



# **E-Z** *SERIES II* **T000**

Parts Manual - 26458  
Revision X

Fill in appropriate fields that apply to this machine

Machine S/N: \_\_\_\_\_

Hose S/N: \_\_\_\_\_

Wand S/N: \_\_\_\_\_

Pump S/N: \_\_\_\_\_

Engine S/N: \_\_\_\_\_

Compressor S/N: \_\_\_\_\_

## Revisions

Rev.	Description	Date
N	Added section 2.4 for Prop 65 information. Edited Section 5.16. Changed figure on pg. 5-7. Added Section 9.12 to show engine air filter and safety filter. Changed Fig. 9-28 to newest wand. Updated wand part numbers. Added a section to Table 6-2.	12/12/18
P	ENG-601: Updated DIN plug locations on figures 9-39, 9-40, 9-41, 9-42, 9-43, 9-44. Update Section 10.0 with newest tool names.	2/6/19
Q	Update hydraulic pressure relief valve setting for the agitator shown in figure 8-8. Agitator pressure is 1500 psi; was 2000 psi. Add image of 45433 hydraulic valve assembly and show hot oil relief valve setting at 800 psi	4/22/19
R	Added Towing with Burner On Warning Section 2.5	5/19/19
S	Added part number for Flow Control Cartridge Valve, Figure 9-22. Added information for changing heat transfer oil, Section 6.22, Table 6-8, Figure 6-3.	5/13/20
T	Changed control box and engine to direct engine controls for 46200SB and 46200 EB configurations.	7/10/20
U	Added FMCSA compliant diesel fuel tank and vent to Fig. 9-1, 9-2, and 9-3 images and Fig. 9-3 parts list. Replaced fitting 47497N with fitting 26782 for burner return line in Fig. 9-29 and Fig. 9-30 and parts list. Corrected HTO temp typo page 5/10 step 5 is 500°F.	3/1/21
V	Switched to the Yanmar engine for the compressor units	1/19/22
W	Updated hydraulic specs on page 8-21, added engine radiator maintenance on table 6-2. Corrected temp typo in Table 5-9 Step 5.	6/6/22
X	Added DPF Regen information and updated DTC code list	5/2/2023

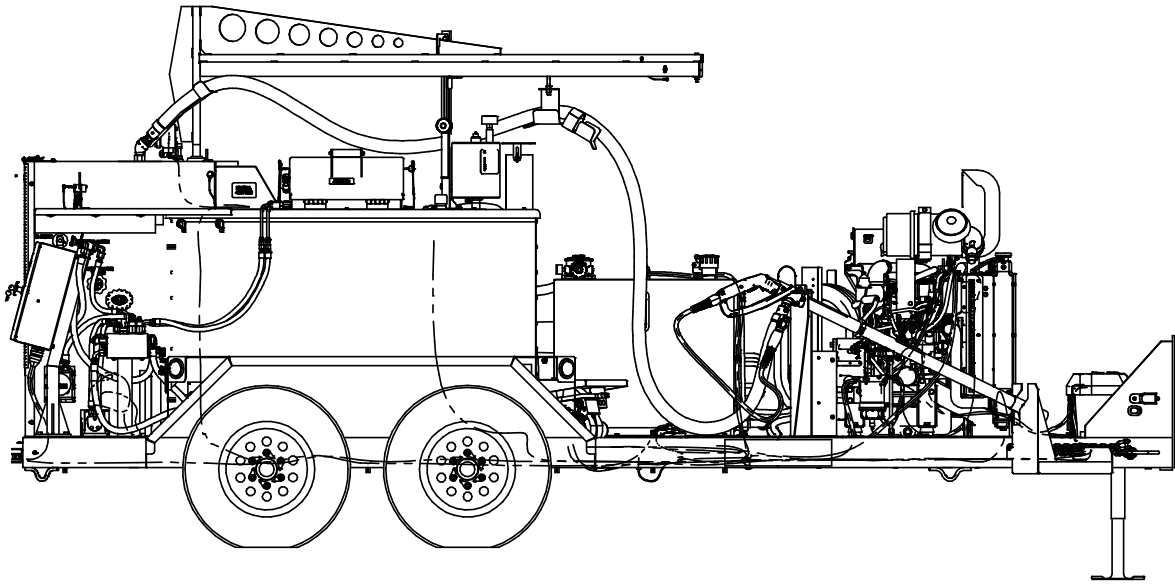


**EZ1000 Series II Melter - Electric Hose  
PN 46200EB**

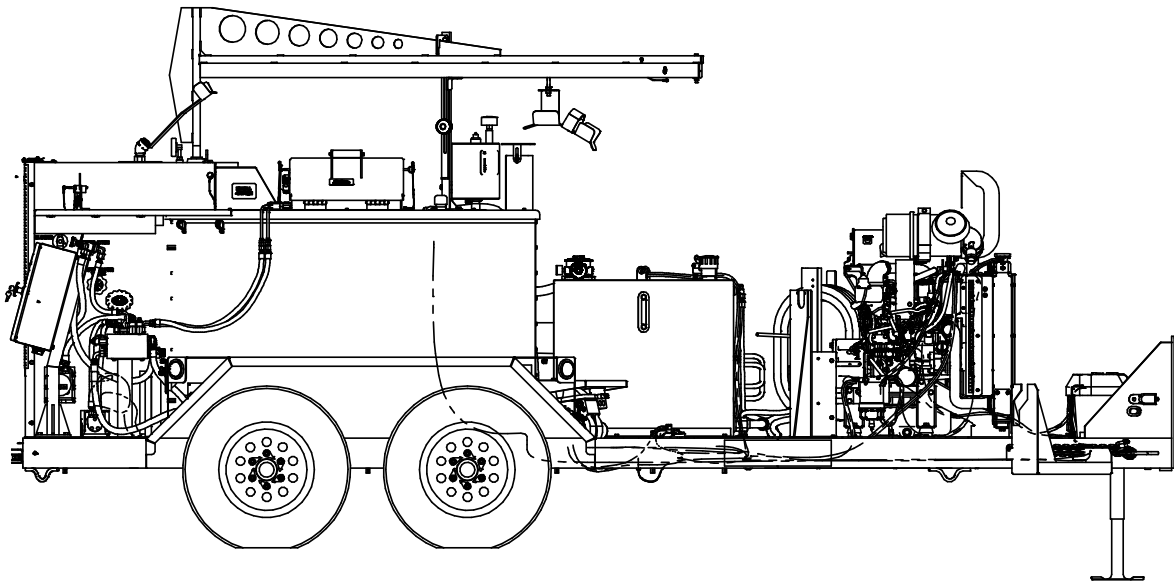


**EZ1000 Series II Melter - Standard Hose  
PN 46200SB**





**EZ1000 Series II Melter - Electric Hose  
PN 47600EC100**



**EZ1000 Series II Melter - Standard Hose  
PN 47600SC100**

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## Chapter 1 Introduction

### 1.0 About This Manual

This manual is supplied with each new CrafcO EZ Series II 1000 Diesel Melter. The manual assists your machine operators in the proper use of the melter applicator and provides information about the machine's mechanical functions.

Your CrafcO EZ Series II 1000 Diesel Melter is specially made to give excellent service and save maintenance expense. However, as with all specially engineered equipment, you get best results at minimum cost if you:

Operate your machine as instructed in this manual.

Maintain your machine regularly as stated in this manual.

### 1.1 How to use this manual:

This manual is formatted to start each new chapter on the right page. There may be a blank page on the left page if the previous chapter ends on the right page.

If you are viewing this in a digital format (PDF) the following features are available:

1. The Table of Contents, List of Tables, and List of Figures are all hyperlinks, when mouse is left clicked on section, table, or figure you will be sent to that page.
2. The blue highlighted text throughout the manual is a hyperlink, when mouse is left clicked you will be sent to that page, table, or figure.
3. The panel to the left in the PDF is a bookmarks panel, if you left mouse click on any section/heading in the bookmarks panel you will be sent to that page.



## Chapter 2 Safety

### 2.0 Safety Precautions

For more in-depth safety information, please see Safety Manual (PN 26221) which comes with the machine. Or contact your nearest authorized Crafco Distributor at [crafco.com/Distributors](http://crafco.com/Distributors).

### 2.1 General Safety

- Crafco, Inc. assumes no liability for an accident or injury incurred through improper use of the machine.
- Read this manual thoroughly before operating the machine.
- Obey all CAUTION and WARNING signs posted on the machine.
- Make sure an operator fully knows how to operate the machine before using the machine.

### 2.2 Personal Safety

- The high operating temperatures of this machine and the sealant it contains requires that protective clothing, gloves, hard-soled shoes, and safety glasses or a face shield be worn at all times by operators of the machine.
- Prevent water from going into any part of the machine. If there is indication of water in the heat transfer oil system, warm heating oil to 250-300°F for 2 to 3 hours.
- Bodily contact with hot sealant or heat transfer oil can cause severe burns.
- If the mixer is not stopped before adding solid material, hot material can get on an operator's body and cause severe burns.
- Keep hands, feet, and clothing away from all moving parts.

### 2.3 Equipment or Operational Safety


- Do not operate the machine in buildings or work areas that do not have sufficient airflow.
- Shut-down the burner and the engine before refilling the fuel tank.
- Make sure mixer stops before adding solid material to the sealant tank. Lift the lid, place the material on the lid and close the lid. The mixer should restart automatically.
- Always keep a correctly maintained fire extinguisher near the machine and know how to use it.
- DO NOT heat transfer oil to a temperature of more than 525°F.
- DO NOT put too much heat transfer oil in the reservoir. The expansion of oil while it heats up can cause overflow. With the machine on level ground, check the oil each day before starting the burner. Add oil to the top mark on the dipstick if required (at 70°F). Use only recommended heat transfer oil. Change the oil after 500 hours of machine operation, or one year, whichever comes first.
- Follow the operating instructions for starting and shutting down the burner. Instructions are mounted on the control box on the machine.
- Calibrate the temperature control operation after each 50 hours of machine operation. Refer to section [6.11 Temperature Control Calibration](#).
- Replace any hoses which show signs of wear, fraying or splitting.
- Make sure all fittings and joints are tight and do not leak each time the machine is used.
- Do not leave the machine unattended while the burner is lit.
- Tighten all bolts and screws every 100 hours of machine operation.

## Chapter 2 Safety


### 2.4 California Proposition 65

The state of California currently maintains a list of chemicals that can cause cancer, birth defects or other reproductive harm. Your Crafcoc, Inc. equipment comes with the following warnings:

#### 2.4.1 All Crafcoc, Inc. Equipment

 **WARNING:** Cancer and Reproductive Harm - [www.P65Warnings.ca.gov](http://www.P65Warnings.ca.gov)  
26471N

#### 2.4.2 All Crafcoc, Inc. Equipment Using a Diesel Engine

 **WARNING:** Breathing diesel engine exhaust exposes you to chemicals known to the State of California to cause cancer and birth defects or other reproductive harm.

- Always start and operate the engine in a well-ventilated area.
- If in an enclosed area, vent the exhaust to the outside.
- Do not modify or tamper with the exhaust system.
- Do not idle the engine except as necessary.

For more information go to [www.P65warnings.ca.gov/diesel](http://www.P65warnings.ca.gov/diesel).

26307

### 2.5 Towing or Driving for Transporting with Burner On

The burner in your Crafcoc machine is designed for operation only while the unit is parked or towed at slow speeds while applying sealant at a jobsite. When driving or towing this machine for transport, the burner shall be turned off. Operating the burner when transporting the machine is a violation of The Code of Federal Regulations, CFR Title 49, Part 392, Subpart G, 392.67 and may cause damage to the burner and/or machine.

#### CAUTION

The burner in your Crafcoc machine is designed for operation only while the unit is parked or towed at slow speeds while applying sealant at a jobsite. **When driving or towing this machine for transport, the burner shall be turned off.**








## Chapter 2 Safety

### 2.6 Safety Symbols and Notices





Important safety symbols and notices are marked on the machine and in this manual. Failure to comply could result in equipment damage, operational malfunction, serious injury, or death. Please read and comply with all symbols and notices. The table below includes the most commonly used symbols and notices.

**Table 2-1 Safety Symbols and Notices**

Symbol	Item	Remarks
<b>WARNING</b>	Warning	Refers to possible bodily injury or death.
<b>CAUTION</b>	Caution	Refers to possible equipment damage or operational malfunction.
	Severe Burn Hazard	Hot material can cause severe burns.
	Protective Shoes	Wear hard-soled work shoes.
	Protective Gloves	Wear heat resistant gloves.
	Protective Face or Eye Wear	Wear face shield or safety glasses.
	Body Crush Hazard	Do not stand between trailer and hitch when hooking melter to truck.

**Chapter 2 Safety**

**Table 2-2 Safety Symbols and Notices (continued)**

Symbol	Item	Remark
	Crush Hazard	Keep feet and legs clear.
	Pinch Hazard	Keep hands and feet clear.
	Exhaust Hazard	Avoid breathing engine exhaust.
	Read Manual	Read and understand operator and safety manuals before operating machine.

## Chapter 3 Warranty Information

### 3.0 Limited Warranty

Crafco, Inc., through Crafco or one of its affiliated distributors, will replace for the original purchaser free of charge any parts found upon examination by the factory at Chandler, Arizona, to be defective in material or workmanship. This warranty is for a period **two years** from invoice date, but excludes engine or components, tires, and battery as these items are subject to warranties issued by their manufacturers.

Crafco, Inc. shall not be liable for parts that have been damaged by accident, alteration, abuse, improper lubrication/maintenance, normal wear, or other cause beyond our control.

The warranty provided herein extends only to the repair and/or replacement of those components on the equipment covered above and does not cover labor costs. The warranty does not extend to incidental or consequential damages incurred as a result of any defect covered by this warranty.

All transportation and labor costs incurred by the purchaser in submitting or repairing covered components must be borne by the purchaser. Crafco, Inc. specifically disavows any other representation, warranty, or liability related to the condition or use of the product.

#### CAUTION

Use of replacement parts other than genuine Crafco parts may impair the safety or reliability of your equipment and nullifies any warranty.

## Chapter 3 Warranty Information

### 3.1 Warranty Claim Instructions

Crafco, Inc. warrants parts and machinery purchased through Crafco or one of its affiliated distributors for two years from the invoice date. Wear items are not covered under Crafco, Inc. limited warranty. A wear item is defined as but not limited to: material pumps, sealing tips, tires, etc. If parts fail to function within the first two years from the invoice date, a return authorization number (RA) must be obtained. If the part was purchased through Crafco, Inc., please contact Crafco returns department at [Returns@Crafco.com](mailto>Returns@Crafco.com) for an RA number or if purchased through a Crafco distributor please contact your distributor.

Note: if the part has a serial number associated with it, for example; a machine or electric hose or wand, this must be furnished when requesting the RA number. The customer will be emailed or faxed an RA form with all instructions to return the item to Crafco, Inc. See example. If the part is found to be within the two year warranty period and has not been abused or modified, a credit will be issued to the customer's account or credit card. The customer may request the part be replaced instead of a credit, if desired.

Note: All engine warranties are covered through the engine manufacture. If you need information for a distributor in your area please contact us and we will direct you to the closest engine distributor. All parts returned are tested and evaluated. If the part has been modified in anyway without prior consent from a Crafco, Inc. representative, warranty is void.

Please follow the instructions stated below when calling in a Warranty Claim. Failure to follow these procedures may be cause to void the warranty.

Call your local Crafco Distributor. If you do not know who your local distributor is, call a Crafco Customer Service Representative, (Toll Free 1-800-528-8242) for name, location and telephone number.

On contacting the distributor, be prepared to identify the serial number, model number, engine number, engine manufacturer, and the date of purchase if available.

Should the cause of the malfunction be a defective part, the Distributor will advise you of the procedure to follow for a replacement.

The warranty is valid only for parts, which have been supplied or recommended by Crafco, Inc. If you have any additional questions regarding warrant repairs and parts, please do not hesitate to call toll free 1-800-528-8242.

For Warranty:  
Crafco, Inc.  
25527 S. Arizona Ave., Chandler, AZ 85248  
Phone: (480) 655-8333 or (800) 528-8242  
Fax: (480) 655-1712

For all other inquires:  
Crafco, Inc.  
6165 W, Detroit St., Chandler, AZ 85226  
Phone: (602) 276-0406 or (800) 528-8242  
Fax: (480) 961-0513  
[CustomerService@crafco.com](mailto:CustomerService@crafco.com)

## Chapter 4 Machine Specifications

### 4.0 Machine Specifications

**Table 4-1 Machine Specifications**

Specification	PN 46200EB/SB	PN 47600EC100/SC100
Vat capacity	265 gallons (1000 liters)	
Melt Capacity	2100 lbs. (952.5 kg.) per hour	
Heat transfer oil required	36.5 gallons (126.8 liters) at 70°F	
Tank construction	Double boiler type	
Tank opening size	Dual 14" (355.6mm) x 18" (457.2mm)	
Maximum heat input	290,000 BTUs	
Burner and temperature control	Diesel-forced air thermostatic control	
Engine Isuzu diesel	Three Cylinder Isuzu Model 3CH1 – 25.4 BHP @ 3000 RPM	Three Cylinder Yanmar Model 3TNV86CT- 43.4 HP @ 3,000 RPM
Drive Mechanism	All hydraulic with infinite speed forward and reverse on material pump. Fixed speed agitator.	
Mixer	Full sweep mixer with 2 horizontal paddles, vertical risers	
Axle Capacity	Dual 5,200lbs. (2,358.7 kg)	
Tires	ST225/75R15 Load Range D	
Dry Weight Approximately	5,632lbs. (2,554.6 kg.)	6,715lbs (3,045.9 kg.)
Diesel tank Capacity	30 gallons (113.56 liters)	
Hydraulic Tank Capacity	26 gallons (98.4 liters)	
Air Compressor	N/A	100CFM (2,831.7 l/m) @ 125 PSI (8.61 bar)



## Chapter 5 Operating Instructions


### 5.0 Operating Instructions

The Crafco EZ 1000 Series II was developed to melt Crafco sealants. However, it works well with most road asphalt and federal specification crack or joint sealants.

**Note:** DO NOT attempt to operate the machine without using these and all other instructions.

### 5.1 Preparing the Machine for Start Up

**Table 5-1 Preparing the Machine for Start Up**

Step	Action
1	Fill the engine fuel tank with diesel fuel. Note: Use No. 1 Diesel fuel in cold weather and No. 2 Diesel fuel in warm weather
2	Check the oil level in the engine crankcase. (Refer to the manufacturer’s instruction for the engine.)
3	Check the hydraulic fluid level while at a temperature of 70°F (21.1°C). Add fluid if necessary. See <a href="#">Fig. 5-1 Hydraulic Fluid Level and Temp. Gauge</a> .
4	With the machine on level surface, check the heat transfer oil level while at a temperature of 70°F (21.1°C). The oil should be at the full mark on the dipstick. There are two other full marks representing 0°F (-17.8°C) and 150°F (65.6°C). See <a href="#">Fig. 5-2 Heat Transfer Oil Dipstick</a> . The oil level changes with temperature due to expansion and contraction. DO NOT overfill or spillage may occur when the oil is heated and expands. See <a href="#">Fig. 5-2 Heat Transfer Oil Dipstick</a> .
5	Make sure all toggle switches are turned “OFF” and all temperature control dials are set to their minimum settings.
6	Check the oil level in the air compressor if this machine is so equipped.
<b>WARNING</b>	
	<p>The safe operation of this machine is the operator’s responsibility.</p> <p>Use extreme care when operating this machine; safety is the result of being careful and paying attention to details. Remember the diesel flame is approximately 2,200°F (1204.4°C). Some exposed parts of the machine reach 500°F (260°C), the sealant 400°F (204.4°C), and the hydraulic fluid 180°F (82.2°C).</p> <p>Always put on protective clothing, gloves, hard-soled shoes, and safety glasses or a face shield. Be sure that all joints and fittings are tight and leak proof. Immediately replace any hose, which shows any signs of wear, fraying, or splitting. Tighten all bolts, nuts, and screws every 100 hours.</p>

## Chapter 5 Operating Instructions

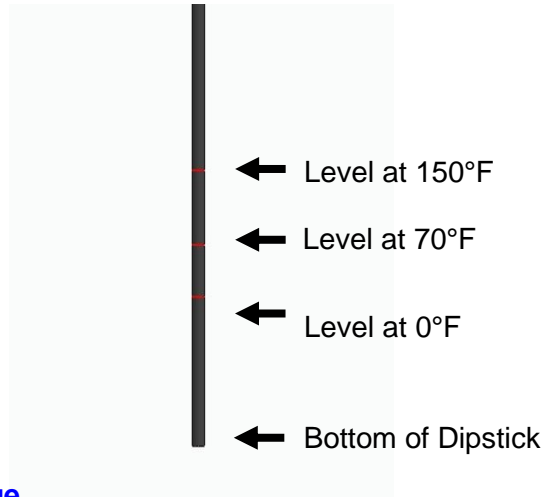


Fig. 5-1 Hydraulic Fluid Level and Temp. Gauge

Fig. 5-2 Heat Transfer Oil Dipstick

Dipstick for Heat Transfer Oil





## Chapter 5 Operating Instructions

### 5.2 Machine Start Up for Electric Hose

Table 5-2 Starting the Burner for Electric Hose

Step	Action
1	Fully open the exhaust stack cover.
2	<p>Start the engine:</p> <ul style="list-style-type: none"> <li>a) Turn main power key switch to “ON” position</li> <li>b) Make sure engine controller is in AUTO mode (display should show “Waiting to Start”). If not in AUTO mode, press the AUTO mode button once</li> <li>c) Press the “RUN” button once. The engine will not crank immediately, it will first run the fuel pump and heat the glow plugs for several seconds, then engine will crank and start.</li> </ul> <p>Engine will run at medium idle until the material temperature reaches 275F, at which time, the throttle solenoid on the engine will open the throttle to the running speed which is full throttle. If the engine is started with a warm material tank (over 275F), the engine will run at medium idle for 30 seconds, then the throttle solenoid will open the throttle to the running speed.</p>
3	<p>Turn the “BURNER” toggle switch in the control box to the “ON” position. The red light marked “BURNER” will illuminate indicating that the material and hot oil temperatures are below set point. When the red light goes off this indicates the material or oil temperatures are up to the set point.</p> <p><b>NOTE:</b> Just because this light is illuminated does not indicate the burner is actually working.</p>
4	<p>Turn “HOSE SELECTOR” switch to “ELECTRIC”.</p> <p><b>Note:</b> Electric hose will only work if hose selector switch is in the electric hose position.</p>
5	Set the heat transfer oil temperature at 500°F (260°C).
6	Set the material temperature to the manufacturer’s recommended temperature.
	<b>CAUTION</b>
	<p>If the burner does not ignite the first time, turn the “POWER” toggle switch to the “OFF” position. Turn the toggle switch to “ON” again; the burner should ignite. If the burner still does not ignite, refer to <a href="#">8.0.1 Symptoms: Burner will Not Ignite</a> to determine the malfunction.</p> <p><b>Important:</b> The solid material in the tank melts first around the walls, bottom, and around the center tower of the tank. The material temperature sensor is located by the wall, therefore, it is possible that at the beginning of the melting process the indicated temperature reaches operating value, but the material between the center tower and the outside wall of the tank is still solid. This is normal, and when the heated hose is ready for operation, most of the material in the tank will be melted and heated to the proper application temperature.</p>

## Chapter 5 Operating Instructions

**Table 5-3 Starting the Burner for Electric Hose (continued)**

Step	Action
7	Allow the heat transfer oil to continue to heat.
8	When the material reaches 275°F (135°C), the mixer light will illuminate which indicates the mixer can be engaged by turning the toggle switch at the control panel to “FORWARD” position. If the mixer does not move, allow the material to heat longer. <b>Note:</b> Mixer speed is preset at the factory and cannot be adjusted. The mixer cannot be engaged until the material reaches 275°F (135°C).
<b>CAUTION</b>	
	Jamming the mixer can cause the hydraulic oil to overheat and damage the machine.
9	The hose automatically turns “ON” when the material temperature reaches 275°F (135°C). The red light marked ‘HEATED HOSE” will illuminate when the hose control is calling for heat.
10	Adjust the temperature dial to the manufacturer’s recommended temperature. <b>Note:</b> The hose reaches operating temperature in approximately 30 minutes.
11	After the hose reaches the temperature set point, the light in the control box marked “HEATED HOSE” turns off.
12	Once the hose reaches 325°F (162.8°C) the red light marked “PUMP” will illuminate indicating that the temperature interlock will allow operation of material pump.
	<b>Important:</b> The hose must reach 325°F (162.8°C) before dispensing can take place. If the hose does not dispense when the trigger is activated, allow the material to heat longer. If the hose still does not dispense, shut the machine down, locate and remove the plug in the line.  The oven must be at 300°F for 20 minutes before attempting to pump. The oven temperature can be regulated by opening the slide gate to increase temperature or close slide gate to decrease temperature. Slide gate is located on passenger side.
13	Remove hose and wand from transport position and place wand tip in shoebox.
14	When sealant reaches application temperature, open “TANK, and RECIRCULATION valves.
15	Reverse pump for 3-5 minutes by turning the pump toggle switch to “PUMP REVERSE”. When pump turns freely, return switch to “ON ELECTRIC” position.
16	Depress wand trigger to recirculate material back into the tank to get material flowing freely through the pump. Ensure wand tip is fully inserted into the shoebox with the door closed.
17	When application of material is desired, open “APPLICATOR VALVE” AND close “RECIRCULATION VALVE”. See <a href="#">Table 5-15 Dispensing the Material – Electric Hose</a> .

## Chapter 5 Operating Instructions

**Table 5-4 Starting the Burner for Electric Hose (continued)**

Step	Action
	<b>CAUTION</b>
	<p>DO NOT twist or kink the hose.            Avoid sharp bends and continuous twisting by maintaining a minimum 10-inch bend radius.            DO NOT use a setting on the hose controller if more than 400°F.            DO NOT move or bend the hose when cold: it can cause damage to the hose.            DO NOT leave the hose cycling for longer than 30 minutes without dispensing material; coking can occur and permanently damage the hose.            DO NOT remove the hose from the boom during operation or kinking will occur.</p>
	<p><b>Important:</b> It is strongly recommended that the hose be stored in the boom (locked position) when not in use or when in transit. This will prevent twisting or kinking.</p>

## Chapter 5 Operating Instructions

### 5.3 Machine Start Up for Electric Compressor

**Table 5-5 Starting the Burner for Electric Compressor**

Step	Action
1	Fully open the exhaust stack cover.
2	Turn the key to the “ON” position. Allow engine controller to boot up.
2a	To start engine, press “Auto” then “RUN”. Engine will preheat then start. The engine will start and run at 1000 RPM for 30 seconds, then the RPM will increase to medium RPM. When the material temperature reaches 275°F (135°C) the RPM will increase to high RPM which is full throttle.
3	Turn the “BURNER” toggle switch in the control box to the “ON” position. The red light marked “BURNER” will illuminate indicating that the material and hot oil temperatures are below set point. When the red light goes off this indicates the material or oil temperatures are up to the set point. <b>NOTE:</b> Just because this light is illuminated does not indicate the burner is actually working.
4	Turn “HOSE SELECTOR” switch to “ELECTRIC”. <b>Note:</b> Electric hose will only work if hose selector switch is in the electric hose position.
5	Set the heat transfer oil temperature at 500°F (260°C).
6	Set the material temperature to the manufacturer’s recommended temperature.
	<b>CAUTION</b>
	If the burner fails ignition after 3 attempts the “BURNER LOCKOUT” alarm will sound. To reset burner, hold the “RESET” toggle switch in the “DOWN” position for 5 seconds, then release. The burner should ignite. If the burner still does not ignite, refer to <a href="#">8.0.1 Symptoms: Burner will Not Ignite</a> to determine the malfunction.
	<b>Important:</b> The solid material in the tank melts first around the walls, bottom, and around the center tower of the tank. The material temperature sensor is located by the wall, therefore, it is possible that at the beginning of the melting process the indicated temperature reaches operating value, but the material between the center tower and the outside wall of the tank is still solid. This is normal, and when the heated hose is ready for operation, most of the material in the tank will be melted and heated to the proper application temperature.
7	Allow the heat transfer oil to continue to heat.
8	When the material reaches 275°F (135°C), the mixer light will illuminate which indicates the mixer can be engaged by turning the toggle switch at the control panel to “FORWARD” position. If the mixer does not move, allow the material to heat longer. <b>Note:</b> Mixer speed is preset at the factory and cannot be adjusted. The mixer cannot be engaged until the material reaches 275°F (135°C).
	<b>CAUTION</b>
	Jamming the mixer can cause the hydraulic oil to overheat and damage the machine.
9	The hose automatically turns “ON” when the material temperature reaches 275°F (135°C). The red light marked ‘HEATED HOSE’ will illuminate when the hose control is calling for heat.

## Chapter 5 Operating Instructions

**Table 5-6 Starting the Burner for Electric Compressor (continued)**

Step	Action
10	Adjust the temperature dial to the manufacturer’s recommended temperature. <b>Note:</b> The hose reaches operating temperature in approximately 30 minutes.
11	After the hose reaches the temperature set point, the light in the control box marked “HEATED HOSE” turns off.
12	Remove hose and wand from transport position and place wand tip in shoebox.
	<p><b>Important:</b> The hose must reach 325°F(162.8°C) before dispensing can take place. If the hose does not dispense when the trigger is activated, allow the material to heat longer. If the hose still does not dispense, shut the machine down, locate and remove the plug in the line.</p> <p>The oven must be at 300°F (148.9°C) for 20 minutes before attempting to pump. The oven temperature can be regulated by opening the slide gate to increase temperature or close slide gate to decrease temperature. Slide gate is located on passenger side.</p>
13	When sealant reaches application temperature, open “TANK and RECIRCULATION valves.
14	Reverse pump for 3-5 minutes by turning the pump toggle switch to “PUMP REVERSE”. When pump turns freely, return switch to “ON ELECTRIC” position.
15	Depress wand trigger to recirculate material back into the tank to get material flowing freely through the pump. Ensure wand tip is fully inserted into the shoebox with the door closed.
16	When application of material is desired, open “APPLICATOR VALVE” AND close “RECIRCULATION VALVE”. See <a href="#">Table 5-15 Dispensing the Material – Electric Hose</a> .
	<b>CAUTION</b>
	<p>DO NOT twist or kink the hose.</p> <p>Avoid sharp bends and continuous twisting by maintaining a minimum 10-inch bend radius.</p> <p>DO NOT use a setting on the hose controller if more than 400°F.</p> <p>DO NOT move or bend the hose when cold: it can cause damage to the hose.</p> <p>DO NOT leave the hose cycling for longer than 30 minutes without dispensing material; coking can occur and permanently damage the hose.</p> <p>DO NOT remove the hose from the boom during operation or kinking will occur.</p>
	<p><b>Important:</b> It is strongly recommended that the hose be stored in the boom (locked position) when not in use or when in transit. This will prevent twisting or kinking.</p>

**Chapter 5 Operating Instructions**

**5.4 Altitude Compensation System (46200EB, 46200SB Only)**

This unit may be equipped with an Altitude Compensation System. If so, there will be a small boxed housing mounted to the right and aft of the engine. The system is automatic during most operating conditions. However, if the machine is taken from above or below an altitude of 2,624 ft. (800 Meters) while the engine is running, the engine will need to be stopped and then restarted. There is a yellow indicator light that illuminates when the machine is above 2,624 ft. (800 Meters) indicating that the system is active.

**5.5 About the Heated Hose, Wand, Valve, and Tip Guard**

**The Heated Hose**

The heated hose supplied with the machine is Teflon-lined with steel over braid. It has a heating element, which runs the length of the hose to heat the material within the hose. The hose is covered with high temperature, durable rubber.

