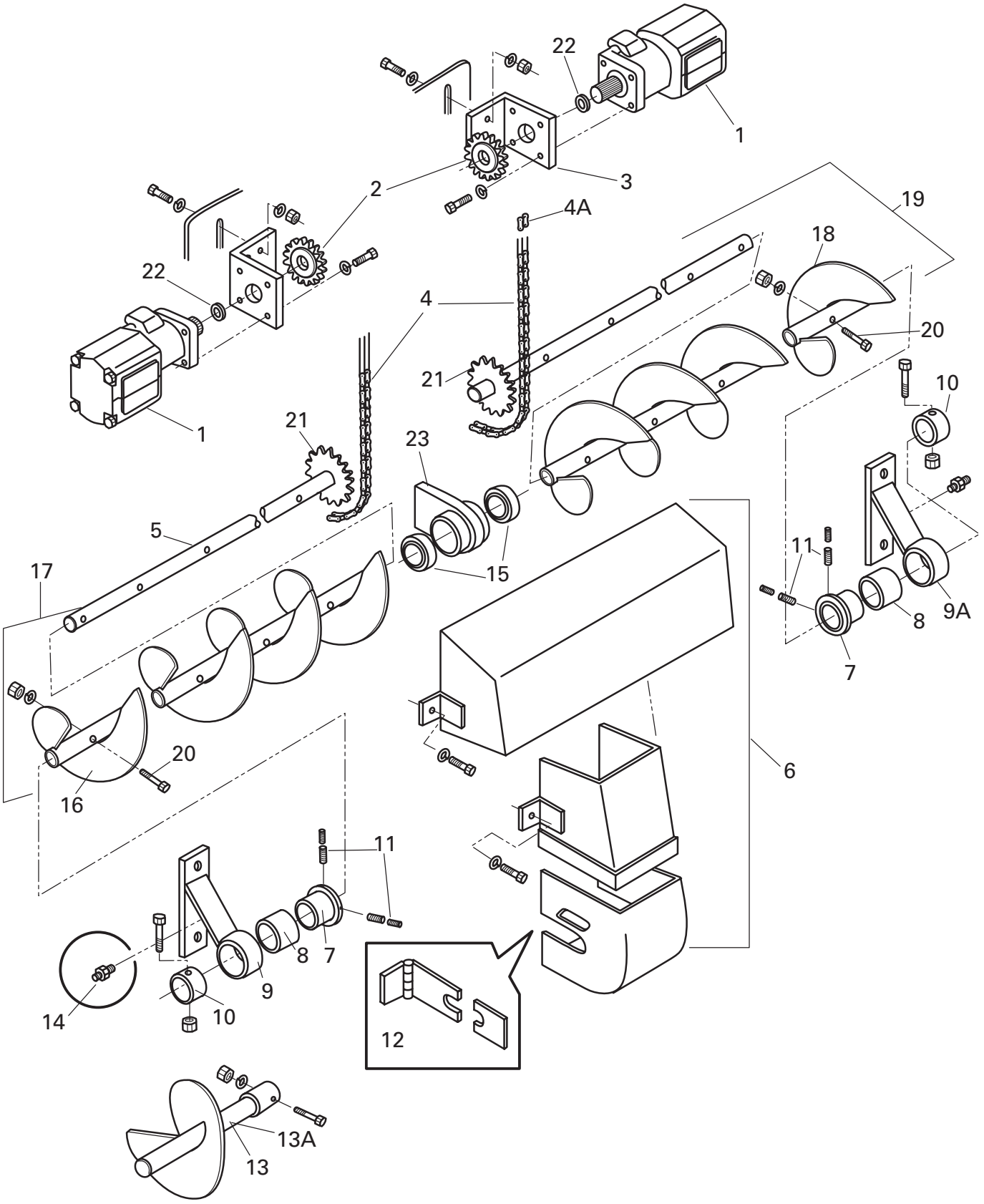
ITEM NO.	PART NO.	DESCRIPTION	QTY.
	851626	CONVEYOR, ASSY. COMPLETE	
	851627	BED ASSY. 8500 CONVEYOR	
1	851111	CAPSCREW, 1/2"x2"	2
2	851112	WASHER, COUNTER SUNK 1/2	2
3	851473	SPROCKET, OUTER DRIVE	2
4	851483	CONVEYOR MOUNTING PLATE WITH BEARING	2
5	851474	SPROCKET, OUTER DR. C-188	2
6	850030	SPROCKET, INNER DRIVE C-188	2
7	851130	BEARING, AUGER, AXLE, IDLER	20
8	851116	DRIVE SHAFT, CONVEYOR	2
9	850040	SNAP RING, CONVEYOR DRIVE SHAFT	2
10	102-405-1A	CAPSCREW, 1/2"x1"	A/R
11	118-5	WASHER, LOCK 1/2"	2
12	851117A	CONVEYOR CHAIN, ASSEMBLY	A/R
13	850070A	LINK, MASTER	4
14	850080	BLOCK LINK	A/R
15	850090	LINK PIN, CONVEYOR CHAIN	A/R
16	850100	COTTER PIN, CONVEYOR CHAIN	A/R
17	850215A	HALF LINK, CONVEYOR CHAIN	A/R
18	851118A	BAR, CONVEYOR FLIGHT BAR (QUICK CHANGE)	A/R
19	851118-2	TAB, WELDMENT (QUICK CHANGE)	A/R
20	851118-1	PIN, ROLL PIN (3/8"x2")	2
21	260130	HYD. MOTOR, CONVEYOR MAIN	2
21A	860014	SEAL KIT, HYD. MOTOR	A/R
22	851120	SPROCKET, CONVEYOR DRIVE MOTOR	2
23	851121	CHAIN, CONVEYOR DRIVE	2
24	800282	CAPSCREW, 5/8"x1 1/4"	A/R
25	118-7	LOCKWASHER, 5/8"	A/R
26	850038 L	DEFLECTOR, LEFT SIDE (Specify High Deck or Low Deck)	A/R
26	850038 R	DEFLECTOR, RIGHT SIDE (Specify High Deck or Low Deck)	4
27	850040	SNAP RING, CONVEYOR DRIVE SHAFT	4
28	850120	IDLER, CONVEYOR CHAIN FRONT	4
29	851123	TUBE ASSY. CONVEYOR FRONT CHAIN GUIDE	2
29A	851653	CAPSCREW, 5/8″x2″ FLAT SOCKET HEAD	
30	851124	SHAFT, CONVEYOR FRONT IDLER	2
31	850162	ROLLER, CONVEYOR CHAIN GUIDE	4
32	851651	TUBE ASSY, CONVEYOR REAR DRIVE	2
32A	851652	CAPSCREW, 5/8″x1″ FLAT SOCKET HEAD	
33	851128	SCRAPER, CONVEYOR	2
34	851129	STOP RUBBER, (SCRAPER)	2
35	850170	SET SCREW	4

HOPPER COMPONENTS
(HIGH DECK)



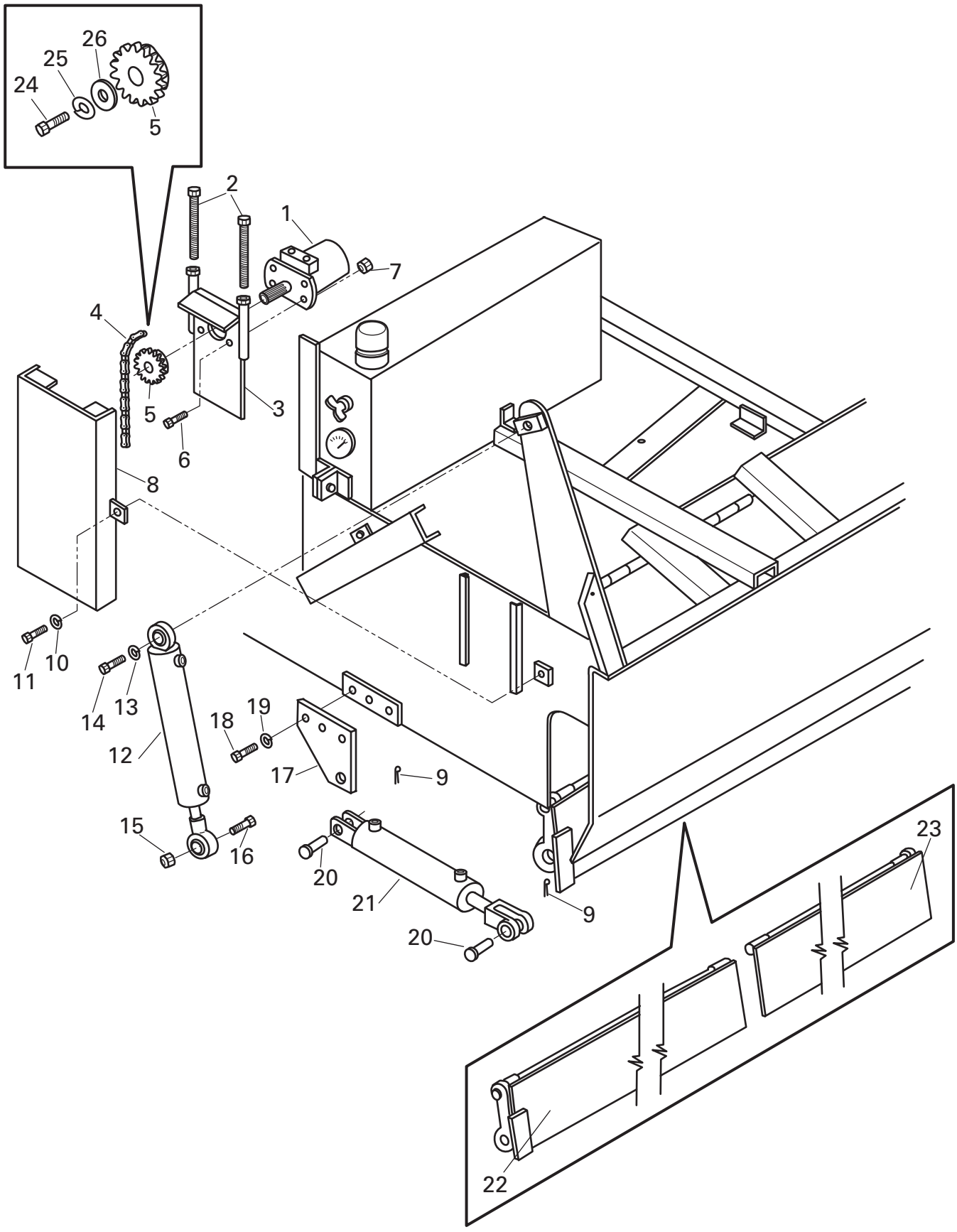
ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	851145	PANEL,HOPPER SIDE,R/H	1
2	851146	PANEL,HOPPER SIDE,L/H	1
3	840030	HYD. CYL., HOPPER WING (8000 / 8500)	2
3A	851484	UNIVERSAL SEAL KIT, CYLINDER	A/R
4	851132	PIN	2
5	870307	CLIPS, (FOR PINS)	4
6	119-10	WASHER, 1"S.A.E. FLAT	2
7	851133	SHIELD,8500 CENTER CONV	1
8	840166	HOLD DOWN	1
9	840162	CENTER SHIELD, CONVEYOR REAR	1
10	851134	SCREW, TAPER (3/8	6
11	851135	SHIELD, FRONT SUPPORT	1
12	851136A	SHIELD,FRONT HARD RUBBER	1
13	851137	REINFORCEMENT, SHIELD BAR	1
14	840072	PIN, PIVOT SIDE PANEL	4
15	851147A	SHIELD, SIDE CORNER RUBBER	2
16	851140	BOTTOM TANK, HYD. OIL (8000C / 8500)	2
16A	853816	BOTTOM TANK (NEW STYLE) NOT SHOWN	
17	840021	SAFETY PROP, HOPPER	1
18	840020	HYD. CYL., HOPPER LIFT (8000 / 8500) (3X12)	1
18A	870311	UNIVERSAL SEAL KIT, HOPPER WING	A/R
19	240030	PIN	2
20	840157	HINGED PANEL, L/H	1
21	840156	HINGED PANEL, R/H	1
22	920032	GUIDE BAR ASSEMBLY	2
23	920041	BAR, GUIDE (OUTER)	2
24	920051	HOUSING, GUIDE BAR (INNER)	2
25	920061	ROD & CHAIN, GUIDE BAR	2
26	920070	WINGBOLT, GUIDE BAR LOCK	

AUGER ASSEMBLY



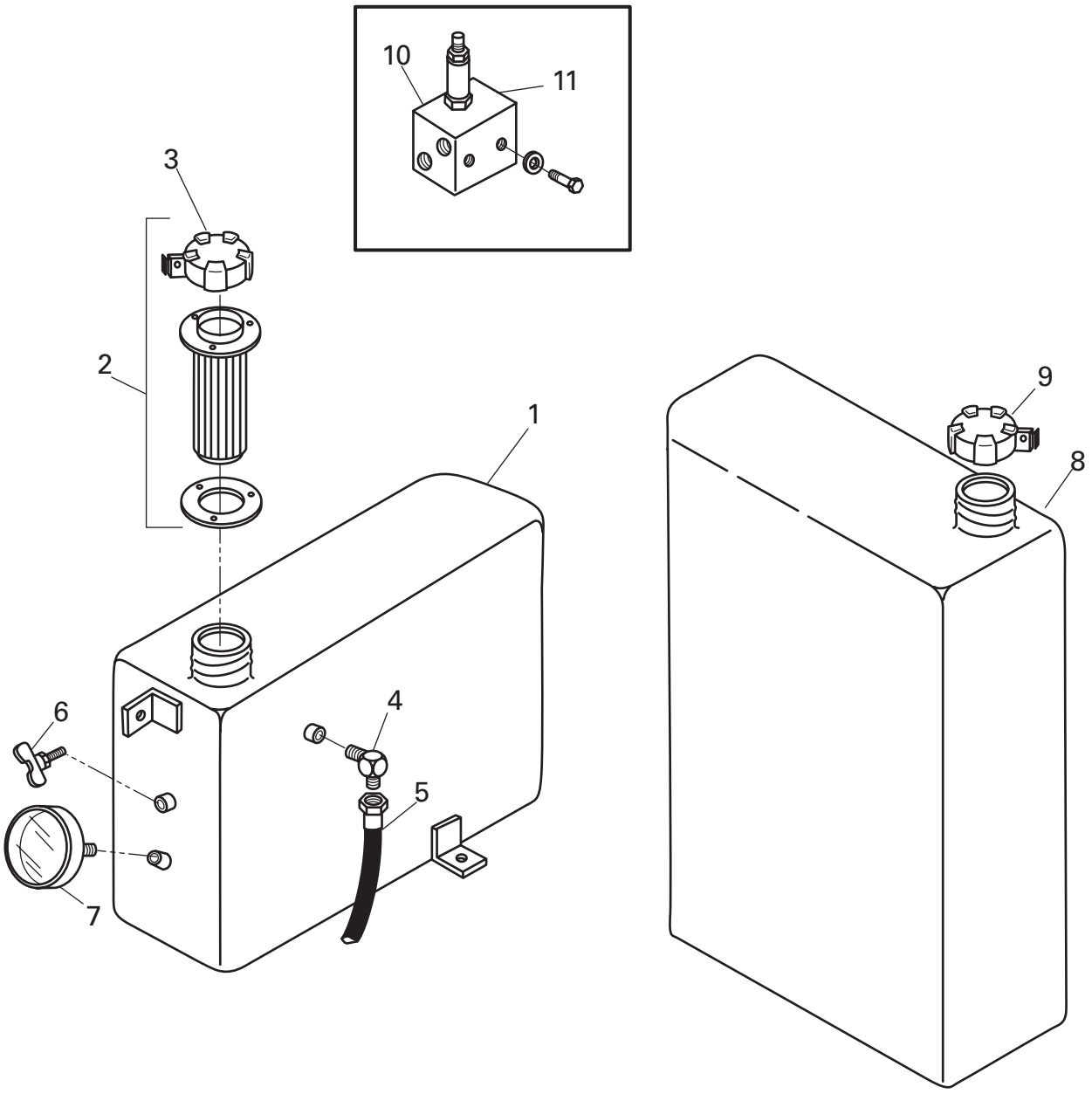
ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	860010	HYD. MOTOR, AUGER (ALL) / CONVEYOR (8000B)	2
2	860030	SPROCKET, AUGER DRIVE MOTOR (8000 / 8500)	2
3	860021	MOUNTING BRACKET, AUGER MOTOR	2
4	860090	CHAIN, PAVER AUGER DRIVE	2
4A	860049	MASTER LINK (60H)	A/R
5	861130C	SHAFT W/ SPROCKET, CASTED AUGER	2
6	860043	COVER, AUGER CHAIN DRIVE (8000 / 8500)	1
7	851645	COLLAR, RETAINING CAP WITH BOLT	1
8	810070	BUSHING, TRACK IDLER / TRUCK HITCH	1
9	860051HDR	ENDMOUNT, R.H. AUGER	1
9A	860051HDL	ENDMOUNT, L.H. AUGER	1
10	851647	END CAP, FOR AUGER	
11	851645-1	SET SCREWS	A/R
12	860043-1	KIT, AUGER COVER CLOSING	A/R
13	860136	AUGER EXTENSION, R.H.	A/R
13A	860135	AUGER EXTENSION, L.H.	A/R
14	140610	GREASE FITTING	A/R
15	850130	BEARING	2
16	861140C	AUGER SECTION, R.H.	4
17	860083	AUGER ASSEMBLY,R.H.	1
18	861150C	AUGER SECTION, L.H.	4
19	860073	AUGER ASSEMBLY, L.H.	A/R
20	861141	BOLT AND NUT, CASTED AUGER	A/R
21	860035	SPROCKET, AUGER SHAFT (WELD ON)	2
22	860012	SEAL KIT, HYD. MOTOR	2
23	853403	CENTER AUGER SUPPORT	A/R

CONVEYOR DRIVE CUTOFF, SCREED LIFT CYLINDERS



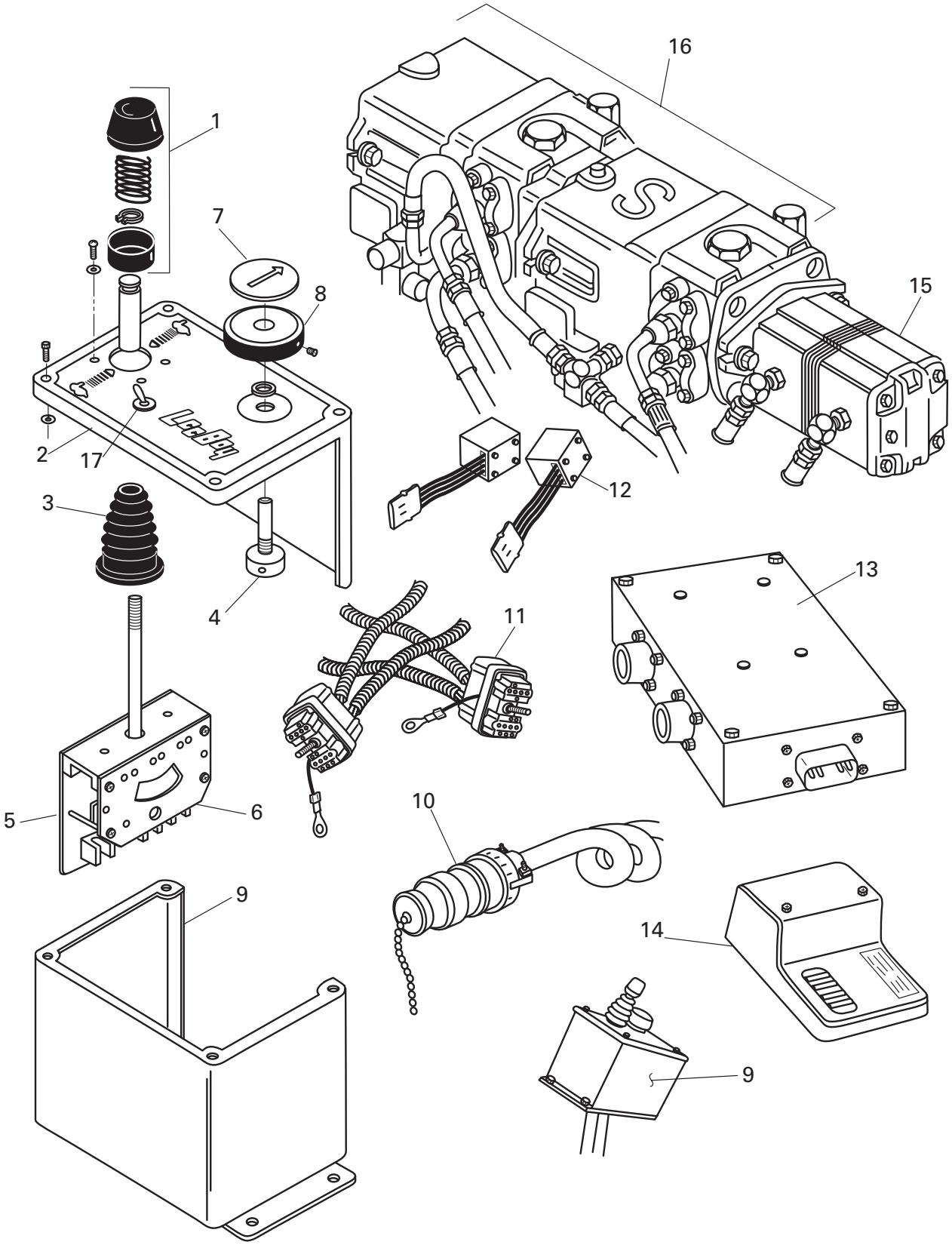
ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	260130	HYDRAULIC MOTOR	2
2	851148	BOLT, CONVEYOR DRIVE CHAIN ADJUSTER	4
3	851149	MOUNT, CONVEYOR DRIVE MOTOR	2
4	851121	CHAIN, CONVEYOR DRIVE (#80)	2
5	851120	SPROCKET, CONVEYOR DRIVE MOTOR	2
6	851111	CAP SCREW, 1/2"-13 x2"HEX HEAD	8
7	116-5	NUT, 1/2"-13 HEX	8
8	851151L	CHAIN GUARD, CONVEYOR L.H. DRIVE	1
8A	851151R	CHAIN GUARD, CONVEYOR R.H. DRIVE	1
9	930039	COTTER PIN, 3/16" X 2" LONG	4
10	118-3	WASHER, 3/8" LOCK	6
11	102-203-1A	CAP SCREW, 3/8"-16 x 3/4"HEX HEAD	6
12	851436	HYD. CYL., SCREED LIFT (1000C / 8000C / 8500)	2
12A	851484	SEAL KIT UNIVERSAL FOR 2” CYLINDER	
13	118-10	WASHER, 1" LOCK	2
14	100-913-1A	CAP SCREW, 1"-14x3 GR. 8 HEX HEAD	2
15	142-10	LOCK NUT, 1"-14 HEX	2
16	100-915-1A	CAP SCREW, 1'-14x3 1/2", GR.8 HEX HEAD	2
17	851152	PLATE, CUTOFF CYLINDER MOUNT	2
18	102-607-1A	CAP SCREW, 5/8"-11x1 1/2" HEX HEAD	6
19	118-7	WASHER, 5/8" LOCK	6
20	240030	PIN, HYDRAULIC CYLINDER	2
21	910170	HYD. CYL., CUTOFF	2
21A	870312	SEAL KIT UNIVERSAL FOR 2 1/2” CYLINDER	
22	851153	CUT-OFF LEFT SIDE	1
23	851154	CUT-OFF RIGHT SIDE	1
24	102-5-1A	CAP SCREW, 1/4"-20x 1" HEX HEAD	2
25	118-1	WASHER, 1/4" LOCK	2
26	860036	WASHER, FENDER (1/4	2

HYDRAULIC COMPONENTS L/H SIDE
FUEL TANK



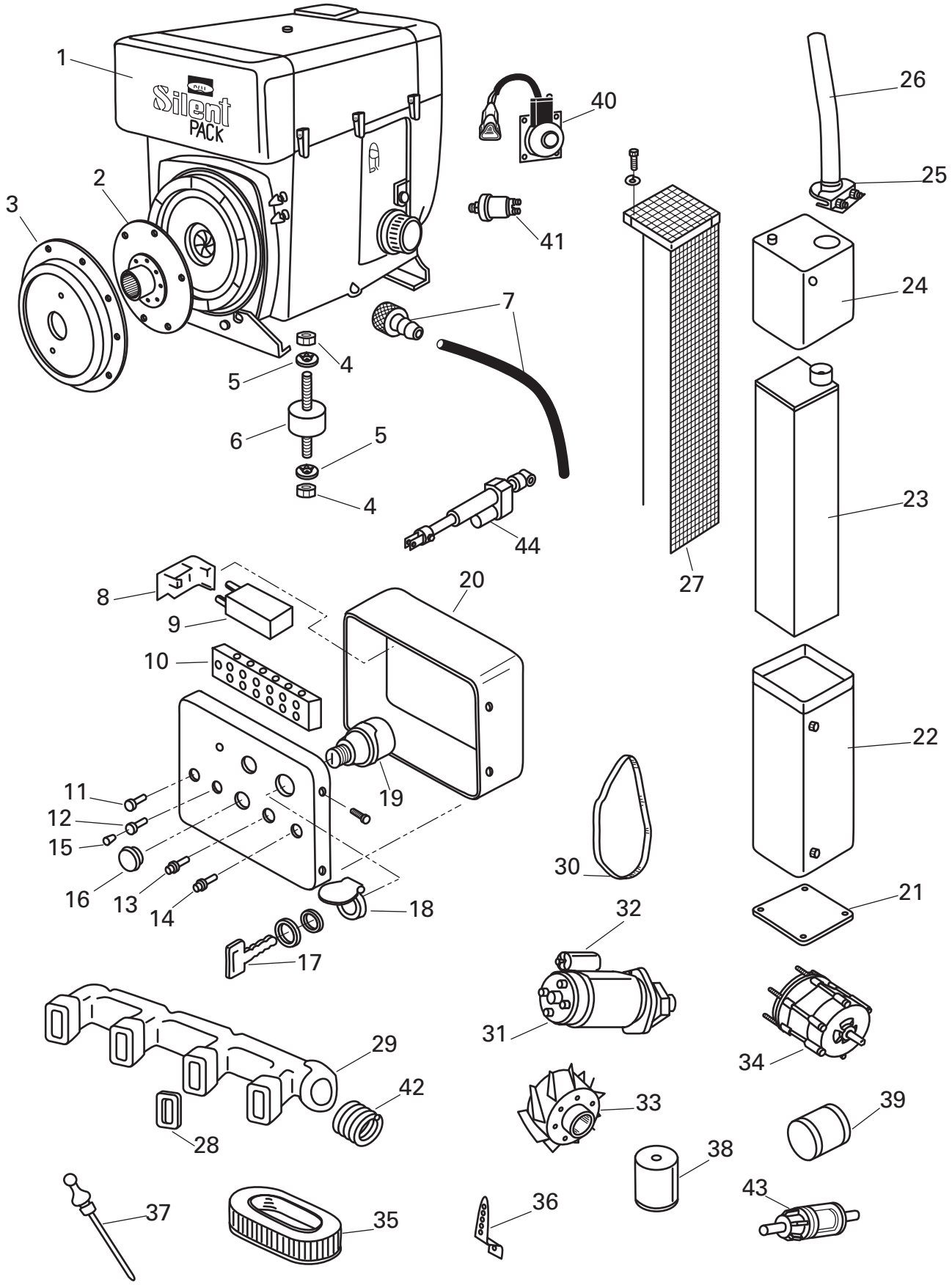
ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	851232	TANK, HYDRAULIC (TOP HIGH DECK)	1
2	140030GK	STRAINER & GASKET KIT	1
3	140030HL	CAP, HYD. TANK (LOCKABLE)	1
4	910129	ADAPTER, 1/4" MPT x 1/4" MJIC (90 DEGREE)	1
5	851234	HOSE, VENT	1
6	910150	PETCOCK, HYD. OIL LEVEL	1
7	330040	GAUGE, TACK TEMP/ HYD. OIL TEMP.	1
8	851157	TANK, HIGH DECK FUEL	1
9	140030FL	FUEL TANK CAP, LOCKABLE	1
10	910122	MANIFOLD, SIDE WING	1
11	910122-1	RELIEF VALVE, SIDE WING MANIFOLD	1

PUMP COMPONENTS
ELECTRONIC STEERING



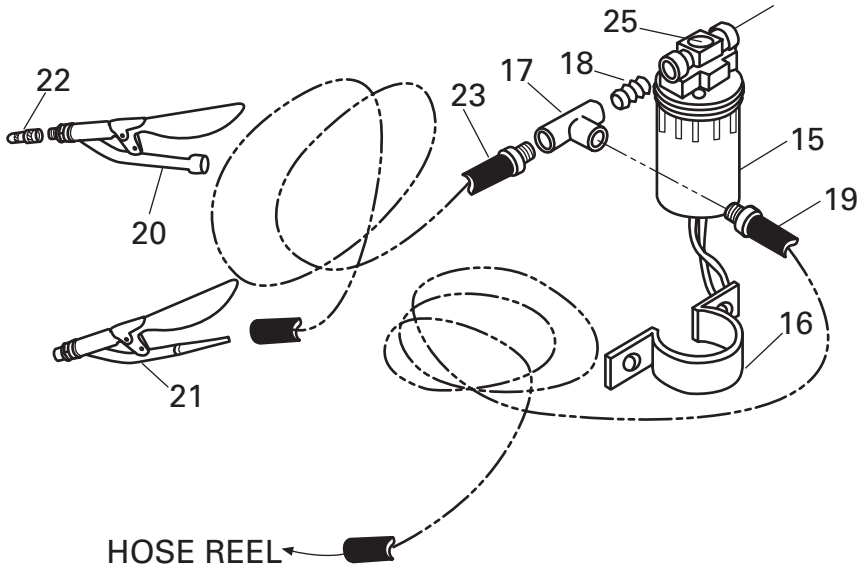
ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	851666	KNOB, JOYSTICK	1
2	851667	DECAL, STEERING DASH	1
3	851538	BOOT, JOYSTICK	1
4	851540	POTENTIOMETER, STEERING	1
5	851537	JOYSTICK ASSEMBLY	A/R
6	851535	SWITCHES, SAFETY NEUTRAL	A/R
7	851667	DECAL, STEERING KNOB	A/R
8	850670	KNOB, STEERING	1
9	851546	STEERING BOX, SUNDSTRAND	1
10	851548	CURLY CORD, STEERING BOX TO JUNCTION BOX	1
11	851553	WIRE HARNESS, JUNCTION BOX TO CONTROLLER	1
12	851545-1	CONTROLLER, E.D.C.	1
13	852090	JUNCTION BOX, SUNDSTRAND ELITE III	1
14	851547	MC. MICRO CONTROLLER	1
15	851160	TANDEM AUXILIARY PUMP, AUGERS & CONVEYORS	1
16	851545	HYD.PUMP, TANDEM PROPULSION (W/E.D.C.)(SUNSTRAND)	1
16A	982788	HYD.PUMP, TANDEM PROPULSION (W/E.D.C.)(REXROL)NOT SHOWN	
17	500040	TOGGLE SWITCH, ON / OFF	1