**The Wand**

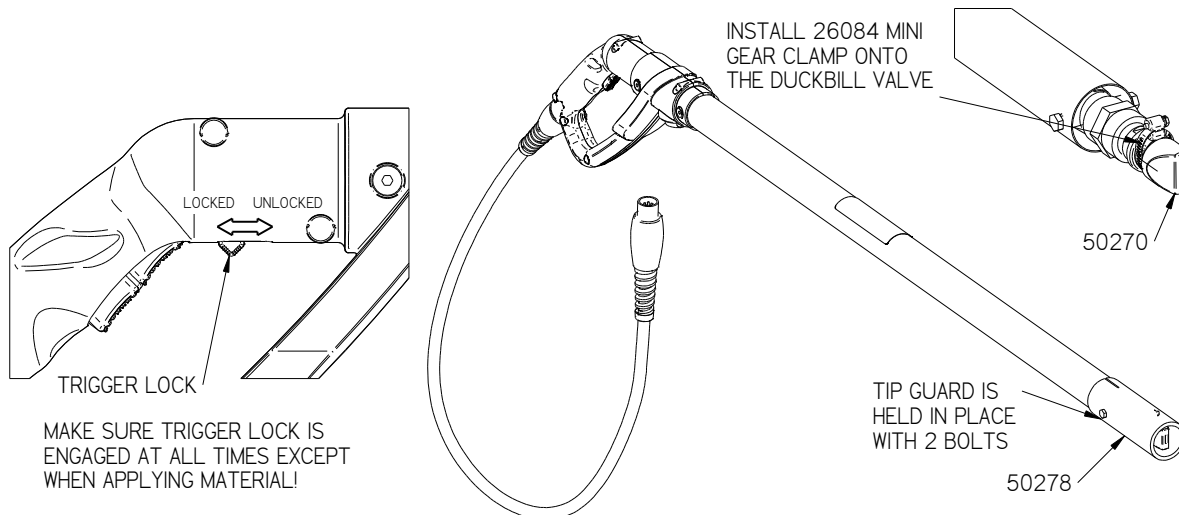
The wand has an aluminum tube to protect both the wand and the operator. The pistol grip actuator is equipped with an electric switch which, when depressed, sends a signal to actuate the pump. The wand is equipped with a trigger lock to prevent accidental pump actuation when it is not pumping material. **The trigger must be in the “LOCKED” position at all times except when intentionally pumping material.**

**The Valve**

The wand has a disposable duckbill valve on the end, which shuts off the flow of material when the pump is turned off and prevents excessive dripping of material. This valve also directs the material into a stream for easy application into the crack. Other sealing tips are available. See [10.0 Tools and Accessories](#) for other sealing tips and options.

**Tip Guard**

The wand has a Tip Guard installed at the factory only when a duckbill is installed. This Tip Guard is not required when using sealing disk or dripless tip adapter. The purpose of this guard is to prolong the life of the duckbill and to protect the operator in the event of a duckbill failure. Ensure this guard is installed properly before operating equipment. See below.



## Chapter 5 Operating Instructions

### 5.6 Electric Hose Care and Cautions

Table 5-7 Electric Hose Care

Step	Action
	<b>CAUTION</b>
	<p>Twisting and kinking of the electric hose (used on Super Shots, and EZ Series Melters) causes the hose to fail; the electric heating wires can get shorted out to the metal hose cover and the hose stops heating.</p> <p>This type of failure is not covered under the Crafcoc warranty.</p>
1	Set the hose temperature at 380°F (193.3°C), or manufacturer recommended operating temperature.
2	Allow the hose to be turned “ON” and heating for a minimum of 30 minutes.
3	<p>Make sure the hose swivel between the hose and wand moves freely.</p> <p><b>Note:</b> Do not twist or bend the hose over sharp edges such as the edge of the frame or tank. Crafcoc, Inc. recommends you do not work directly under the boom; this may cause damage to the hose.</p>
4	Follow all machine instructions in this manual.
	<b>CAUTION</b>
	<p>Hose damage occurs if:</p> <ul style="list-style-type: none"> <li>The hose is bent or moved when cold.</li> <li>The hose is twisted or bent at a sharp radius.</li> <li>The hose is moved before being heated a minimum of 30 minutes and set at 380°F.</li> <li>The operator crosses over or under the hose causing the wires between the hose and wand connection to twist or wrap up.</li> <li>The swivel is cold and is not flexible which can cause the hose to twist.</li> <li>The wiring between the hose and the wand is pulled, stressed, or used to support the wand.</li> </ul>

### 5.7 Storing the Electric Hose for Transport

Table 5-8 Hose for Transport Instructions

Step	Action
1	Leave the hose in the boom, swing the boom clockwise towards the front of the machine and lock the boom into position with the latch provided.
2	Place the wand in the wand holder and lock the wand into position with the latch provided.



## Chapter 5 Operating Instructions

### 5.8 Machine Start Up for Standard Hose

Table 5-9 Starting Burner for Standard Hose

Step	Action
1	Fully open the exhaust stack.
2	<p>Start the engine:</p> <ul style="list-style-type: none"> <li>d) Turn main power key switch to “ON” position</li> <li>e) Make sure engine controller is in AUTO mode (display should show “Waiting to Start”). If not in AUTO mode, press the AUTO mode button once</li> <li>f) Press the “RUN” button once. The engine will not crank immediately, it will first run the fuel pump and heat the glow plugs for several seconds, then engine will crank and start.</li> </ul> <p>Engine will run at medium idle until the material temperature reaches 275F, at which time, the throttle solenoid on the engine will open the throttle to the running speed which is full throttle. If the engine is started with a warm material tank (over 275F), the engine will run at medium idle for 30 seconds, then the throttle solenoid will open the throttle to the running speed.</p>
3	<p>Turn the “BURNER” toggle switch in the control box to the “ON” position. The red light marked “BURNER” will illuminate indicating that the material and hot oil temperatures are below set point. When the red light goes off this indicates the material or oil temperatures are up to the set point.</p> <p><b>NOTE:</b> Just because this light is illuminated does not indicate the burner is actually working.</p>
4	Turn “HOSE SELECTOR” switch to “STANDARD”.
5	Set the heat transfer oil temperature at 500°F (260°C).
6	Set the material temperature to the manufacturer’s recommended temperature.
	<b>CAUTION</b>
	<p>If the burner does not ignite the first time, turn the “POWER” toggle switch to the “OFF” position. Turn the toggle switch to “ON” again; the burner should ignite. If the burner still does not ignite, refer to <a href="#">8.0.1 Symptoms: Burner will Not Ignite</a> to determine the malfunction.</p> <p><b>Important:</b> The solid material in the tank melts first around the walls, bottom, and around the center tower of the tank. The material temperature sensor is located by the wall, therefore, it is possible that at the beginning of the melting process the indicated temperature reaches operating value, but the material between the center tower and the outside wall of the tank is still solid. This is normal, and when the heated hose is ready for operation, most of the material in the tank will be melted and heated to the proper application temperature.</p>
7	Allow the heat transfer oil to continue to heat.



## Chapter 5 Operating Instructions

**Table 5-10 Starting Burner for Standard Hose (continued)**

Step	Action
8	<p>When the material reaches 275°F (135°C), the mixer light will illuminate which indicates the mixer can be engaged by turning the toggle switch at the control panel to “FORWARD” position. If the mixer does not move, allow the material to heat longer.</p> <p><b>Note:</b> Mixer speed is preset at the factory and cannot be adjusted. The mixer cannot be engaged until the material reaches 275°F (135°C).</p>
	<p><b>CAUTION</b></p>
	<p>Jamming the mixer can cause the hydraulic oil to overheat and damage the machine.</p>
9	<p>The pump light will come “ON” when the material temperature reaches 275°F (135°C) indicating the temperature interlock will allow material pump operation.</p> <p><b>NOTE:</b> Hose temperature display will not read an accurate pumping temperature until sealant is being pumped through the hose.</p> <p><b>Important:</b> The oven must be at 300°F (162.8°C) for 20 minutes before attempting to pump. The oven temperature can be regulated by opening the slide gate to increase temperature or close slide gate to decrease temperature. Slide gate is located on passenger side.</p>
10	<p>When sealant reaches 325°F (162.8°C), open “TANK and RECIRCULATION valves, then close APPLICATOR VALVE”.</p>
11	<p>Reverse pump for 3-5 minutes by turning the pump toggle switch to “PUMP REVERSE” position. When pump turns freely, return switch to “ON STANDARD” position. This circulates hot material from bottom of tank back on top of cold material in the tank.</p>
12	<p>Increase heat transfer oil temperature to 500°F (260°C) and material temperature to manufacturers recommended application temperature (Approx. 380° (193.3°C)-400°F (204.4°C)).</p>
13	<p>When application of material is desired, remove hose from oven and connect to wand assembly (Hand tight only). Insert wand tip fully into shoebox with hand wand valve in “OPEN” position.</p>
14	<p>Open the “APPLICATOR VALVE”, close “RECIRCULATION VALVE”.</p>

## Chapter 5 Operating Instructions

### 5.9 Machine Start Up for Standard Compressor

**Table 5-11 Starting the Burner for Standard Compressor**

Step	Action
1	Fully open the exhaust stack.
2	Turn the key to the "ON" position. Allow engine controller to boot up.
2a	To start engine, press "Auto" then "RUN". Engine will preheat then start. The engine will start and run at 1000 RPM for 30 seconds, then the RPM will increase to medium RPM. When the material temperature reaches 275°F (135°C) the RPM will increase to high RPM which is full throttle.
3	Turn the "BURNER" toggle switch in the control box to the "ON" position. The red light marked "BURNER" will illuminate indicating that the material and hot oil temperatures are below set point. When the red light goes off this indicates the material or oil temperatures are up to the set point. <b>NOTE:</b> Just because this light is illuminated does not indicate the burner is actually working.
4	Turn "HOSE SELECTOR" switch to "STANDARD".
5	Set the heat transfer oil temperature at 450°F (232.2°C).

## Chapter 5 Operating Instructions

**Table 5-12 Starting Burner for Standard Compressor (continued)**

6	Set the material temperature to 350°F (176.7°C).
	<b>CAUTION</b>
	If the burner fails ignition after 3 attempts the “BURNER LOCKOUT” alarm will sound. To reset burner, hold the “RESET” toggle switch in the “DOWN” position for 5 seconds, then release. The burner should ignite. If the burner still does not ignite, refer to <a href="#">8.0.1 Symptoms: Burner will Not Ignite</a> to determine the malfunction.
	<b>Important:</b> The solid material in the tank melts first around the walls, bottom, and around the center tower of the tank. The material temperature sensor is located by the wall, therefore, it is possible that at the beginning of the melting process the indicated temperature reaches operating value, but the material between the center tower and the outside wall of the tank is still solid. This is normal, and when the heated hose is ready for operation, most of the material in the tank will be melted and heated to the proper application temperature.
7	Allow the heat transfer oil to continue to heat.
8	When the material reaches 275°F (135°C), the mixer light will illuminate which indicates the mixer can be engaged by turning the toggle switch at the control panel to “FORWARD” position. If the mixer does not move, allow the material to heat longer. <b>Note:</b> Mixer speed is preset at the factory and cannot be adjusted. The mixer cannot be engaged until the material reaches 275°F (135°C).
	<b>CAUTION</b>
	Jamming the mixer can cause the hydraulic oil to overheat and damage the machine.
9	The pump light will come “ON” when the material temperature reaches 275°F (135°C) indicating the temperature interlock will allow material pump operation. <b>NOTE:</b> Hose temperature display will not read an accurate pumping temperature until sealant is being pumped through the hose.
	<b>Important:</b> The oven must be at 300°F (162.8°C) for 20 minutes before attempting to pump. The oven temperature can be regulated by opening the slide gate to increase temperature or close slide gate to decrease temperature. Slide gate is located on passenger side.
10	When sealant reaches 325°F (162.8°C), open “TANK, RECIRCULATION valves, and close APPLICATOR VALVE”.
11	Reverse pump for 3-5 minutes by turning the pump toggle switch to “PUMP REVERSE” position. When pump turns freely, return switch to “ON STANDARD” position. This circulates hot material from bottom of tank back on top of cold material in the tank.
12	Increase heat transfer oil temperature to 500°F and material temperature to manufacturers recommended application temperature (Approx. 380°-400°F).
13	When application of material is desired, remove hose from oven and connect to wand assembly (Hand tight only). Insert wand tip fully into shoebox with hand wand valve in “OPEN” position.
14	Open the “APPLICATOR VALVE”, close “RECIRCULATION VALVE”.

**Chapter 5 Operating Instructions**


**5.10 Loading Material into the Sealant Tank**

This unit is equipped with a safety interlock system on the loading door. This system disables the mixer hydraulic system when the lid is open to stop the mixer from turning. This is a safety feature for the operator and should never be disabled for any reason.

**CAUTION**

Personal injury could occur if this safety system is disabled.

**Table 5-13 Loading Material into the Sealant Tank**

Step	Action
	<b>WARNING</b>
	Following this procedure prevents hot material from getting on operators and causing severe burns. Never throw blocks of material directly into tank. Hot material splash hazard will result.
1	To load material into the sealant tank first open the lid.
2	Place the solid material on the lid then close the lid.
3	Continue adding solid material at intervals to allow the mixer to rotate without jamming. <b>Note:</b> If blocks of solid material are added too quickly, jamming results and slows down the melting process.
	<b>Note:</b> When sealant placement volume is low, or the crew has stopped working for lunch hot oil and material temperatures can equalize. To lower material temperature add a few blocks of cold sealant. This may not be an option if the tank is full.

## Chapter 5 Operating Instructions

### 5.10.1 Material Tank Depth Chart


Table 5-14 Material Tank Depth Chart

DEPTH OF MATERIAL TANK	CAPACITY IN GALLONS BOTTOM UP	CAPACITY IN LITERS BOTTOM UP	CAPACITY IN GALLONS TOP DOWN	CAPACITY IN LITERS TOP DOWN
1	9.00	34.07	255.22	966.11
2	18.25	69.08	245.67	929.96
3	27.50	104.10	236.12	893.81
4	36.75	139.11	226.57	857.66
5	46.00	174.13	217.02	821.51
6	55.38	209.64	207.47	785.36
7	64.50	244.16	197.92	749.21
8	74.00	280.12	188.37	713.06
9	83.25	315.14	178.84	676.98
10	92.50	350.15	169.54	641.78
11	102.00	386.11	160.25	606.61
12	111.00	420.18	150.95	571.41
13	120.50	456.14	141.65	536.20
14	129.75	491.16	132.36	501.04
15	139.00	526.17	123.06	465.83
16	148.25	561.19	113.76	430.63
17	157.75	597.15	104.47	395.46
18	167.00	632.16	95.17	360.26
19	176.25	667.18	85.87	325.05
20	185.75	703.14	76.57	289.85
21	195.25	739.10	62.28	235.75
22	204.75	775.06	57.98	219.48
23	214.25	811.02	48.68	184.27
24	224.00	847.93	39.39	149.11
25	233.50	883.89	30.09	113.90
26	243.00	919.86	20.79	78.70
27	250.50	948.25	11.49	43.49
28	262.00	991.78	2.26	8.56
28.25	264.50	1001.24	0	0.00

**Chapter 5 Operating Instructions**


**5.11 Dispensing the Material**

**Table 5-15 Dispensing the Material – Electric Hose**

Step	Action
<b>WARNING</b>	
	<p>Put on protective clothing, gloves, hard-soled shoes, and face shield or safety glasses when operating or filling this machine. Read the entire manual before operating the machine.</p> <p>Never point the wand at any part of the body or at any other person. Hot material can cause severe burns.</p> <p><b>Important:</b> Some difficulty may be encountered when starting up on cold days. Although the wand is designed to heat the material all the way down to the tip, on cold days you can place the tip of the wand into the shoebox to facilitate material melting in the valve. Insert the wand tip for only a short time before proceeding.</p>
1	When the material and hose have reached manufacturer’s application temperature, you are ready to dispense material.
2	Turn the pump speed control to the lowest setting by turning the speed control knob fully clockwise.
3	Insert the wand tip into the shoebox, depress trigger on the wand and slowly increase pump speed until the pump motor starts to turn.
4	Adjust the pump speed for the desired flow rate for the application. The rate of flow may be varied while the pump is running.
<b>CAUTION</b>	
Never open flow control more than 2 full turns when using an electric hose as this will cause premature material pump wear.	
<p><b>Important:</b> It may be necessary to use the recirculation with the electric hose anytime the machine is not going to be used for more than 5-10 minutes when the ambient temperature is below 40°F (4.4°C) or not being used for 20-30 minutes in warmer weather. This is critical after material is up to operating temperature and burner is running intermittently; the oven will cool and all material in the plumbing and pump will solidify. To get the oven hot enough to start pumping again, add several blocks of sealant to lower the material temperature enough to cause burner to ignite. This may not be an option if the tank is already full.</p>	

**Chapter 5 Operating Instructions**

**Table 5-16 Dispensing the Material – Standard Hose**

Step	Action
<b>WARNING</b>	
	<p>Put on protective clothing, gloves, hard-soled shoes, and face shield or safety glasses when operating or filling this machine. Read the entire manual before operating the machine.</p> <p>Never point the wand at any part of the body or at any other person. Hot material can cause severe burns.</p>
1	When the material has reached manufacturer’s application temperature, you are ready to dispense material.
2	Turn the pump speed control to the lowest setting by turning the speed control knob fully clockwise.
3	Insert the wand tip into the shoebox, open the ball valve on the wand and adjust the control valve to get close to the desired material flow for the application.
4	Open recirculation valve to get the desired flow rate.
5	This method of operation will give maximum pump life. If the sealant does not flow from the applicator wand, close hand wand valve and place hose and wand back into the oven to allow the sealant to become more liquid, and then repeat procedure.
6	Once sealant is flowing freely, reverse pump and install desired sealing tip or disk and you are ready to begin sealing. See Section <a href="#">10.0 Tools and Accessories</a> for other sealing tips and disk.
<b>CAUTION</b>	
Extreme care should be taken when changing or installing sealing tips. Always engage pump reverse if sealant is hot. Hot sealant can cause severe skin burns.	

**Chapter 5 Operating Instructions**

**5.12 Yanmar DPF Regen (Compressor Models)**

**CAUTION**

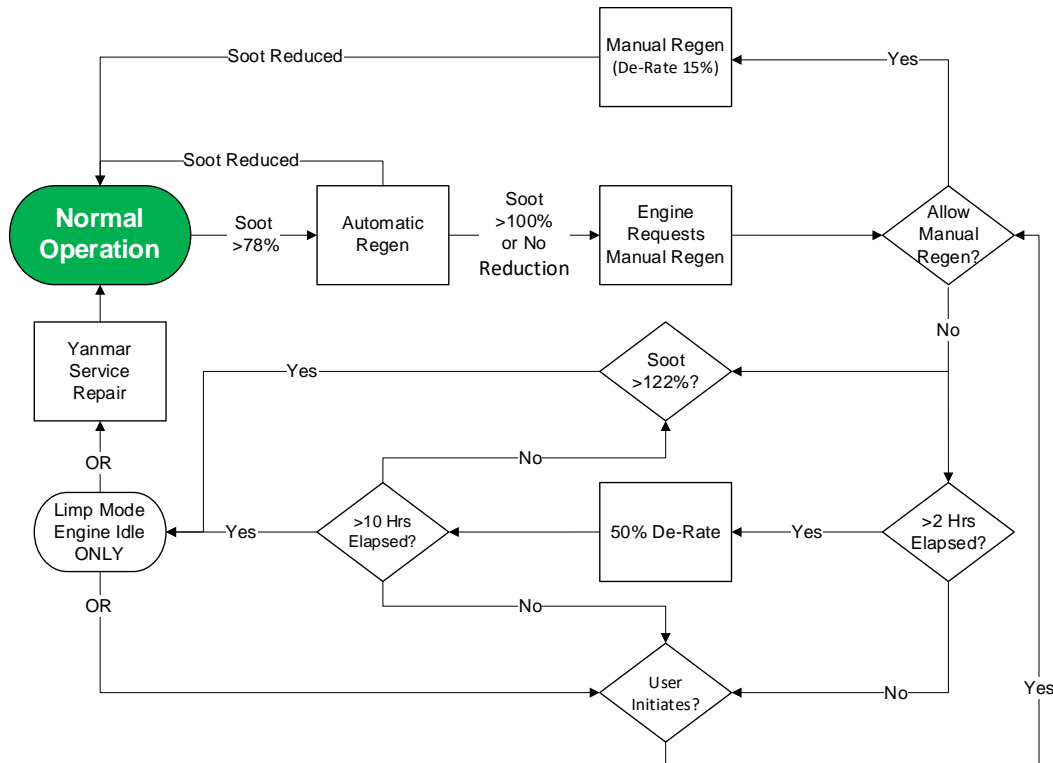
**MANUAL REGEN MODE**

This engine is equipped with a Diesel Particulate Filter (DPF). It captures soot in a filter element just before the exhaust pipe. The engine will automatically “burn off” the accumulated soot from time to time by raising exhaust gas temperature during normal use. Sometimes a more aggressive “Manual Regen” is required and the user will be prompted to start the regen.

Manual Regen takes about 30 minutes, during which the machine can be used for crack sealing once the regen process has started (engine speed drops to 800 RPM then slowly increases to hold at 2200 RPM for 30 minutes). If equipped, the air compressor will be locked out during manual regen. When complete, the engine will ramp back down to 800 RPM then return to previous running speed after exiting the manual regen mode.

Failure to allow the engine to perform the manual regen of the DPF will result in progressively larger engine power reductions over time. During this time, DPF soot levels will increase to the point that the engine will enter a severe power reduction mode (“limp mode”). Once soot levels have triggered limp mode, the DPF will have to be cleaned in a special oven at a Yanmar service center. The costs for this cleaning are not covered under any warranty as it is the result of a lack of proper maintenance of the engine. See engine manual and machine manual for further details.

If customer rejects or ignores engine computer requests for manual regen, the computer will start reducing engine power and will escalate until either the manual regen is performed or soot levels reach critical level and trigger limp mode. The diagram below shows the escalation process:





## Chapter 5 Operating Instructions

### 5.13 Shutting Down and Cleaning Out the Machine

When shutting down the machine for the day, CrafcO recommends leaving the melter about half full of material. This will give a fairly rapid heat up rate in the morning but allows enough material to start dispensing right away when the material becomes molten.

**Table 5-17 Shutting Down 46200EB**

Step	Action
1	Close recirculation valve and reverse the pump for approximately 3 minutes.
1a	Remove wand from hose and wrap hose up in oven while reversing the pump.
2	Close the "APPLICATOR VALVE".
3	Open recirculation valve. Close the "TANK VALVE".
4	Turn "Off" pump reverse switch.
5	Turn the mixer toggle switch to the "OFF" position.
6	Turn the burner toggle switch to the "OFF" position.
7	Stop the engine by pressing the "OFF" button on the engine controller. The engine will go into an "IDLE COOL" for ten seconds and then the engine will shut down and stop.
8	Turn the "MAIN POWER" switch to the "OFF" position.
	<b>IMPORTANT:</b> Ensure the hose is not touching the tank wall or plumbing.

**Table 5-18 Shutting Down 47600EC100**

Step	Action
1	Leaving the hose in the boom, swing the boom clockwise towards the front of the machine and lock the boom into position with the latch provided.
	<b>CAUTION</b>
	DO NOT kink or twist the hose or permanent damage may result.
2	Place the wand in the wand holder and lock the wand into position with the latch provided.
3	Reverse the pump while removing tip adapter and or duckbill. Continue to reverse for approximately 30 more seconds.
4	Close the "APPLICATOR VALVE" and "TANK VALVE".
5	Turn the mixer toggle switch to the "OFF" position.
6	Turn the "Burner" switch to the "OFF" position.
7	Stop the engine by pressing the "OFF" button once. This will throttle down the engine and shut it "OFF". It will continue to run for a few seconds.
8	Turn "OFF" key switch.

## Chapter 5 Operating Instructions

**Table 5-19 Shutting Down 46200SB**

Step	Action
1	Close recirculation valve and reverse the pump for approximately 3 minutes.
1a	Remove wand from hose and wrap hose up in oven while reversing the pump.
2	Close the “APPLICATOR VALVE”.
3	Open recirculation valve. Close the “TANK VALVE”.
4	Turn “Off” pump reverse switch.
5	Turn the mixer toggle switch to the “OFF” position.
6	Turn the burner toggle switch to the “OFF” position.
7	Stop the engine by pressing the “OFF” button on the engine controller. The engine will go into an “IDLE COOL” for ten seconds and then the engine will shut down and stop.
8	Turn the “MAIN POWER” switch to the “OFF” position.
	<b style="color: blue;">IMPORTANT:</b> Ensure the hose is not touching the tank wall or plumbing.

**Table 5-20 Shutting Down 47600SC100**

Step	Action
1	Close recirculation valve and reverse the pump for approximately 3 minutes.
1a	Remove wand from hose and wrap hose up in oven while reversing the pump.
2	Close the “APPLICATOR VALVE”.
3	Open recirculation valve. Close the “TANK VALVE”.
4	Turn “Off” pump reverse switch.
5	Turn the mixer toggle switch to the “OFF” position.
6	Turn the “Burner” switch to the “OFF” position.
7	Stop the engine by pressing the “OFF” button once. This will throttle down the engine and shut it “OFF”. It will continue to run for a few seconds.
8	Turn “OFF” key switch.
	<b style="color: blue;">IMPORTANT:</b> Ensure the hose is not touching the tank wall or plumbing.

## Chapter 5 Operating Instructions

### 5.14 Overnight Heater Use

An overnight heater rod is available as an option. PN 24190 for 110V, and PN 24194 for 220V. The overnight heaters may be used to maintain an overnight heat transfer oil temperature of approximately 200-250°F (93.3°C).

**Table 5-21 Overnight Heater Use**

Step	Action
	<b>WARNING</b>
	The overnight heaters are for overnight use only. If the overnight heater is used, the material must be dispensed the next day. If the material can't be dispensed, the machine needs to be heated to mixing temperatures, and agitated to prevent settling. If you don't dispense the material after 1 night use, you risk damaging the material and possibly the machine due to settled material, which can harden in the bottom of the material tank
1	Attach each heater power cord to its own suitable extension cord.
2	Attach each extension cord to its own outlet rated for 15 amps minimum.
	<b>CAUTION</b>
	Certain machines may have 2 overnight heaters depending on the size of the material tank. Attaching both heaters to the same outlet will most likely pop the circuit breaker inline from the power source. Combining both heaters together will draw too much amperage for most common 15 amp circuits.
	<b>WARNING</b>
	Suitable extension cord size requirements for <b>110 Volt</b> use: 25-50 FT • 16-20 Amps • 12 Gauge (Heavy Duty) or 10 Gauge (Extra Heavy Duty) 100 FT • 16-20 Amps • 10 Gauge (Extra Heavy Duty)
	Suitable extension cord size requirements for <b>220 Volt</b> use: 25-50 FT • 8-10 Amps • 14 Gauge (Medium Duty) or 12 Gauge (Heavy Duty) 100 FT • 8-10 Amps • 12 Gauge (Heavy Duty)
	<b>Failure to use the correct size extension cord could result in damage and possible fire!</b>
3	Disconnect the heaters when using the machine's burner system.
	<b>CAUTION</b>
	Do not use the heaters without heat transfer oil in the tank. Doing so will overheat and damage the heater, and it will have to be replaced.

## Chapter 5 Operating Instructions

### 5.15 Storing the Machine

Store the machine in an area where moisture cannot enter the heating system such as heat transfer oil tank, etc. Extended down time can cause moisture build up in the heating tank.

Evidence that moisture has collected in the heat transfer oil is a constant popping noise. If this popping noise is heard, warm the heat transfer oil to 300°F (149°C) for two to three hours to evaporate the moisture. Failure to follow this procedure will cause the heat transfer oil to overflow the tank resulting in possible machine damage and/or personal injury.

Best practice is to check in the material tank prior to starting the burner. If water is present, try and remove as much as possible, heat the material to 300°F (149°C) for two to three hours to evaporate the moisture. Failure to follow this procedure will cause the material to overflow the tank resulting in possible machine damage and/or personal injury.

Store the machine for longer periods with the material tank empty.

## Chapter 5 Operating Instructions

### 5.16 Air Compressor: PN 47600EC100, 47600SC100

Two machine models in the EZ 1000 Series II line of melters include an air compressor unit which is designed to assist in the cleaning of debris from cracks and joints.

- Always use approved high-pressure air hoses with properly installed fittings that are not frayed or worn.
- A cold air lance is supplied.
- For the 47600EC100 and 47600SC100 the engine RPM will increase to full RPM once the material temperature reaches 275°F (135°C) or if the compressor is switched to the “ON” position.
- If the compressor is not needed, turn off the toggle switch in the control box (labeled compressor).
- The compressor is operated hydraulically and runs continuously. When air is not being discharged, the compressor automatically reduces the air output to a minimum.
- There is an intentional air leak at the air muffler that provides lubrication of the compressor.
- Do not replace the air muffler with aftermarket parts as damage will occur to the compressor.
- The PN 47600EC100 or 47600SC100 are equipped with the 100 CFM compressor and a clean burning diesel engine that reduces power at very high elevations to meet emissions requirements. This machine has been fully tested with all systems active at max load at an elevation of 9200ft with no issues. If you are operating this machine at an elevation above 9200ft, it is possible the reduced engine power required for emissions compliance may not be sufficient to run all systems at max load at the same time. If this occurs, you can run the machine without using the compressor. You can also try running the material tank less than ½ full and allow extra time for melting the material fully – this will reduce the load contributed by the mixer to the engine.
- PN 47600EC100 or 47600SC100 equipped with the 100 CFM air compressor comes equipped with an air safety shut off valve. In the event of a hose rupture, this valve will significantly reduce the air flow to prevent injuries from a failing hose. This valve will also trigger if the compressor is started without the hose and wand connected. To reset valve, shut off compressor toggle switch for 30 seconds, then turn on the compressor.

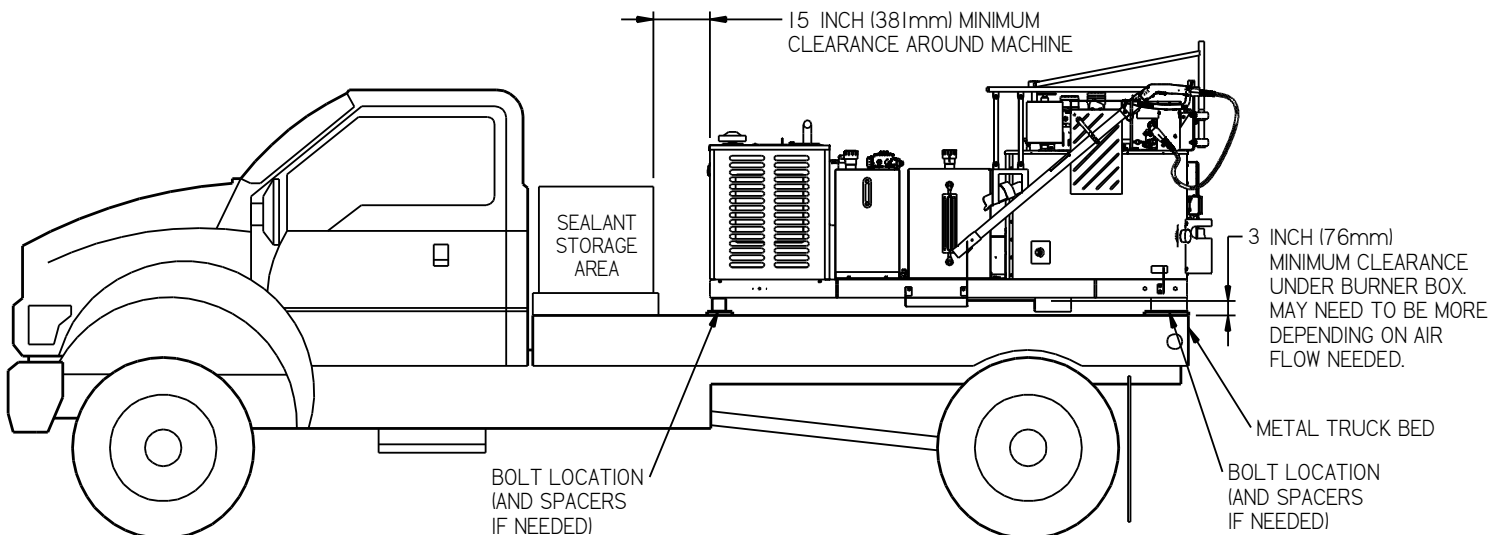
**Chapter 5 Operating Instructions**

**5.17 Mounting a Skid Machine**

**Table 5-22 Mounting a Skid Machine**

Step	Action
	<p style="text-align: center;"><b>WARNING</b></p> <p>The truck needs to be of proper size to hold the loaded weight and size of the machine and any extra material to be carried. The center of gravity of the loaded machine should be above or in front of the rear main axle. Contact CrafcO for help in determining the location of the center of gravity of your machine before mounting.</p> <p style="text-align: center;"><b>WARNING</b></p> <p>Only mount the unit to a metal truck bed or any other non-flammable surface that can support the weight of the machine.</p> <p><b>Failure to use the correct mounting surface could result in damage and possible fire!</b></p> <p style="text-align: center;"><b>WARNING</b></p> <p>Mount the machine a minimum of 3" (76mm) above the truck bed. Depending on the machine and airflow, you may have to mount it higher to prevent excessive temperatures on the machine and truck bed.</p>
1	<p>Mount with four ½" diameter Grade 5 bolts (or 12mm Grade 10.9) minimum, using the loading tubes at each corner of the machine to secure it in place.</p>
	<p style="text-align: center;"><b>WARNING</b></p> <p>Leave 15" (381mm) clearance around the machine. Keep this area clear of any flammable material such as empty sealant boxes.</p> <p><b>Failure to keep this area clear could result in damage and possible fire!</b></p>

**TYPICAL SKID MOUNT GUIDELINES**



## Chapter 6 Maintenance Instructions

### 6.0 Maintenance Instructions

This chapter contains all normal maintenance instructions to properly maintain your machine.

### 6.1 Engine

Refer to the manufacturer's operating and maintenance instructions for the engine.

#### 6.1.1 Yanmar Diesel Particulate Filter (DPF)

If equipped with Yanmar 3TNV86CT engine (compressor models):

Action	Engine Hours	
	6000	9000
Run Manual Regen	As Requested on Engine Controller	
Clean DPF (Yanmar Service)	X	
Replace DPF Elements (Yanmar Service)		X

### 6.2 Air Compressor

Table 6-1 contains the recommended service intervals for the air compressor, as well as the part numbers for the maintenance kits. Also refer to the manufacturer's operating and maintenance instructions for the air compressor.

**Table 6-1 Air Compressor Maintenance Chart**

Kit Description	Hours							
	2,500	5,000	7,500	10,000	12,500	15,000	17,500	20,000
45328A Maintenance Kit A, Air filter service kit	X	X	X	X	X	X	X	X
45328B Maintenance Kit B, Oil filter service kit		X		X		X		X
45328C Maintenance Kit C, Separator Service Kit				X				X

### 6.3 Hydraulic System

Check hydraulic fluid daily. See [Table 5-1 Preparing the Machine for Start Up](#) Step 3.

Change hydraulic filter every 250 hours of machine operation. Replace if necessary.

Change hydraulic fluid every 500 hours of operation.

## Chapter 6 Maintenance Instructions

### 6.4 Heat Transfer Oil

Check the oil level at the start of every day. See [Table 5-1 Preparing the Machine for Start Up Step 4](#).

Change the oil every 500 hours of machine operation or 1 year, whichever comes first. Failure to follow this oil change interval will result in machine damage.

### 6.5 Wheel Bearing

Pack the wheel bearing every 24,000 miles (38,624 km) or every two years, whichever comes first. Use a good grade of bearing grease.

### 6.6 Material Sensor Tube

Check for heat transfer oil in tube every 50 hours of operation. 2 ounces (59.1 ml) required.

### 6.7 Pump Packing Adjustment and Replacement

Material pump packing should leak a small amount (5-10 drops per minute) during normal use. If packing adjustment is required, operate the pump under normal conditions before making any adjustments. Tighten packing gland nuts evenly (1-2 flats on the nut) until there is 5-10 drops per minute. **DO NOT OVER TIGHTEN** packing gland as that will shorten the life of the packing and wear out the sealing surfaces faster.

To replace packing, remove two nuts, packing gland clip, and packing gland halves. Use a packing hook to remove all seven of the packing rings. New packing rings should be installed one ring at a time, with the joints staggered 180° apart. Each ring should be seated firmly before the next ring is installed.

The packing gland nuts should first be evenly tightened with a wrench to seat the packing firmly in the stuffing box and against the shaft. **DO NOT** over tighten the packing. The gland nuts should then be backed off until finger tight. Follow adjusting pump packing at the beginning of this section.



**Chapter 6 Maintenance Instructions**

**6.8 Lug Nuts**

Torque all nuts/bolts before first road use and after each wheel removal. Check and torque after the first 10 miles (16 km), 25 miles (40 km), and again at 50 miles (80 km). Check periodically thereafter.

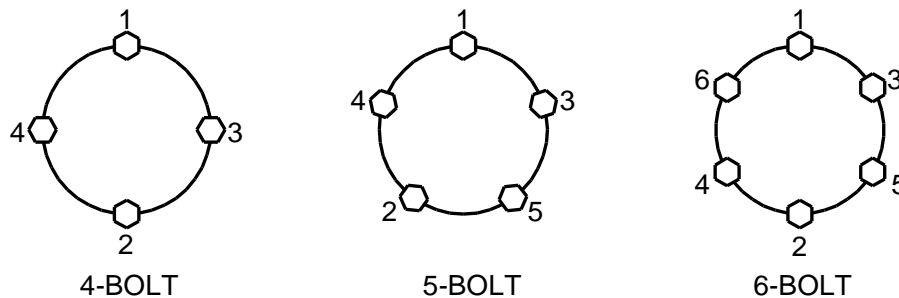
Torque in stages as follows:

First stage 20-25 foot-pound (ft-lb) (89-111 N)

Second stage 50-60 foot pound (ft-lb) (222-266 N)

Third stage 90-120 foot pound (ft-lb) (400-534 N)

Tighten bolts and nuts in the sequence shown in [Fig. 6-1 Lug bolt Tightening Sequence](#).



**Fig. 6-1 Lug bolt Tightening Sequence**

**6.9 Brakes**

Check the brakes daily.

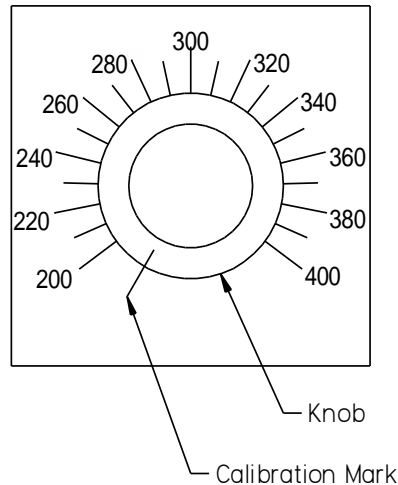
**6.10 Tongue Jack**

Lubricate the tongue jack, using a good grade of bearing grease.

## Chapter 6 Maintenance Instructions

### 6.11 Temperature Control Calibration

Check the control knob calibration weekly. Calibrate by turning the knob counterclockwise. If the marks do not align, loosen screw in knob and align the line on the control knob with the calibration mark on the scale plate. (See Fig. 6-2 Temperature Control Calibration)



**Fig. 6-2 Temperature Control Calibration**

### 6.12 Replacing Heat Transfer Oil

1. Drain oil by removing oil drain cap located under machine.
2. Open ball valve located on rear driver's side of machine before refilling. This allows the air to escape the center column.
3. Fill tank with Heat Transfer Oil using the fill port near the overflow reservoir. Be careful to not overfill. Use the dipstick to measure your fill level.
4. Start burner and heat the heat transfer oil until one drop of oil comes out of ball valve.
5. Close ball valve immediately. **(CAUTION: HOT OIL WILL CAUSE SEVERE BURNS)**

**NOTE: THIS PROCEDURE IS NOT REQUIRED FOR DAILY OPERATION.**

### 6.13 Cleaning Material Tank and Sensor Area

The material tank needs to be cleaned every year or as needed for proper operation. As the machine is used, material builds up around the tank walls and sensor guard. The built up material prevents heat from getting to the fresh material and causes longer heat up times. The built up material will also prevent the material temperature sensor from reading accurately because it becomes insulated from the fresh material. The coked material needs to be scraped or chipped from the tank walls. The area between the sensor and sensor guard needs to be cleaned also for proper temperature sensing. An air chisel with various sized blades usually works best to break up the material and remove it from the walls. Once the walls and sensor guard areas are cleaned, remove all the loose chunks from the tank, and vacuum out any smaller pieces.

### 6.14 Cleaning the Melter

We recommend using Orange-Sol industrial cleaner for cleaning the exterior of the machine. The cleaner can be found at the following website; <https://www.orange-sol.com/industrial-formula/>.

## Chapter 6 Maintenance Instructions

### 6.15 Maintenance Chart

For a list of parts required for maintenance see [Table 6-5 General Maintenance Parts](#).

**Table 6-2 Maintenance Chart**

Possible Cause	Procedure	Hours			
		8	50	250	500
Engine check oil level	Refer to the manufacturer's instructions for the engine	X			
Engine Air Filter(s)	Change the Primary filter when restriction indicator says to. Safety filter is there to protect engine if main filter becomes damaged and then the safety will see an increase in dust. Check the safety filter when changing the primary filter, if it shows excessive dirt or the restriction indicator is still high after servicing the primary filter then the safety filter needs to be changed.				
Engine Radiator	Check and clean fins with water				X
Other engine maintenance	Refer to the manufacturer's operating and maintenance instructions for the engine				
Material Sensor Tube	Check for HTO fluid		X		
	Add	As needed			
Heat Transfer Oil	Check	X			
	Change				X
Hydraulic Oil	Check	X			
	Change				X
Hydraulic Oil Filter	Change			X	
Burner	Check burner box insulation				X
	Clean CAD cell				X
	Check Electrodes				X
	Check Flame Retainer/Head				X
	Replace burner nozzle				X
	Replace Fuel Filter				X

## Chapter 6 Maintenance Instructions

**Table 6-3 Maintenance Chart**

Possible Cause	Procedure	Hours			
		8	50	250	500
Wheel Bearings	Clean and re-pack using a good grade of bearing grease	Every 24,000 miles or two years			
Tongue Jack	Grease using a good grade of bearing grease	Once a year			
Air Compressor Oil	Check		X		
	Change	Once a year			
Material Tank	Scrape out built up material in the material tank	Once a year or as needed			
Material Sensor Guard	Scrape out built up material around guard				X

### 6.16 Service Instructions

**Table 6-4 Service Instructions**

Step	Action
1	Do a general inspection of the machine at least once a week.
2	Replace all worn or damaged parts. <b>Note:</b> Keep regular replacement items in stock for emergency repairs to prevent costly downtime. See <a href="#">Table 6-6 Recommended Spare Parts</a> .
3	Make necessary adjustments and tighten all loose nuts or screws.
4	Watch for leaks. Tighten fittings or repair as necessary.
5	Clean the external surfaces of the machine at regular intervals. <b>Note:</b> Refer to the material manufacturer's instructions for recommendations.
6	Follow the recommended maintenance per <a href="#">Table 6-2 Maintenance Chart</a> .

For service and parts, find a list of authorized Distributors and service centers at <https://crafc.com/how-to-purchase/>

## Chapter 6 Maintenance Instructions

### 6.17 General Maintenance Parts

Table 6-5 General Maintenance Parts

Quantity	Description	Machine	Part No.
1	Burner Fuel Filter	46200EB 46200SB 47600EC100 47600SC100	41867
1	Engine Pre-Fuel Filter	47600EC100 47600SC100	48162N
1	Engine Fuel Filter	46200EB 46200SB	41867
1	Engine Fuel Filter	47600EC100 47600SC100	48143N
1	Engine Oil Filter	46200EB 46200SB	45389
1	Engine Oil Filter	47600EC100 47600SC100	48144N
1	Engine Air Filter	46200EB 46200SB	45391
1	Engine Air Filter	47600EC100 47600SC100	48147N
1	Nozzle, Burner	All	41881
1	Packing, Material Pump	All	29990S
1	Hydraulic Oil Filter	All	45438
Table 6-7	Hydraulic Oil	All	Table 6-7
Table 6-7	Heat Transfer Oil	All	Table 6-8

## Chapter 6 Maintenance Instructions

### 6.18 Recommended Spare Parts

**Table 6-6 Recommended Spare Parts**

Quantity	Description	Machine	Part No.
1	Temperature Controller, Material	All	51672
1	Temperature Controller, Electric Hose	46200EB 47600EC100	51691
1	Temperature Controller, Hot Oil	All	43391
1	Temperature Controller, Material	46200SB 47600SC100	43397
1	DC Controller	All	42335
1	Coupling, Fuel Pump	All	41970
1	Electric Hose, 15'	46200EB 47600EC100	52400

### 6.19 Recommended Fluids and Lubricants

**Table 6-7 Recommended Fluids and Lubricants**

Application	Recommended	Full Point	Machine No.
Fuel	Diesel #1 Cold climate Diesel #2 Warm Climate	30 Gals. (136.4 l)	All Models
Engine Oil	Refer to engine manual	3 Qt. (2.9 l)	46200EB, 46200SB,
		4.9 Qt. (4.7 l)	47600EC100 47600SC100
Engine Antifreeze	Shell Dexcool ELC AF/C	Ref. Manual	All Models
Hydraulic Oil	Shell AW Hydraulic 46	24 Gals. (109.1 l)	All Models
Heat Transfer Oil	Shell Turbo T 68 (Group II) <a href="#">Table 6-8 Applicable Brand of Heat Transfer Oil</a>	33.5 Gals. (161.4 l)	All Models
Air Compressor Oil	Mattei Rotoroil 8000 F2 (Crafco PN 26017)	1.1 Gal (4 l)	47600EC100 47600SC100

**Legend:**

PN 46200EB EZ1000 Electric Base

PN 46200SB EZ1000 Standard Base

PN 47600EC100 EZ1000 Electric 100 CFM Compressor

PN 47600SC100 EZ1000 Standard 100 CFM Compressor

## Chapter 6 Maintenance Instructions

### 6.20 Applicable Brands of Heat Transfer Oil

**Table 6-8 Applicable Brand of Heat Transfer Oil**

Manufacturer	Product Name	Crafco Heat Transfer Fluid
Chevron	Heat Transfer Oil Grade 46	Shell Turbo T 68 (Group II)
Citgo	Hytherm Oil 46	Shell Turbo T 68 (Group II)
Conoco	Hydroclear Heat Transfer Oil	Shell Turbo T 68 (Group II)
Fina	Vulcan Heat Transfer Oil 46	Shell Turbo T 68 (Group II)
Lubrication Engineers	Heat Transfer Oil	Shell Turbo T 68 (Group II)
Exxon Mobile	Caloria HT 43	Shell Turbo T 68 (Group II)
Mobil	Mobiltherm 43	Shell Turbo T 68 (Group II)
Mobil	Mobiltherm 603	Shell Turbo T 68 (Group II)
Phillips 66	Heat Transfer Oil #3	Shell Turbo T 68 (Group II)
Phillips 66	Magnus Oil 68	Shell Turbo T 68 (Group II)

**CAUTION**

The heat transfer oil in this machine is a grade that has been tested and recommended by Crafco, Inc. Using a grade of oil not specifically recommended by Crafco, Inc., is cause for warranties to be voided.

All oils subjected to high temperatures deteriorate with time and lose many of their characteristics. Tests conducted by Crafco, Inc. have determined that for best results and safety, the heat transfer oil in this machine must be drained and replaced with Crafco, Inc. recommended oil after five hundred (500) hours of machine operation or one (1) year, whichever occurs first.

### 6.21 Typical Heat Transfer Oil Specifications

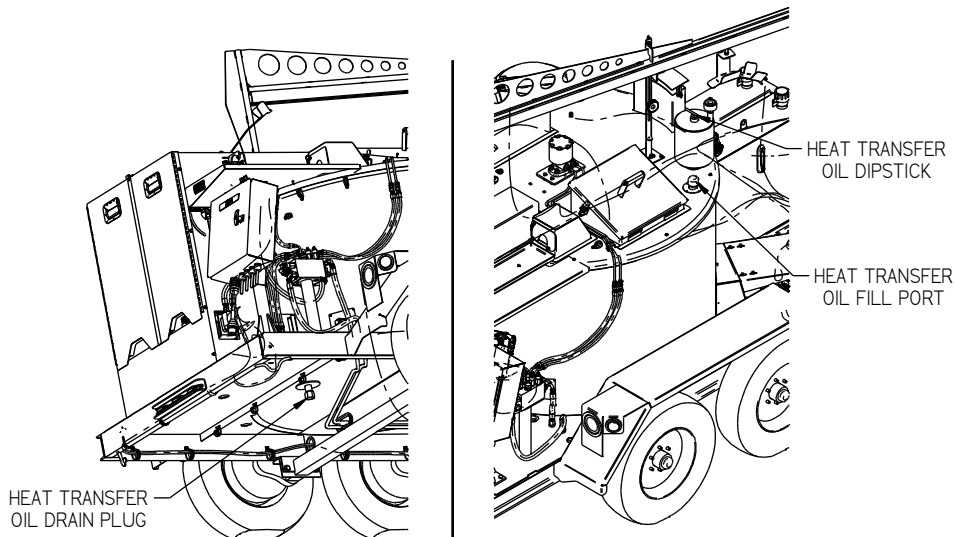
ISO	68
Flash Point, COC	445°F (229.4C)
Viscosity @ 100°F-SUS	325
Viscosity @ 210°F-SUS	50
Viscosity Index	95-100
Pour Point	0°F (-17.8C)
Carbon residue	1%

**Chapter 6 Maintenance Instructions**

**6.22 Changing the Heat Transfer Oil**

**Table 6-9 Changing the Heat Transfer Oil**

Step	Action
1	To facilitate easier draining of the heat transfer oil, heat the oil to approximately 100°F (38°C).
<b>WARNING</b>	
	Wear proper PPE (safety glasses, face shield, gloves, long sleeve shirt) to prevent bodily injury while servicing the heat transfer oil.
2	Locate the heat transfer oil drain plug on the underside of the melter directly below the material tank. See <a href="#">Fig. 6-3 Heat Transfer Oil Drain Plug and Fill Ports</a> .
3	Remove the pipe cap from the drainpipe with a pipe wrench and allow the oil to drain into an appropriately sized container. <b>Note:</b> It may be necessary to use a second wrench to keep the drainpipe from turning.
4	If oil fails to drain from the tank, this may be an indication that the oil has crystallized (coked up) inside of the drainpipe. Use a long screwdriver or steel rod to break up the hardened material from the drainpipe to allow the oil to flow. <b>Note:</b> Raise the front of the machine slightly to allow oil to flow towards the drainpipe.
5	As an alternative draining method, a 1/4" schedule 40 pipe attached to an oil pump, can be inserted through the HTO fill port or through the expansion tank where the dipstick is located. The end of the pipe should be cut at a slight angle to prevent blocking of the pipe, so the oil can be pumped out. Make sure the pipe is long enough to go to the bottom of the tank.
6	After the oil has completely drained, replace the pipe cap onto the drainpipe and fill the tank to the correct level on the dipstick with a recommended oil that meets ISO 68 specification. See section <a href="#">6.20</a> and <a href="#">6.21</a> . Also see, <a href="#">Table 5-1 step 4</a> for checking HTO level.
<b>CAUTION</b>	
	Do not overfill the heat transfer oil tank as the oil expands when heated and may overflow.




**Fig. 6-3 Heat Transfer Oil Drain Plug and Fill Ports**



## Chapter 6 Maintenance Instructions

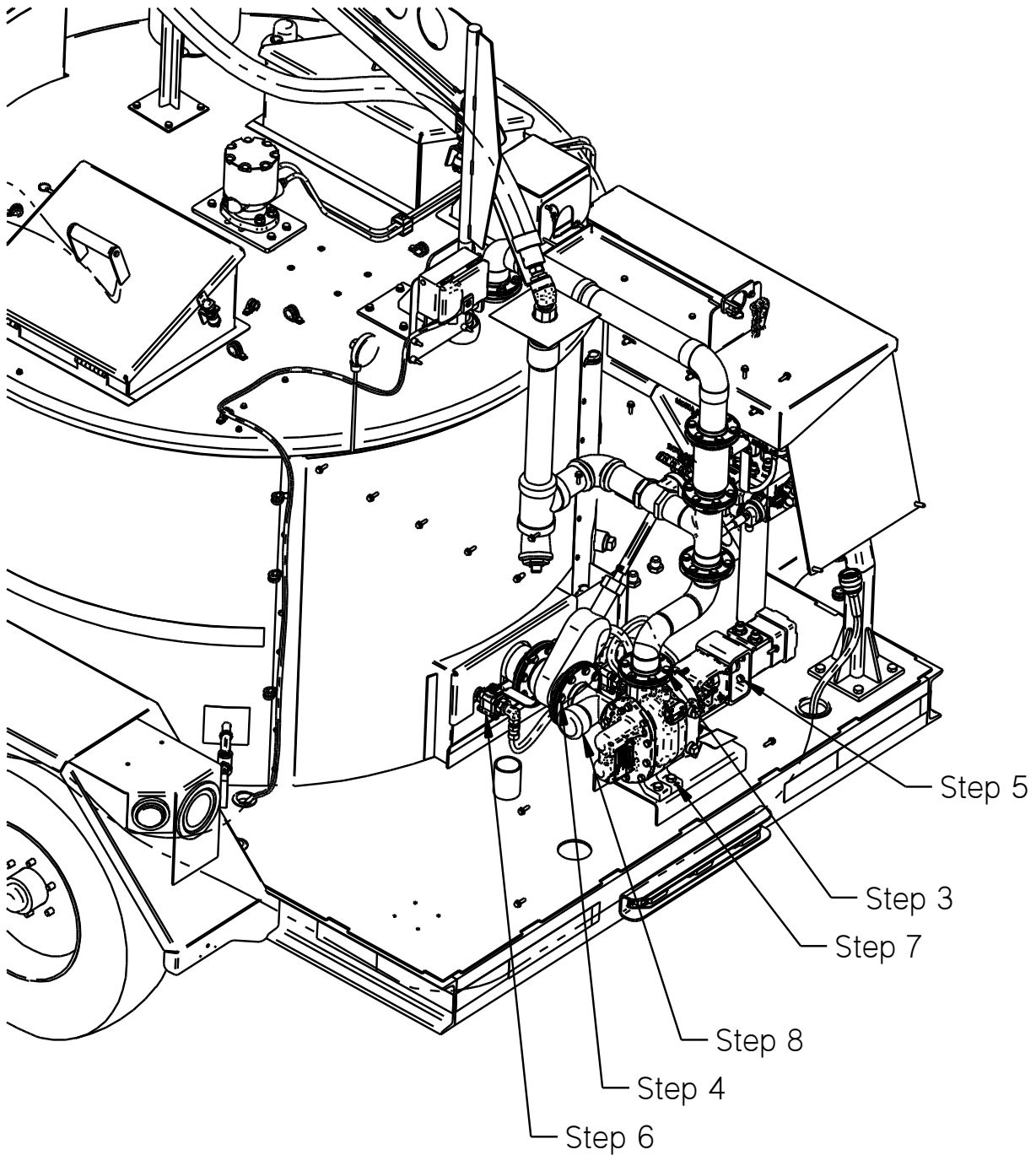
### 6.23 Material Pump Replacement

**Table 6-10 Material Pump Replacement**

Step	Action
1	Close "TANK VALVE".
2	Remove the front of the heat compartment.
	<b>WARNING</b>
	The material in the sealant tank is extremely hot. Bodily contact with hot sealant can cause severe burns.
3	Remove the 6 bolts from both flanges of the double elbow and remove double elbow.
4	Remove the 8 bolts from the tank valve flange.
5	Remove the 4 bolts from the hydraulic motor and loosen setscrew in pump/motor coupling. Remove motor from pump motor mount.
6	Close both Hot Oil Ball Valves and disconnect the hot oil flex hoses from the pump.
7	Remove the 4 bolts from the pump base and remove pump from heat compartment.
8	Remove the lower suction tee and the flanged nipple assembly from the material pump. Make note of tee direction.
9	Install lower suction tee and flanged nipple assembly into new pump.
10	Install material pump in heat compartment. Flange gasket P/N 29060 will also need to be installed at this time using (8) 3/8-16 x 1" bolts, (2) flat washers per bolt (1 on each side of flange), lock washer, and hex nuts. Use (4) 1/2-13 x 1 3/4" bolts, flat washer, lock washer, and hex nuts to attach pump to pump base. Leave all hardware loose until everything is installed.
11	Install double elbow using new flange gaskets P/N29050, 3/8-16 x 1" bolts, (2) flat washers per bolt (1 on each side of flange), lock washer, and hex nut. Leave all hardware loose until everything is installed.
12	Install hydraulic motor on material pump using (4) 3/8-16 x 1 1/4" bolts and lock washers. Tighten setscrew on pump/motor coupling. Connect the flex hoses to the pump open the Hot Oil Ball Valves.
13	Tighten all bolts and nuts.
14	Replace heat compartment using (12) 1/4-20 x 3/4" bolts, flat washers, and lock washers.

**Note:** Material pump rebuild kits are available, see page 9-40 for part number. If the case bores are larger than 3.851" diameter and the end plates have any wear (not flat) then the rebuild kit may not work or wear properly.

**Chapter 6 Maintenance Instructions**



**Fig. 6-4 Material Pump Replacement**

## Chapter 6 Maintenance Instructions

### 6.24 Wand Repair Instructions

The following sections will address how to replace the wand handle, wand cable, switch, and terminal block of the 52200 wand assembly. Actuator, actuator lock, and spring can also be replaced. See Wand Assembly section for parts breakdown.

### 6.25 Cable Replacement

1. Disconnect the cable from the electric hose. Lay wand on flat surface with socket head screws facing up.
2. Remove (7) #10-32 x 1" socket head screws and (2) 1/4-20 x 1/2" socket head screws.
3. Carefully remove top handle half. **Caution:** Actuator pin may lift actuator and spring from bottom handle half. Do not loose spring or pin.
4. Remove red and orange wire from switch.
5. Remove green, white, and black wires from terminal block.
6. Remove cable from handle.
7. Replace cable in handle. Note: Look for flats on strain relief of cable that correspond to flats on handle.
8. Install red wire on top of switch (see [Fig. 6-5 Switch Wire Location](#)), then install orange wire on (NO) terminal (top rear of switch).
9. Strip green, white, and black wires 3/8" and twist wires strands then install (**Note** white black wire is routed under switch see [Fig. 6-6 Wire Routing](#)) on open terminals of terminal block. Make sure to install completely under the clamp before tightening screws. Torque screws to 16 in-lbs. Bend all (3) wires over the top of terminal block (see [Fig. 6-7 Terminal Block Wiring](#)).
10. Replace top wand handle half.
11. Use blue Loctite® on all external handle screws before installation. Install (7) #10-32 x 1" socket head screws hand tight, then install (2) 1/4-20 x 1/2" socket head screws hand tight. Now torque all #10-32 screws to 12 in-lbs. and all 1/4-20 screws to 25 in-lbs.
12. Reconnect cable to electric hose.

### 6.26 Switch Replacement

1. Follow steps 1-4 from [6.25](#) above.
2. Remove (2) #4-40 x 1/2" pan head screws from switch, then remove switch from handle.
3. See [Fig. 6-8 Actuator Spring Location](#) and [Fig. 6-9 Actuator / Trigger Assembly](#) for proper assembly of actuator to switch.
4. Replace switch and install (2) #4-40 x 1/2" screws and tighten.
5. Follow Steps 10-12 from [6.25](#) above.

### 6.27 Terminal Block Replacement

1. Follow steps 1-4 from [6.25](#) above.
2. Remove (2) #10-32 x 5/8" round head machine screw from terminal block then remove terminal block from handle.
3. Replace terminal block and install (2) #10-32 x 5/8" screws and tighten.
4. Follow steps 10-12 from [6.25](#) above. If actuator, pin, and spring need to be reinstalled see [Fig. 6-8 Actuator Spring Location](#) and [Fig. 6-9 Actuator / Trigger Assembly](#).

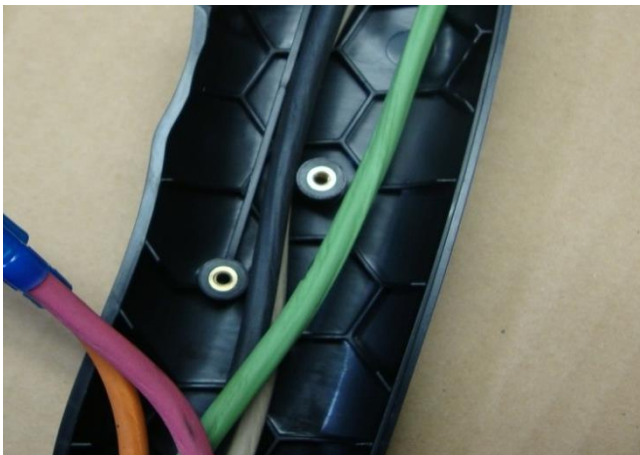
## Chapter 6 Maintenance Instructions

### 6.28 Wand Handle Replacement

1. Follow steps 1-6 from 6.25 above.
2. Remove actuator, actuator lock, pin, and spring.
3. Remove (2) #4-40 x 1/2" pan head screws from switch, then remove switch from handle.
4. Remove (2) #10-32 x 5/8" round head machine screw from terminal block then remove terminal block from handle.
5. Flip wand over and remove the remaining (2) 1/4-20 x 1/2" screws from the handle. Remove handle from wand tube.
6. Install new handle by reversing previous steps.



**Fig. 6-5 Switch Wire Location**



**Fig. 6-6 Wire Routing**

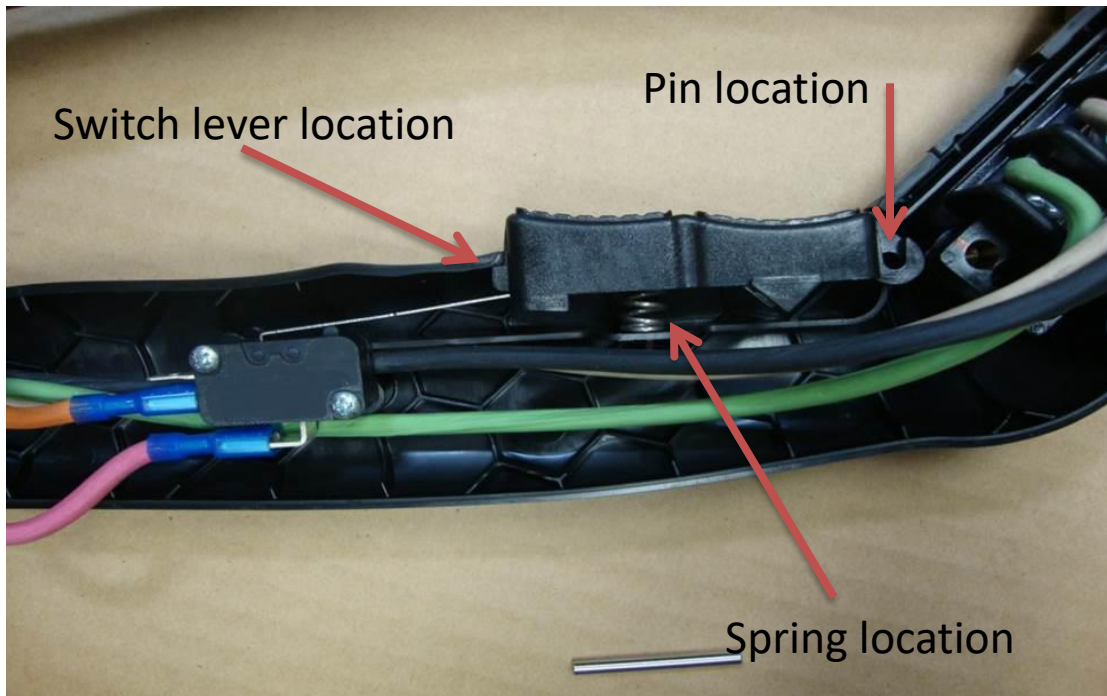


**Fig. 6-7 Terminal Block Wiring**

**Chapter 6 Maintenance Instructions**



**Fig. 6-8 Actuator Spring Location**



**Fig. 6-9 Actuator / Trigger Assembly**



**Chapter 6 Maintenance Instructions****6.29 Burner Fuel Filter Replacement**

On machines that have a separate fuel filter for the burner, follow the steps below to replace the fuel filter.

**Table 6-11 Burner Fuel Filter Replacement**

<b>Step</b>	<b>Action</b>
1	The machine should be off and cooled to ambient temperature.
2	Place a drain pan below the burner fuel filter assembly.
3	Close the ball valve that is located inline before the burner fuel filter assembly.
4	Unscrew the filter from the assembly using an oil filter or strap style wrench.
5	Screw the new filter into place and tighten by hand.
6	Open the ball valve to allow fuel to flow.
7	Turn on the power key and turn on the main power switch. The burner should self-prime and start. It may take a couple cycles to fill the new fuel filter and bleed the fuel system.
8	Once the burner is running, check for any fuel leaks, and tighten the filter if needed.
9	Turn off the main power switch and power key.