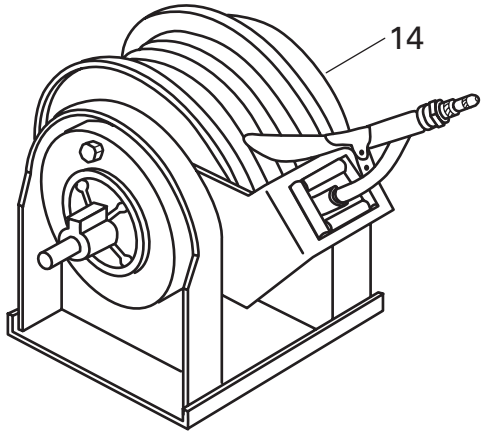
ENGINE AND PUMP COMPONENTS



ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	320001	4 CYL. DIESEL ENG., HATZ 4L41C (SILENT-PAK)	1
2	851479	PUMP DRIVE PLATE, FLYWHEEL	2
3	320200	COVER, PUMP PLATE	1
4	320144	NUT,10mm.	1
5	320142	WASHER, 10mm.	4
6	320140	MOUNTPAD, ENGINE HATZ	4
7	851497	HOSE & DRAIN FITTING, ENGINE OIL DRAIN	1
8	320330	MOUNT, STARTER RELAY	1
9	320320	RELAY, STARTER	1
10	320340	BLOCK, TERMINAL	1
11	320383	INDICATOR LAMP, ENGINE TEMP	1
12	320385	INDICATOR LAMP, AIR FILTER	
13	320384	INDICATOR LIGHT, ENG.OIL PRESS.	1
14	320386	INDICATOR LIGHT, BATTERY CHARGE	1
15	320360	LIGHT BULB, INDICATOR LAMP	4
16	320382	PLUGS	1
17	320380	IGNITION KEY, HATZ DIESEL	1
18	320381	FLAP, IGNITION SWITCH	1
19	320390	IGNITION SWITCH, HATZ DIESEL	1
20	320375	INSTRUMENT BOX, W/ PANEL & SWITCH	1
21	HATO3878000	PLATE, MUFFLER BOTTOM	1
22	HATOO871801	COVER, MUFFLER BOTTOM	1
23	320422	MUFFLER, HATZ SILENT PACK	1
24	HATO1083000	COVER, MUFFLER TOP	1
25	320030	CLAMP, 2" EXH. PIPE	1
26	851164	PIPE EXT. MUFFLER	1
27	320510	HEAT SHIELD, MUFFLER	1
28	320260	GASKET, EXH. MANIFOLD TO CYL. HEAD	3
29	320250-4	EXH. MANIFOLD, HATZ 4 CYL.	1
30	320090	BELT, ALTERNATOR / BLOWER	1
31	320270	STARTER MOTOR	1
32	320280	SOLENOID, STARTER	1
33	320290	BLOWER FAN	1
34	320300	ALTERNATOR, 12 VOLT	1
35	310060	ELEMENT, AIR FILTER	2
36	320120	LEVER, ENGINE THROTTLE	1
37	320110	DIPSTICK, ENGINE OIL LEVEL	1
38	310080	ELEMENT, FUEL FILTER	1
39	310070	ELEMENT, OIL FILTER	1
40	851567	SOLENOID, FUEL SHUT-OFF	1
41	320387	SENDING UNIT, OIL PRESSURE	1
42	HATO01603700	GASKET, MUFFLER TO MANIFOLD	1
43	310090	IN-LINE FUEL FILTER	1
44	320130	ELECTRIC SCREW, ELITE III	

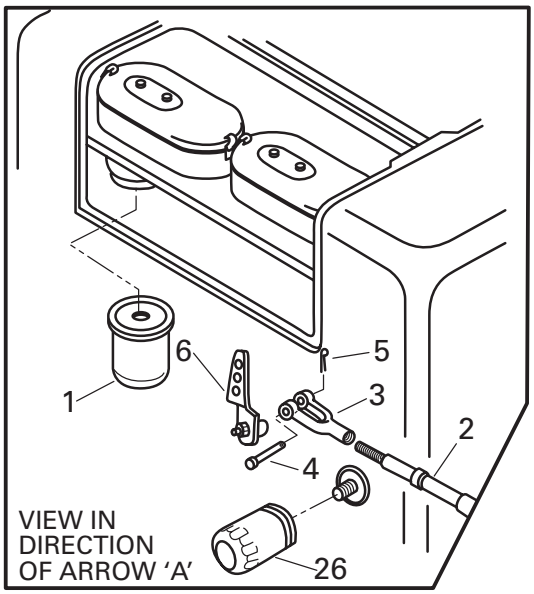
MAIN VALVE AND SPRAY DOWN

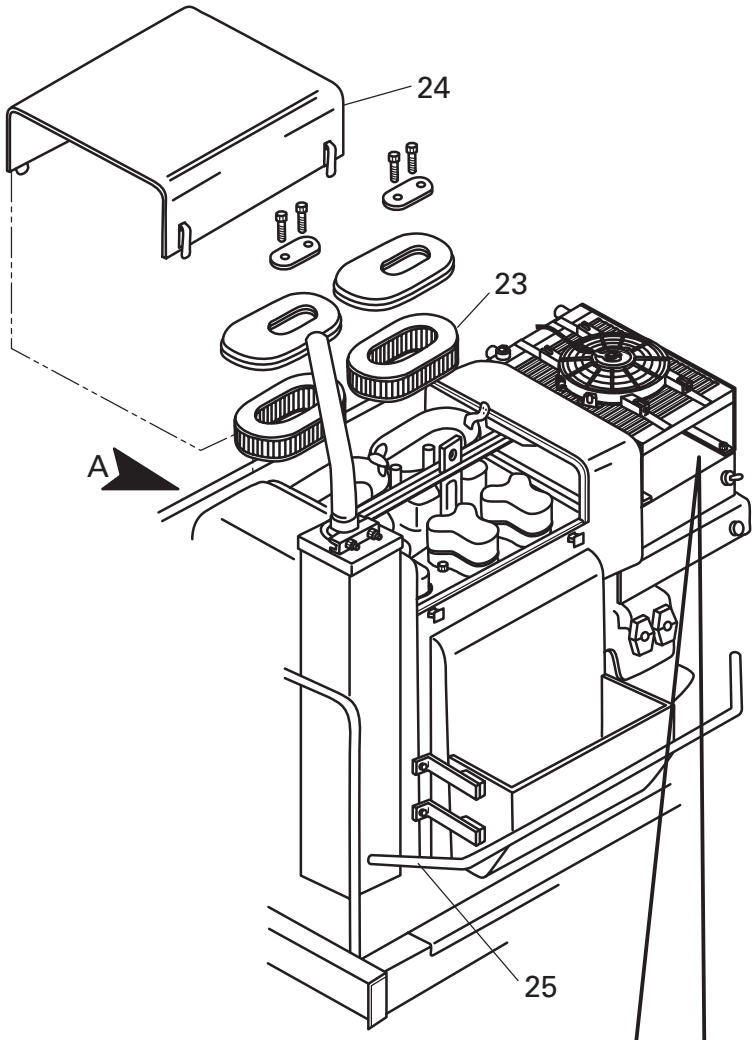


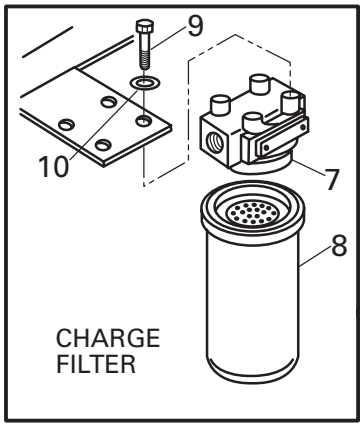


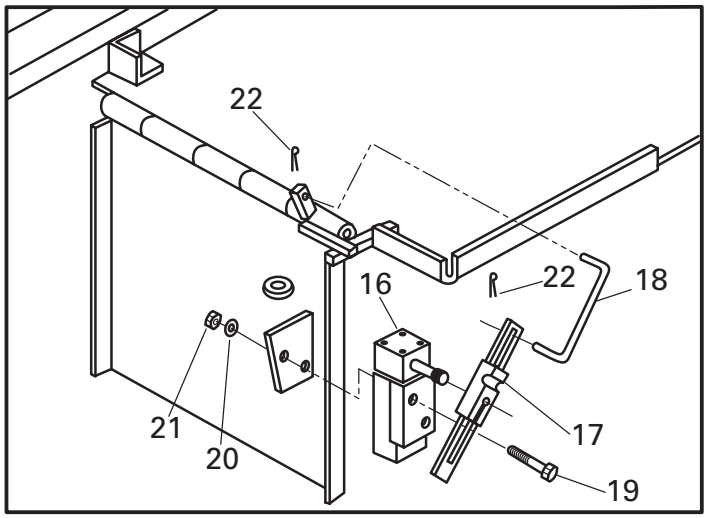
ITEM NO.	PART NO.	DESCRIPTION	QTY.
14	920200	HOSE REEL, MACHINE WASHDOWN	1
15	900010	PUMP, SPRAYDOWN (FLOWJET)	1
16	480260	BRACKET, WATER / FUEL PUMP MOUNT	1
17	920222	TEE, 3/8"	1
18	920223	NIPPLE, 3/8"	1
19	920221	HOSE, PUMP TO HOSE REEL	1
20	920220A	HANDLE ONLY, FUEL WASH-DOWN	2
21	920220	HANDLE & NOZZLE, FUEL WASH-DOWN	2
22	901210A	NOZZLE, FUEL WASH-DOWN HANDLE	A/R
23	920224	HOSE, TO SPRAYDOWN HANDLE	2
24	850101	TAB, AUGER LOCKOUT	
25	851448	PRESSURE SWITCH (FLOWJET PUMP)	A/R

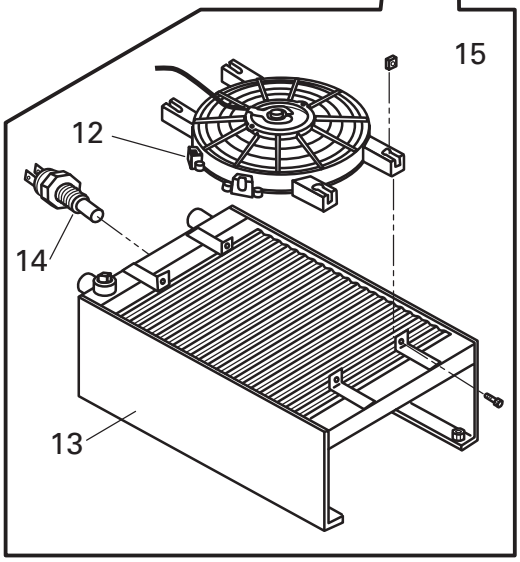
FILTER LOCATION & ACCESSORIES
(HATZ)





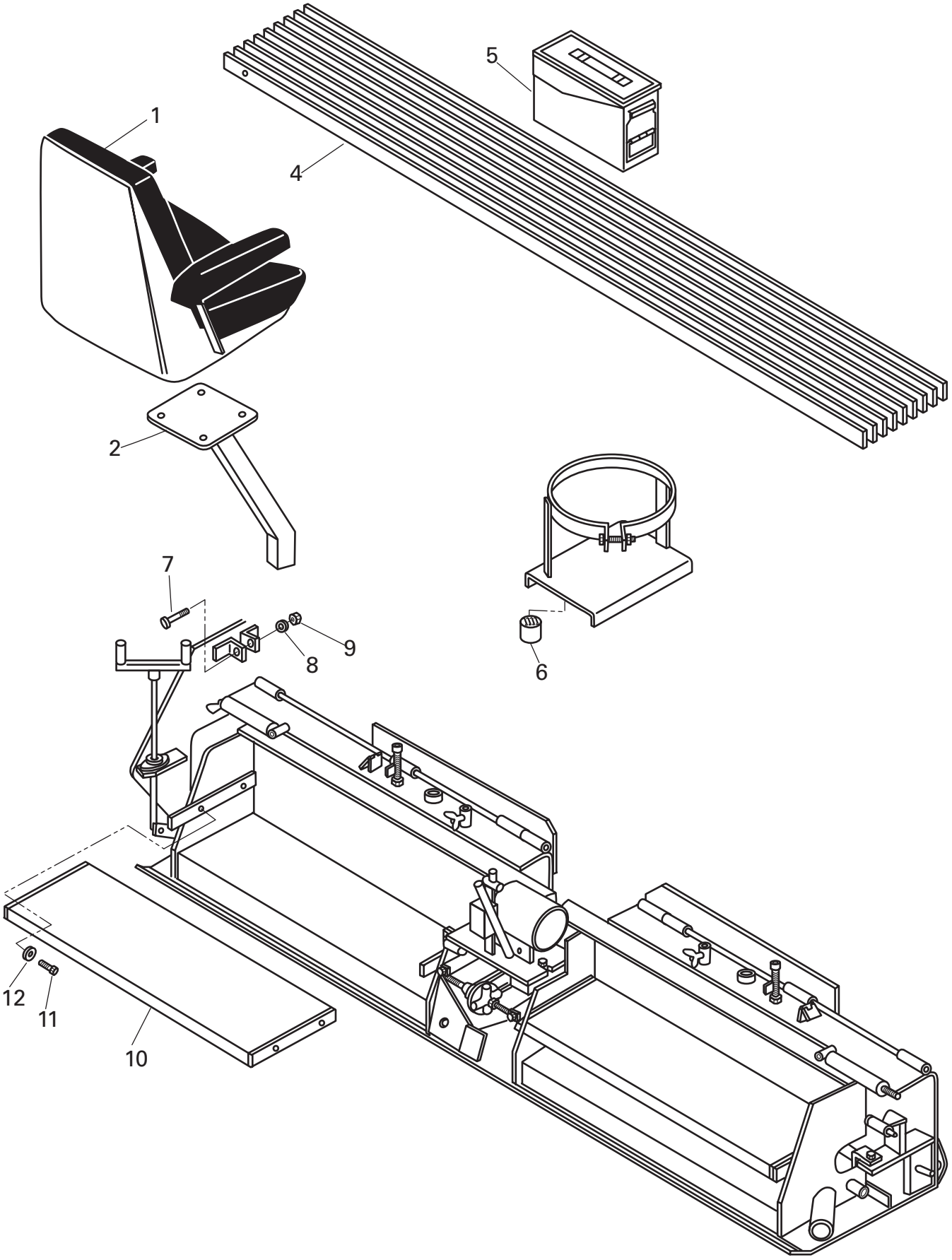






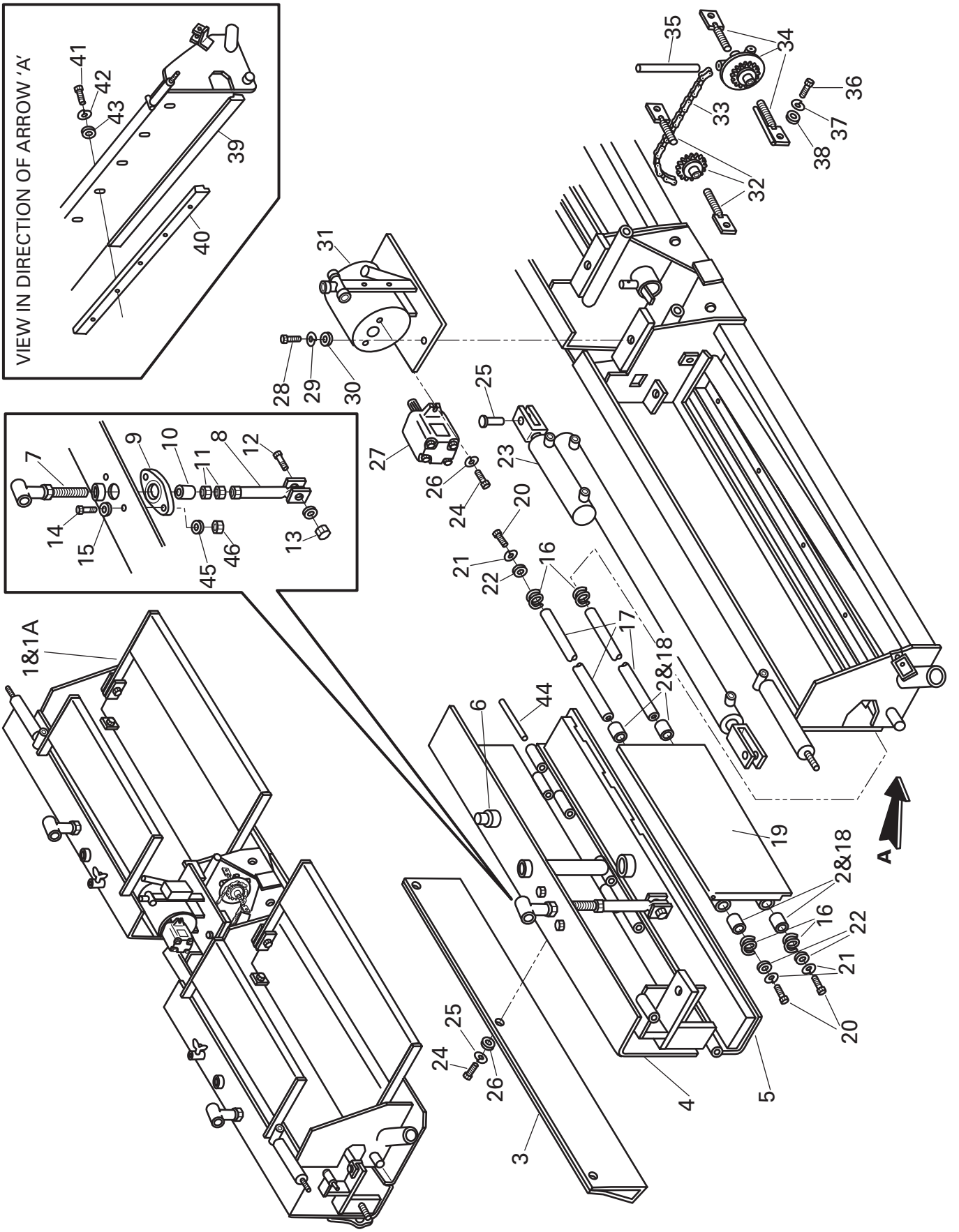
ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	310080	ELEMENT, FUEL FILTER (HATZ DIESEL)	1
2	920161	CABLE, THROTTLE	1
3	350050	CLEVIS, 1/4"	1
4	350080	PIN, CLEVIS (1/4)	1
5	960019	PIN, COTTER (1/4)	1
6	320120	LEVER, THROTTLE	1
7	290010	HEAD, CHARGE / RETURN FILTER	1
8	290030	ELEMENT, CHARGE / RETURN FILTER	1
9	102-205-1A	CAPSCREW, 3/8X1"	4
10	118-3	WASHER, 3/8"	4
12	982792	FAN, OIL COOLER	1
13	982793	HYDRAULIC COOLER, LESS FAN AND MOTOR	1
14	852260-3	SENSOR, HYDRAULIC OIL TEMP.	1
15	852260	HYD. OIL COOLER, W / FAN, MOTOR & SENSOR	1
16	900050	MIRCO SWITCH, AUTO. CONVEYORS	2
17	900060	ARM, AUTO. CONVEYOR SWITCH	2
18	900075	LINKAGE	2
19	900076	SCREWS	2
20	900077	LOCK WASHER	2
21	900078	NUT	2
22	900079	PIN, COTTER (1/4)	2
23	310060	ELEMENT, AIR FILTER (HATZ DIESEL)	2
24	320500	COVER,ENGINE ACCESS(HATZ 4L41C	1
25	851163	SHIELD, HEAT 4 CYLINDER (HATZ)	1
26	310070	OIL FILTER, HATZ	1

SEAT, WALKWAY & OTHER COMPONENTS (HIGH DECK)



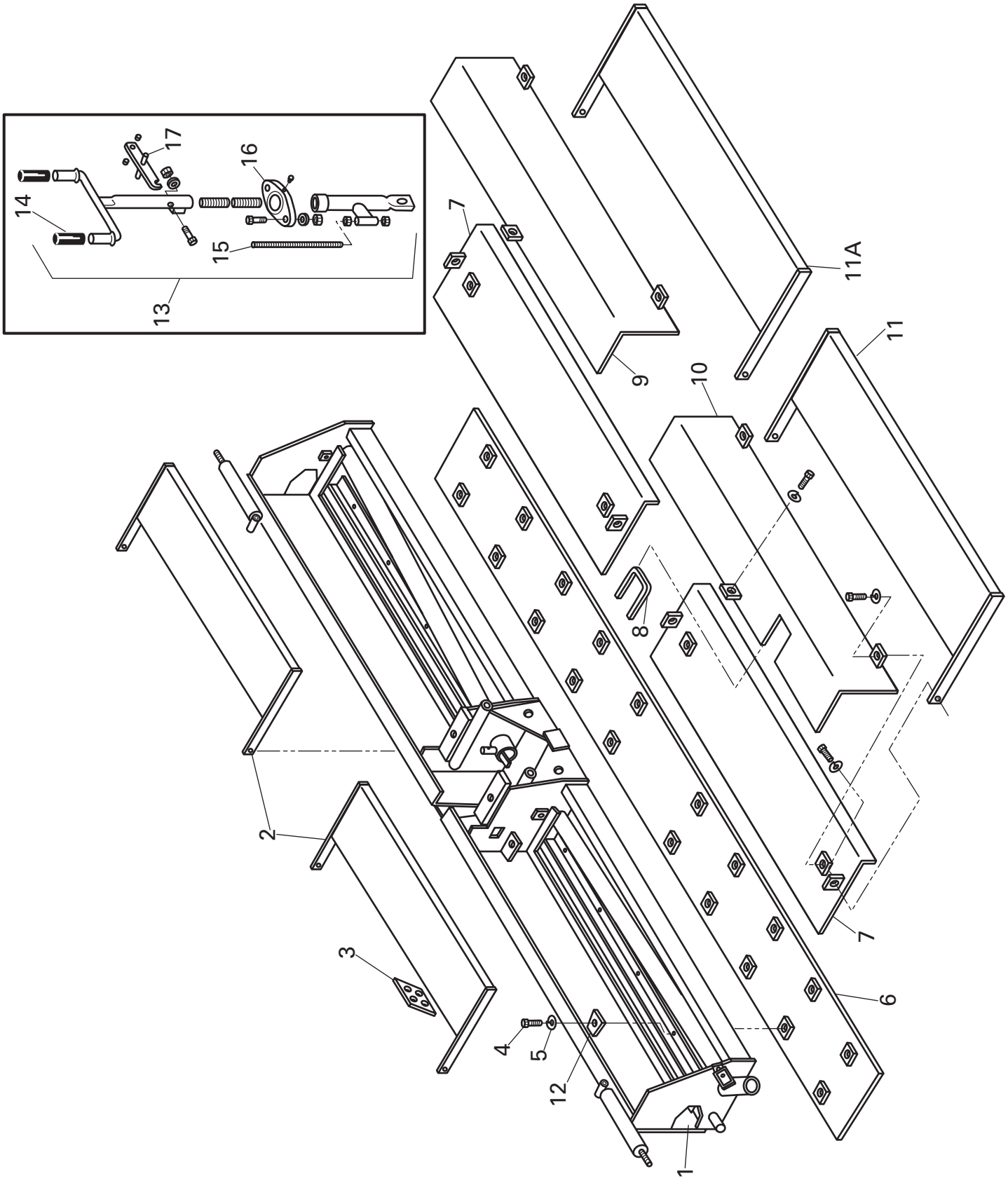
ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	360010	SEAT ASSY W / ARMREST, WHITE	1
2	920024	SUPPORT, SEAT H/D	1
3			
4	851168A	WALKWAY, UPPER	1
5	851169	TOOL BOX	1
6	160320	HORN, BACKUP ALARM	
7	102-415-1A	CAPSCREW 1/2 - 13 x 31/2"	2
8	118-5	WASHER, LOCK 1/2	2
9	115-5-A	NUT, HEX 1/2	2
10	851176L	WALKWAY, LOWER (STEP) LEFT SIDE	2
10	851176R	WALKWAY, LOWER (STEP) RIGHT SIDE	2
11	102-206-1A	CAPSCREW 3/8 - 16 - 1 1/4"	4
12	118-3	WASHER, LOCK 3/8	

EXTENDABLE SCREED ASSEMBLY
(PART I)



ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	851177	SCREED, ASSEMBLY (STYLE C)	1
1	851178	SCREED ASSEMBLY (STYLE D)	1
2	851179	BUSHING, SCREED EXTENSION (3" LONG)	1
3	851180	GUARD, HOUSING SPECIFY (L/H OR R/H)	1
4	851181L	EXTENSION, UPPER, LEFT SIDE	1
4A	851181R	EXTENSION, UPPER, RIGHT SIDE	1
5	851182L	WEAR PLATE, L.H. SCREED EXT. (C & D SCREED)	1
5A	851182R	WEAR PLATE, R.H. SCREED EXT. (C & D SCREED)	1
6	851183	COUPLING, MALE	1
7	851184	ADJUSTING SCREW, SCREED EXTENSION	2
8	851185	RECEIVER NUT, SCREED EXTENSION SCREW	2
9	870030	BEARING, SCREED FLIGHT SCREW	2
10	851186	SPACER	1
11	116-8	NUT, HEX 3/4"	1
12	870279	CAPSCREW, SOCKET HEAD SHOULDER	1
13	143-3	LOCKNUT, 3/8"-16	1
14	102-309-1A	CAPSCREW, 7/16"x2" HEX HEAD	1
15	119-4	WASHER, FLAT, 7/16"	1
16	851256	SNAPRING	2
17	851188	SHAFT, EXTENSION	2
18	851179	BUSHING, SCREED EXTENSION (3" LONG)	2
19	851190	SLIDE, INNER EXTENSION	1
20	100-408-1	CAPSCREW, 1/2"x20x1 1/2" HEX HEAD	2
21	118-5	WASHER, 1/2" LOCK	2
22	119-5	WASHER, 1/2" FLAT	2
23	851191	HYD. CYL., SCREED EXT. (L.H.)	1
23A	851484	UNIVERSAL SEAL KIT	
23	851192	HYD. CYL., SCREED EXTENSION (R.H.)	1
24	860048	CAPSCREW, 7/16"x2" HEX HEAD	2
25	210060	PIN, CYLINDER	2
26	118-4	WASHER, 5/8" FLAT	2
27	870220	MOTOR, HYDRAULIC SCREED VIBRATOR	1
28	102-606-1A	CAPSCREW, 5/8"-11x1 1/4" HEX HEAD	2
29	118-7	WASHER, 5/8" LOCK	2
30	119-7	WASHER, 5/8" FLAT	2
31	870232	VIBRATOR, SCREED	1
32	870172	TURN BUCKLE, CROWN & VALLEY (FRONT)	1
33	870190	CHAIN, CROWN & VALLEY #40	1
34	870182	TURN BUCKLE, CROWN & VALLEY (REAR)	1
35	851195	HANDLE, CRANK	1
36	102-607-1A	CAPSCREW, 5/8"x 1 1/2"	2
37	118-7	WASHER, 5/8" LOCK	2
38	119-7	WASHER, 5/8" FLAT	2
39	851299	GUIDE, EXTENSION LOWER, (WELDMENT)	2
40	851298	GUIDE, EXTENSION TOP	1
41	102-406-1A	CAPSCREW, 1/2"x 1 1/4"	2
42	118-5	WASHER, LOCK 1/2"	2
43	119-7	WASHER, FLAT, 1/2"	2
44	851196	PIN, SCREED EXTENSION HINGE	1
45	119-4	WASHER, FLAT, 7/16"	2
46	116-5	NUT, 7/16"	2

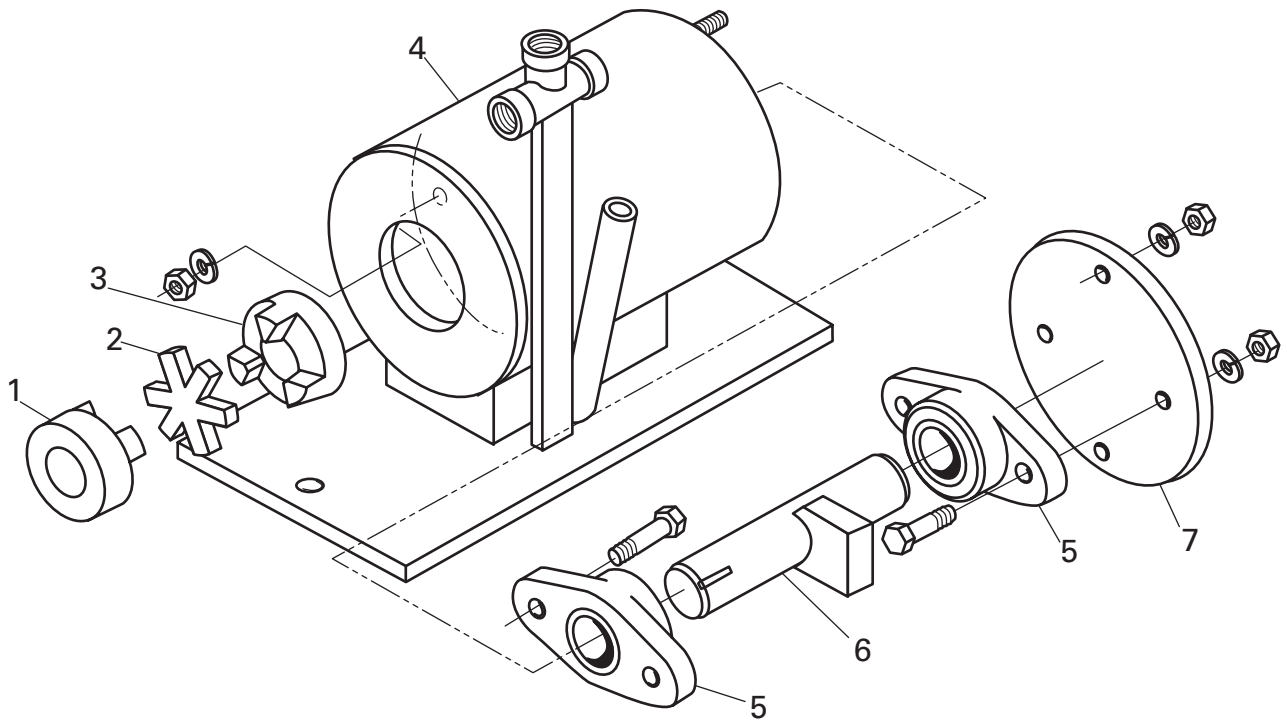
EXTENDABLE SCREED ASSEMBLY
(PART II)



ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	982797	SCREED, BASE (NEW STYLE)	1
2	851198	STEP, UPPER	2
3	851199	BULKHEAD, HYDRAULIC	1
4	851134	CAPSCREW, HEX, 3/8"x3/4"	20
5	118-3	WASHER,LOCK 3/8"	20
6	851514	PLATE, SCREED (FITS SERIAL #1250 AND UP)	1
6A	981724	PLATE, SCREED (NEW STYLE WEAR PLATE WITH 90° ANGLE AT FRONT)	
7	851201	LID, SCREED	2
8	851202	GROMMET	1
9	851203	COVER, CYLINDER (R/H)	1
10	851204	COVER, CYLINDER (L/H)	1
11	856733L	WALKBOARD ASSEMBLY, ELITE 3 LOWER LEFT HAND (NS)	1
11A	856733R	WALKBOARD ASSEMBLY, ELITE 3 LOWER RIGHT HAND (NS)	1
12	121-3	WASHER, WEDGE	20
13	851370	FLIGHT SCREW ASSEMBLY	2
14	870276	GRIP, HANDLE	2
*15	851372	ROD GAUGE	1
*16	870030	BEARING, SCREED FLIGHT SCREW	1
*17	851373	LOCK, ARM	1