## Chapter 7 How to Use a Multimeter

### 7.0 How to Use a Multimeter

Melters use 12-volt direct current (DC) to power the burner, hydraulic valves, and trigger on electric wand. The DC power is from a 12-volt battery.

The electric hose and wand uses 24-volt 3-phase alternating current (AC). The AC power is from the generator which hangs under the radiator. This system has no reference to ground so there is no possibility of electrical shock unless you are between 2 of the phases. **NOTE: ONLY CHECK AMPERAGE ON A HOSE WITH A CLAMP-ON AMP METER.**

12-volt DC power has little danger of electrical shock. Care must still be taken when dealing with DC power systems because it is capable of producing large amounts of current.

### 7.1 Checking DC Voltage with a Multimeter

Connect the probes to the meter.

Set the range to a position that includes 12-volts or higher.

Touch the red probe to the positive side of accessory and black probe to ground. If the item you are checking has a ground wire attached then use that ground or you can use a non-painted surface on the frame.

### 7.2 Checking AC Voltage with Multimeter

Connect the probes to the meter (See [Fig. 7-1 Standard Multimeter](#)).

Set range to a position that includes 24-volts or higher.

There are three steps to test the generator voltage. All 3 values should be in the range of 24-30 volts AC.

- Touch red probe to the white wire of the generator and the black probe to the green wire of the generator.
- Next move black probe to black wire.
- Then move red probe to green wire.

### 7.3 Checking Resistance (Ohms)

Connect probes to the meter (See [Fig. 7-1 Standard Multimeter](#)).

**Note:** When checking Ohms the circuit cannot be completed. This means one end of the wire will need to be disconnected.

#### 7.3.1 How to Check Wire Continuity

Set the meter to “Audible Continuity”.

Now touch the probe to each end of the wire in question. The meter will read “0” on the screen and make an audible beep if the wire has continuity from end to end.

#### 7.3.2 How to Check RTD Sensor

Set dial to Ohms  $\Omega$ . If your meter has different ranges set to 2K or 2000 ohm range.

Touch one probe to each screw or wire of the sensor. The meter will read X.XX if in the 2K range or XXX.X if in the 2000 range.

**Chapter 7 How to Use a Multimeter**

**7.4 Checking Amperage**

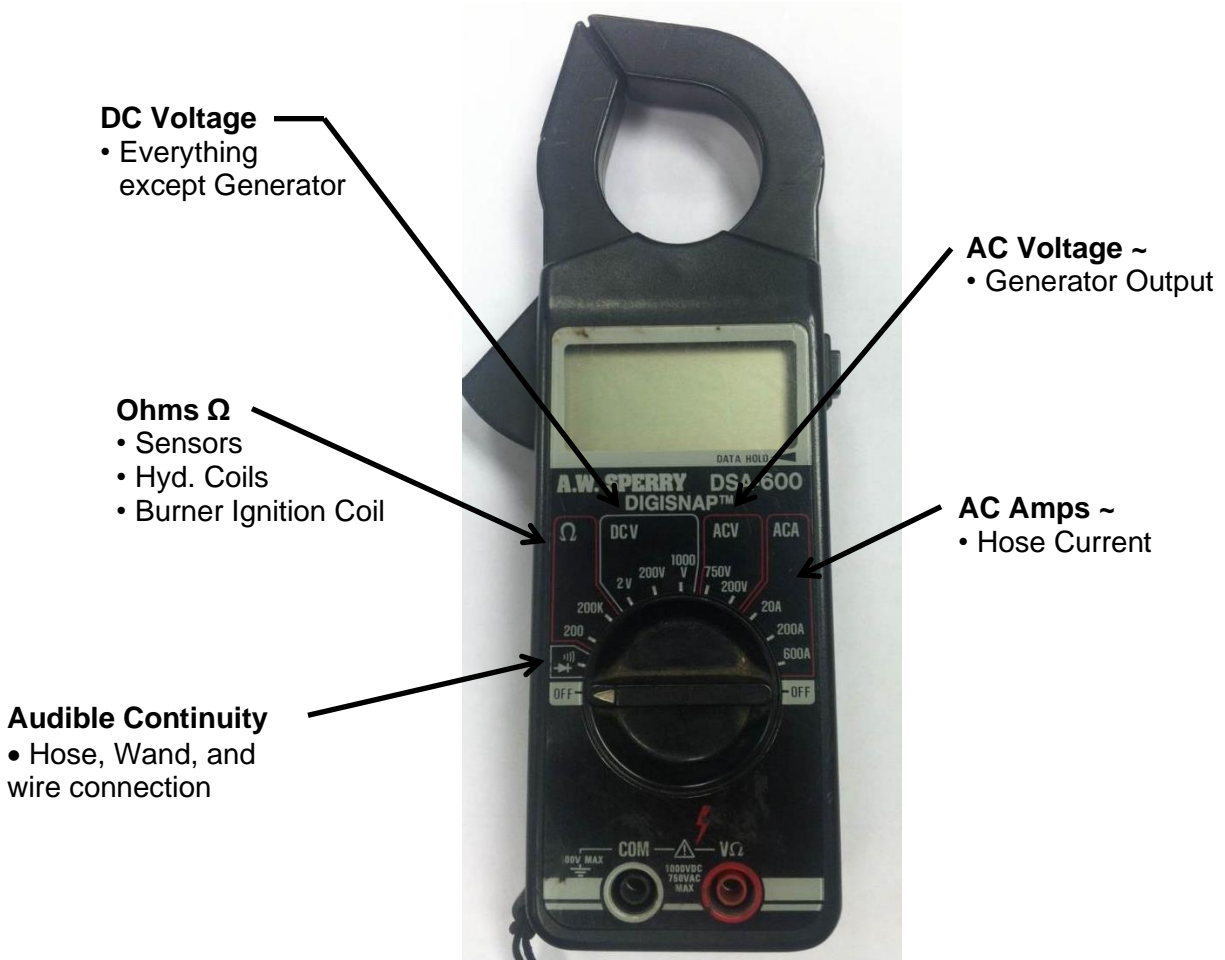
The Multimeter can be used to check amperages under 10 amps in AC or DC current. When checking the amperage of the electric hose **always use a clamp-on amp meter** (See Fig. 7-2 Clamp – On Amp Meter/Multimeter). The amperage in the hose can reach as high as 35 amps. Clamp the meter around one wire at a time. Remember most clamp-on meters do not work on DC current.



**Fig. 7-1 Standard Multimeter**



## Chapter 7 How to Use a Multimeter



**Fig. 7-2 Clamp – On Amp Meter/Multimeter**



## Chapter 8 Troubleshooting

### 8.0 Burner Troubleshooting

#### 8.0.1. Symptoms: Burner will Not Ignite

**Table 8-1 Basic Visual Burner Troubleshooting**

Step	Possible Cause	If . . .
1	Start Troubleshooting at the control box. Is the diesel engine running?	<ul style="list-style-type: none"> <li>• Yes, go to Step 2.</li> <li>• No, start the diesel engine.</li> <li>• <b>Note:</b> You can troubleshoot the burner without the engine running, but you must connect a battery charger to the battery and the ignition must be in the “ON” position.</li> </ul>
2	Is the “MAIN POWER” toggle switch in the “ON” position?	<ul style="list-style-type: none"> <li>• Yes, go to Step 3.</li> <li>• No, turn the toggle switch to the “ON” position.</li> </ul>
3	Is the “BURNER” toggle switch in the “ON” position?	<ul style="list-style-type: none"> <li>• Yes, go to Step 4. If this is a compressor the go to Step 3a.</li> <li>• No, turn the toggle switch to the “ON” position.</li> </ul>
3a	Is the Main Power switch “ON”? <b>NOTE:</b> This step relates to compressor units only.	<ul style="list-style-type: none"> <li>• Yes, go to Step 4.</li> <li>• No, turn “ON” the “Main Power” switch.</li> </ul>
4	Are both the Material and Hot Oil temperature dials set to proper operating temperatures?	<ul style="list-style-type: none"> <li>• Yes, go to Step 5.</li> <li>• No, set the Material according to the type of sealant you are using and the Hot Oil 100°F above the Material set point.</li> </ul>
5	Are both the Material and Hot Oil temperature displays reading a three-digit positive number?	<ul style="list-style-type: none"> <li>• Yes, go to Step 6.</li> <li>No, go to <a href="#">Table 8-3 Burner Electrical Troubleshooting - Step 2a.</a></li> </ul>
6	Is the red "Burner" light "ON"?	<ul style="list-style-type: none"> <li>• Yes, go to Step 7.</li> <li>• No, go to <a href="#">Table 8-3 Burner Electrical Troubleshooting - Step 5.</a></li> </ul>
7	Is the “BURNER LOCKOUT” Alarm sounding?	<ul style="list-style-type: none"> <li>• Yes, hold “BURNER RESET” switch down for 5 seconds.</li> <li>• No go to Step 8.</li> </ul>
8	Are both the Material and Hot Oil temperature dials set above the current temperatures?	<ul style="list-style-type: none"> <li>• Yes, go to Step 9.</li> <li>• No, set the Material temperature according to the type of material you are using and the Hot Oil 100°F above the Material set point.</li> </ul>

## Chapter 8 Troubleshooting

**Table 8-2 Basic Visual Burner Troubleshooting (continued)**

Step	Possible Cause	If . . .
9	Does either readout display a -1? <b>NOTE:</b> This occurs only when there is a short in the sensor circuit.	<ul style="list-style-type: none"> <li>• Yes, this indicates a short in the circuit. Check the RTD sensor for water causing a short under the cap. Also look for worn wires possibly shorting to frame between sensor and control box.</li> <li>• No, go to step 9a.</li> </ul>
9a	Does either readout display a 1? <b>NOTE:</b> This occurs only when the sensor circuit is not completed.	<ul style="list-style-type: none"> <li>• Yes, this indicates a break in one or both of the sensor wires between the RTD sensor and the PAKSTAT. Check for broken wires between sensor and PAKSTAT.</li> <li>• No, go to Step 10.</li> </ul>
10	Is the circuit breaker tripped?	<ul style="list-style-type: none"> <li>• Yes, reset by pushing in the button that popped out.</li> <li>• No go to Step 11.</li> </ul>
11	Is the fuel level low or empty?	<ul style="list-style-type: none"> <li>• Yes, fill with #2 diesel fuel. Then bleed the burner, see <a href="#">Table 8-11 Bleeding the Burner</a>.</li> <li>• No, go to Step 12.</li> </ul>
12	Is there smoke coming out of the exhaust stack?	<ul style="list-style-type: none"> <li>• Yes, go to <a href="#">Table 8-7 Smoke Coming Out of Exhaust Stack</a>.</li> <li>• No, go to Step 13.</li> </ul>
13	Is your burner working properly, but it seems to take a while to reach operating temperature?	<ul style="list-style-type: none"> <li>• Yes, go to <a href="#">Table 8-12 Sealant is Heating Slowly</a>.</li> <li>• No, Call Crafco, Inc. and speak to a customer service technician.</li> </ul>

**Note:**

Both Electric Base and Standard base burner electrical system trouble shoot the same way with one difference the ground wire on the crank lockout relay, Electric Base has a BLK-EH1 and the Standard Base has a GRN-EH1.

Use [Fig. 8-1 Diesel Burner Electric Base Schematic](#) while troubleshooting the burner electrical system for Electric Base units.

Use [Fig. 8-2 Diesel Burner Standard Base Schematic](#) while troubleshooting the burner electrical system for Standard Base units.

## Chapter 8 Troubleshooting

Table 8-3 Burner Electrical Troubleshooting -

Step	Possible Cause	If . . .
1	Is there 12Vdc between the YEL-CH1-E and BLK wire at the burner plug?	<ul style="list-style-type: none"> <li>• Yes, go to Step 22.</li> <li>• No, go to Step 2.</li> </ul>
2	Is there 12Vdc between the YEL-CH1-E wire on the burner relay in the control box and the BLK-2 wire on the relay?	<ul style="list-style-type: none"> <li>• Yes, check for poor connection or broken wire between the burner relay in the control box and the plug on the burner.</li> <li>• No, go to Step 3.</li> </ul>
3	Is there 12Vdc between the RED-CHI-D wire on the burner relay in the control box and the BLK-2 wire on the relay?	<ul style="list-style-type: none"> <li>• Yes, go to Step 4.</li> <li>• No, go to Step 18.</li> </ul>
4	Is there 12Vdc between the WHT/RED-1 wire on the burner relay in the control box and the BLK-2 wire on the relay?	<ul style="list-style-type: none"> <li>• Yes, replace the relay.</li> <li>• No, go to Step 5.</li> </ul>
5	Is there 12Vdc between the WHT/RED-1 wire on the burner reset switch on the front panel and the ground cluster in the lower right-hand corner of the back panel?	<ul style="list-style-type: none"> <li>• Yes, check for poor connection or broken wire between the burner reset switch and burner relay.</li> <li>• No, go to Step 6.</li> </ul>
6	Is there 12Vdc between the ORN-1 wire on the burner reset switch on the front panel and the ground cluster in the lower right-hand corner of the back panel?	<ul style="list-style-type: none"> <li>• Yes, replace burner reset switch.</li> <li>• No, go to step 7.</li> </ul>
7	Is there 12Vdc between the ORN-1 wire on the burner power switch on the front panel and the ground cluster in the lower right-hand corner of the back panel?	<ul style="list-style-type: none"> <li>• Yes, check for poor connection or broken wire between the burner reset switch and burner relay.</li> <li>• No, go to Step 8.</li> </ul>
8	Is there 12Vdc between the RED-3 wire on the burner power switch on the front panel and the ground cluster in the lower right-hand corner of the back panel?	<ul style="list-style-type: none"> <li>• Yes, replace the burner power switch.</li> <li>• No, go to step 9.</li> </ul>
9	Is there 12Vdc between crank lock out relay middle terminal RED-3 wire and BLK-EH1 or GRN-EH1 left terminal?	<ul style="list-style-type: none"> <li>• Yes, check for loose or broken wires between the toggle switch and the relay.</li> <li>• No, go to Step 10.</li> </ul>

## Chapter 8 Troubleshooting

**Table 8-4 Burner Electrical Troubleshooting (continued)**

Step	Possible Cause	If . . .
10	Is there 12Vdc between crank lock out relay right terminal TAN-EH4 wire and BLK-EH1 or GRN-EH1 left terminal?	<ul style="list-style-type: none"> <li>• Yes, go to Step 11.</li> <li>• No, make sure the key switch is in the “ON” position.</li> </ul>
11	Is there 12Vdc between crank lock out relay bottom terminal RED-2 wire and BLK-EH1 or GRN-EH1 left terminal?	<ul style="list-style-type: none"> <li>• Yes, replace switch.</li> <li>• No, go to Step 12.</li> </ul>
12	Is there 12Vdc between the Main Power Switch RED-2 wire and nearby ground source (black wire)?	<ul style="list-style-type: none"> <li>• Yes, check for loose or broken wires between those two points.</li> <li>• No, go to Step 13.</li> </ul>
13	Is there 12Vdc between the Main Power Switch RED-1 wire and nearby ground source (black wire)?	<ul style="list-style-type: none"> <li>• Yes, replace contact block.</li> <li>• No, go to Step 14.</li> </ul>
14	Is there 12Vdc between top terminal of circuit breaker RED-1 wire and nearby ground source (black wire)?	<ul style="list-style-type: none"> <li>• Yes, check for loose or broken wires between top terminal of circuit breaker and bottom terminal (red wire) of power switch.</li> <li>• No, go to Step 15.</li> </ul>
15	Is there 12Vdc between bottom terminal of circuit breaker RED-EH1 wire and nearby ground source (black wire)?	<ul style="list-style-type: none"> <li>• Yes, replace circuit breaker.</li> <li>• No, go to Step 16.</li> </ul>
16	Is there 12Vdc between blue wire on starter solenoid and nearby ground source (black wire or bare metal on engine case)?	<ul style="list-style-type: none"> <li>• Yes, check for loose or broken wire between starter solenoid and ignition switch.</li> <li>• No, go to step 17.</li> </ul>
17	Check connections and condition of red battery cable.	<ul style="list-style-type: none"> <li>• Yes, there should be 12Vdc at all previous steps.</li> <li>• No, replace battery cable.</li> </ul>
18	Is there 12Vdc between the RED-CHI-D wire on the circuit breaker and ground wire stud on the battery tray?	<ul style="list-style-type: none"> <li>• Yes, check for loose or broken wires between the circuit breaker and the relay.</li> <li>• No, go to Step 19.</li> </ul>

## Chapter 8 Troubleshooting

Table 8-5 Burner Electrical Troubleshooting (continued)

Step	Possible Cause	If . . .
19	Is there 12Vdc between the circuit breaker (red wire going to battery positive cable) and the ground lug on the battery tray?	<ul style="list-style-type: none"> <li>• Yes, wait 15 seconds then repeat step 18.</li> <li>• If still no voltage then replace circuit breaker.</li> <li>• No, go to Step 20.</li> </ul>
20	Check for loose or broken wires between circuit breaker and battery positive cable.	<ul style="list-style-type: none"> <li>• Yes, replace or repair damaged wire and repeat Step 19.</li> <li>• No, go to step 21.</li> </ul>
21	Is there 12Vdc between the positive and negative battery post? If this check is done while the engine is running the reading should be 13.8 volts.	<ul style="list-style-type: none"> <li>• Yes, then there should be 12Vdc on the battery side of the circuit breaker.</li> <li>• No, replace battery.</li> <li>• <b>NOTE:</b> If the reading is less than 13.8 volts while the engine is running the alternator needs to be rebuilt or replaced.</li> </ul>
22	Is there 12Vdc between the GRN-CH1-S wire in the burner plug and the BLK wire in the burner plug?	<ul style="list-style-type: none"> <li>• Yes, go to <a href="#">Table 8-9 Testing the DC Controller</a>.</li> <li>• No, go to step 23.</li> </ul>
23	Is there 12Vdc between terminal #7 GRN-CH1-S on hot oil PAKSTAT and terminal #5 BLK-1 wire of the oil PAKSTAT?	<ul style="list-style-type: none"> <li>• Yes, check for loose or broken wires between burner plug and PAKSTAT.</li> <li>• No, go to Step 24.</li> </ul>
24	Is there 12Vdc between terminal #6 GRY-1 on hot oil PAKSTAT and terminal #5 BLK-2 wire of the oil PAKSTAT?	<ul style="list-style-type: none"> <li>• Yes, replace hot oil PAKSTAT.</li> <li>• No, go to Step 25.</li> </ul>
25	Is there 12Vdc between terminal #4 GRY-1 wire on the material PAKSTAT and terminal #8 BLK-2 wire of the material PAKSTAT?	<ul style="list-style-type: none"> <li>• Yes, check for loose or broken wires between hot oil PAKSTAT and the material PAKSTAT.</li> <li>• No, go to Step 26.</li> </ul>

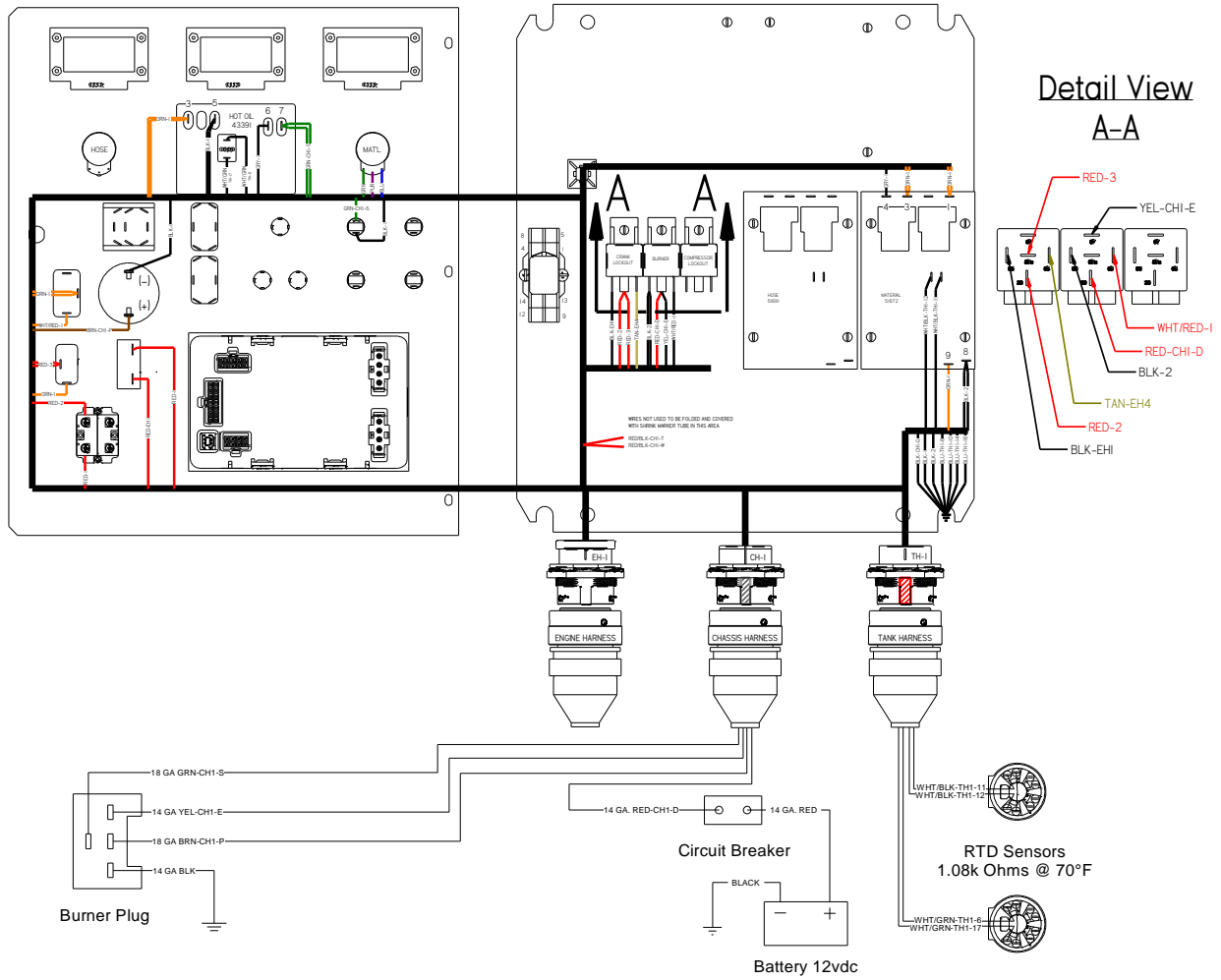
## Chapter 8 Troubleshooting

Table 8-6 Burner Electrical Troubleshooting (continued)

Step	Possible Cause	If . . .
26	Is there 12Vdc between terminal #4 GRY-1 wire on the material PAKSTAT and terminal #8 BLK-2 wire of the material PAKSTAT	<ul style="list-style-type: none"> <li>• Yes, check for loose or broken wires between hot oil PAKSTAT and the material PAKSTAT.</li> <li>• No, go to Step 27.</li> </ul>
27	Is there 12Vdc between terminal #3 ORN-1 wire and terminal #8 BLK-2 wire of the material PAKSTAT?	<ul style="list-style-type: none"> <li>• Yes, replace PAKSTAT.</li> <li>• No, go to Step 28.</li> </ul>
28	Is there 12Vdc between terminal #9 ORN-1 wire and terminal #8 BLK-2 wire of the material PAKSTAT?	<ul style="list-style-type: none"> <li>• Yes, replace PAKSTAT.</li> <li>• No, go to Step 29.</li> <li>• Note if this is true you would not have a Material display on the front panel.</li> </ul>
29	Is there 12Vdc between terminal #1 ORN-1 wire and terminal #8 BLK-2 wire of the material PAKSTAT?	<ul style="list-style-type: none"> <li>• Yes, check for loose or broken wires between terminal #9 and #3 of material PAKSTAT.</li> <li>• No, go to Step 30.</li> </ul>
30	Is there 12Vdc between terminal #3 ORN-1 wire and terminal #5 BLK-1 wire on hot oil PAKSTAT?	<ul style="list-style-type: none"> <li>• Yes, check for loose or broken wires between terminal #3 of the hot oil PAKSTAT and terminal #1 of the material PAKSTAT.</li> <li>• No, go to Step 31.</li> <li>• Note if this is true you would not have a Hot Oil display on the front panel.</li> </ul>
31	Is there 12Vdc between the ORN-1 wire on the burner reset switch on the front panel and the ground cluster in the lower right-hand corner of the back panel?	<ul style="list-style-type: none"> <li>• Yes, check for loose or broken wires between terminal #3 of the hot oil PAKSTAT and burner reset switch.</li> <li>• No, this step was covered back on Step 6. call Crafco, Inc. and speak to a customer service technician, you should have been able to find the problem.</li> </ul>

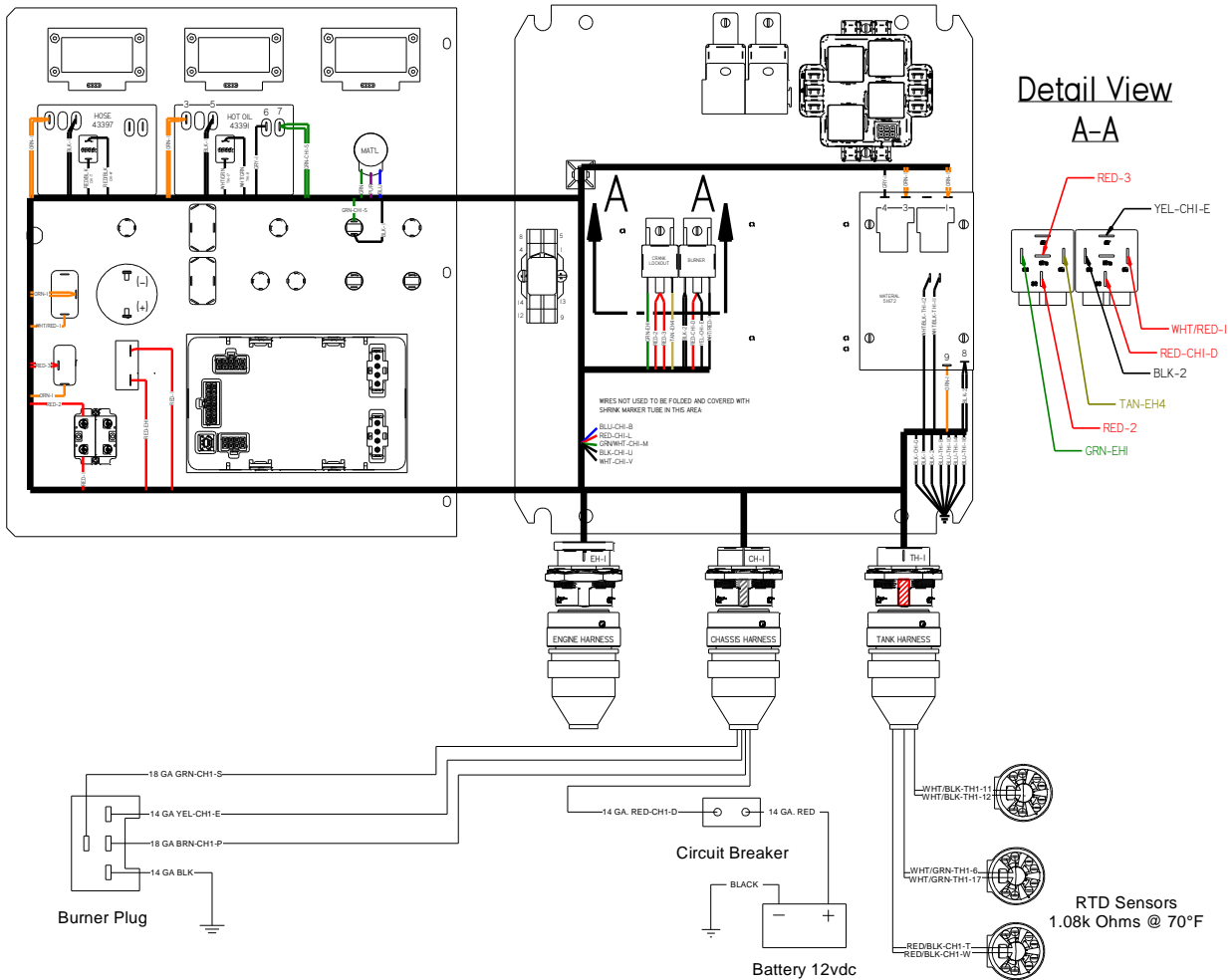


## Chapter 8 Troubleshooting



**Fig. 8-1 Diesel Burner Electric Base Schematic**

## Chapter 8 Troubleshooting



**Fig. 8-2 Diesel Burner Standard Base Schematic**

## Chapter 8 Troubleshooting

### 8.0.2. Excessive Smoke Coming Out of Exhaust Stack

**Table 8-7 Smoke Coming Out of Exhaust Stack**

Step	Smoke Coming Out of the Exhaust Stack
1	White smoke indicates that there is too much air being forced through the burner. Loosen the Air Shutter screw and rotate the Air Shutter counterclockwise to reduce air. Refer to Fig. 8-4 Diesel Burner Air Settings, for the proper air settings and diagram.
2	Black smoke indicates that there is not enough air being forced through the burner. First check the air settings if more air is required rotate Air Shutter clockwise. Refer to Fig. 8-4 Diesel Burner Air Settings.
3	Refer to Fig. 8-4 Diesel Burner Air Settings to locate the following components. Using a 7/16" wrench, remove the copper fuel line nut attached to the nozzle line. Next remove the locking nut for the nozzle tube. Then loosen the locking tabs on the ignition coil and open the ignition coil. Remove the nozzle line assembly.
4	Using Fig. 8-3 Diesel Burner Electrode Adjustment, make sure the electrodes are in the correct position. Loosen the clamp holding the electrodes in place so they can be adjusted. Inspect the porcelain ceramic insulator for any cracks. Also check the tip of each of the electrodes to make sure they still have a sharp point and are not rounded off.
5	If it has been longer than 500 hours since the last time the burner nozzle was replaced, Crafco recommends replacing the burner nozzle at this time.
6	Reassemble the burner, using the reverse order in Step 3.
7	Remove the burner box assembly by removing the four (4) 1/2" bolts, flat washer, lock washer, and nuts holding the burner box onto the trailer.
7a	Make sure the insulation inside the burner box is not soaked with diesel fuel.
7b	If the insulation is soaked with diesel fuel, you will need to replace the insulation.
7c	Reassemble the burner box.

### 8.0.3. Burner Lights but Shuts Down After 15 Seconds

**Table 8-8 Burner Lights but Shuts Down After 15 Seconds**

Step	Possible Cause	If . . .
1	Does the CAD EYE have soot or dirt on the lens?	<ul style="list-style-type: none"> <li>• Yes, clean cad eye lens with a soft cloth.</li> <li>• No, go to Step 2.</li> </ul>
2	Are the two yellow wires for the CAD EYE loose or broken?	<ul style="list-style-type: none"> <li>• Yes, repair or replace as needed.</li> <li>• No, go to Step 3.</li> </ul>
3	Is the CAD EYE faulty?	<ul style="list-style-type: none"> <li>• Yes, replace CAD EYE.</li> <li>• No, call a Crafco Inc. service technician.</li> </ul>

## Chapter 8 Troubleshooting

### 8.0.4. Testing the DC Controller

Table 8-9 Testing the DC Controller

Step	Bench Test DC Controller
1	Remove all wire nuts attaching the DC Controller to the burner.
2	Attach the black ground wire to the negative battery post.
3	Attach the red wire to the positive battery post.
4	Attach the white (Enable) wire to the positive battery post to start the test. (Genesis II Controllers will have a 15-second delay.) <ul style="list-style-type: none"> <li>• Orange (Blower Motor) wire should have 12Vdc (all the time).</li> <li>• Blue (Igniter) wire should have 12Vdc.</li> </ul>
5	Twist the yellow wires together (once voltage registers) on the orange, blue and purple wires. <ul style="list-style-type: none"> <li>• Orange (Blower Motor) wire should maintain 12Vdc.</li> <li>• Blue (Igniter) wire should lose voltage after 15 seconds.</li> <li>• Purple (Valve) wire should maintain 12Vdc.</li> </ul>
6	If any of the above tests fail, replace the DC Controller.