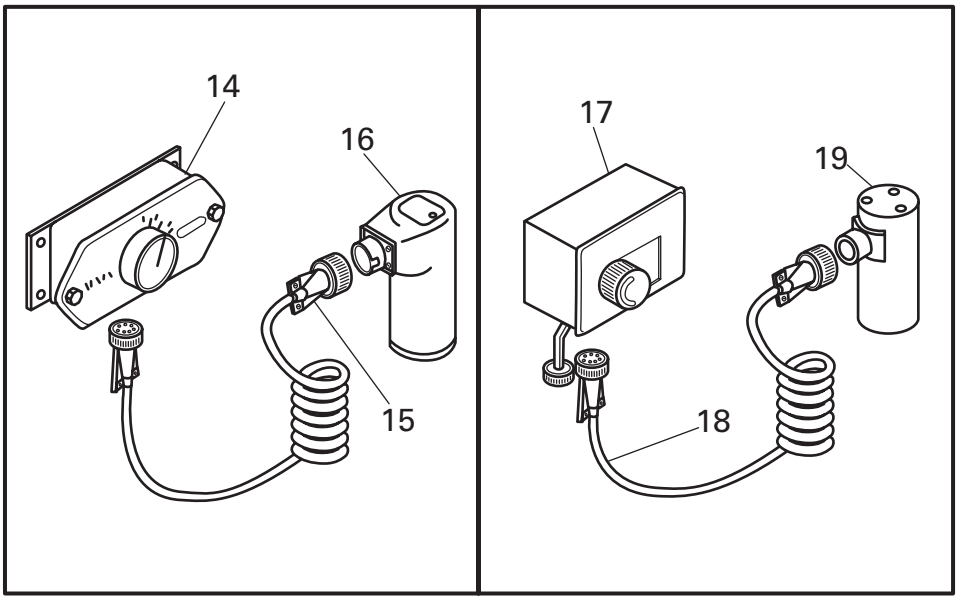
* ITEMS NOT INCLUDED WITH PART. NO. 851370 FLIGHT SCREW ASSEMBLY

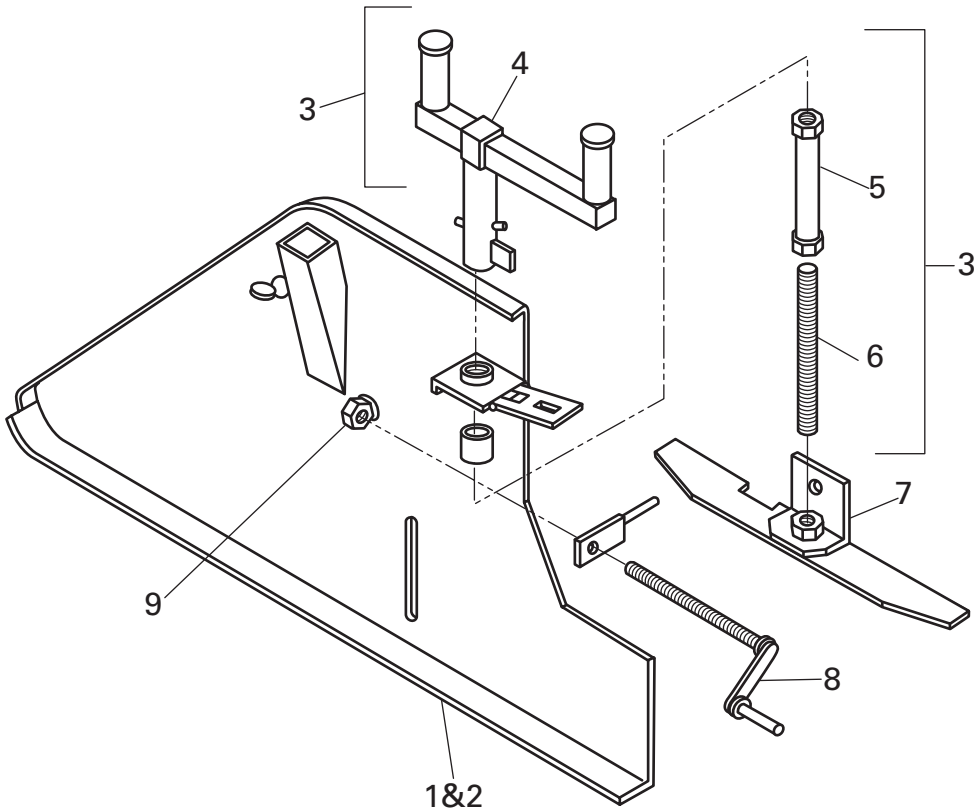
VIBRATOR ASSEMBLY



ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	280030	COUPLING HALF, TACK PUMP MOTOR	1
2	280040	INSERT, 3-JAW COUPLING	1
3	880030	COUPLING HALF, 1" (VIBRATOR SHAFT)	1
4	880042	HOUSING, VIBRATOR ECCENTRIC	1
5	250150	BEARING, CONVEYOR PULLEY/ VIBRATOR SHAFT	2
6	880062	SHAFT, VIBRATOR ECCENTRIC	1
7	880071	PLATE, VIBRATOR HOUSING	1

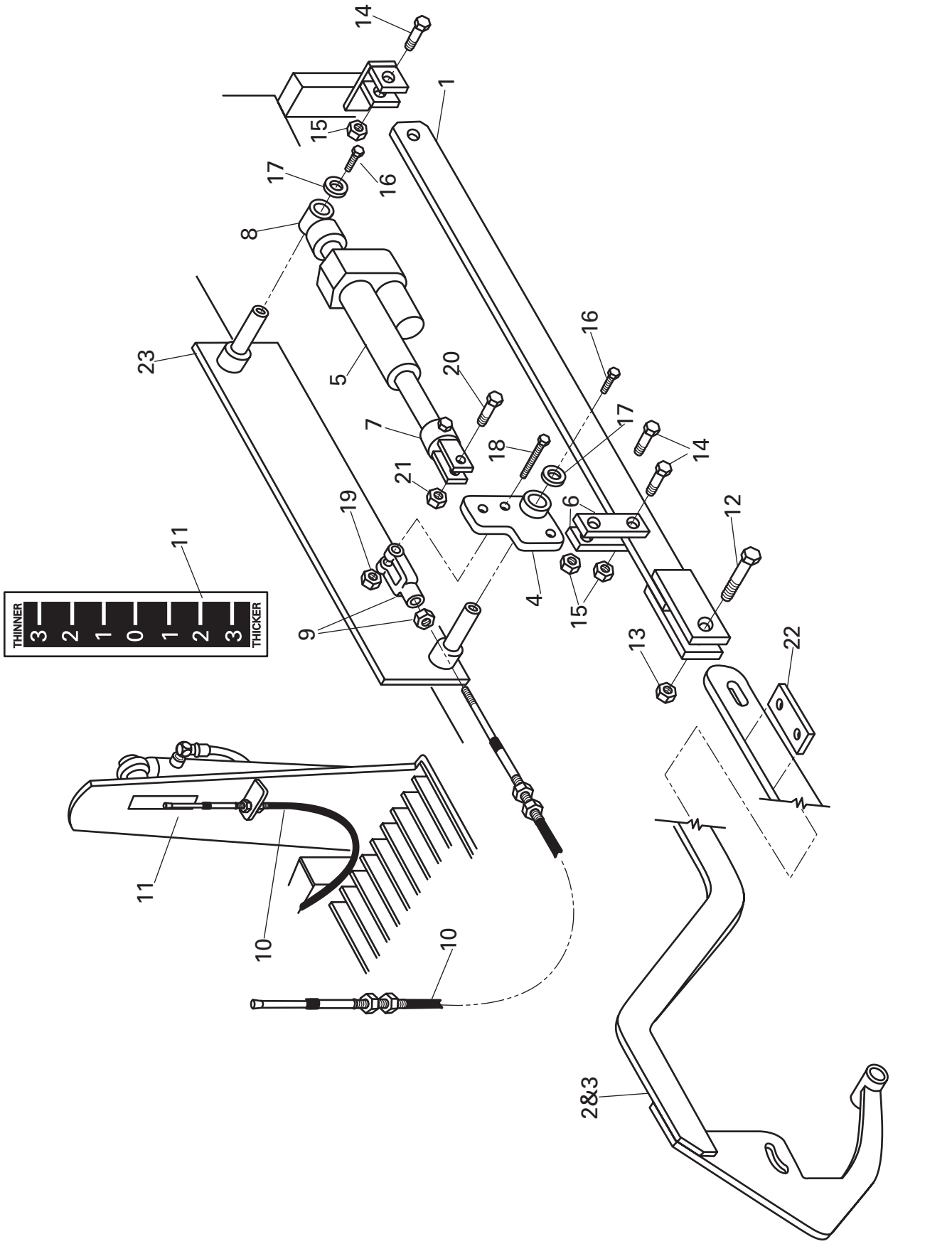
JOINTER ASSEMBLY





ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	851682	JOINTER, ASSEMBLY [SHORT]	1
2	851683	JOINTER, ASSEMBLY [SHORT] R/H	1
3	890092	DEPTH SCREW ASSY., SCREED	2
4	890092	HANDLE, DEPTH SCREW SLIDE TYPE	2
5		COMES AS # 3	
6		COMES AS # 3	
7	890132 R & L	BRACKET, DEPTH SCREW CONTROL	2
8	890081	TILT SCREW, JOINTER ASSY.	2
9	890070	NUT , (WELDMAN)	2
10	851595	SONAMAT WIRING HARNESS (NOT SHOWN)	2
11	982794	SENSOR, ULTRA SONIC (NOT SHOWN)	
12	982795	REMOTE POD, ULTRA SONIC (NOT SHOWN)	
13	982796	POWER CABLE, ULTRA SONIC (NOT SHOWN)	
14	851690	CONTROL, AUTO AUGER SENSOR (N/S RAMSEY)	A/R
15	851691	CABLE, AUTO. AUGER SENSOR (N/S RAMSEY)	A/R
16	851692A	SONIC SENSOR ELITE 3 AUTO AUGERS (RAMSEY)	A/R
17	851693A	CONTROL ELITE 3 AUTO AUGER SENSOR (MOBA)	A/R
18	851694	CABLE, AUTO. AUGER SENSOR (MOBA)	A/R
19	851695	SONIC SENSOR, AUTO AUGER (N/S MOBA)	A/R

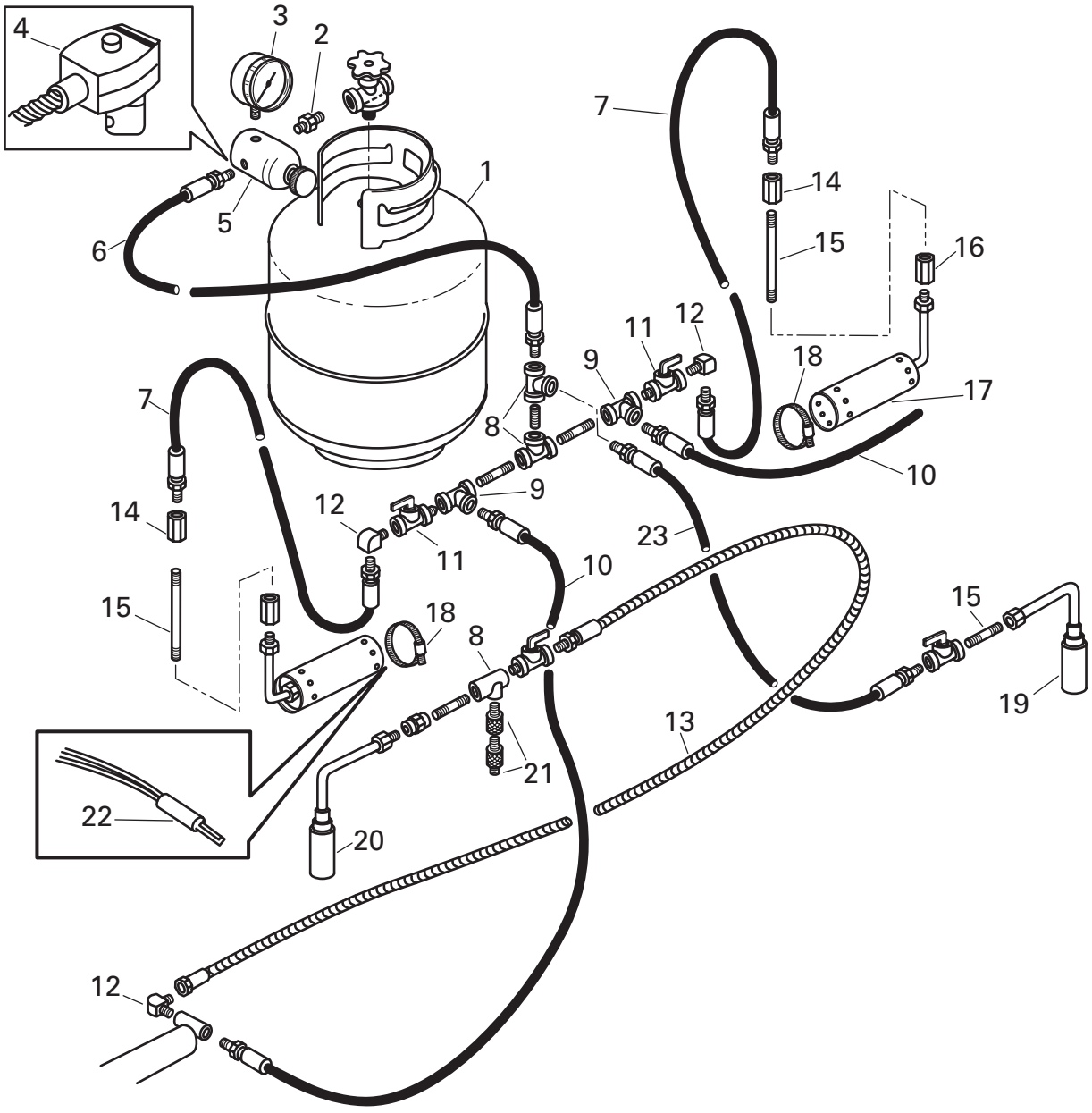
SCREED ARM ASSEMBLY WITH CENTER TOE POINT



SCREED ARM ASSEMBLY WITH CENTER TOE POINT

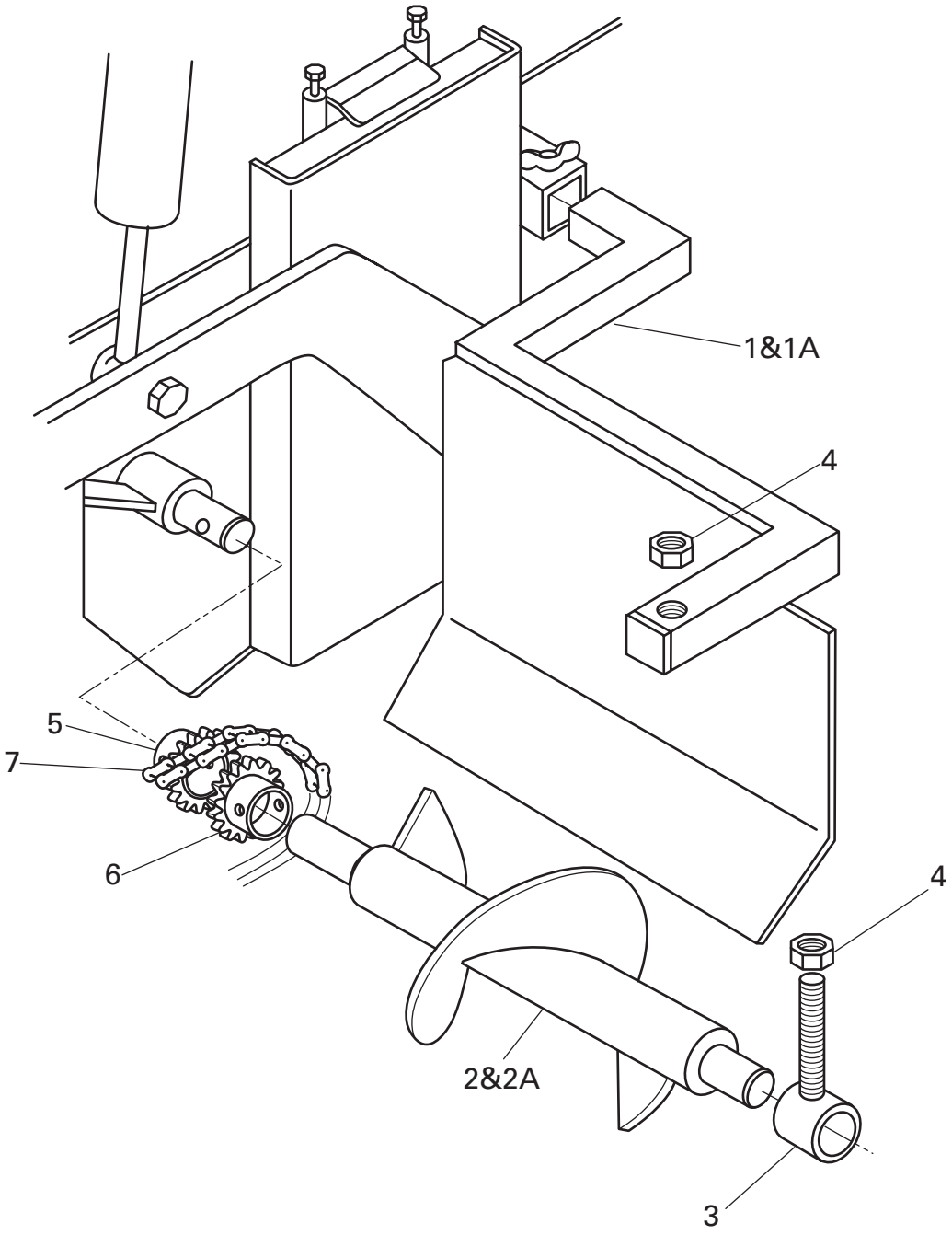
ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	851206	EXTENSION, SCREED ARM	1
2	851207	REAR, SCREED ARM, (RIGHT)	1
2A	982743L	REAR, SCREED ARM (NOT SHOWN)	
3	851208	REAR, SCREED ARM, (LEFT NOT SHOWN)	1
3A	982743R	REAR, SCREED ARM RIGHT HAND SIDE (NOT SHOWN)	
4	851209	MOUNT, PIVOT	1
5	851518	SCREW, ELECTRIC (6"INCH) SERIAL #1712 AND UP	2
6	851210	EARS, PIVOT	2
7	851211	END, ROD END OF SCREW	1
8	851212	END, MOTOR END OF SCREED	1
9	851213	CLEVIS, 3/16" X 1/4"	1
10	851520	CABLE, HEIGHT LOCATOR 3/16x90 WITH 5"STROKE SERIAL#1712 AND UP	1
11	851215	DECAL, HEIGHT	1
12	102-411-1A	CAPSCREW, 1"x 2 1/2"	1
13	116-10	NUT, LOCK 1 " -8 HEX	1
14	102-611-1A	CAPSCREW, 5/8" - 11 x 2 1/2"	3
15	116-7	NUT, LOCK 5/8 "	3
16	851134	CAPSCREW, 3/8" -16 x 3/4"	2
17	119-3	WASHER, FENDER 3/8"	2
18	102-9-1A	CAPSCREW, 1/4"x 2"	1
19	116-1	NUT, LOCK 1/4"	1
20	102-408-1A	CAPSCREW, 1/2" -13 x 1 3/4"	2
21	115-5-A	NUT, LOCK 1/2"	2
22	851221	BRACKET, GRADE CONTROL	1
23	851001A	MOUNTING PLATE 6" ELECTRIC SCREW SERIAL # 1712 AND UP	