## Chapter 8 Troubleshooting

### 8.0.5. Burner Ignition Coil Testing

**Table 8-10 Burner Ignition Coil Test**

Step	Ignition Coil Test
1	Make sure the burner is off. Open the ignition transformer (located above the blower) to expose the springs.
2	Check resistance between each of the springs and the ground (exposed metal on the burner).
3	The meter should read less than 2000 ohms. (Take note of the readings, you will use them in Step 5.)
4	Check resistance between both springs. (Take note of the reading, you will use it in Step 5.)
5	The igniter should be replaced if: <ul style="list-style-type: none"> <li>• The difference between the two springs to ground resistance readings is greater than 20%.</li> <li>• Or the spring-to-spring resistance does not read approximately twice the spring to ground.</li> </ul>

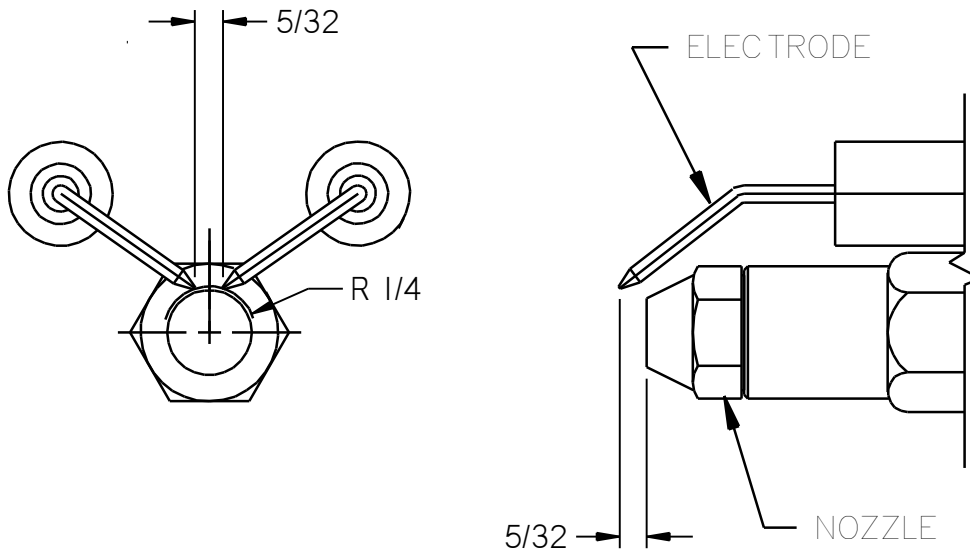
### 8.0.6. Bleeding the Burner

**Table 8-11 Bleeding the Burner**

Step	Bleeding the Diesel Burner
1	The burner is self-priming and will remove air bubbles automatically, however, if ever the need arises to perform a manual bleeding of the fuel line, place an oil pan under the machine in front of the burner.
2	Using a 3/8" wrench, loosen the bleeder valve on the fuel pump refer to <a href="#">Fig. 8-4 Diesel Burner Air Settings</a> for bleeder location. See note below if compressor unit.
3	Turn the ignition key to the "ON" position, then turn the power toggle switch to the "ON" position. Fuel should flow out of the bleeder valve. You want the fuel to be clear from any air bubbles; this may require you to turn the ignition key "OFF" and "ON" a couple of times.
4	Allow burner to bleed itself until the fuel is clear of any bubbles.
5	Tighten the bleeder valve.
6	Turn off the power toggle switch and ignition key.

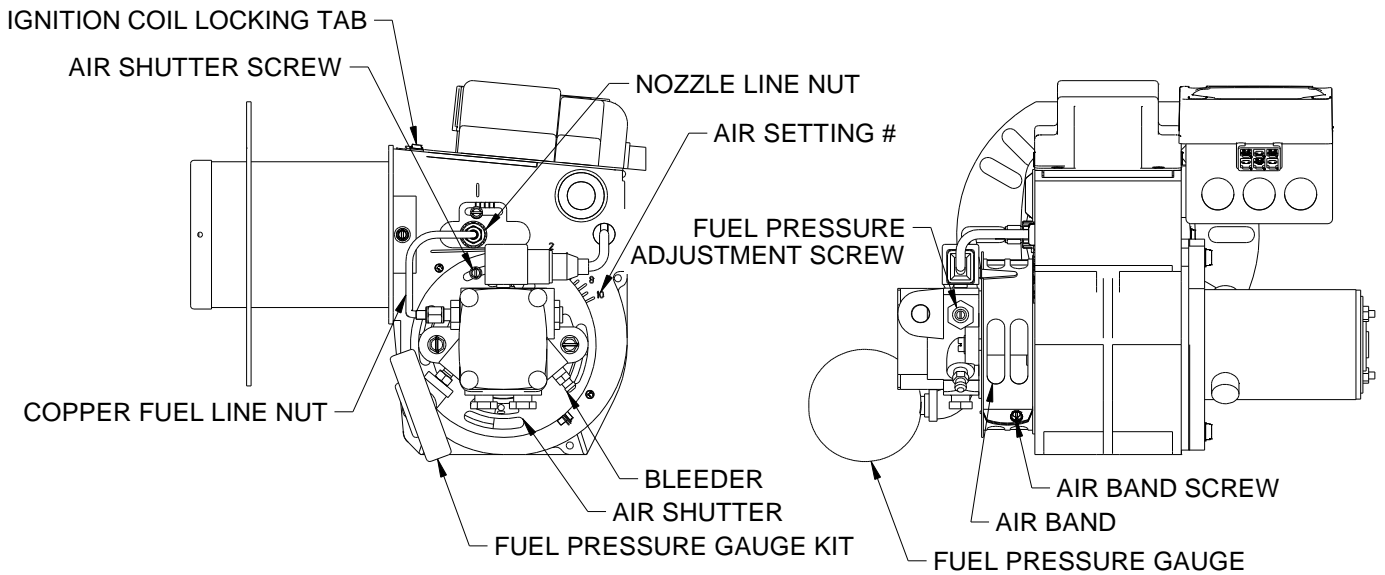
**NOTE:** The burner has been plumbed to have the burner be self-priming. Ensure the "Main Power" and "Burner" switch is "ON" and burner fuel pump will start circulating fuel through the fuel lines, which removes all air bubbles automatically, since it has a return line to the fuel tank.

**Chapter 8 Troubleshooting**



**Fig. 8-3 Diesel Burner Electrode Adjustment**

Air Shutter = 8  
 Air Band = 0  
 Fuel Pressure = 140 PSI  
 Adjustment Plate = 3



**Fig. 8-4 Diesel Burner Air Settings**

## Chapter 8 Troubleshooting

### 8.1 Sealant Heating Slowly

**Table 8-12 Sealant is Heating Slowly**

Step	Sealant is Heating Slowly
1	With the material level half or less, open the loading lid and inspect the inside edge of the material tank. Check if there is a buildup of old, dried out and hardened material along the top half of the material tank.
2	If this is the case, you will need to drain out (use up) the rest of the material inside the tank. When the tank is empty, use an air chisel to remove this built-up material. Remove as much as possible all around the tank including the roof of the material tank. Remove all the old sealant chunks from the bottom of the material tank. This should be done every year or as conditions require.
3	Check your level of the heat transfer oil, there are 3 marks on the dipstick is for 0°, 70°F, 150°. These temperatures represent the temperature of the heat transfer oil at the time it is being checked. See <a href="#">Table 5-1 Preparing the Machine for Start Up</a> .
4	Check your records of the last service replacement of the heat transfer oil. If it has been longer than 500 hours, or one year, you need to change your oil.
5	Many of Crafco, Inc. service centers can perform these service steps for you if you cannot. Call your local service center to find out if they can.

## Chapter 8 Troubleshooting

### 8.2 Agitator Troubleshooting

#### 8.2.1 Symptom: Mixer Does Not Rotate

**Table 8-13 Basic Visual Mixer Troubleshooting**

Step	Possible Cause	If . . .
1	Is the Material Temperature Display at or above 275°F?	<ul style="list-style-type: none"> <li>• Yes, go to Step 2.</li> <li>• No, continue to allow the machine to heat. (Make sure the Material dial and the Hot Oil dial are set at operating temperatures.)</li> </ul>
2	Is the red "Mixer" light "ON"?	<ul style="list-style-type: none"> <li>• Yes, go to Step 4.</li> <li>No, go to <a href="#">Table 8-14 Mixer Electrical Troubleshooting</a>.</li> </ul>
3	Is the loading door closed?	<ul style="list-style-type: none"> <li>• Yes, go to Step 4.</li> <li>• No, shut the loading door.</li> </ul>
4	Is the "Mixer" toggle switch in the "Forward" position?	<ul style="list-style-type: none"> <li>• Yes, go to Step 5.</li> <li>• No, move the toggle switch to the forward position.</li> </ul>
5	Move the "Mixer" toggle switch to the "Reverse" position. Is the agitator moving?	<ul style="list-style-type: none"> <li>• Yes, allow mixer to reverse for 15 seconds and then move the "Mixer" toggle switch to the "Forward" position. Go to Step 6.</li> <li>No, go to <a href="#">Table 8-14 Mixer Electrical Troubleshooting</a>.</li> </ul>
6	Open the Material loading door. Are there several un-melted blocks in the tank?	<ul style="list-style-type: none"> <li>• Yes, this may cause the agitator to jam. Use the mixer toggle switch to move the agitator forward and backward until the material melts enough to allow forward movement without jamming. Crafco, Inc. recommends you add one to two blocks every three to four minutes during dispensing of product.</li> <li>• No, go to <a href="#">Table 8-14 Mixer Electrical Troubleshooting</a>.</li> </ul>
7	Is the hydraulic fluid level near the center of the sight gauge? Check at ambient temperature. See <a href="#">Fig. 5-1 Hydraulic Fluid Level and Temp. Gauge</a> .	<ul style="list-style-type: none"> <li>• Yes, go to <a href="#">Table 8-14 Mixer Electrical Troubleshooting</a>.</li> <li>• No, fill oil to the center of the sight gauge.</li> </ul>



## Chapter 8 Troubleshooting

**Note:**

Both Electric Base and Standard base mixer electrical system trouble shoot the same way with one difference, with the Electric Base the RED-TH1-21 connection to the PNK-1 are on the Hose PAKSTAT at terminal #9 and on the Standard Base the RED-TH1-21 and PNK-1 wires are connected to each other and then zip tie down to the wire bundle.

Use [Fig. 8-6 Mixer Electric Base Schematic](#) while troubleshooting the burner electrical system for Electric Base units.

Use [Fig. 8-7 Mixer Standard Base Schematic](#) while troubleshooting the burner electrical system for Standard Base units.

**Table 8-14 Mixer Electrical Troubleshooting**

Step	Possible Cause	If . . .
1	Is the amber light “ON” on the Din Plug when the “Mixer” toggle switch is in the “Forward” position? (For forward din plug location. Refer to <a href="#">Fig. 8-9 Din Plug Layout</a> ).	<ul style="list-style-type: none"> <li>• Yes, then the mixer should be working. If it is not working, see <a href="#">Table 8-16 Mixer Hydraulic Troubleshooting</a>.</li> <li>• No, go to step 1a.</li> </ul>
1a	Unscrew the din plug center screw so you can pull the din plug up about ¼” in order to check for voltage. Is there 12Vdc from side post to side post?	<ul style="list-style-type: none"> <li>• Yes, the electrical system for the agitator is working properly, go to <a href="#">Table 8-16 Mixer Hydraulic Troubleshooting</a>. Also replace din plug at earliest convenience to retain visual troubleshooting ability.</li> <li>• No, go to step 2.</li> </ul>
2	Is there 12Vdc between the “Mixer” toggle switch bottom post BRN-TH1-15 wire and nearby ground wire (blue wires)? (With the “Mixer” toggle switch in the “Forward” position.) See <a href="#">Fig. 8-9 Din Plug Layout</a> .	<ul style="list-style-type: none"> <li>• Yes, replace din plug.</li> <li>• No, go to Step 2a.</li> </ul>
2a	Is there 12Vdc between the “Mixer” toggle switch center post RED/WHT-TH1-26 wire and nearby ground source (blue wires)?	<ul style="list-style-type: none"> <li>• Yes, replace mixer toggle switch</li> <li>• No, go to step 3.</li> </ul>
3	Is there 12Vdc between the lid switch RED/WHT-TH1-26 wire and a nearby ground source?  (Check both RED/WHT-TH1-26 and RED-TH1-21 wires on the bottom of the lid switch with the lid closed.)	<ul style="list-style-type: none"> <li>• Yes, on both red wires check for loose connections or broken wires between lid switch and mixer toggle switch.</li> <li>• Yes, on only one red wire when the lid is closed. Readjust the lid switch so that the lid completely depresses the switch, and then recheck for 12Vdc. If the same result happens, replace the lid switch.</li> <li>• No, go to Step 4.</li> </ul>

## Chapter 8 Troubleshooting

**Table 8-15 Mixer Electrical Troubleshooting (continued)**

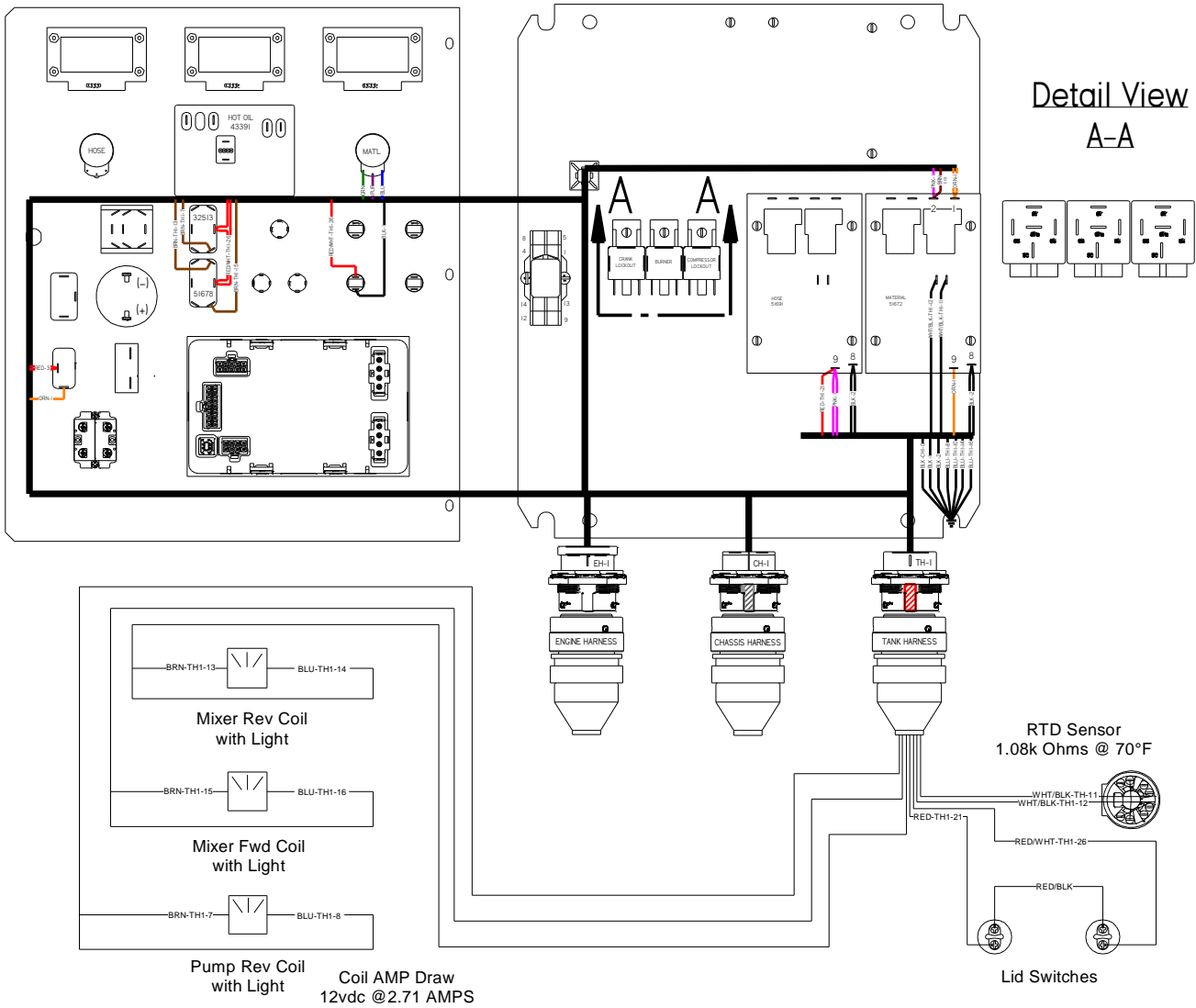
Step	Possible Cause	If . . .
4	<p>Electric Base</p> <p>Check for 12Vdc at RED TH1-21 and PNK-1 on the hose PAKSTAT terminal #9 and terminal #8 ground source (black wire)?</p> <p>Standard Base</p> <p>Check for 12Vdc at RED TH1-21 and PNK-1 that are zip tie to the wire bundle and terminal #8 ground source (black wire)?</p>	<ul style="list-style-type: none"> <li>• Yes, on both, check for loose connections or broken wires between lid switch and hose board.</li> <li>• No, go to Step 4a.</li> </ul>
4a	<p>Is there 12Vdc between the Material PAKSTAT terminal #2 PNK-1 and terminal #8 BLK-2 ground wire?</p> <p>(Refer to <a href="#">Fig. 8-6 Mixer Electric Base Schematic.</a>)</p>	<ul style="list-style-type: none"> <li>• Yes, check for loose connections or broken wires between material PAKSTAT terminal #2 and hose PAKSTAT terminal #9.</li> <li>• No, go to Step 4b</li> </ul>
4b	<p>Is there 12Vdc between the Material PAKSTAT terminal #1 ORN-1 and terminal #8 BLK-2 ground wire?</p>	<ul style="list-style-type: none"> <li>• Yes, replace the Material PAKSTAT.</li> <li>• No, if this is the case then the diesel burner would not be working properly. Recheck the steps list above or contact a Crafco, Inc. customer service technician for help.</li> </ul>

**Chapter 8 Troubleshooting**



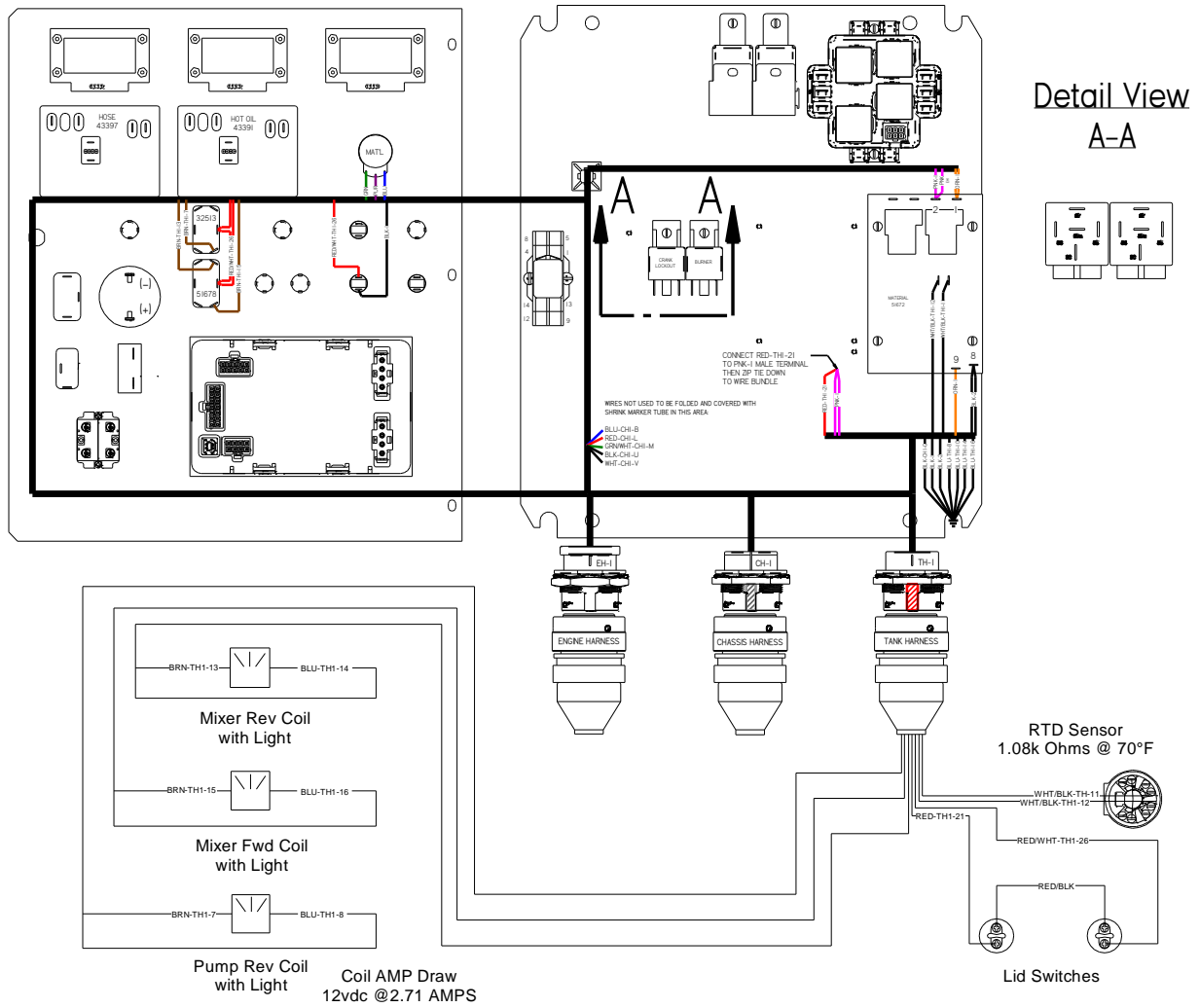
**Fig. 8-5 Checking Din Plug Voltage**

**Chapter 8 Troubleshooting**



**Fig. 8-6 Mixer Electric Base Schematic**

## Chapter 8 Troubleshooting



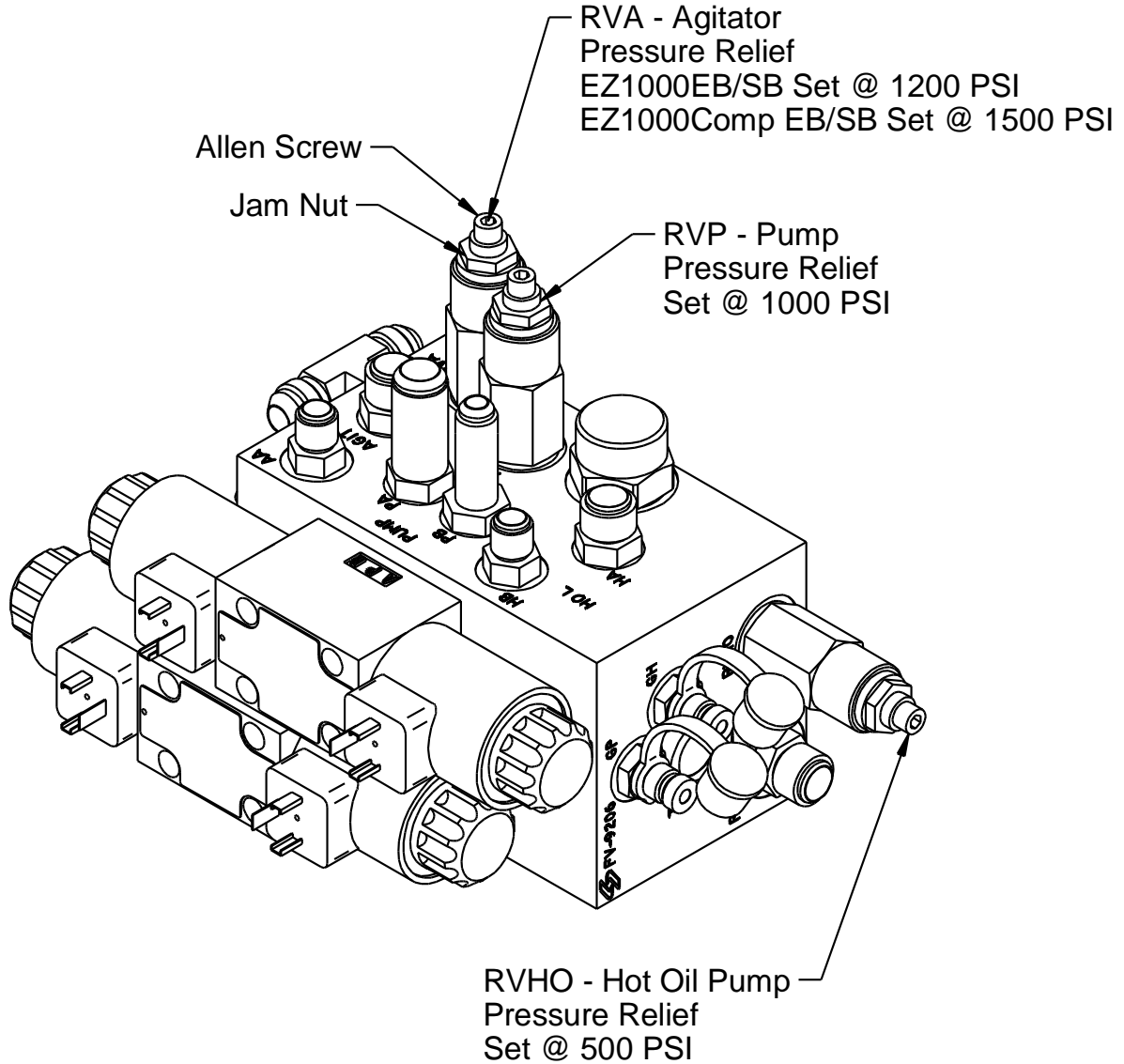
**Fig. 8-7 Mixer Standard Base Schematic**

## Chapter 8 Troubleshooting

Table 8-16 Mixer Hydraulic Troubleshooting

Step	Possible Cause	If . . .
1	Remove the din plug, then remove the coil by unscrewing the nut on top of the coil. With the coil removed, re-attach the din plug, and energize the coil by moving the mixer switch to Forward or Reverse, then insert a screwdriver into the center of the coil. Does the coil magnetize when the din plug amber light is "ON"?	<ul style="list-style-type: none"> <li>• Yes, go to Step 2.</li> <li>• No, replace the coil.</li> </ul>
2	Is the relief pressure set correctly?  (Refer to Fig. 8-8 Hydraulic Valve Pressure Setting <a href="#">Fig. 8-8 Hydraulic Valve Pressure Setting</a> , for pressure settings.)	<ul style="list-style-type: none"> <li>• Yes, go to Step 3.</li> <li>• No, first turn "OFF" the Isuzu engine, then remove one of the two hydraulic hoses going to the agitator hydraulic motor, cap off the fitting on the motor and use a 3,000 PSI gauge with the proper JIC fitting, attach it to the hose. Start the Isuzu engine, turn "ON" the main power in the control box, move the "Mixer" toggle switch to the "Forward" position and read the pressure gauge. If the pressure needs to be adjusted use the pressure relief valve labeled "RVA", loosen the jam nut and adjust the pressure with the Allen screw at the end of the relief. Turn clockwise to increase pressure and counterclockwise to decrease pressure, then tighten the jam nut to lock the pressure. Next turn "OFF" the Isuzu engine, remove the cap and pressure gauge, then re-attach the hose.</li> </ul>
3	Is the hydraulic flow 1.5 GPM from the hydraulic valve? If you do not have a flow meter, call a local hydraulic shop to run the test for you.	<ul style="list-style-type: none"> <li>• Yes, call Crafco, Inc. and speak to a customer service technician, you should have been able to find the problem.</li> <li>• No, replace the flow divider in the hydraulic valve.</li> </ul>
4	Is the hydraulic flow correct from the hydraulic pump? If you do not have a flow meter, call a local hydraulic shop to run the test for you. (Refer <a href="#">Fig. 8-8 Hydraulic Valve Pressure Setting</a> for flow rate).	<ul style="list-style-type: none"> <li>• Yes, call Crafco, Inc. and speak to a customer service technician, you should have been able to find the problem.</li> <li>• No, replace the hydraulic pump.</li> </ul>

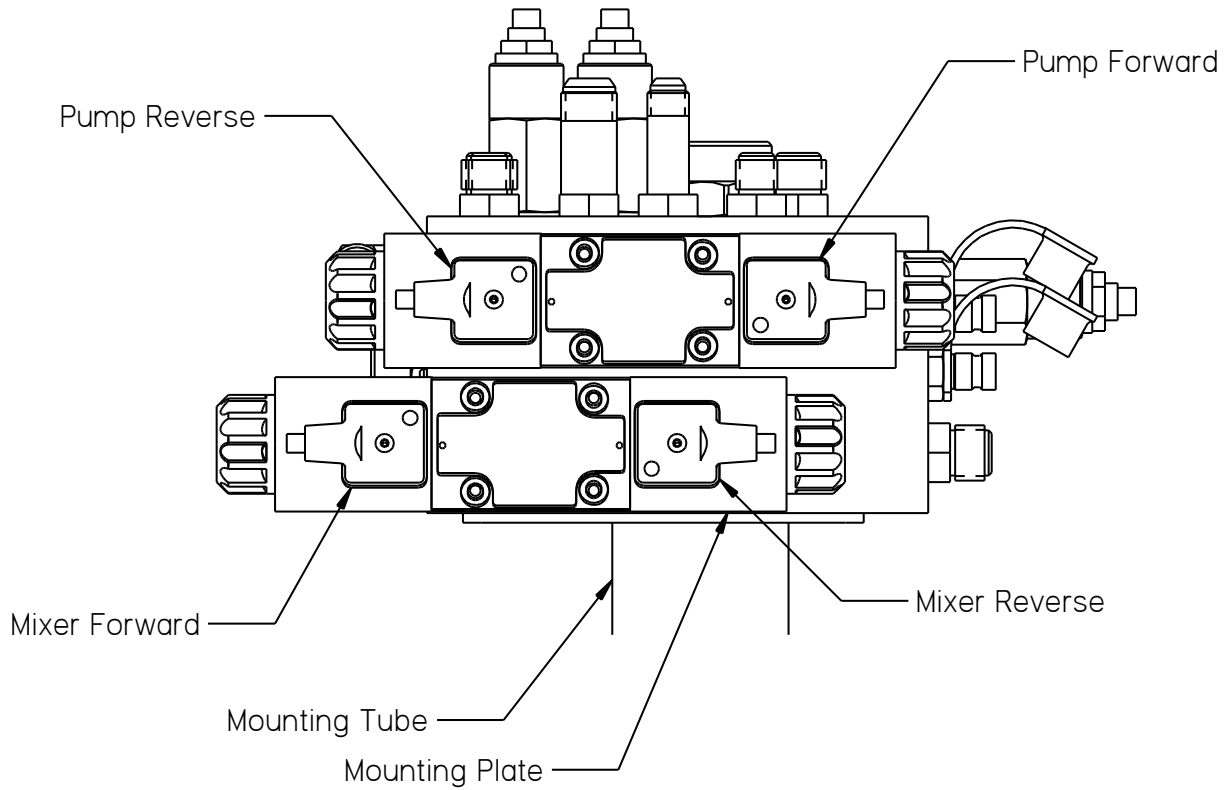
**Chapter 8 Troubleshooting**



Agitation Direction = Counterclockwise  
 Hydraulic Flow EB/SB = 10.8 GPM @ 2400 RPM  
 Front Hydraulic Flow EC/SC = 18.55 GPM @ 2800 RPM  
 Rear Hydraulic Flow EC/SC = 10.30 GPM @ 2800 RPM  
 Compressor Relief = 2500 PSI

**Fig. 8-8 Hydraulic Valve Pressure Setting**

## Chapter 8 Troubleshooting



**Fig. 8-9 Din Plug Layout**



## Chapter 8 Troubleshooting

### 8.3 Hose Troubleshooting

#### 8.3.1 Symptom: Hose Does Not Heat

**Table 8-17 Basic Visual Troubleshooting**

Step	Possible Cause	If . . .
1	Is the Material Temperature Display at or above 275°F?	<ul style="list-style-type: none"> <li>• Yes, go to Step 2.</li> <li>• No, continue to allow the machine to heat. (Make sure the Material dial and the Hot Oil dial are set at operating temperatures.)</li> </ul>
2	Is the red "HEATED HOSE" light "ON"?	<ul style="list-style-type: none"> <li>• Yes, go to <a href="#">Table 8-18 Electrical Troubleshooting</a>.</li> <li>• No, allow the machine to heat material to 275°F.</li> </ul>
2a	Is the circuit breaker tripped?	<ul style="list-style-type: none"> <li>• Yes, reset the circuit breaker by pushing in the button which has popped out.</li> <li>• No, go to <a href="#">Table 8-18 Electrical Troubleshooting</a>.</li> </ul>

**NOTE:**

Only the Electric Base units will be in this hose electrical trouble shooting section.