PROPANE HEATER & AUTOMATIC IGNITORS



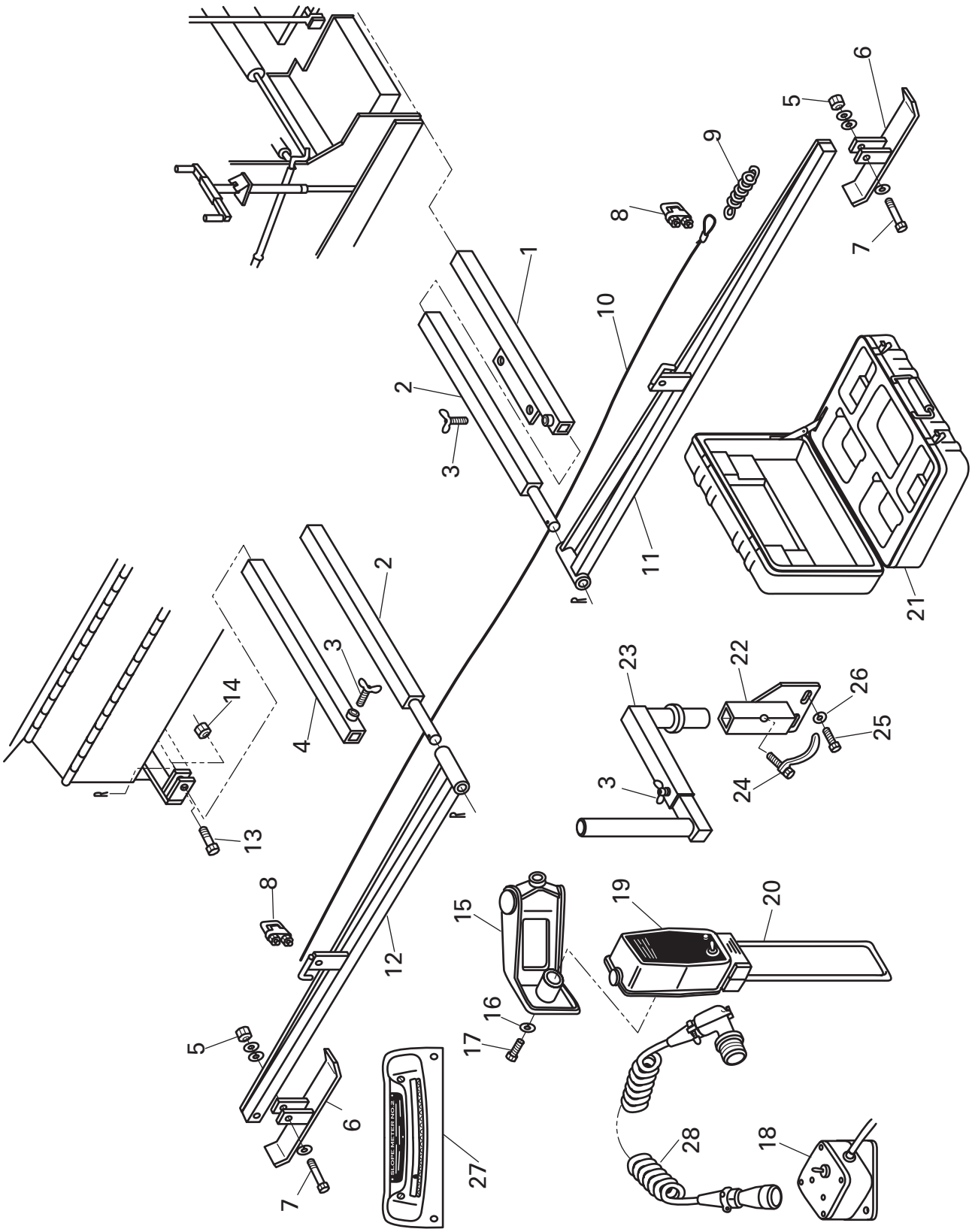
ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	230010	L.P.G. TANK, 20 LBS.	1
2	230030	ADAPTER,P.O.L.	1
3	230110	GAUGE, L.P.G. PRESS.	1
4	230300	SOLENOID VALVE, 12 VOLT L.P.G.	OPT.
5	230100	REGULATOR W / GAUGE, L.P.G.	1
6	230032	HOES, L.P.G. REGULATOR TO TEE	1
7	230034	HOSE, SCREED BURNER	2
8	230080	TEE, 1/4" PIPE	2
9	230081	TEE, 1/4" STREET	2
10	230038	HOSE, L.P.G. TEE TO SCREED EXTENSION	2
11	230070	VALVE, SELECTOR (CUTOFF)	5
12	230069	ADAPTER, HOSE TO PIPE (90 DEGREES)	3
13	851225	HOSE, SCREED EXTENSION BURNER	2
14	230170	COUPLING, 1/4" PIPE	3
15	230999	PIPE NIPPLE, 1/4" PIPE	3
16	230170	COUPLING, 1/4" PIPE	3
17	910025	BURNER, SCREED EXTENSION	2
18	230240	HOSE CLAMP, 2 1/8" (SIZE 28)	2
19	230200	BURNER NOZZLE, IGNITOR	A/R
20	230082	BURNER NOZZLE, SCREED EXTENSION	2
21	230084	QUICK DISCONNECT CPLG.	2
22	230024	IGNITOR,CERAMIC HOT SURFACE	2
23	230036	HOSE, IGNITOR BURNER	1

AUGER EXTENSION 24”



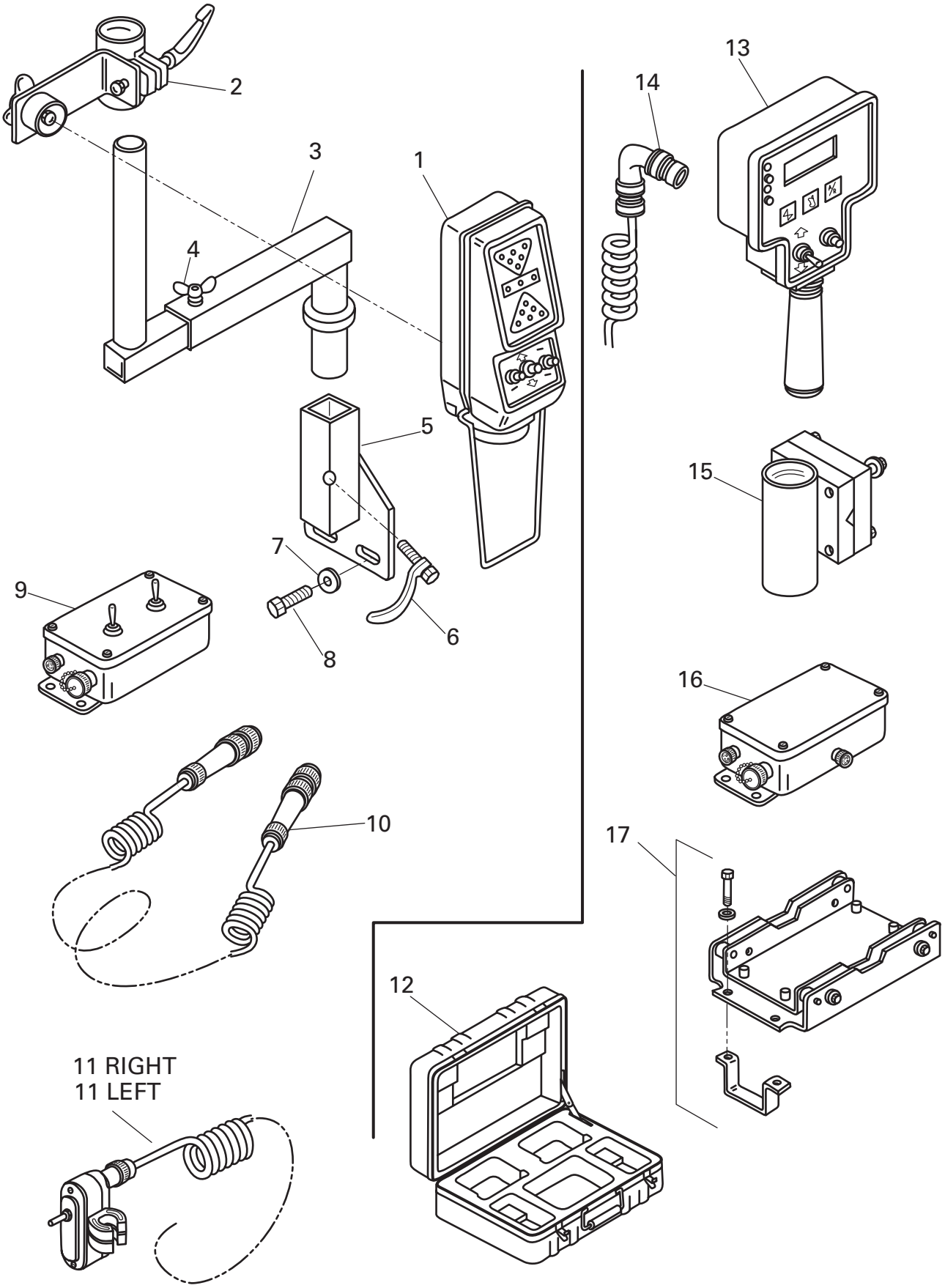
ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	851227	SHIELD, AUGER EXTENSION (RIGHT)	1
1A	851228	SHIELD, AUGER EXTENSION (LEFT)	1
2	851229	AUGER EXTENSION, (RIGHT)	1
2A	851230	AUGER EXTENSION, (LEFT)	1
3	851231	SUPPORT, AUGER ADJUSTABLE	1
4	116-10	NUT, HEX 1"	2
5	854003	COUPLING HALF	1
6	854004	COUPLING HALF, (WELDMENT)	1
7	900404	DOUBLE ROW CHAIN ASSY. (50-2)	1

PAVER LEVELING CONTROL (TOPCON)



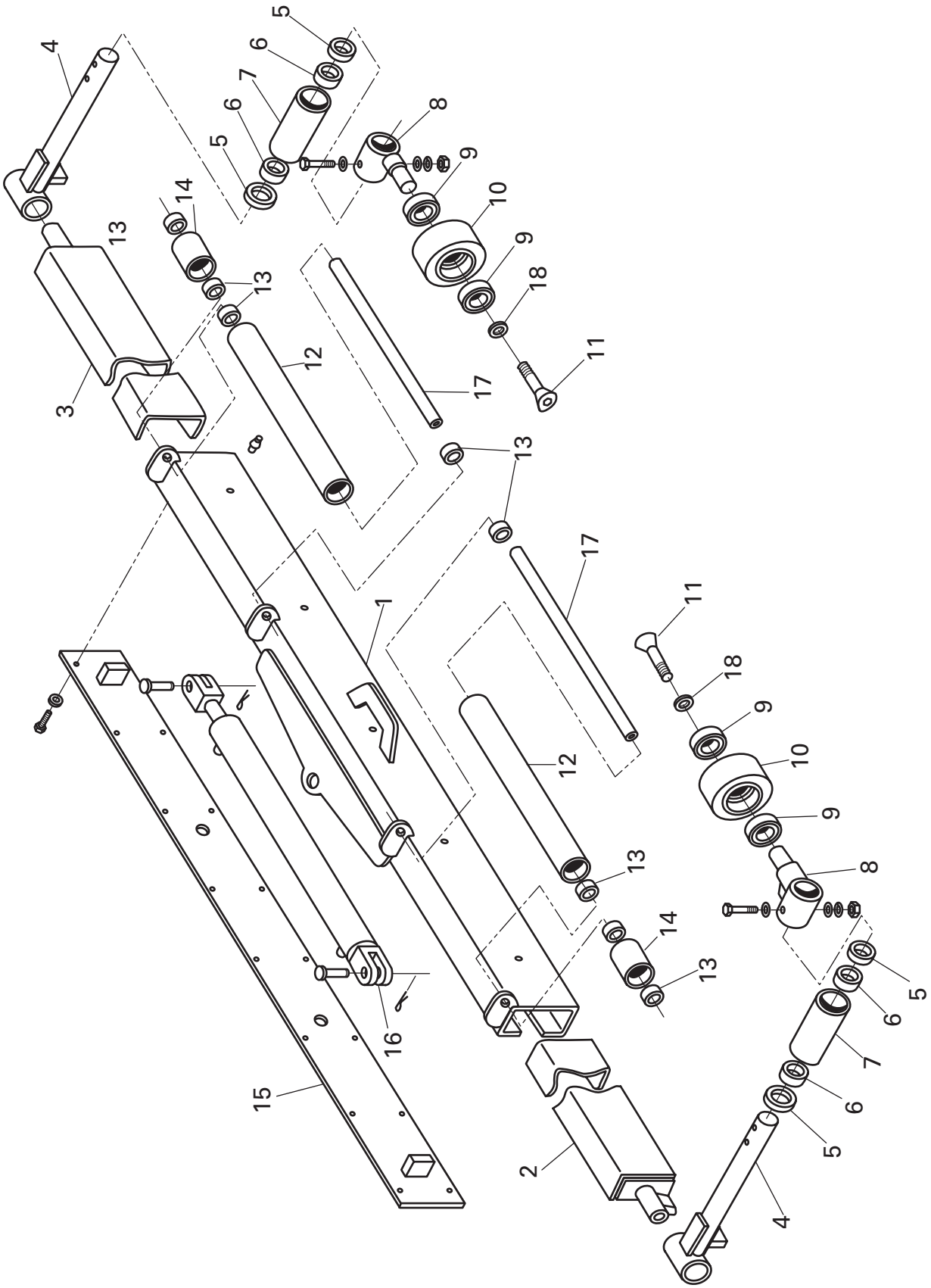
ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	851241	HOUSING, REAR SLIDE BAR	2
2	851242	BAR, ADJUSTABLE SLIDE	2
3	920070	WING BOLT, 3/8"-16 x 1"	2
4	851243	HOUSING, FRONT SLIDE BAR	2
5	143-5	LOCKNUT, 1/2"-13 HEX	2
6	851249	SKID	2
7	102-411-1A	CAPSCREW, 1/2"X2 1/2"	2
8	851244	CLAMP, U' BOLT	2
9	851245	SPRING, TENSION	1
10	851246	CABLE 1 1/16	1
11	851247	ARM, SKID SUPPORT (REAR)	1
12	851248	ARM, SKID SUPPORT (FRONT)	1
13	102-611-1A	CAPSCREW, 5/8"x 2 1/2"	1
14	116-7	NUT, 5/8"	1
15	851578	BRACKET, SONIC TRACKER	1
16	119-7	WASHER, FLAT 5/8"	1
17	102-617-1A	CAPSCREW,5/8"x4"	1
18	851580	A/M MODULE & CABLE ASSEMBLY, w/BASE PLATE	1
19	851579	SONIC TRACKER	1
20	851581	WIRE BAIL, TEMPERATURE	1
21	851265	CASE FOR SONIC TRACKER	1
22	851575	PIVOT MOUNT, TOPCON / SPECTRA PHYSICS	2
23	9090-1125	BRACKET, Z ARM	1
24	300060	HANDLE, BOLT	1
25	102-606-1A	CAPSCREW, 5/8"-11x1 1/4"	1
26	119-7	WASHER, FLAT 5/8"	1
27	851421	SLOPE METER	A/R
28	851574	COILED CORD, TOPCON TRACKER / SLOPE	A/R

PAVER GRADE CONTROLS SPECTRA PHYSICS



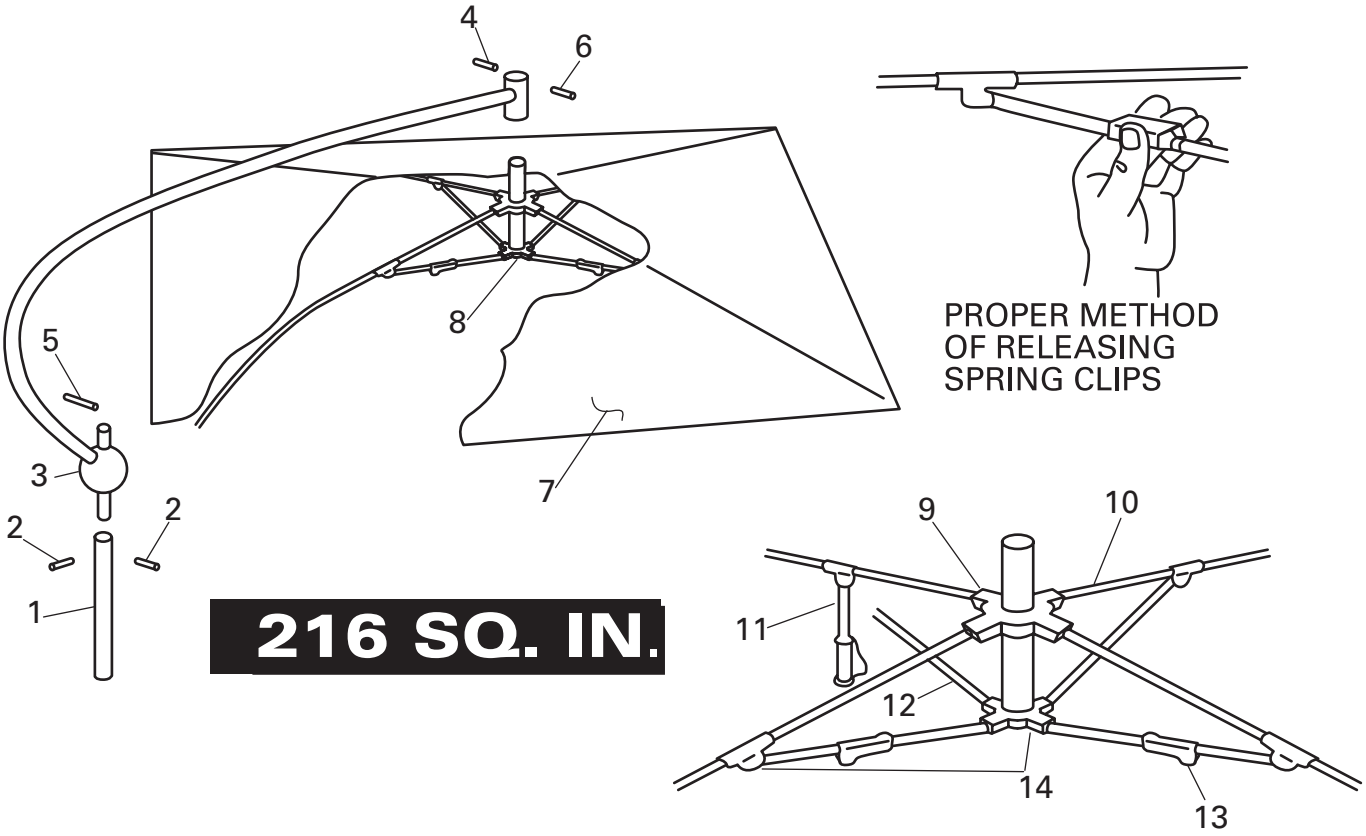
ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	851422	SONIC TRACER	1
2	851631	BRACKET, TRACER	1
3	851423	Z BRACKET ARM, 1 3/4"	1
4	920070	WINGBOLT, 3/8"	1
5	851575	MOUNT, PIVOT	1
6	300060	HANDLE, BOLT	1
7	119-7	WASHER, FLAT 5/8"	2
8	102-606-1A	CAPSCREW, 5/8"-11 x 1"	2
9	851424	INTERFACE CONTROL BOX	1
10	851629	COILED CORD, TRACER / SLOPE (SPECTRA PHYSICS	1
11R	851633	SHORT COILED CORD, R.H. REMOTE (FITS LBI-25)	1
11L	851632	LONG COILED CORD, L.H. REMOTE (FITS LBI-25)	1
12	851265	CASE FOR SONIC TRACKER	1
13	851426	UNIVERSAL REMOTE	1
14	851630	COILED CORD, R-25 REMOTE	1
15	851687	BRACKET, REMOTE [SPECTRA]	1
16	851430	SLOPE MODULE, SCREED	1
17	851425	SHOCK MOUNT, SLOPE	1

TRUCK HITCH ASSEMBLY



ITEM NO.	PART NO.	DESCRIPTION	QTY.
	930010	TRUCK HITCH ASSEMBLY	
1	930015	SUPPORT,PIVOTBAR	1
2	930020	ARM EXTENSION, R/H	1
3	930025	ARM EXTENSION, L/H	1
4	930030	GUIDE, WHEEL PIVOT ARM	2
5	620400	COLLAR, LOCK	4
6	810070	BUSHING, TRACK IDLER / TRUCK HITCH	4
7	930040	ROLLER	2
8	930045	AXLE, GUIDE WHEEL	2
9	930050	BEARING, TRUCK HITCH ROLLER	4
10	930055	GUIDE WHEEL, TRUCK HITCH	2
11	851111	CAPSCREW, 1/2" 13 x 2 FLAT HEAD SOCKET	2
12	810102	PUSH ROLLER, TRUCK WHEEL	2
13	810110	BEARING, PUSH ROLLER (1 1/4")	8
14	930060	ROLLER EXTENSION, BUMPER	2
15	930065	COVER, BACK PANEL	1
16	930070	CYLINDER, ARM EXTENSION	1
17	930075	SHAFT, BUMPER ROLLER	2
18	851112	WASHER, COUNTER SUNK	2

UMBRELLA



ASSEMBLY INSTRUCTIONS

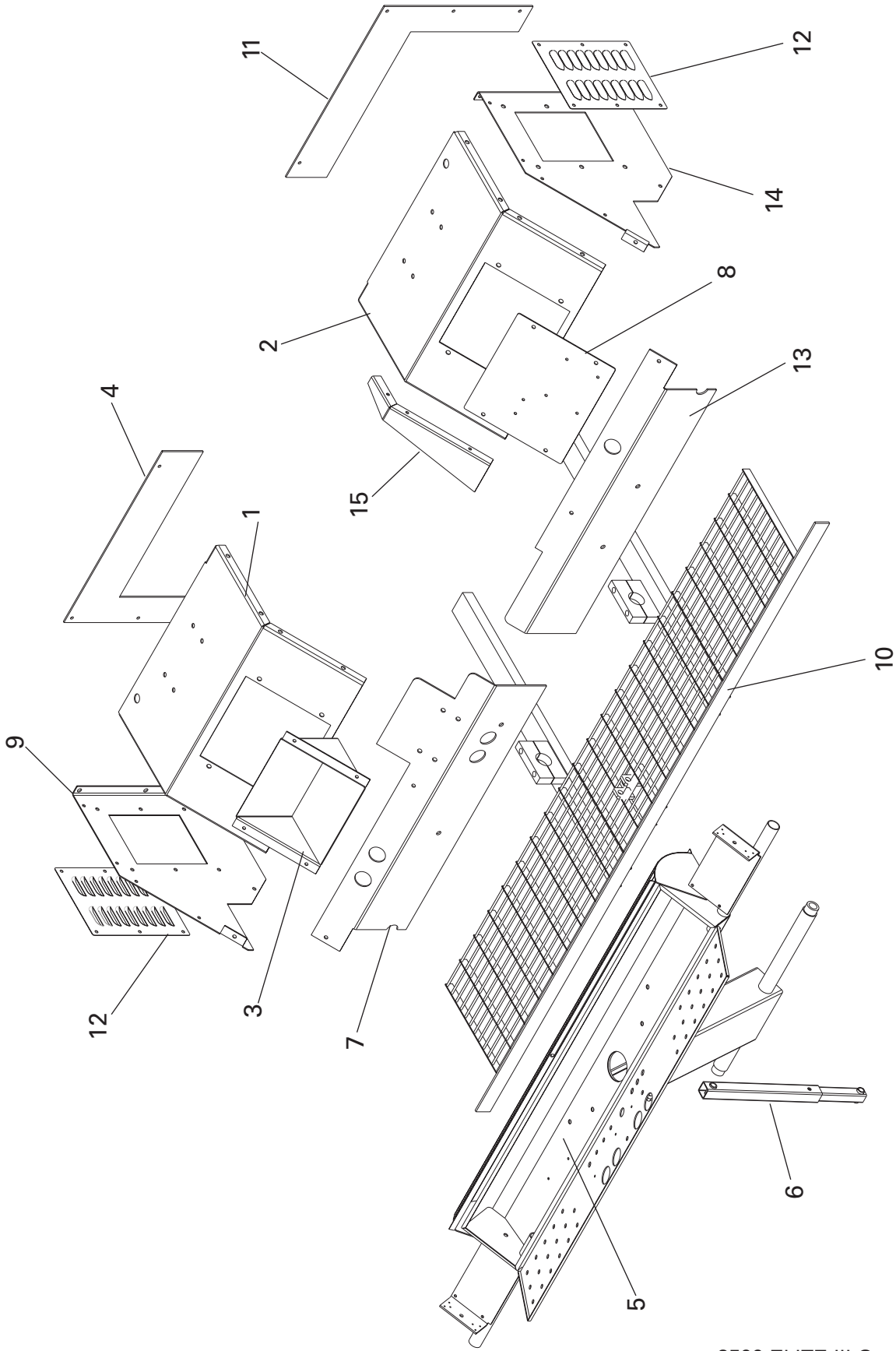
1. Install Umbrella Mounting bracket (See bracket mounting instructions furnished with each bracket).
2. Insert ball stud on (#3) curved shaft into (#1) umbrella support shaft, align holes, and drive (#2) 3/16" X 1" spiral spring pins into position. Install (#5) locking handle.
3. Place (#7) canvas cover over (#8) umbrella frame assembly and hook corners to bows – tie each bow securely with tie straps.
4. Insert (#8) umbrella frame assembly with canvas in place into tube on (#3) curved shaft and insert (#6) bolt. Tighten snugly with nut (#4).
5. Install complete umbrella into clamp on umbrella mounting bracket.

Each bow may be raised individually until locked into open position. Each bow has two positions in which it can be locked open. This is to allow for arc stretch in canvas.

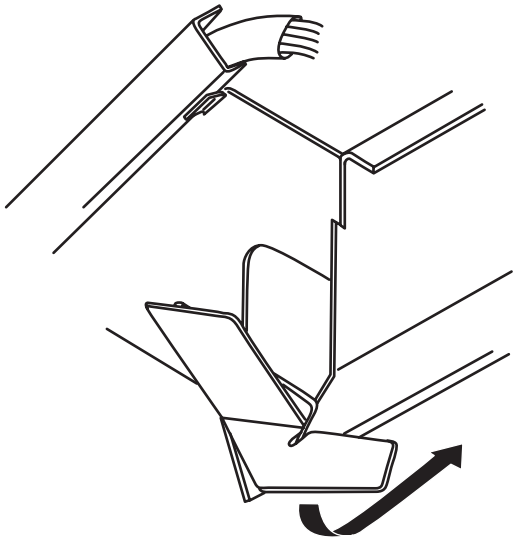
•Part No. varies with color.

ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	920235	UMBRELLA	A/R

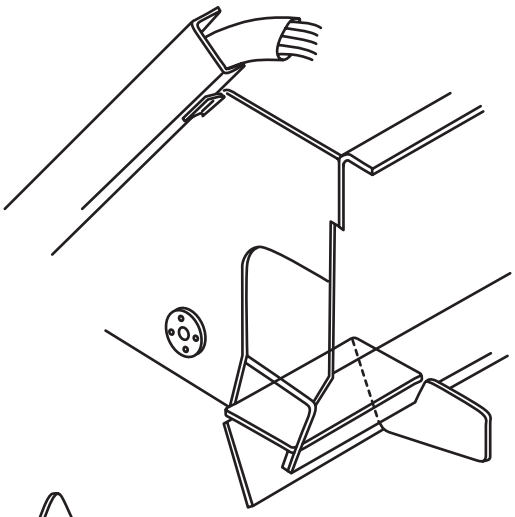
ELITE III SHEET METAL COVER



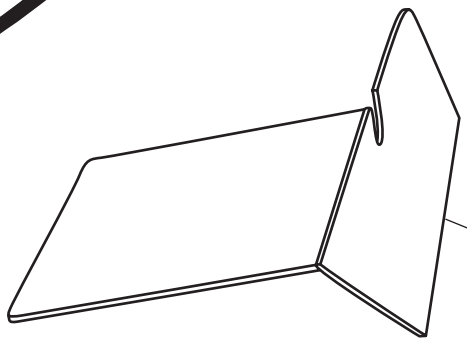
ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	854644L	COVER, TOP LEFT SIDE	1
2	854644R	COVER, TOP RIGHT SIDE	1
3	854648	MOUNT, PROPANE BOTTLE	1
4	854623	TANK EXTENSION	1
5	853368	DASH	1
6	854592	PROP ASSEMBLY	
7	854625	PANEL, LEFT SIDE	1
8	854649	COVER, ACCESS DOOR RIGHT SIDE	1
9	854643L	COVER, LEFT SIDE	1
10	851168A	WALKBOARD	1
11	854623	TANK EXTENSION	1
12	854651	VENT, SIDE COVER	2
13	854624	PANEL, RIGHT SIDE	1
14	854643R	COVER, RIGHT SIDE	1
15	854645	COVER, RIGHT SIDE	1