Use [Fig. 8-11 Hose Electric Base Schematic](#) while troubleshooting the hose electrical system.

**Table 8-18 Electrical Troubleshooting**

Step	Possible Cause	If . . .
1	Is there 12Vdc between "BATT" terminal of the generator and a nearby ground source (lug on battery tray)?	<ul style="list-style-type: none"> <li>• Yes, go to Step 2.</li> <li>• No, go to Step 6.</li> </ul>
2	Is there 24Vac between the white, green, and black wires? <b>NOTE:</b> Do this test inside the junction box. Check between black and white, black, and green, and green and white.	<ul style="list-style-type: none"> <li>• Yes, go to Step 3</li> <li>• No, stop the engine, tighten the belt, restart engine, and recheck output voltage.</li> <li>• Still no, replace the generator.</li> </ul>
2a	Check the three heating element wires (blue) in the junction box for 30 Amps cold or 20-22 Amps hot. <b>NOTE:</b> Always use a clamp-on amp meter to perform this test. Each wire should have the same amp reading (+/- 1 amp).	<ul style="list-style-type: none"> <li>• Yes, the hose should be working properly.</li> <li>• No, go to Step 3.</li> </ul>

## Chapter 8 Troubleshooting

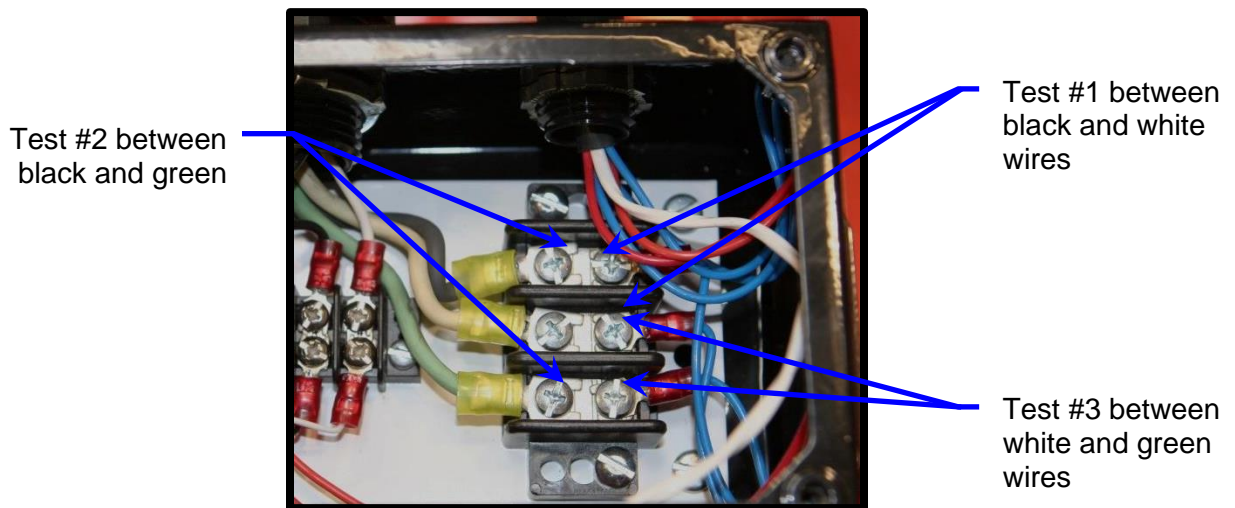
**Table 8-19 Electrical Troubleshooting (continued)**

Step	Possible Cause	If . . .
3	<p>Check for continuity in the hose from end to end. Disconnect the three blue heating element wires (blue) from the terminal block inside the junction box and disconnect the five-pin plug between the hose and wand. Refer to <a href="#">Fig. 8-11 Hose Electric Base Schematic</a>.</p> <p><b>NOTE:</b> Check each letter “D”, “E”, and “A” with the three blue wires on the other end of the hose. There should only be continuity on one wire to each letter.</p>	<ul style="list-style-type: none"> <li>• Yes, go to Step 3a.</li> <li>• No, either there was no continuity from one letter to the other end of the hose or there was more than one wire with continuity to a letter. This hose needs to be repaired or replaced. Contact CrafcO, Inc. to send back the hose for repair.</li> </ul>
3a	<p>Check the RTD sensor in the hose against the readout in the control box. Disconnect the black and white wires from the terminal block in the junction box and test for ohms. Refer to <a href="#">Table 8-22 RTD Sensor Ohms vs. Temperature</a>.</p>	<ul style="list-style-type: none"> <li>• Yes, the readout matches the table, go to Step 4.</li> <li>• No, this hose needs to be repaired or replaced. Contact CrafcO, Inc. to send back the hose for repair.</li> </ul>
4	<p>Check for continuity in the wand between “D”, “E”, and “A”.</p> <p><b>NOTE:</b> Check between “D” and “E”, “D” and “A”, and “A” and “E”.</p>	<ul style="list-style-type: none"> <li>• Yes, go to Step 5.</li> <li>• No, this wand needs to be repaired or replaced. Contact CrafcO, Inc. to send back the wand for repair.</li> </ul>
5	<p>Is there 12Vdc between Hose PAKSTAT BLU-CH1-B wire terminal #4 and BLK-2 wire terminal #8?</p>	<ul style="list-style-type: none"> <li>• Yes, check for loose or broken wire between terminal #4 and the “BATT” terminal on the generator.</li> <li>• No, go to Step 6.</li> </ul>
6	<p>Is there 12Vdc between Hose PAKSTAT terminal #3 PNK-2 wire and terminal #8 BLK-2 wire?</p>	<ul style="list-style-type: none"> <li>• Yes, replace hose PAKSTAT.</li> <li>• No, go to Step 7.</li> </ul>
7	<p>Is there 12Vdc between Hose PAKSTAT PNK-1 and RED-TH1-21 wire terminal #9 and BLK-2 wire terminal #8?</p>	<ul style="list-style-type: none"> <li>• Yes, check for loose or broken wires between terminal #9 and terminal #3.</li> <li>• No, go to Step 8.</li> </ul>
8	<p>Is there 12Vdc between Hose PAKSTAT PNK-2 wire terminal #1 and BLK-2 wire terminal #8?</p>	<ul style="list-style-type: none"> <li>• Yes, check for loose or broken wire between terminal #9 and terminal #1.</li> <li>• No, go to Step 9.</li> </ul>

**Chapter 8 Troubleshooting**

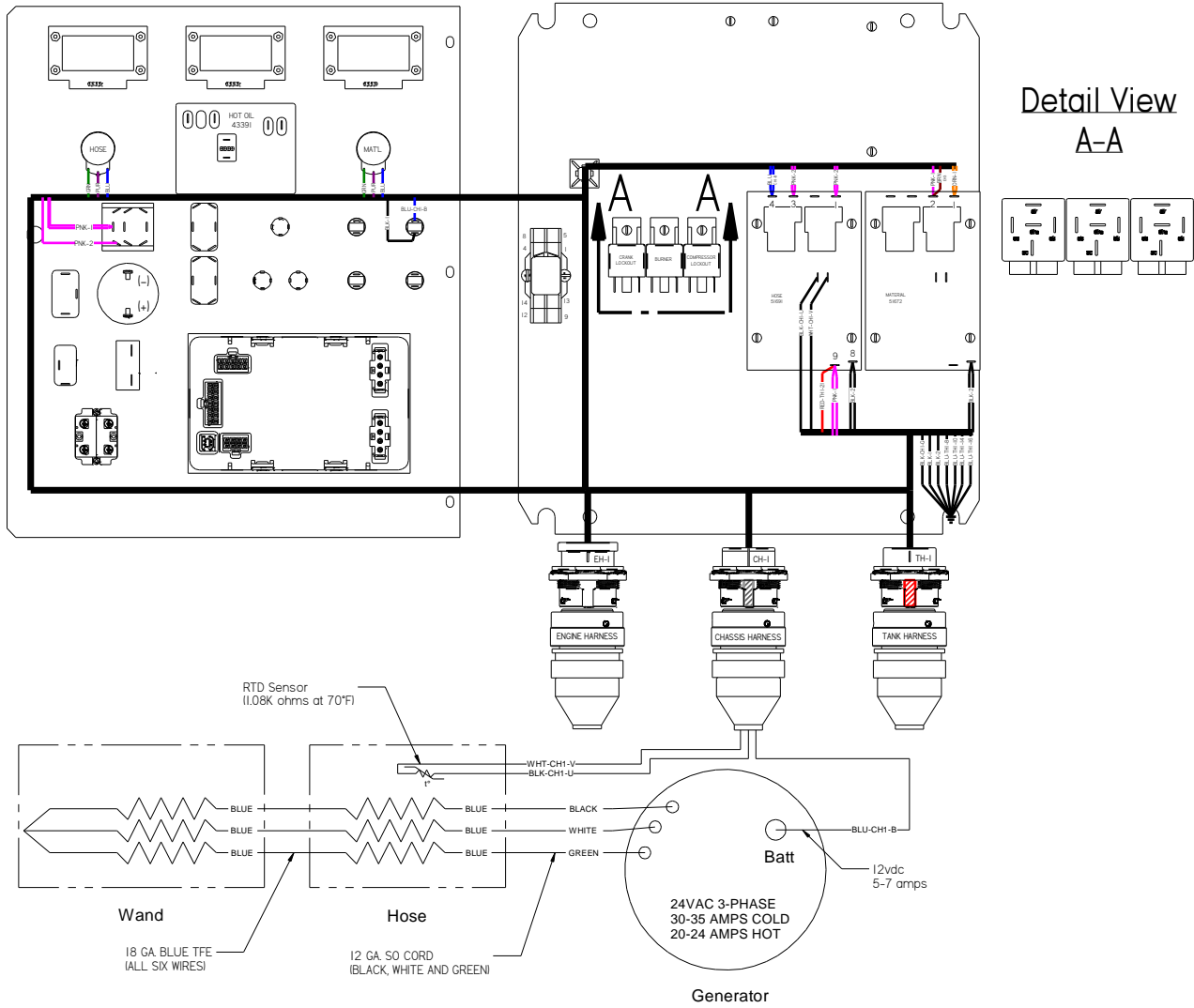
**Table 8-20 Electrical Troubleshooting (continued)**

<b>Step</b>	<b>Possible Cause</b>	<b>If . . .</b>
9	Is there 12Vdc between the Hose Selector switch PNK-2 (bottom left terminal) and a nearby ground source black wire?	<ul style="list-style-type: none"> <li>• Yes, check for loose or broken wires between switch and upper terminal block.</li> <li>• No, go to Step 10.</li> </ul>
10	Is there 12Vdc between the Hose Selector switch pink wire Labeled PNK-1 center left terminal and a nearby ground source.	<ul style="list-style-type: none"> <li>• Yes, make sure the Hose Selector switch is in the "Electric" position, then replace this switch.</li> <li>• No, go to Step 11.</li> </ul>
11	Is there 12Vdc between Material PAKSTAT PNK-1 and BRN-EH1 wire terminal #2 and BLK-2 wire terminal #8?	<ul style="list-style-type: none"> <li>• Yes, check for loose or broken wires between terminal #9 and Hose Selector switch.</li> <li>• No, go to Step 12.</li> </ul>
12	Is there 12Vdc between Material PAKSTAT ORN-1 wire terminal #1 and BLK-2 wire terminal #8?	<ul style="list-style-type: none"> <li>• Yes, replace the Material PAKSTAT.</li> <li>• No if this is the case then the diesel burner would not be working properly. Recheck the steps list above or contact a Crafcoc, Inc. customer service technician for help.</li> </ul>



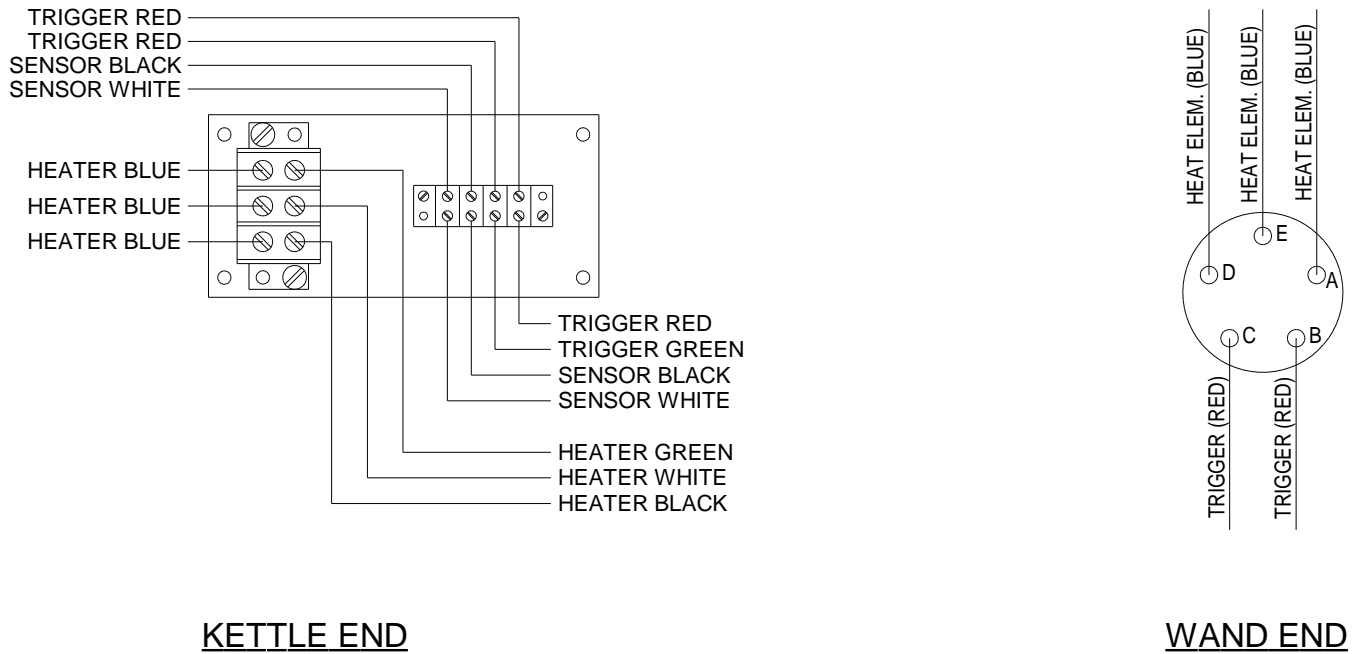
**Fig. 8-10 Junction Box Voltage Testing**

**Chapter 8 Troubleshooting**



**Fig. 8-11 Hose Electric Base Schematic**

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**Fig. 8-12 Junction Box Wiring**

## Chapter 8 Troubleshooting

### 8.3.2 Symptom: Trigger is Not Working

**Table 8-21 Trigger is not Working**

Step	Possible Cause	If . . .
1	<p>Check continuity between two red wires coming from the hose in junction box.</p> <p><b>NOTE:</b> These wires must be disconnected from the terminal block and the trigger depressed to perform this test.</p>	<ul style="list-style-type: none"> <li>• Yes, go to <a href="#">Table 8-24 Basic Visual Electric Base Pump Troubleshooting</a>.</li> <li>• No, go to Step 2.</li> </ul>
2	<p>Disconnect the electrical connector between the hose and wand, check for continuity between C and B wand side.</p>	<ul style="list-style-type: none"> <li>• Yes, this hose needs to be repaired or replaced. Contact Crafcoc, Inc. to send back the hose for repair.</li> <li>• No, this wand needs to be repaired or replaced. Go to Wand Repair Instructions. If it still can't be fixed, Contact Crafcoc, Inc. to send back the wand for repair.</li> </ul>

## Chapter 8 Troubleshooting

### 8.3.3 RTD Sensor Ohms vs. Temperature

Table 8-23 below shows what the ohm reading would be for a given temperature. The following are the instructions for using the table.

Measure the resistance (ohms) of the sensor in question with an ohm meter (See [7.3 Checking Resistance \(Ohms\)](#)) in Section [7.0 How to Use a Multimeter](#).

Find the reading in the chart (columns 0 through 9).

Follow the row to the left and get the temperature in 10°F increments, then follow the column up to get the 1°F increment. (For example, 1391 Ohms = 215°F)

**Table 8-22 RTD Sensor Ohms vs. Temperature**

°F	0	1	2	3	4	5	6	7	8	9
0	930.3	932.5	934.7	936.9	939.1	941.3	943.4	945.6	947.8	950.0
10	952.2	954.3	956.5	958.7	960.9	963.0	965.2	967.4	969.6	971.8
20	973.9	976.1	978.3	980.5	982.6	984.8	987.0	989.1	991.3	993.5
30	995.7	997.8	1000.0	1002.2	1004.3	1006.5	1008.7	1010.9	1013.0	1015.2
40	1017.4	1019.5	1021.7	1023.9	1026.0	1028.2	1030.4	1032.5	1034.7	1036.9
50	1039.0	1041.2	1043.4	1045.5	1047.7	1049.8	1052.0	1054.2	1056.3	1058.5
60	1060.7	1062.8	1065.0	1067.1	1069.3	1071.5	1073.6	1075.8	1077.9	1080.1
70	1082.2	1084.4	1086.6	1088.7	1090.9	1093.0	1095.2	1097.3	1099.5	1101.6
80	1103.8	1106.0	1108.1	1110.3	1112.4	1114.6	1116.7	1118.9	1121.0	1123.2
90	1125.3	1127.5	1129.6	1131.8	1133.9	1136.1	1138.2	1140.4	1142.5	1144.7
100	1146.8	1149.0	1151.1	1153.2	1155.4	1157.5	1159.7	1161.8	1164.0	1166.1
110	1168.3	1170.4	1172.5	1174.7	1176.9	1179.0	1181.1	1183.3	1185.4	1187.5
120	1189.7	1191.8	1194.0	1196.1	1198.2	1200.4	1202.5	1204.6	1206.8	1208.9
130	1211.0	1213.2	1215.3	1217.5	1219.6	1221.7	1223.9	1226.0	1228.1	1230.3
140	1232.4	1234.5	1236.7	1238.9	1240.9	1243.0	1245.2	1247.3	1249.4	1251.6
150	1253.7	1255.8	1258.0	1260.1	1262.2	1264.3	1266.5	1268.6	1270.7	1272.8
160	1275.0	1277.1	1279.2	1281.3	1283.5	1285.6	1287.7	1289.8	1292.0	1294.1
170	1296.2	1298.3	1300.4	1302.6	1304.7	1306.8	1308.9	1311.0	1313.2	1315.3
180	1317.4	1319.5	1321.6	1323.8	1325.9	1328.0	1330.1	1332.2	1334.3	1336.5
190	1338.6	1340.7	1342.8	1344.9	1347.0	1349.1	1351.2	1353.4	1355.5	1357.6
200	1359.7	1361.8	1363.9	1366.0	1368.1	1370.2	1372.4	1374.5	1376.6	1378.7
210	1380.8	1382.9	1385.0	1387.1	1389.2	1391.3	1393.4	1395.5	1397.6	1399.7
220	1401.8	1403.9	1406.0	1408.1	1410.3	1412.4	1414.5	1416.6	1418.7	1420.8
230	1422.9	1425.0	1427.1	1429.2	1431.3	1433.4	1435.5	1437.6	1439.6	1441.7
240	1443.8	1445.9	1448.0	1450.1	1452.2	1454.3	1456.4	1458.5	1460.6	1462.7
250	1464.8	1466.9	1469.0	1471.1	1473.2	1475.3	1477.3	1479.4	1481.5	1483.6
260	1485.7	1487.8	1489.9	1492.0	1494.1	1496.1	1498.2	1500.3	1502.4	1504.5

## Chapter 8 Troubleshooting

**Table 8-23 RTD Sensor Ohms vs. Temperature (continued)**

°F	0	1	2	3	4	5	6	7	8	9
270	1506.6	1508.7	1510.8	1512.8	1514.9	1517.0	1519.1	1521.2	1523.3	1525.3
280	1527.4	1529.5	1531.6	1533.7	1535.7	1537.8	1539.9	1542.0	1544.1	1546.1
290	1548.2	1550.3	1552.4	1554.5	1556.5	1558.6	1560.7	1562.8	1564.8	1566.9
300	1569.0	1571.1	1573.1	1575.2	1577.3	1579.4	1581.4	1583.5	1585.6	1587.7
310	1589.7	1591.8	1593.9	1595.9	1598.0	1600.1	1602.2	1604.2	1606.3	1608.4
320	1610.4	1612.5	1614.6	1616.6	1618.7	1620.8	1622.8	1624.9	1627.0	1629.0
330	1631.1	1633.2	1635.2	1637.3	1639.3	1641.4	1643.5	1645.5	1647.6	1649.7
340	1651.7	1653.8	1655.8	1657.9	1660.0	1662.0	1664.1	1666.1	1668.2	1670.2
350	1672.3	1674.4	1676.4	1678.5	1680.5	1682.6	1684.6	1686.7	1688.7	1690.8
360	1692.9	1694.9	1697.0	1699.0	1701.1	1703.1	1705.2	1707.2	1709.3	1711.3
370	1713.4	1715.4	1717.5	1719.5	1721.6	1723.6	1725.7	1727.7	1729.8	1731.8
380	1733.9	1735.9	1737.9	1740.0	1742.0	1744.1	1746.1	1748.2	1750.2	1752.3
390	1754.3	1756.3	1758.4	1760.4	1762.5	1764.5	1766.6	1768.6	1770.6	1772.7
400	1774.7	1776.8	1778.8	1780.8	1782.9	1784.9	1786.9	1789.0	1791.0	1793.1
410	1795.1	1797.1	1799.2	1801.2	1803.2	1805.3	1807.3	1809.3	1811.4	1813.4
420	1815.4	1817.5	1819.5	1821.5	1823.6	1825.6	1827.6	1829.6	1831.7	1833.7
430	1835.7	1837.8	1839.8	1841.8	1843.8	1845.9	1847.9	1849.9	1851.9	1854.0
440	1856.0	1858.0	1860.0	1862.1	1864.1	1866.1	1868.1	1870.2	1872.2	1874.2
450	1876.2	1878.2	1880.3	1882.3	1884.3	1886.3	1888.3	1890.4	1892.4	1894.4
460	1896.4	1898.4	1900.5	1902.5	1904.5	1906.5	1908.5	1910.5	1912.6	1914.6
470	1916.6	1918.6	1920.6	1922.6	1924.6	1926.6	1928.7	1930.7	1932.7	1934.7
480	1936.7	1938.7	1940.7	1942.7	1944.7	1946.8	1948.8	1950.8	1952.8	1954.8
490	1956.8	1958.8	1960.8	1962.8	1964.8	1966.8	1968.8	1970.8	1972.8	1974.8
500	1976.8	1978.8	1980.8	1982.9	1984.9	1986.9	1988.9	1990.9	1992.9	1994.9
510	1996.9	1998.9	2000.9	2002.9	2004.9	2006.9	2008.8	2010.8	2012.8	2014.8
520	2016.8	2018.8	2020.8	2022.8	2024.8	2026.8	2028.8	2030.8	2032.8	2034.8
530	2036.8	2038.8	2040.8	2042.8	2044.7	2046.7	2048.7	2050.7	2052.7	2054.7
540	2056.7	2058.7	2060.7	2062.7	2064.6	2066.6	2068.6	2070.6	2072.6	2074.6
550	2076.6	2078.5	2080.5	2082.5	2084.5	2086.5	2088.5	2090.4	2092.4	2094.4



## Chapter 8 Troubleshooting

### 8.4 Electric Base Pump Troubleshooting

#### 8.4.1 Symptom: Material Does Not Dispense When the Pump is Activated

**Table 8-24 Basic Visual Electric Base Pump Troubleshooting**

Step	Possible Cause	If . . .
1	Is the Hose Temperature Display at or above 325°F?	<ul style="list-style-type: none"> <li>• Yes, go to Step 2.</li> <li>• No, continue to allow the hose to heat. (Make sure the Hose dial is set at proper operating temperature.)</li> </ul>
2	Is the red "Pump" light "ON"?	<ul style="list-style-type: none"> <li>• Yes, go to Step 3.</li> <li>• No, go to <a href="#">Table 8-25 Pump Electric Base Electrical Troubleshooting</a>.</li> </ul>
3	Is the hose selector switch in the "ELECTRIC" position as well as the pump switch should be in "ON ELECTRIC" position?	<ul style="list-style-type: none"> <li>• Yes, go to Step 4.</li> <li>• No, move the toggle switches to the proper positions.</li> </ul>
4	With the wand in the shoebox, pull the wand trigger and look at the material pump shaft coupler.  Is it spinning clockwise?	<ul style="list-style-type: none"> <li>• Yes, shut down machine and look for a plug in the plumbing.</li> <li>• No, adjust the material flow control to increase the flow.</li> <li>• Still no, go to Step 5.</li> </ul>
5	Inside the control box and under the front panel, find the relay cube for the pump. It is found near the middle, left-hand side of the box. It is a clear yellow cube with a green button facing the top of the control box. When the trigger is engaged does the green light illuminate?	<ul style="list-style-type: none"> <li>• Yes, this indicates that 12Vdc is reaching the relay coil. Go to <a href="#">Table 8-25 Pump Electric Base Electrical Troubleshooting</a> Step 5 to find the problem.</li> <li>• No, go to <a href="#">Table 8-25 Pump Electric Base Electrical Troubleshooting</a>, Steps 2 to find the problem.</li> </ul>
6	Is the hydraulic fluid level near the center of the sight gauge when the machine is cold?  See <a href="#">Fig. 5-1 Hydraulic Fluid Level and Temp. Gauge</a> .	<ul style="list-style-type: none"> <li>• Yes, go to <a href="#">Table 8-25 Pump Electric Base Electrical Troubleshooting</a>.</li> <li>• No, fill oil to the center of the sight gauge.</li> </ul>

## Chapter 8 Troubleshooting

**NOTE:** Use [Fig. 8-13 Pump Electric Base Schematic](#) while troubleshooting the pump electrical system.

**Table 8-25 Pump Electric Base Electrical Troubleshooting**

Step	Possible Cause	If . . .
1	Is the Hose Temperature at or above 325°F?	<ul style="list-style-type: none"> <li>• Yes, go to Step 2.</li> <li>• No, continue to allow the machine to heat.</li> </ul>
2	Is there 12 Vdc between the Hose PAKSTAT RED-CH1-L wire terminal #2 and BLK-2 ground wire terminal #8?  (Refer to the pump circuit schematic <a href="#">Fig. 8-13 Pump Electric Base Schematic</a> )	<ul style="list-style-type: none"> <li>• Yes, go to Step 3.</li> <li>• No, go to Step 2a.</li> </ul>
2a	Is there 12 Vdc between the Hose PAKSTAT PNK-2 wire terminal #1 and BLK-2 ground wire terminal #8?	<ul style="list-style-type: none"> <li>• Yes, check for a broken wire or poor wire crimp on the RED-CH1-L wire terminal #2 and recheck for 12 Vdc. (If still no voltage, replace the Material PAKSTAT.)</li> <li>• No if this is the case then the hose would not be heating properly.</li> </ul>
3	Move to the junction box at the rear of the machine and open the cover. Is there 12 Vdc between the trigger red wire coming from the control box and a nearby ground source?	<ul style="list-style-type: none"> <li>• Yes, go to Step 4.</li> <li>• No, check for a broken wire or poor wire crimp between the junction box and the control box red wire labeled RED-CH1-L.</li> </ul>
4	Is there 12 Vdc between the trigger red wire going toward the hose (just above where you checked in Step 3) and a nearby ground source?	<ul style="list-style-type: none"> <li>• Yes, go to Step 5.</li> <li>• No, check for a broken wire or poor wire crimp on the red trigger going toward the hose.</li> </ul>
5	Is there 12 Vdc between the trigger red wire coming from the hose (just left where you checked in Step 4) and a nearby ground source?  (Make sure the wand trigger is pulled during this Step.)	<ul style="list-style-type: none"> <li>• Yes, go to Step 6.</li> <li>• No, check for a broken wire or poor wire crimp on the red trigger coming from the hose.</li> </ul>

## Chapter 8 Troubleshooting

**Table 8-26 Pump Electric Base Electrical Troubleshooting (continued)**

Step	Possible Cause	If . . .
6	<p>Is there 12 Vdc between the trigger red wire going toward the control box (just left where you checked in Step 5) and a nearby ground source?</p> <p>(Make sure the wand trigger is pulled during this Step.)</p>	<ul style="list-style-type: none"> <li>• Yes, go to Step 7.</li> <li>• No, check for a broken wire or poor wire crimp on the red trigger going toward the control box.</li> </ul>
7	<p>Is there 12 Vdc between the trigger green/white-CH1-M wire coming from the control box and a nearby ground source?</p> <p>(Make sure the wand trigger is pulled during this Step.)</p>	<ul style="list-style-type: none"> <li>• Yes, go to Step 8.</li> <li>• No, check for a broken wire or poor wire crimp on the green trigger wire going to the control box.</li> </ul>
8	<ul style="list-style-type: none"> <li>• Disconnected the five-pin connector between the hose and wand. Refer to <a href="#">Fig. 8-12 Junction Box Wiring</a>.</li> </ul> <p>Is there continuity on the wand connector between red trigger "C" post and red trigger "B" post while the wand trigger is pulled?</p>	<ul style="list-style-type: none"> <li>• Yes, go to Step 9.</li> <li>• No, call Crafco, Inc. and request an RA # so you can send your wand back for repair.</li> </ul>
9	<p>Disconnect the two red trigger wires in the junction box going toward the hose. Move the wand end of the hose next to the junction box.</p> <p>Is there continuity on the hose connector "C" socket and only one red trigger in the junction box?</p> <p>(Check both red trigger wires in the junction box one at a time.)</p>	<ul style="list-style-type: none"> <li>• Yes, go to Step 10.</li> <li>• No, recheck the hose connector "C" socket to the other red trigger wire in the junction box. (You want to see continuity between only one red trigger wire and the "C" socket.)</li> <li>• Still no or continuity to both red trigger wire, then call Crafco, Inc. and request an RA# so you can send your hose back for repair.</li> </ul>
10	<p>Is there continuity on the hose connector "B" socket and red trigger in the junction box?</p>	<ul style="list-style-type: none"> <li>• Yes, call Crafco, Inc. and speak to a service technician, you should have found the problem.</li> <li>• No, recheck the hose connector "B" socket to the other red trigger wire in the junction box. (You want to see continuity between only one red trigger wire and the "B" socket.)</li> <li>• Still no or continuity to both red trigger wire, then call Crafco, Inc. and request an RA# so you can send your hose back for repair.</li> </ul>

## Chapter 8 Troubleshooting

**Table 8-27 Pump Electric Base Electrical Troubleshooting (continued)**

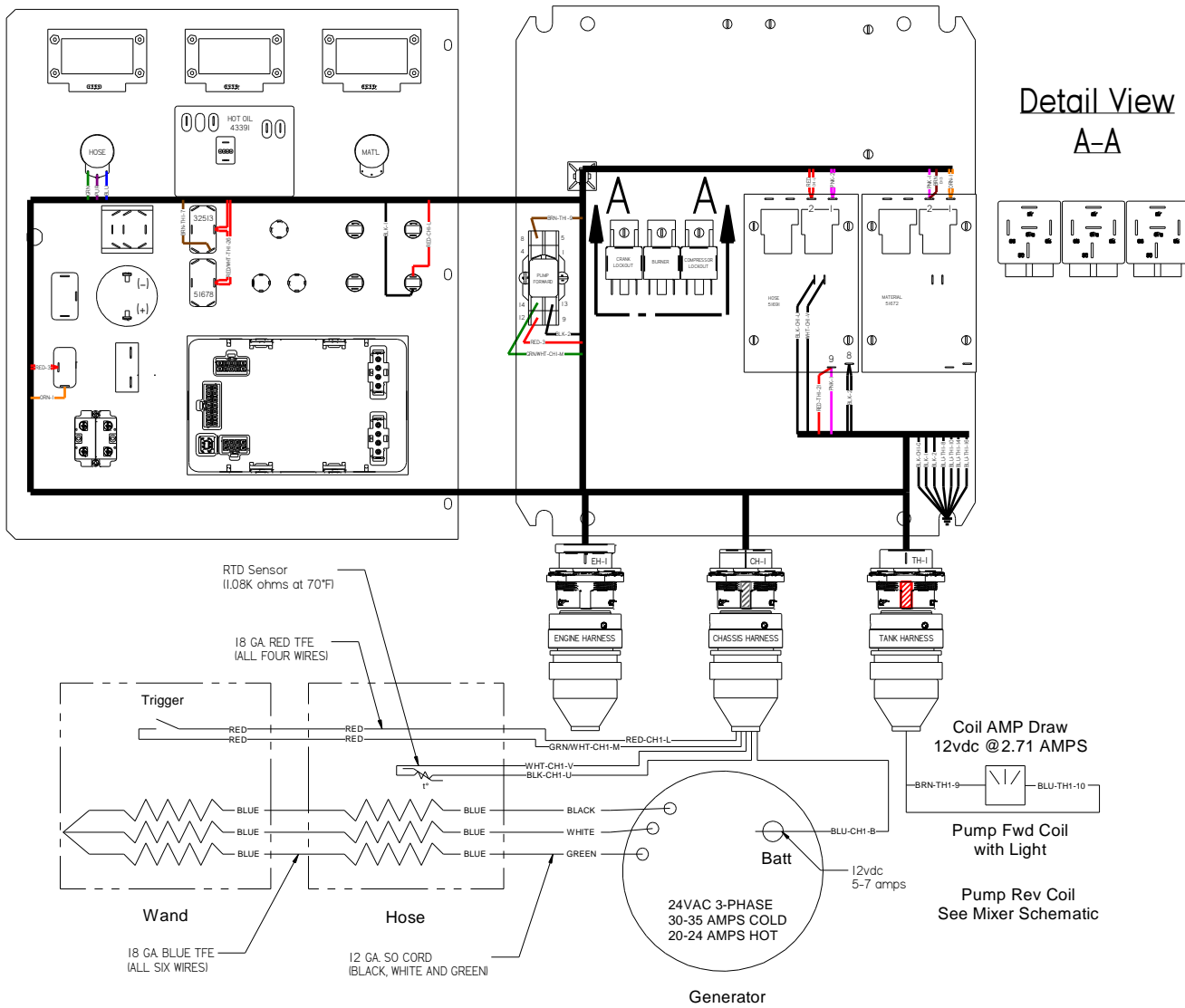
Step	Possible Cause	If . . .
11	<p>Move back to the control box.</p> <p>Is there 12 Vdc between the pump relay base GRN/WHT-CH1-M trigger wire terminal #14 and the BLK-2 ground wire terminal #13, when the trigger is pulled?</p>	<ul style="list-style-type: none"> <li>• Yes, go to Step 12.</li> <li>• No, check for a broken wire or loose wire at the relay base on both the green trigger wire and the black ground wire. Also check for any damage to the GRN/WHT-CH1-M trigger wire from the junction box to the control box.</li> </ul>
12	<p>Is there 12 Vdc between the pump relay base RED-3 wire terminal #12 and the BLK-2 ground wire terminal #13?</p>	<ul style="list-style-type: none"> <li>• Yes, go to Step 14.</li> <li>• No, go to Step 13.</li> </ul>
13	<p>Is there 12 Vdc between the circuit breaker bottom post RED-3 wire and the pump relay base BLK-2 ground wire terminal #13?</p>	<ul style="list-style-type: none"> <li>• Yes, check for a broken wire or loose wire at the circuit breaker and at the terminal block red wire.</li> <li>• No, if this is the case you would have had problems with the burner working. Call Crafco, Inc. and speak to a service technician.</li> </ul>
14	<p>Is there 12 Vdc between the pump relay base BRN-TH1-9 pump wire terminal #8 and the BLK-2 ground wire terminal #13?</p>	<ul style="list-style-type: none"> <li>• Yes, go to Step 15.</li> <li>• No, replace the pump relay cube.</li> </ul>
15	<p>Move to the rear of the machine. Locate the hydraulic manifold on the mounting pedestal just in front of the control box.</p> <p>Is the amber light "ON" when the wand trigger is pulled? (Looking down at the top of the hydraulic valve, Pump forward is the din plug lower right-hand corner, Refer to <a href="#">Fig. 8-9 Din Plug Layout</a>.)</p>	<ul style="list-style-type: none"> <li>• Yes, go to Step 17.</li> <li>• No, go to Step 16.</li> </ul>

## Chapter 8 Troubleshooting

**Table 8-28 Pump Electric Base Electrical Troubleshooting (continued)**

Step	Possible Cause	If . . .
16	<p>Unscrew the din plug center screw so you can pull the din plug up about 1/4", so you can check for voltage.</p> <p>Is there 12 Vdc from side post to side post, when the wand trigger is pulled?</p>	<ul style="list-style-type: none"> <li>• Yes, the electrical system for the agitator is working properly, go to <a href="#">Table 8-32 Pump Hydraulic Troubleshooting</a>.</li> <li>• No, recheck the amber light, if the light comes "ON" and you do not have 12 Vdc then replace the din plug.</li> </ul>
17	<p>Does the hydraulic pump shaft coupler turn counterclockwise, when you hold the "Pump" toggle switch in the "Reverse" position?</p>	<ul style="list-style-type: none"> <li>• Yes, this feature is working properly.</li> <li>• No, go to Step 18.</li> </ul>
18	<p>Is the amber light "ON" when you hold the "Pump" toggle switch in the "Reverse" position?</p> <p>(Looking down at the top of the hydraulic valve, Pump reverse is the din plug lower left-hand corner, Refer to <a href="#">Fig. 8-6 Mixer Electric Base Schematic</a>.)</p>	<ul style="list-style-type: none"> <li>• Yes, electrically this feature is working, check hydraulic troubleshooting.</li> <li>• No, go to Step 19.</li> </ul>
19	<p>Is there 12 Vdc between the "Pump" toggle switch bottom post BRN-TH1-7 wire and the ground cluster in the lower right hand corner back panel, when the toggle switch is in the "Reverse" position? (Refer to <a href="#">Fig. 8-9 Din Plug Layout</a>.)</p>	<ul style="list-style-type: none"> <li>• Yes, replace the din plug.</li> <li>• No, go to Step 20.</li> </ul>
20	<p>Is there 12 Vdc between the "Pump" toggle switch center post RED-TH1-26 wire and the ground cluster in the lower right hand corner back panel?</p>	<ul style="list-style-type: none"> <li>• Yes, replace the toggle switch.</li> <li>• No, if this is the case you would have had an agitator problem. Call Crafco, Inc. and speak to a service technician.</li> </ul>

**Chapter 8 Troubleshooting**



**Fig. 8-13 Pump Electric Base Schematic**

## Chapter 8 Troubleshooting

### 8.5 Standard Base Pump Troubleshooting

#### 8.5.1 Symptom: Material Does Not Dispense When the Pump is Activated

**Table 8-29 Basic Visual Standard Base Pump Troubleshooting**

Step	Possible Cause	If . . .
1	Is the Material Temperature Display at or above 275°F?	<ul style="list-style-type: none"> <li>• Yes, go to Step 2.</li> <li>• No, continue to allow the material to heat. (Make sure the Material dial is set at proper operating temperature.)</li> </ul>
2	Is the red "Pump" light "ON"?	<ul style="list-style-type: none"> <li>• Yes, go to Step 3.</li> <li>• No, go to <a href="#">Table 8-25 Pump Electric Base Electrical Troubleshooting</a>.</li> </ul>
3	Is the pump switch should be in "ON STANDARD" position?	<ul style="list-style-type: none"> <li>• Yes, go to Step 4.</li> <li>• No, move the toggle switches to the proper positions.</li> </ul>
4	With the pump switch is in the "ON STANDARD", look at the material pump shaft coupler. Is it spinning clockwise?	<ul style="list-style-type: none"> <li>• Yes, shut down machine and look for a plug in the plumbing.</li> <li>• No, adjust the material flow control to increase the flow.</li> <li>• Still no, go to Step 5.</li> </ul>
5	Inside the control box and under the front panel, find the relay cube for the pump. It is found near the middle, left-hand side of the box. It is a clear yellow cube with a green button facing the top of the control box. When the pump switch in the "ON STANDARD" position does the green light illuminate?	<ul style="list-style-type: none"> <li>• Yes, this indicates that 12Vdc is reaching the relay coil. Go to <a href="#">Table 8-25 Pump Electric Base Electrical Troubleshooting</a> Step 1 to find the problem.</li> <li>• No, go to <a href="#">Table 8-25 Pump Electric Base Electrical Troubleshooting</a>, Steps 2 to find the problem.</li> </ul>
6	Is the hydraulic fluid level near the center of the sight gauge when the machine is cold? See <a href="#">Fig. 5-1 Hydraulic Fluid Level and Temp. Gauge</a> .	<ul style="list-style-type: none"> <li>• Yes, go to <a href="#">Table 8-25 Pump Electric Base Electrical Troubleshooting</a>.</li> <li>• No, fill oil to the center of the sight gauge.</li> </ul>

## Chapter 8 Troubleshooting

**NOTE:** Use Fig. 8-14 Pump Standard Base Schematic while troubleshooting the pump electrical system.

**Table 8-30 Pump Standard Base Electrical Troubleshooting**

Step	Possible Cause	If . . .
1	Is there 12 Vdc between the pump switch PNK-1 wire center left terminal and ground cluster wires in the back panel lower right-hand corner?	<ul style="list-style-type: none"> <li>• Yes, go to Step 2.</li> <li>• No, go to Step 1a.</li> </ul>
1a	Is there 12 Vdc between the Material PAKSTAT PNK-1 wire terminal #2 and BLK-2 ground wire terminal #8?	<ul style="list-style-type: none"> <li>• Yes, check for a broken wire or poor wire crimp on the PNK-1 wire between the pump switch and the Hose PAKSTAT terminal #2.</li> <li>• No, if this is the case then the mixer would not be working properly.</li> </ul>
2	Is there 12 Vdc between the pump switch PUR-1 wire top left terminal and ground cluster wires in the back panel lower right-hand corner?  (Make sure the pump switch is in the "ON STANDARD" position)	<ul style="list-style-type: none"> <li>• Yes, go to Step 3.</li> <li>• No, replace the pump toggle switch.</li> </ul>
3	Move to the pump forward relay on the back panel of the control box. Is there 12 Vdc between the PUR-1 wire terminal #14 and the BLK-2 wire terminal #13 ground?	<ul style="list-style-type: none"> <li>• Yes, go to Step 4.</li> <li>• No, check for a broken wire or poor wire crimp on both the PUR-1 and BLK-2 wires between the pump switch and the pump forward relay.</li> </ul>
4	Is there 12 Vdc between the RED-3 wire terminal #8 and the BLK-2 wire terminal #13 ground?	<ul style="list-style-type: none"> <li>• Yes, go to Step 5.</li> <li>• No, go to Step 4a.</li> </ul>
4a	Is there 12 Vdc between the burner switch RED-3 wire center terminal and ground cluster wires in the back panel lower right-hand corner?	<ul style="list-style-type: none"> <li>• Yes, check for a broken wire or poor wire crimp on the RED-3 wire between the burner switch and the pump forward relay.</li> <li>• No, if this is the case then the burner would not be working properly.</li> </ul>

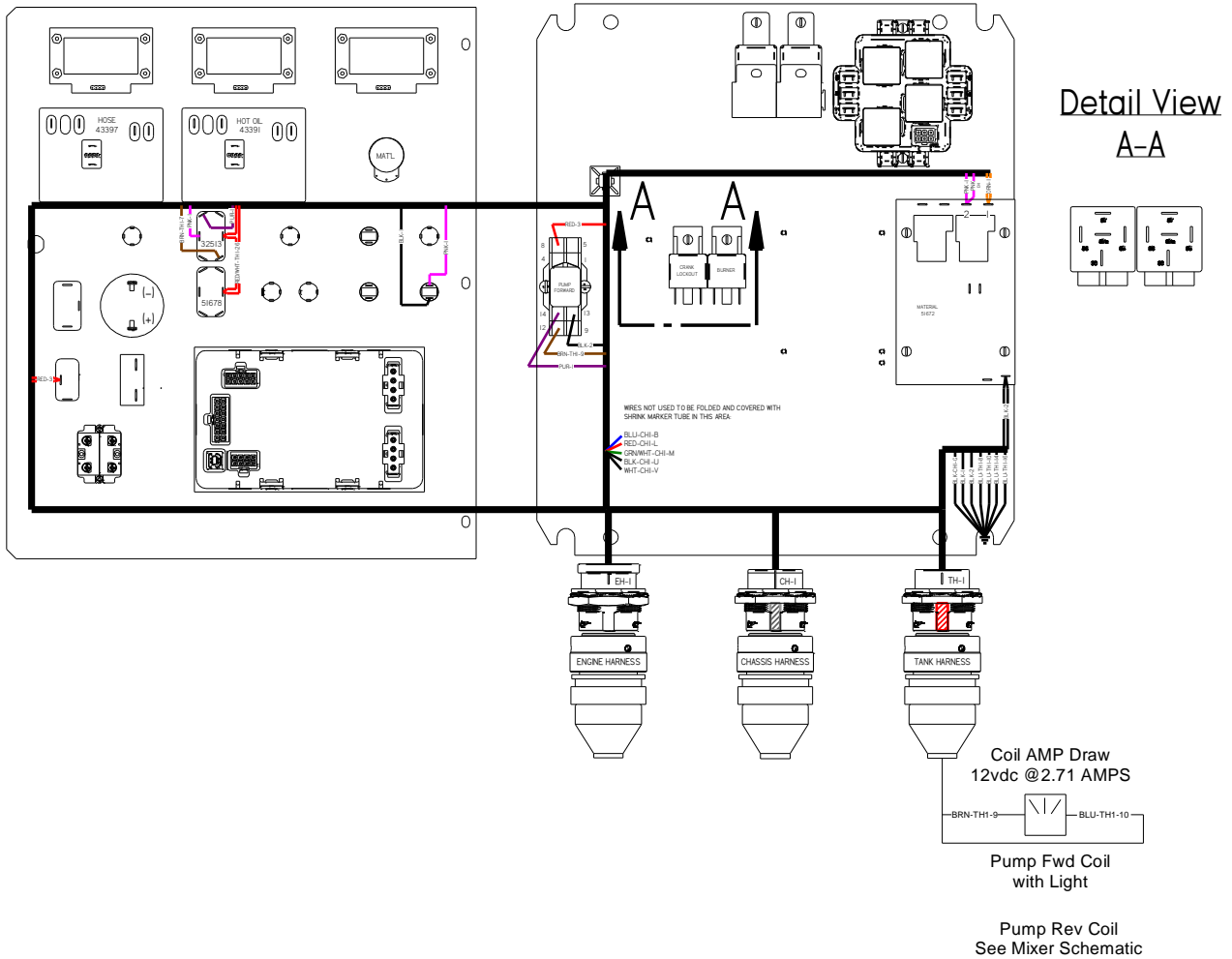


## Chapter 8 Troubleshooting

Table 8-31 Pump Standard Base Electrical Troubleshooting (continued)

Step	Possible Cause	If . . .
5	Is there 12 Vdc between the pump relay base BRN-TH1-9 wire terminal #12 and the BLK-2 ground wire terminal #13?	<ul style="list-style-type: none"> <li>• Yes, go to Step 6.</li> <li>• No, replace the relay cube.</li> </ul>
6	<p>Unscrew the din plug center screw so you can pull the din plug up about 1/4", so you can check for voltage.</p> <p>Is there 12 Vdc from side post to side post, when the wand trigger is pulled?</p>	<ul style="list-style-type: none"> <li>• Yes, the electrical system for the pump forward is working properly, go to <a href="#">Table 8-32 Pump Hydraulic Troubleshooting</a>.</li> <li>• No, recheck the amber light, if the light comes "ON" and you do not have 12 Vdc then replace the din plug.</li> </ul>
7	Does the hydraulic pump shaft coupler turn counterclockwise, when you hold the "Pump" toggle switch in the "Reverse" position?	<ul style="list-style-type: none"> <li>• Yes, this feature is working properly.</li> <li>• No, go to Step 8.</li> </ul>
8	<p>Is the amber light "ON" when you hold the "Pump" toggle switch in the "Reverse" position?</p> <p>(Looking down at the top of the hydraulic valve, Pump reverse is the din plug lower left-hand corner, Refer to</p>	<ul style="list-style-type: none"> <li>• Yes, electrically this feature is working, check hydraulic troubleshooting.</li> <li>• No, go to Step 9.</li> </ul>
9	Is there 12 Vdc between the "Pump" toggle switch bottom post BRN-TH1-7 wire and the ground cluster in the lower right hand corner back panel, when the toggle switch is in the "Reverse" position? (Refer to <a href="#">Fig. 8-9 Din Plug Layout</a> .)	<ul style="list-style-type: none"> <li>• Yes, replace the din plug.</li> <li>• No, go to Step 10.</li> </ul>
10	Is there 12 Vdc between the "Pump" toggle switch center post RED-TH1-26 wire and the ground cluster in the lower right hand corner back panel?	<ul style="list-style-type: none"> <li>• Yes, replace the toggle switch.</li> <li>• No, if this is the case you would have had an agitator problem. Call Crafco, Inc. and speak to a service technician.</li> </ul>

**Chapter 8 Troubleshooting**



**Fig. 8-14 Pump Standard Base Schematic**

## Chapter 8 Troubleshooting

### 8.6 Pump Hydraulic Troubleshooting

**Table 8-32 Pump Hydraulic Troubleshooting**

Step	Possible Cause	If...
1	Does the coil magnetize when the din plug amber light is "ON"?	<ul style="list-style-type: none"> <li>• Yes, go to Step 2.</li> <li>• No, remove the din plug, then remove the coil by unscrewing the nut on the end of the coil. With the coil removed reattach the din plug and place a metal screwdriver in the center of the coil to see if the coil is magnetic. If it is not, recheck the din plug is plugged into the coil and the amber light is "ON". If still not magnetic replace the coil.</li> </ul>
2	Is the relief pressure set correctly? (Refer to <a href="#">Fig. 8-8 Hydraulic Valve Pressure Setting</a> ).	<ul style="list-style-type: none"> <li>• Yes, go to Step 3.</li> <li>• No, first turn "OFF" the Engine, then remove one of the two hydraulic hoses going to the pump hydraulic motor, cap off the fitting on the motor and use a 3000 PSI gauge with the proper JIC fitting, attach it to the hose. Start the Engine, turn "ON" the main power in the control box, pull the wand trigger and read the pressure gauge. If the pressure needs to be adjusted use the pressure relief valve marked "RVP", loosen the jam nut, and adjust the pressure with the Allen screw at the end of the relief. Turn clockwise to increase pressure and counterclockwise to decrease pressure, then tighten the jam nut to lock pressure. Next turn "OFF" the Engine, remove the cap, pressure gauge, and reattach the hose.</li> </ul>
3	Is the hydraulic flow correct from the hydraulic pump? (Refer to <a href="#">Fig. 8-8 Hydraulic Valve Pressure Setting</a> ).	<ul style="list-style-type: none"> <li>• Yes, call Crafco, Inc. and speak to a service technician. You should have been able to find the problem.</li> <li>• No, call a local hydraulic shop to see if they can run a hydraulic pump flow test, using the information in <a href="#">Fig. 8-8 Hydraulic Valve Pressure Setting</a>.</li> </ul>

## Chapter 8 Troubleshooting

### 8.7 DPF and Regen Modes

Models 47600EC100 and 47600SC100 have a 3TNV86CT Yanmar engine which is equipped with an emissions control system that includes a “Diesel Particulate Filter” (DPF). This filter traps large soot particles during normal operation of the engine. Over time, the filter accumulates enough soot that it must be cleaned by running a “Regeneration” cycle (REGEN). This cycle runs the engine at very high exhaust temps to burn off the soot thereby cleaning the DPF. There are 2 basic types of REGEN: Auto and Manual.

Auto REGEN: This mode runs automatically during normal use of the engine. There are no restrictions on engine power output or use during these cycles. When this cycle is active, a message will be displayed on the engine controller screen. This cycle can be interrupted such as engine shut down without issue – it will simply resume the next time the engine is up to temp if the engine computer (ECU) determines Auto REGEN is still required to bring soot levels down to normal levels. No user input is required to initiate Auto REGEN nor during Auto REGEN active mode. In normal use, Auto REGEN should be able to keep the DPF clean and not require the more aggressive Manual REGEN mode as described below.

Manual REGEN: This mode is required when the soot levels exceed the level that Auto REGEN can adequately clean from the DPF. When the engine computer (ECU) determine that this mode is required, a message will be displayed on the engine controller screen “Regen Required”. This mode requires user input and will prohibit air compressor (if equipped) use while Manual REGEN is active. This cycle should not be interrupted such as engine shut down, it will take approximately 30 minutes to complete.

1. When “Regen Required” is displayed on the engine controller, use the arrow buttons to scroll to the REGEN menu. Scroll down to the “Manual Regen” option. The engine will throttle down to 800 RPM.
2. The engine computer will verify that conditions required for Manual REGEN are present (engine coolant temp > 140F, and engine has been running >15 minutes). If these conditions have not been met, a message will appear on the engine controller screen “Can’t Regen”. If these conditions have been met, a message will appear on the engine controller screen “Regen Now?”.
3. Select “Yes”. Failure to select “Yes” or selecting “No” will cause the Manual REGEN mode to exit and return to previous engine RPM. “Regen Required” would appear on the screen again.
4. After selecting “YES” for “Regen Now?”, the engine will gradually increase speed until the Manual REGEN speed is reached.
5. While Manual REGEN is active, a message “Manual Regen” and “Comp Disabled” will alternately appear on the engine controller screen. The machine may be used for heating, mixing and pumping material while Manual REGEN is active (30 minutes to complete). Only the air compressor (if equipped) is prohibited (locked out) during Manual REGEN.
6. When Manual REGEN is complete, the engine will throttle back down to 800 RPM for a few seconds then return to previous engine speed.


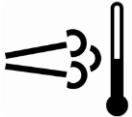


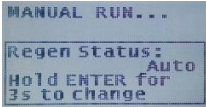

If the user rejects the Manual Regen request (or just ignores it), the computer stores a record, and begins an escalation process until either the user allows the manual regen, or the soot levels reach a critically high level, triggering “limp” mode where the engine will only idle.

## Chapter 8 Troubleshooting

At this stage, the engine must be taken to a Yanmar dealer where the filter element in the DPF must be removed and placed in a special high temperature oven to burn off the soot externally. This is a costly service, and is not covered under warranty, as proper use / normal maintenance was not performed by the user (the computer will have records of the times it requested manual regen that was rejected or ignored). CrafcO will not reimburse the cost of this service. See section 5.9 for further information.

### 8.8 Icons for the Regen Modes

The following ICONS appear during the various REGEN modes:

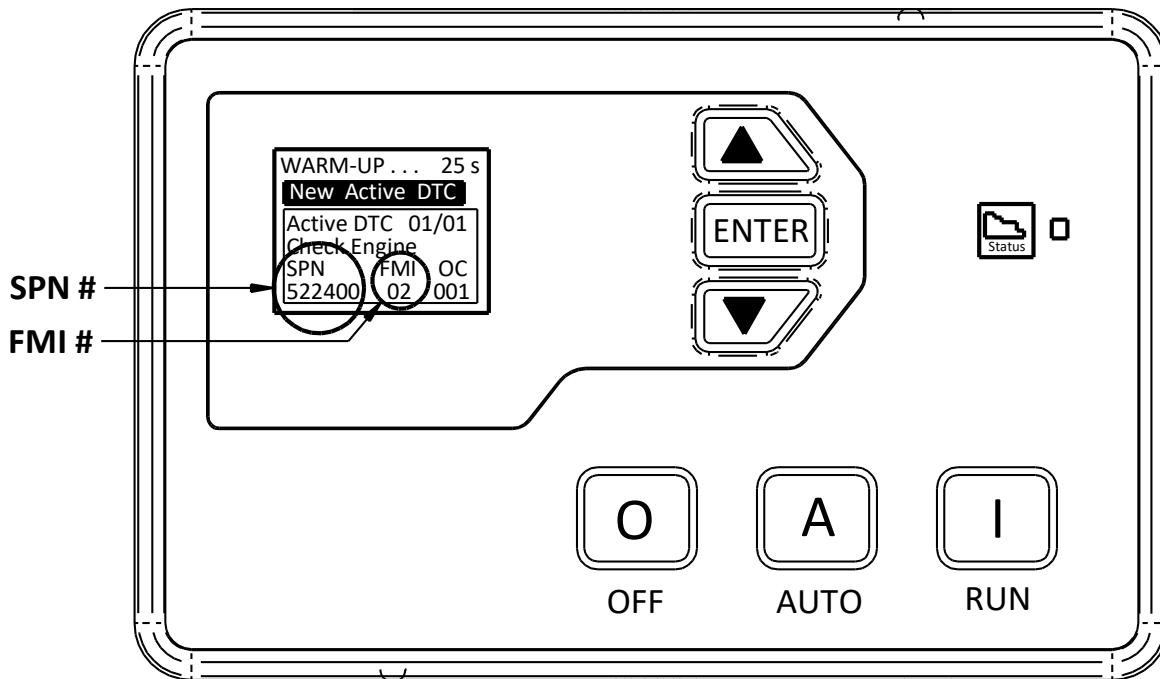
 <p>DPF LAMP</p>	<p><u>Diesel Particulate Filter (DPF) Lamp</u></p> <p>A Solid Lamp provides warning that DPF soot levels are increasing.</p> <p>A Flashing Lamp indicates that DPF soot levels have reached a critical stage where a DPF Regen is required.</p>
 <p>HEST LAMP</p>	<p><u>High Exhaust Temperature Lamp</u></p> <p>When this lamp is ON, this indicates that a Regen cycle has been activated warning of high exhaust temperatures.</p>
 <p>REGEN INHIBIT</p>	<p><u>Regen Inhibit Lamp</u></p> <p>When this lamp is illuminated, a Regen cannot be performed and soot levels will continue to rise.</p>
 <p>NCD Error</p>	<p><u>NCD Error</u></p> <p>This Lamp Illuminates when there is a malfunction of the EGR system and a DTC code is present. Operator Intervention is required to address rising DPF Soot Levels.</p>
	<p><u>Regen Screen Display</u></p> <p>Front Panel Scrolling Screen which allows an operator the capability to enter the Regen Menu Selection. Password may be required if enabled in configuration.</p>
	<p><u>Regen Menu</u></p> <p>When accessing the Regen Menu (if enabled during parameter configuration). Options for Regen control, <u>1. Set ECM regen</u> to AUTO Regen, <u>2. Force Manual Regen</u> <u>3. Regen Inhibit</u></p>

**Chapter 8 Troubleshooting**

**8.9 Engine Diagnostic Trouble Codes (DTC)**

**8.9.1 How to use the Diagnostic Trouble Code Table**

The engine supplied on the EZ 1000 Series II 100CFM Compressor machine is capable of displaying Diagnostic Trouble Codes (DTC) on the engine control panel display. If your engine displays a DTC, most likely you will have to contact your local engine repair center for service. To locate your closest engine repair center, please go here: <https://www.yanmar.com/global/dealerlocator/> or call 734-582-9470 and they can help you locate your closest repair center. To use the table, find the SPN and FMI # from the control panel screen, and match it to the first column in the table listed as "SPN-FMI". Please see the following figure below:



**YOUR SPN # IS "522400" FMI # IS "02". FIND ON THE TABLE BELOW**

**522400 02 = Crankshaft Signal Error**

**Fig. 8-15 Engine Control Display DTC**

**8.9.2 Engine DTC Table (47600EC100, 47600SC100)**

**Table 8-33 Engine DTC Table PN 47600EC100, 47600SC100**

<b>SPN</b>	<b>FMI</b>	<b>Component</b>	<b>Error</b>
522400	2	Crankshaft Speed Sensor	Crankshaft signal error
	5		No signal from crankshaft
522401	2	Camshaft Speed Sensor	Camshaft signal error
	5		No signal from camshaft
	7		Angle offset error

## Chapter 8 Troubleshooting

Table 8-34 Engine DTC Table PN 47600EC100, 47600SC100 (Continued)

<b>SPN</b>	<b>FMI</b>	<b>Component</b>	<b>Error</b>
523249	5	Crankshaft Speed Sensor Camshaft Speed Sensor	No signal on both crankshaft and camshaft speed sensors
91	3	Accelerator Sensor 1	Accelerator sensor 1 error (voltage high)
	4		Accelerator sensor 1 error (voltage low)
28	3	Accelerator Sensor 2	Accelerator sensor 2 error (voltage high)
	4		Accelerator sensor 2 error (voltage low)
522624	7	Accelerator Sensor 1 + 2	Dual accelerator sensor error (closed position)
522623	7		Dual accelerator sensor error (open position)
29	3	Accelerator Sensor 3	Accelerator sensor 3 error (voltage high)
	4		Accelerator sensor 3 error (voltage low)
	8	Pulse Sensor	Pulse accelerator sensor error (pulse communication)
28	0	Accelerator Sensor 3	Accelerator sensor 3 error (foot pedal in open position)
	1		Accelerator sensor 3 error (foot pedal in closed position)
51	3	Intake Throttle Position Sensor	Intake throttle position sensor error (voltage high)
	4		Intake throttle position sensor error (voltage low)
102	3	EGR Low Pressure Side Pressure Sensor	EGR low pressure side pressure sensor error (voltage high)
	4		EGR low pressure side pressure sensor error (voltage low)
	13		EGR low pressure side pressure sensor error (abnormal learning value)

## Chapter 8 Troubleshooting

**Table 8-35 Engine DTC Table PN 47600EC100, 47600SC100 (Continued)**

<u>SPN</u>	<u>FMI</u>	<u>Component</u>	<u>Error</u>
1209	3	EGR High Pressure Side Pressure Sensor	EGR high pressure side pressure sensor error (voltage high)
	4		EGR high pressure side pressure sensor error (voltage low)
	13		EGR high pressure side pressure sensor error (abnormal learning value)
110	3	Engine Coolant Temperature Sensor	Engine coolant temperature sensor error (voltage high)
	4		Engine coolant temperature sensor error (voltage low)
	0		Engine coolant temperature high (overheat)
172	3	Ambient Air Temperature Sensor	Ambient air temperature sensor error (voltage high)
	4		Ambient air temperature sensor error (voltage low)
174	3	Fuel Temperature Sensor	Fuel temperature sensor error (voltage high)
	4		Fuel temperature sensor error (voltage low)
	0		Fuel temperature high
157	3	Rail Pressure Sensor	Rail pressure sensor error (voltage low)
	4		Rail pressure sensor error (voltage high)
3251	3	DPF Differential Pressure Sensor	DPF differential pressure sensor error (voltage high)
	4		DPF differential pressure sensor error (voltage low)
	0		DPF differential pressure sensor error rise error
	13		DPF differential pressure sensor error (abnormal learning value)



## Chapter 8 Troubleshooting

Table 8-36 Engine DTC Table PN 47600EC100, 47600SC100 (Continued)

<u>SPN</u>	<u>FMI</u>	<u>Component</u>	<u>Error</u>
3609	3	DPF High Pressure Side Pressure Sensor	DPF high pressure side pressure sensor error (voltage high)
	4		DPF high pressure side pressure sensor error (voltage low)
3242	3	DPF Inlet Temperature Sensor	DPF inlet temperature sensor error (voltage high)
	4		DPF inlet temperature sensor error (voltage low)
	0		DPF inlet temperature sensor error (high temperature)
3250	3	DPF Intermediate Temperature Sensor	DPF intermediate temperature sensor error (voltage high)
	4		DPF intermediate temperature sensor error (voltage low)
	1		DPF intermediate temperature sensor temperature too low
	0		DPF intermediate temperature sensor rise error (post-injection failure)
108	3	Atmospheric Pressure Sensor	Atmospheric pressure sensor error (voltage high)
	4		Atmospheric pressure sensor error (voltage low)
	10		Atmospheric pressure sensor error (characteristic error)
412	3	EGR Gas Temperature Sensor	EGR gas temperature sensor error (voltage high)
	4		EGR gas temperature sensor error (voltage low)
105	3	Intake Manifold Temperature Sensor	Intake manifold temperature sensor error (voltage high)
	4		Intake manifold temperature sensor error (voltage low)
173	3	Exhaust Manifold Temperature Sensor	Exhaust manifold temperature sensor error (voltage high)
	4		Exhaust manifold temperature sensor error (voltage low)