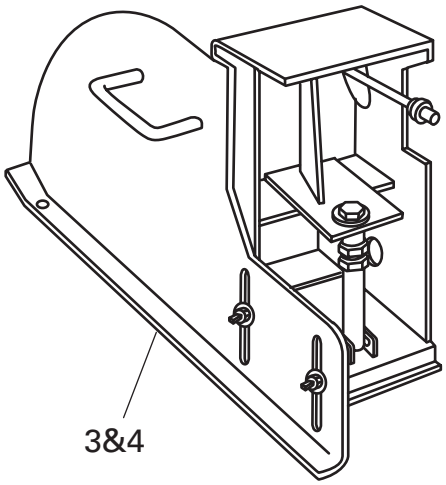
STEP 1

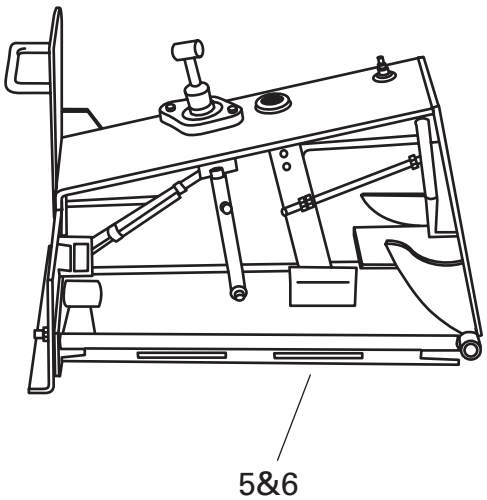


STEP 2



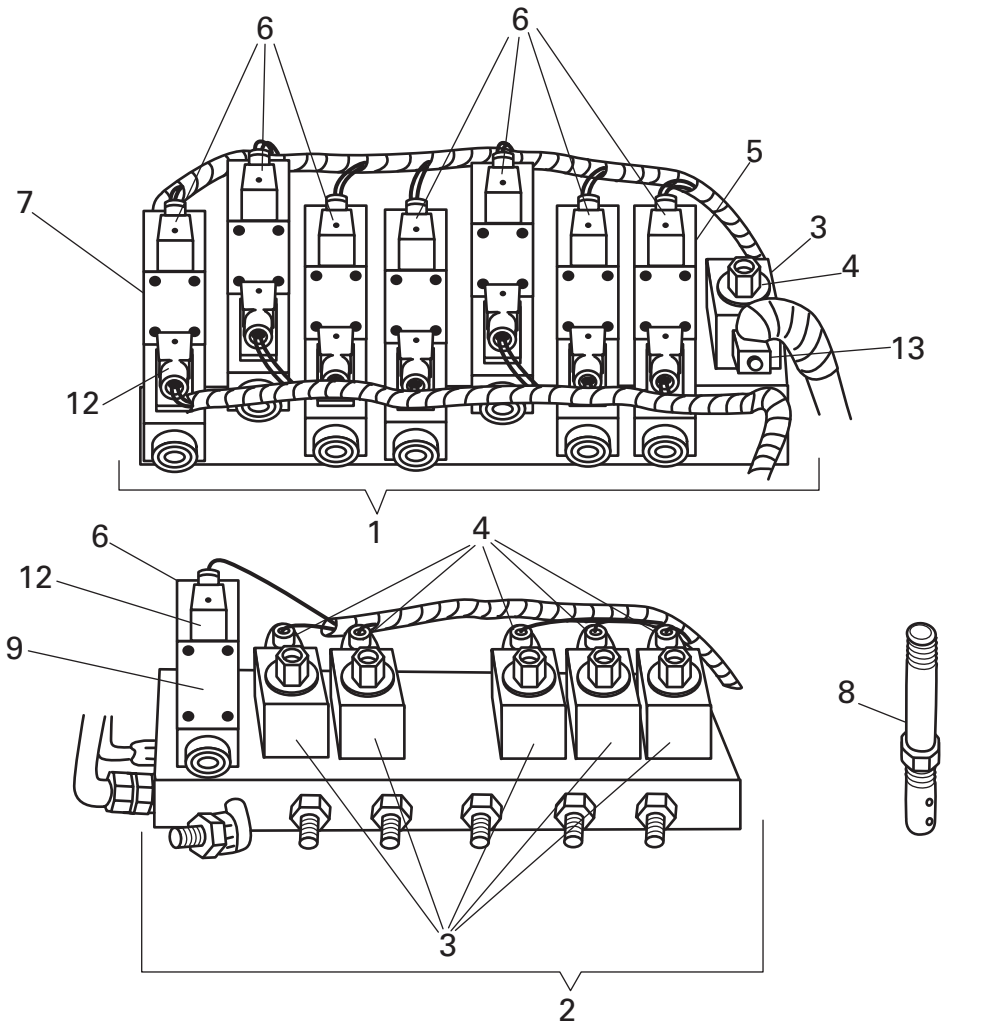
INSTALLATION OF CUTOFF

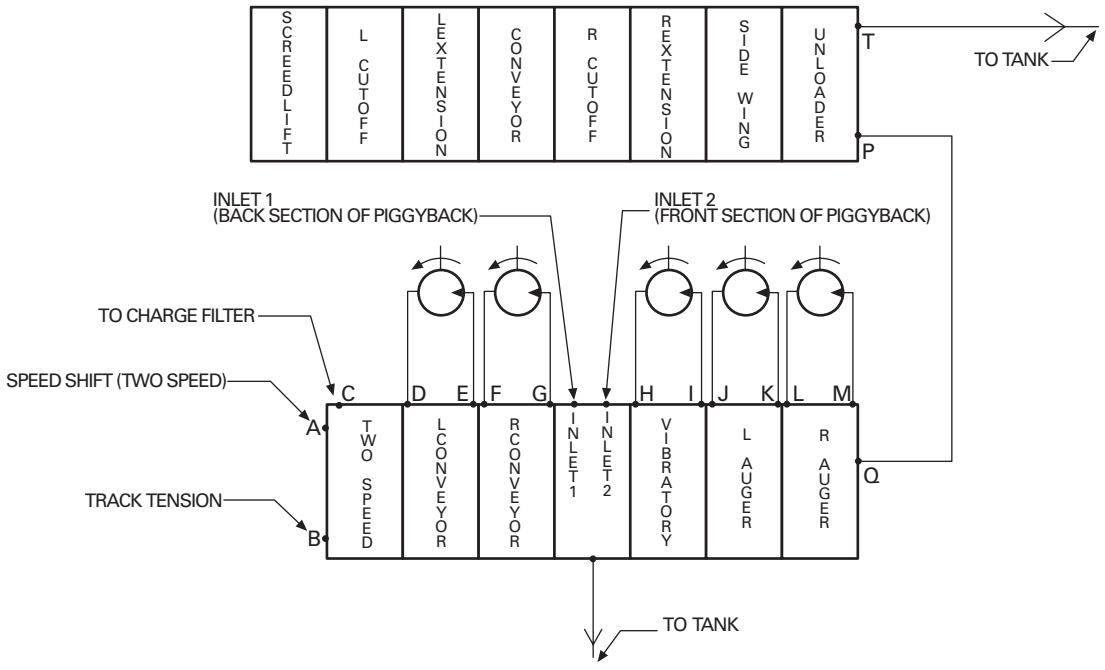




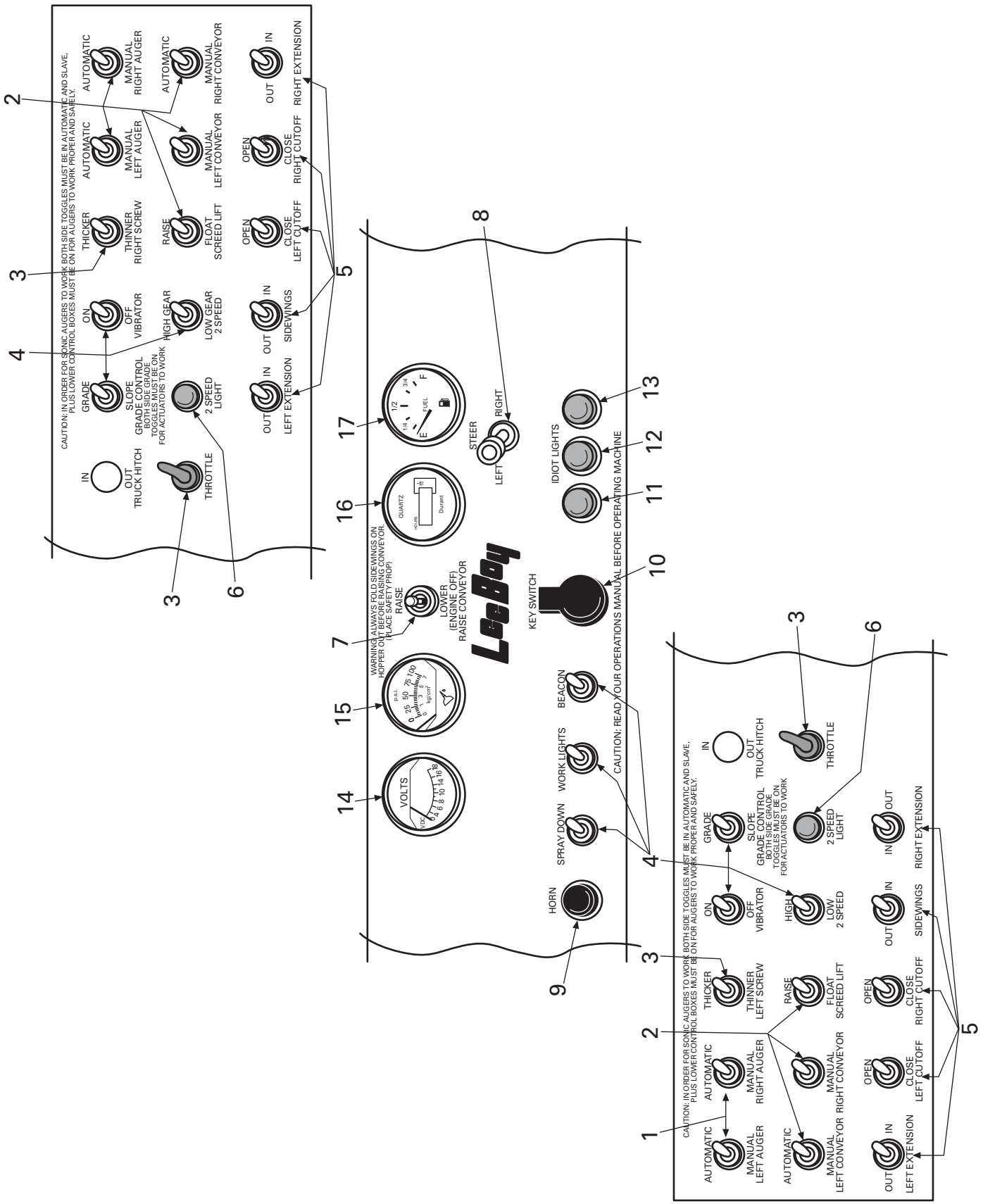
ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	860091L	STRIKE OFF, 12" LEFT SIDE	A/R
2	860091R	STRIKE OFF, 12" RIGHT SIDE	A/R
1	860093L	STRIKE OFF, 18" LEFT SIDE	A/R
2	860093R	STRIKE OFF, 18" RIGHT SIDE	A/R
1	860095L	STRIKE OFF, 24" LEFT SIDE	A/R
2	860095R	STRIKE OFF, 24" RIGHT SIDE	A/R
3	851634L	EXTENSION, 6' LEFT SIDE	A/R
4	851634R	EXTENSION, 6' RIGHT SIDE	A/R
5	851635L	ROLL UP CURB ATTACHMENT, 12"LEFT SIDE	A/R
6	851635R	ROLL UP CURB ATTACHMENT, 12"RIGHT SIDE	A/R
5	851636L	ROLL UP CURB ATTACHMENT, 24" LEFT SIDE (STANDARD	A/R
6	851636R	ROLL UP CURB ATTACHMENT, 24" RIGHT SIDE (STANDARD)	A/R

ELITE III VALVE





ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	851375	VALVE ASSY., PRIMARY	1
2	851376	VALVE ASSY., SECONDARY	1
3	851377	SOLENOID VALVE, UNLOADER	6
4	851378	COIL, 12V SOLENOID VALVE	6
5	851379	SOLENOID VALVE, MULTIFUNCTION	6
6	851380	COIL, 12V SOLENOID VALVE	15
7	851381	SOLENOID VALVE , W/FLOAT	1
8	851382	RELIEF VALVE, SECONDARY VALVE, ASSY.	2
9	851383	SOLENOID VALVE, 2-SPEED	1
10	851384	WIRING HARNESS, PRIMARY VALVE	1
11	851385	WIRING HARNESS, SECONDARY VALVE	1
12	851386	DEN CONNECTOR	20
13	851387	DEN CONNECTOR	1


CAUTION: IN ORDER FOR SONIC AUGERS TO WORK BOTH SIDE TOGGLES MUST BE IN AUTOMATIC AND SLAVE, PLUS LOWER CONTROL BOXES MUST BE ON FOR AUGERS TO WORK PROPER AND SAFELY.
AUTOMATIC
MANUAL LEFT AUGER
MANUAL RIGHT AUGER
MANUAL LEFT CONVEYOR
MANUAL RIGHT CONVEYOR
THICKER
THINNER LEFT SCREW
THINNER RIGHT SCREW
RAISE
FLOAT SCREED LIFT
OPEN
CLOSE LEFT CUTOFF
CLOSE RIGHT CUTOFF
ON
OFF VIBRATOR
HIGH GEAR
LOW GEAR 2 SPEED
OUT IN SIDEWINGS
GRADE
SLOPE
GRADE CONTROL BOTH SIDE GRADE TOGGLES MUST BE ON FOR ACTUATORS TO WORK
2 SPEED LIGHT
IN OUT TRUCK HITCH
THROTTLE
OUT IN LEFT EXTENSION
OUT IN RIGHT EXTENSION
STEER
LEFT RIGHT
IDIOT LIGHTS
KEY SWITCH
CAUTION: READ YOUR OPERATIONS MANUAL BEFORE OPERATING MACHINE
WARNING ALWAYS FOLD SIDEWINGS ON HOPPER OUT BEFORE RAISING CONVEYOR. (PLACE SAFETY PROP)
RAISE
LOWER (ENGINE OFF)
RAISE CONVEYOR
VOLTS
FUEL
QUARTZ
Durant
SPRAY DOWN
WORK LIGHTS
BEACON
HORN
1
2
3
4
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10
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12
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14
15
16
17

ITEM NO.	PART NO.	DESCRIPTION	QTY.
1	851390	SWITCH, TOGGLE (L.H. AUTO AUGERS)	2
2	900030	SWITCH, TOGGLE	6
3	900080	SWITCH, TOGGLE	4
4	851391	SWITCH, TOGGLE	9
5	851392	SWITCH, TOGGLE	12
6	900120	INDICATOR LIGHT, HIGH GEAR	2
7	851393	SWITCH, TOGGLE (CONVEYOR RAISE/LOWER)	1
8	851394	SWITCH, TOGGLE	1
9	900122	SWITCH, PUSH BUTTON	1
10	320390	IGNITION SWITCH, HATZ DIESEL	1
11	320385	INDICATOR LIGHT, AIR FILTER RESTRICTION	1
12	320384	INDICATOR LIGHT, ENG.OIL PRESS.	1
13	320386	INDICATOR LIGHT, BATTERY CHARGE	1
14	851395	GAUGE, VOLT METER	1
15	851396	GAUGE, ENGINE OIL PRESSURE	1
15A	127353	SENDING UNIT, OIL PRESSURE (NOT SHOWN)	1
16	900130	HOUR-METER	1
17	140380	GAUGE, FUEL LEVEL	1
17A	140040	SENDING UNIT, FUEL LEVEL (NOT SHOWN)	1

INDEX BY DESCRIPTION

INDEX BY DESCRIPTION

INDEX BY DESCRIPTION

ITEM NO.	PART NO.	DESCRIPTION	PAGE
12	860043-1	KIT, AUGER COVER CLOSING	9
1	851666	KNOB, JOYSTICK	15
8	850670	KNOB, STEERING	15
1	230010	L.P.G. TANK, 20 LBS.	35
36	320120	LEVER, ENGINE THROTTLE	17
6	320120	LEVER, THROTTLE	21
7	851201	LID, SCREED	27
15	320360	LIGHT BULB, INDICATOR LAMP	17
15	850090	LINK PIN, CONVEYOR CHAIN	5
13	850070A	LINK, MASTER	5
17	811312	LINK, TRACK LINK REPAIR SEG.	3
18	900075	LINKAGE	21
15	142-10	LOCK NUT, 1"-14 HEX	11
5	118-5	LOCK WASHER	3
11	118-7	LOCK WASHER	3
20	900077	LOCK WASHER	21
17	851373	LOCK, ARM	27
5	143-5	LOCKNUT, 1/2"-13 HEX	39
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