## Chapter 8 Troubleshooting

Table 8-37 Engine DTC Table PN 47600EC100, 47600SC100 (Continued)

<u>SPN</u>	<u>FMI</u>	<u>Component</u>	<u>Error</u>
1485	7	Main Relay	Main relay contact sticking
	2		Main relay early opening
522243	5	Starting Aid Relay	Starting aid relay disconnection
	6		Starting aid relay GND short circuit
654	5	Injector (No. 1 Cylinder)	Disconnection (injector specific)
	6		Coil short circuit
	3		Short circuit
653	5	Injector (No. 2 Cylinder)	Disconnection (injector specific)
	6		Coil short circuit
	3		Short circuit
652	5	Injector (No. 3 Cylinder)	Disconnection (injector specific)
	6		Coil short circuit
	3		Short circuit
651	5	Injector (No. 4 Cylinder)	Disconnection (injector specific)
	6		Coil short circuit
	3		Short circuit
4257	12	All Injectors	Injector drive IC error
2797	6		Injector drive circuit (bank 1) short circuit (4TN: Common circuit for No. 1, No. 4 and all 3TN cylinders)
2798	6		Injector drive circuit (bank 2) short circuit (4TN: Common circuit for No. 1, No. 4 and all 3TN cylinders)
523462	13	Injector (Correction Value)	Injector (No. 1 cylinder) correction value error
523463	13		Injector (No. 2 cylinder) correction value error
523464	13		Injector (No. 3 cylinder) correction value error
523465	13		Injector (No. 4 cylinder) correction value error

## Chapter 8 Troubleshooting

Table 8-38 Engine DTC Table PN 47600EC100, 47600SC100 (Continued)

<u>SPN</u>	<u>FMI</u>	<u>Component</u>	<u>Error</u>	
522571	3	SCV (MPROP)	SCV (MPROP) L side VB short circuit	
	6		SCV (MPROP) L side GND short circuit	
633	3		SCV (MPROP) H side VB short circuit	
	6		SCV (MPROP) H side GND short circuit	
	5		SCV (MPROP) disconnection	
522572	6		SCV (MPROP) drive current (high level)	
	11		SCV (MPROP) pump overload error	
157	0		Rail Pressure Error	Rail pressure too high
	18			Rail pressure deviation error (low rail pressure)
	15			Rail pressure deviation error (high rail pressure)
	16	PLV (Common Rail Pressure Limit Valve)	PLV open valve	
523469	0		Rail pressure fault (the times of valve opening error)	
523470	0		Rail pressure fault (the time of valve opening error)	
523489	0		Rail pressure fault (the actual rail pressure is too high during PRV limp home)	
523468	9		Rail pressure fault (controlled rail pressure error after PLV valve opening)	
523491	0		Rail Pressure Control	Rail pressure fault (injection B/F temperature error during PLV4 limp home)
523460	7			Rail pressure fault (operation time error during RPS limp home)
190	16	Overspeed	Overspeed	

## Chapter 8 Troubleshooting

Table 8-39 Engine DTC Table PN 47600EC100, 47600SC100 (Continued)

<u>SPN</u>	<u>FMI</u>	<u>Component</u>	<u>Error</u>	
2950	5	Intake Throttle Drive Circuit	No-load of throttle valve drive H bridge circuit	
	3		Power short circuit of throttle valve drive H bridge output 1	
	4		GND short circuit of throttle valve drive H bridge output 1	
	6		Overload on the drive H bridge circuit of throttle valve	
2951	3		VB power short circuit of throttle valve drive H bridge output 2	
	4		GND short circuit of throttle valve drive H bridge output 2	
522596	9		CAN 2	TSC1 (SA1) reception timeout
522597	9			TSC1 (SA2) reception timeout
522599	9	Y_ECR1 reception timeout		
522600	9	Y_EC reception timeout		
522601	9	Y_RSS reception timeout		
237	31	VI reception timeout		
	13	VI reception data error		
522609	9	Y_ETCP1 reception timeout		
522618	9	EBC1 reception timeout		
522619	9	Y_DPFIF reception timeout		
522730	12	Immobilizer error (CAN communication)		
1202	2	Immobilizer error (system)		
522610	9	CAN 1		CAN1 (for EGR) reception timeout
522611	9			CAN1 (for exhaust throttle) reception timeout

## Chapter 8 Troubleshooting

Table 8-40 Engine DTC Table PN 47600EC100, 47600SC100 (Continued)

<u>SPN</u>	<u>FMI</u>	<u>Component</u>	<u>Error</u>	
2791	0	EGR Valve	EGR overvoltage error	
	1		EGR low voltage error	
	7		EGR feedback error	
	9		EGR ECM data error	
	12		Disconnection in EGR motor coils	
522579	12		Short circuit in EGR motor coils	
522580	12		EGR position sensor error	
522581	7		EGR valve sticking error	
522582	7		EGR initialization error	
522183	1		EGR high temperature thermistor error	
522184	1		EGR low temperature thermistor error	
522617	12		EGR target value out of range	
522746	12		Exhaust Throttle	Exhaust throttle (voltage fault)
522747	12			Exhaust throttle (motor fault)
522748	12			Exhaust throttle (sensor system fault)
522749	12	Exhaust throttle (MPU fault)		
522750	12	Exhaust throttle (PCB fault)		
522751	19	Exhaust throttle (CAN fault)		
630	12	EEPROM		EEPROM memory deletion error
522576	12		EEPROM memory reading error	
522578	12		EEPROM memory writing error	



## Chapter 9 Illustrated Parts List

### 9.0 About the Illustrated Parts List

The Illustrated Parts List (IPL) is designed to help technical service or maintenance personnel correctly identify orderable replacement parts.

The figure and table titles reference the part number (PN) to which they apply. The PN's for each of the EZ 1000 Series II Diesel Melter machine models are as follows:

EZ1000 Series II Electric Base Diesel Melter PN46200EB

EZ1000 Series II Standard Base Diesel Melter PN46200SB

EZ1000 Series II Electric Base Diesel Melter with 100CFM Air Compressor PN47600EC100

EZ1000 Series II Standard Base Diesel Melter with 100CFM Air Compressor PN47600SC100

Illustrations are designed to show general shape and size of a part and the relationship that part has to other parts. Actual size and shape of parts or components may differ or vary from the actual part or component.

### 9.1 Ordering Crafco Parts

Crafco distributors and Crafco Pavement Preservation Supply Centers are strategically located throughout the United States. Parts can be ordered from your local Crafco distributor or directly from Crafco, Inc. if a distributor is not available in your area.

When ordering parts, give the following information:

- Part Number
- Machine Model
- Serial Number

Write, call, or Fax Crafco, Inc. at the following:

Crafco, Inc. Headquarters

6165 W. Detroit St.

Chandler, AZ 85226

Phone: (602) 276-0406

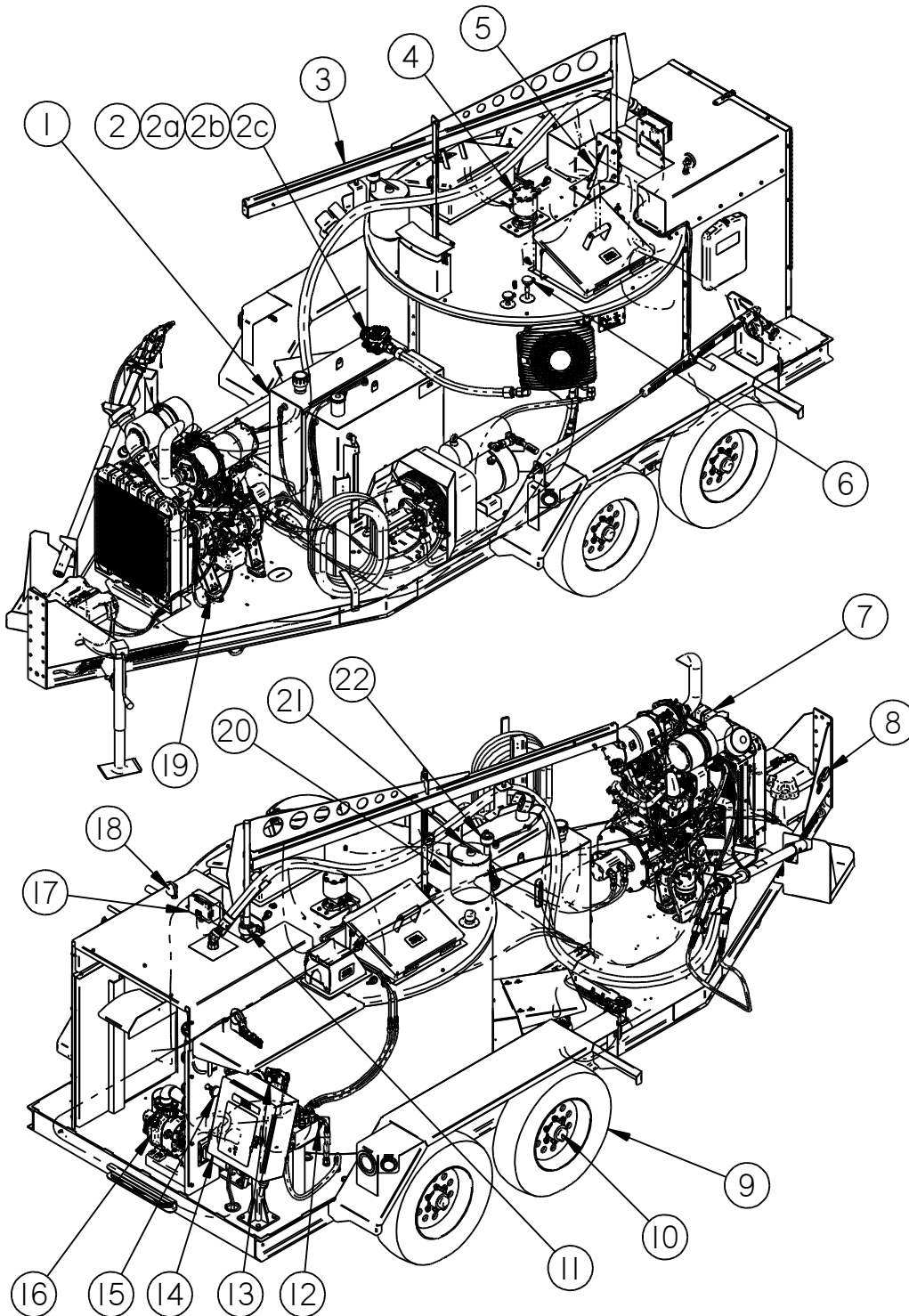
Toll Free: (800) 528-8242

Fax: (480) 961-0513

Visit our website at [www.crafco.com](http://www.crafco.com)

## Chapter 9 Illustrated Parts List

### 9.2 EZ1000 Series II EZ1000 Melters: 47600EC100 / 47600SB100 / 46200EB / 46200SB



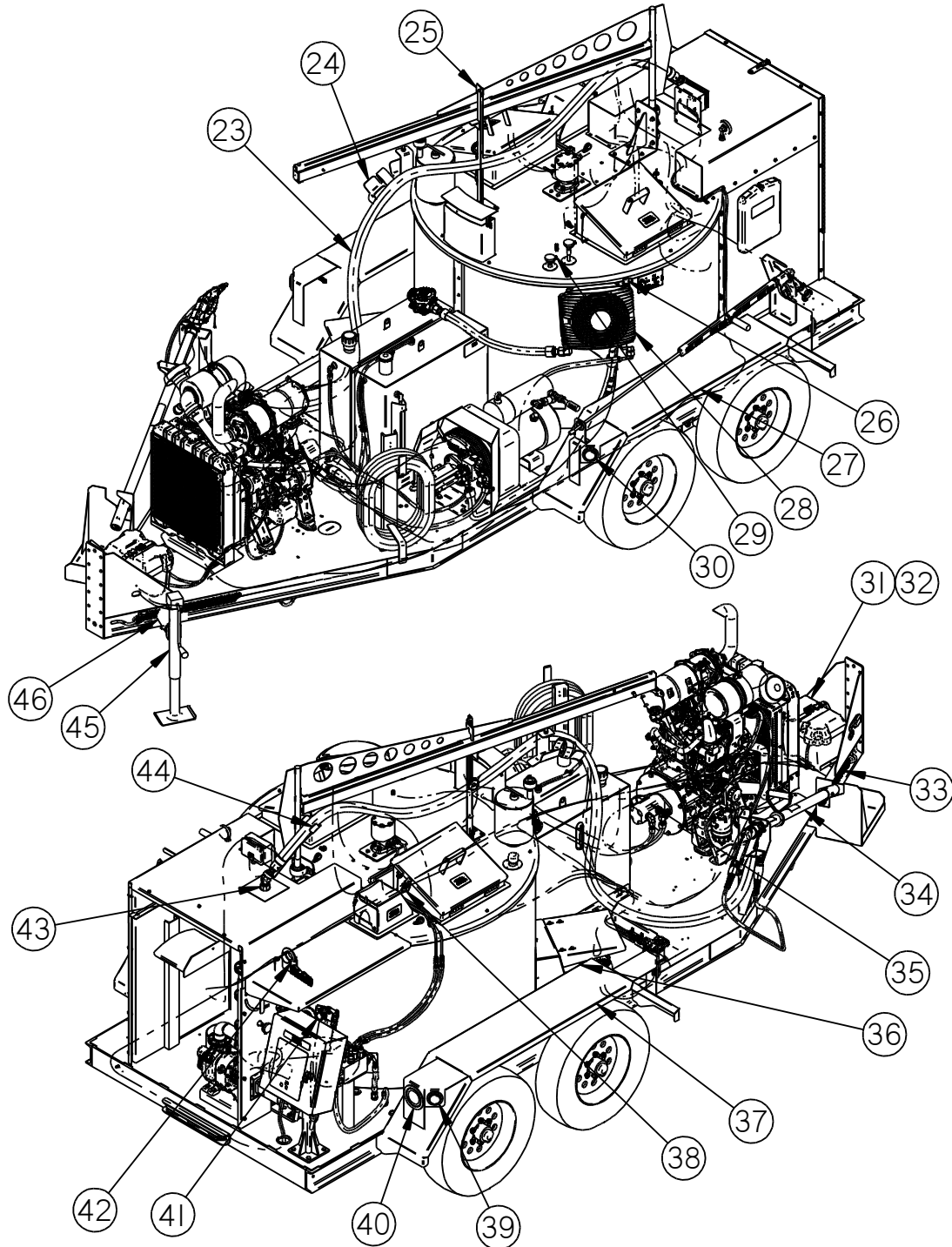
**Fig. 9-1 EZ1000 Series II Melter: 47600EC100 / 47600SB100 (NOT SHOWN)  
/ 46200EB (NOT SHOWN) / 46200SB (NOT SHOWN)**



## Chapter 9 Illustrated Parts List

FIG.	ITEM	PART NO.	DESCRIPTION	QTY.
Fig. 9-1	1	46255	HYDRAULIC TANK ASSEMBLY	1
	2	45498	HYDRAULIC FILTER ASSEMBLY	1
	2a	45438	HYDRAULIC FILTER ELEMENT	1
	2b	45440	O-RING, HYDRAULIC FILTER	1
	2c	45497	GASKET, HYDRAULIC FILTER	1
	3	46010	BOOM – HOSE	1
	4	42574	MOTOR, HYDRAULIC – AGITATOR	1
	5	45579	BASE, BOOM	1
	6	43465	SENSOR, RTD	2
	7	48000N	ENGINE ASSEMBLY – 47600EC100	1
	-	48002N	ENGINE ASSEMBLY – 47600SC100	1
	-	47126N	ENGINE ASSEMBLY – 46200EB	1
	-	47127N	ENGINE ASSEMBLY – 46200SB	1
	8	23117	BREAKAWAY SWITCH	1
	9	44342	TIRE AND WHEEL ASSEMBLY	4
	10	45007	TORSIONAL AXLE ASSEMBLY	2
	11	45553	BEARING, BOOM	2
	12	45433	HYDRAULIC CONTROL VALVE ASSEMBLY	1
	13	46060	VALVE, FLOW CONTROL	1
	14	47256N	CONTROL BOX ASSEMBLY – 47600EC100	1
	-	47261N	CONTROL BOX ASSEMBLY – 47600SC100	1
	-	47255N	CONTROL BOX ASSEMBLY – 46200EB	1
-	47260N	CONTROL BOX ASSEMBLY – 46200SB	1	
15	56940	SENSOR, RTD – PUMPING TEMPERATURE	1	
16	42070	MATERIAL PUMP ASSEMBLY	1	
17	46791	JUNCTION BOX ASSY – 47600EC100 & 46200EC ONLY	1	
18	25057	GAUGE, HOSE COMPARTMENT	1	
19	48141N	ISOMOUNT 47600EC100/47600SC100	4	
-	29399	ISOMOUNT 46200EB/46200SB	4	
20	43355	OVERFLOW TANK	1	
21	46265	DIPSTICK	1	
22	26025	AIR BREATHER	1	

## Chapter 9 Illustrated Parts List

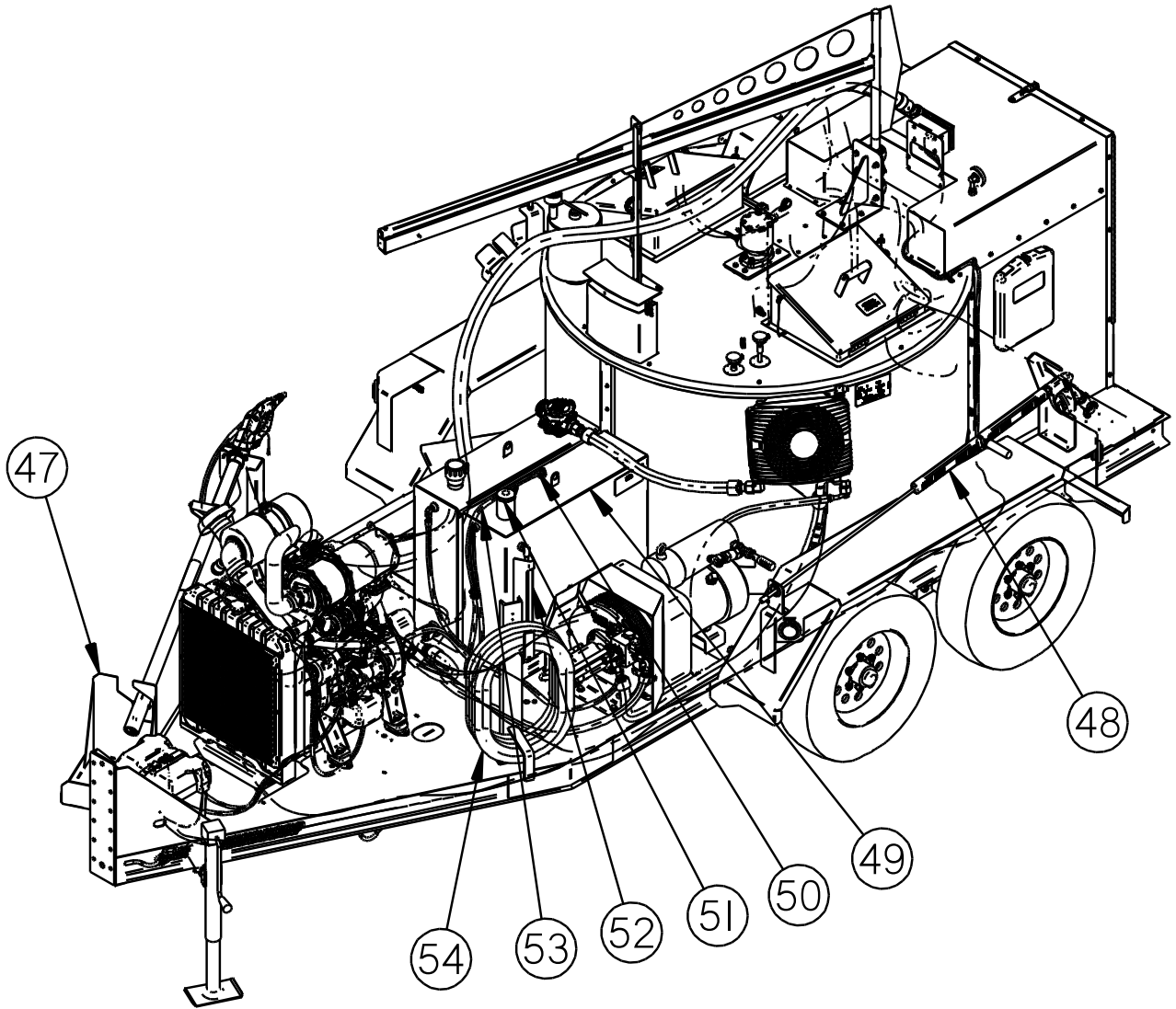


**Fig. 9-2 EZ1000 Series II Melter: 47600EC100 / 47600SB100 (NOT SHOWN)  
/ 46200EB (NOT SHOWN) / 46200SB (NOT SHOWN)**

## Chapter 9 Illustrated Parts List

FIG.	ITEM	PART NO.	DESCRIPTION	QTY.
Fig. 9-2	23	52400	ELECTRIC HEATED HOSE, 15'	OPT.
	-	27009	HOSE, 20' SEALANT (See options)	OPT.
	24	46053	HOSE HANGER	1
	25	46263	BOOM LOCK ASSEMBLY	1
	26	45542	TEMPERATURE SWITCH, COOLER	1
	27	46172	FENDER ASSEMBLY, P.S.	1
	28	45762	HYDRAULIC OIL COOLER	1
	29	51065	CORD GRIP	3
	30	24041	CLEARANCE MARKER, YELLOW	2
	31	24000	BATTERY	1
	32	24002	BATTERY BOX	1
	33	20130	SAFETY CHAIN	2
	34	52200	WAND ASSEMBLY – ELECTRIC	OPT.
	-	41629	WAND – STANDARD HOSE (See options)	OPT.
	-	41208	HANDLE W/ VALVE (See options)	OPT.
	35	47777N	HYDRAULIC PUMP ASSEMBLY – 47600EC100/SC100	1
	-	45439	HYDRAULIC PUMP ASSEMBLY – 46200EB/SB	1
	36	41881	NOZZLE, BURNER (Not Shown)	1
	37	46182	FENDER ASSEMBLY, D.S.	1
	38	39608	SWITCH, LID	1
	39	24040	SIDE MARKER, RED	2
	40	32363	TAILLIGHT, STOP, TURN, AND TAIL	2
	41	46077	KNOB, FLOW CONTROL	1
	42	44185	SUPPORT ASSEMBLY, WAND	1
	43	27048	SWIVEL, HOSE (For standard hose)	OPT.
	44	46340	SUPPORT, HOSE	1
	45	23082	JACK ASSEMBLY, 7000#	1
	46	23095	BUSHING, JACK ASSEMBLY	1

**Chapter 9 Illustrated Parts List**



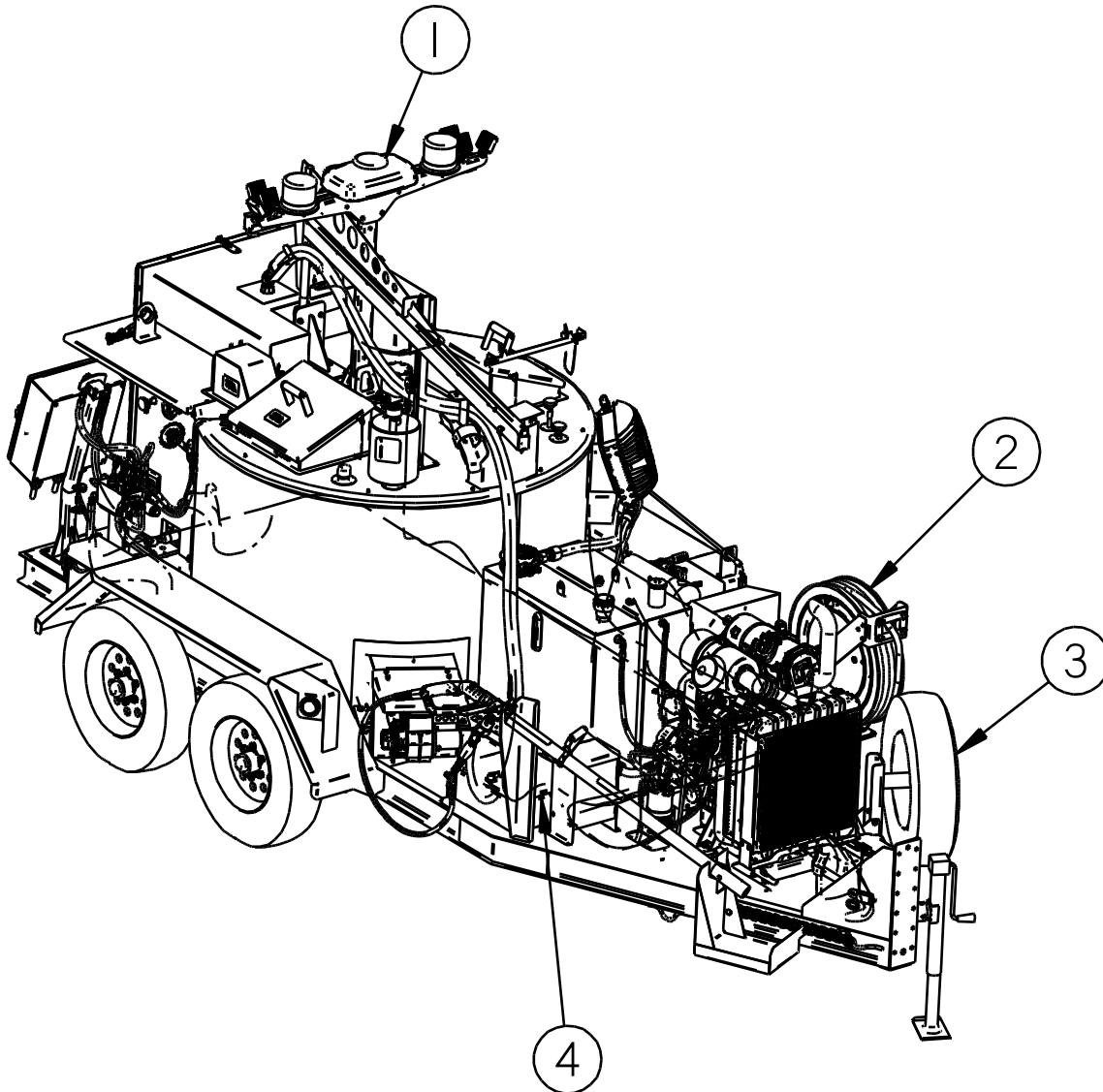
**Fig. 9-3 EZ1000 Series II Melter: 47600EC100 / 47600SB100 (NOT SHOWN)  
/ 46200EB (NOT SHOWN) / 46200SB (NOT SHOWN)**

## Chapter 9 Illustrated Parts List

FIG.	ITEM	PART NO.	DESCRIPTION	QTY.
Fig. 9-3	47	47944N	DRIP PAN	1
	48	47483N	LANCE, AIR, HIGH OUTPUT – 47600EC100 & 47600SC100	1
	49	47070N	FMCSA COMPLIANT DIESEL FUEL TANK	1
	50	43734N	SAFETY VENT	1
	51	43732N	CAP, NON-VENTED DIESEL FUEL	1
	52	44191	SIGHT HOSE, FUEL	1.75ft
	53	29667N	VENT HOSE	1
	54	47482N	HOSE, AIR, 3/4" X 50 FT – 47600EC100 & 47600SC100	1

**Chapter 9 Illustrated Parts List**

**9.3 EZ1000 Series II Melter Options**



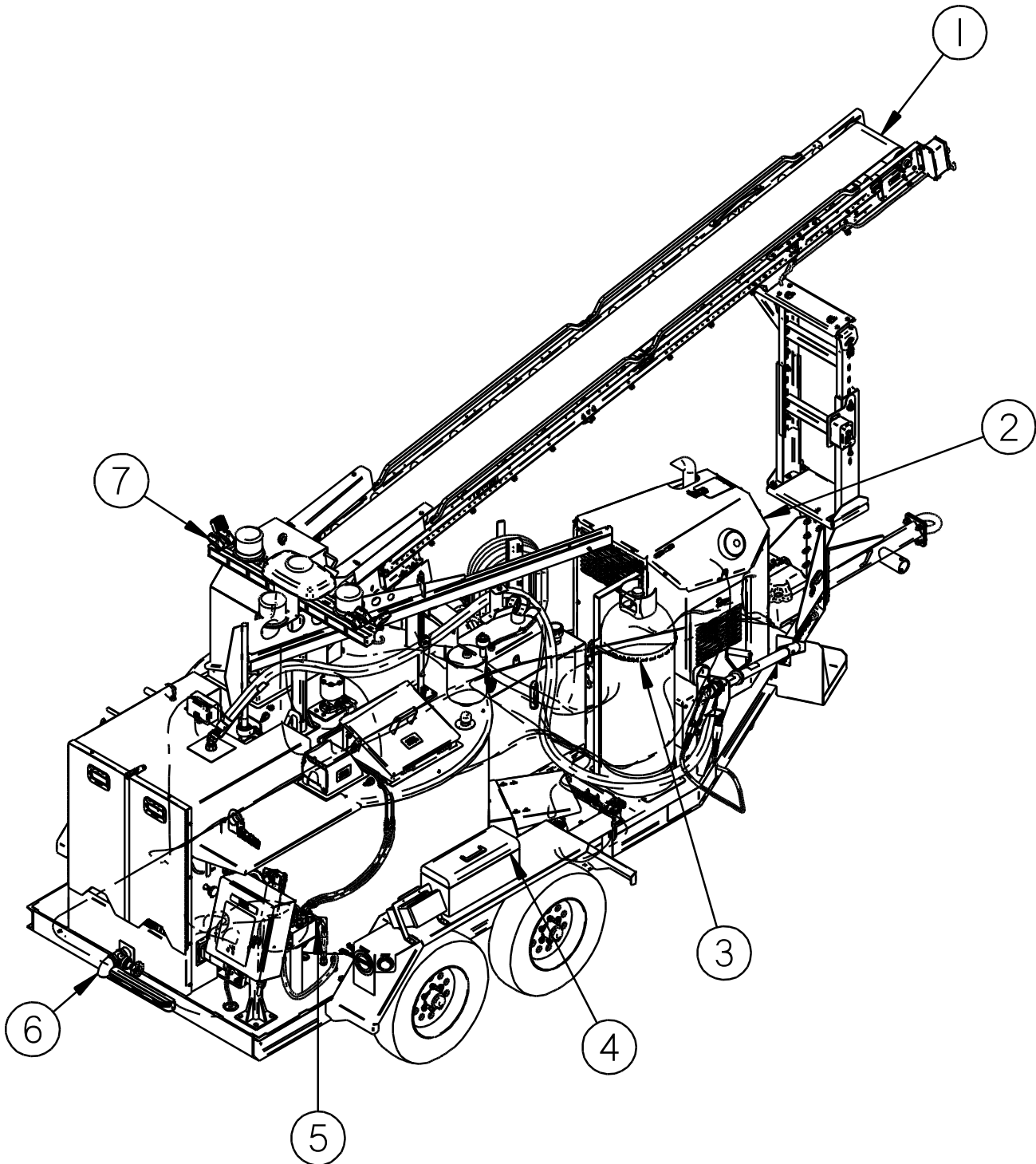
**Fig. 9-4 EZ1000 Series II Melter Options**

FIG.	ITEM	PART NO.	DESCRIPTION	QTY.
Fig. 9-4	1	VARIOUS	SAFETY & WORK LIGHTS, SEE SALES BROCHURE	1
	2	43549	KIT, SPARE TIRE	1
	3	47636N	HOSE REEL, 50FT-3/4" HOSE	1
	3	47638N	HOSE REEL STAINLESS STEEL 3/4"	1
	4	46260	TOOLBOX W/LOCK, LARGE	1

**Chapter 9 Illustrated Parts List**

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## Chapter 9 Illustrated Parts List



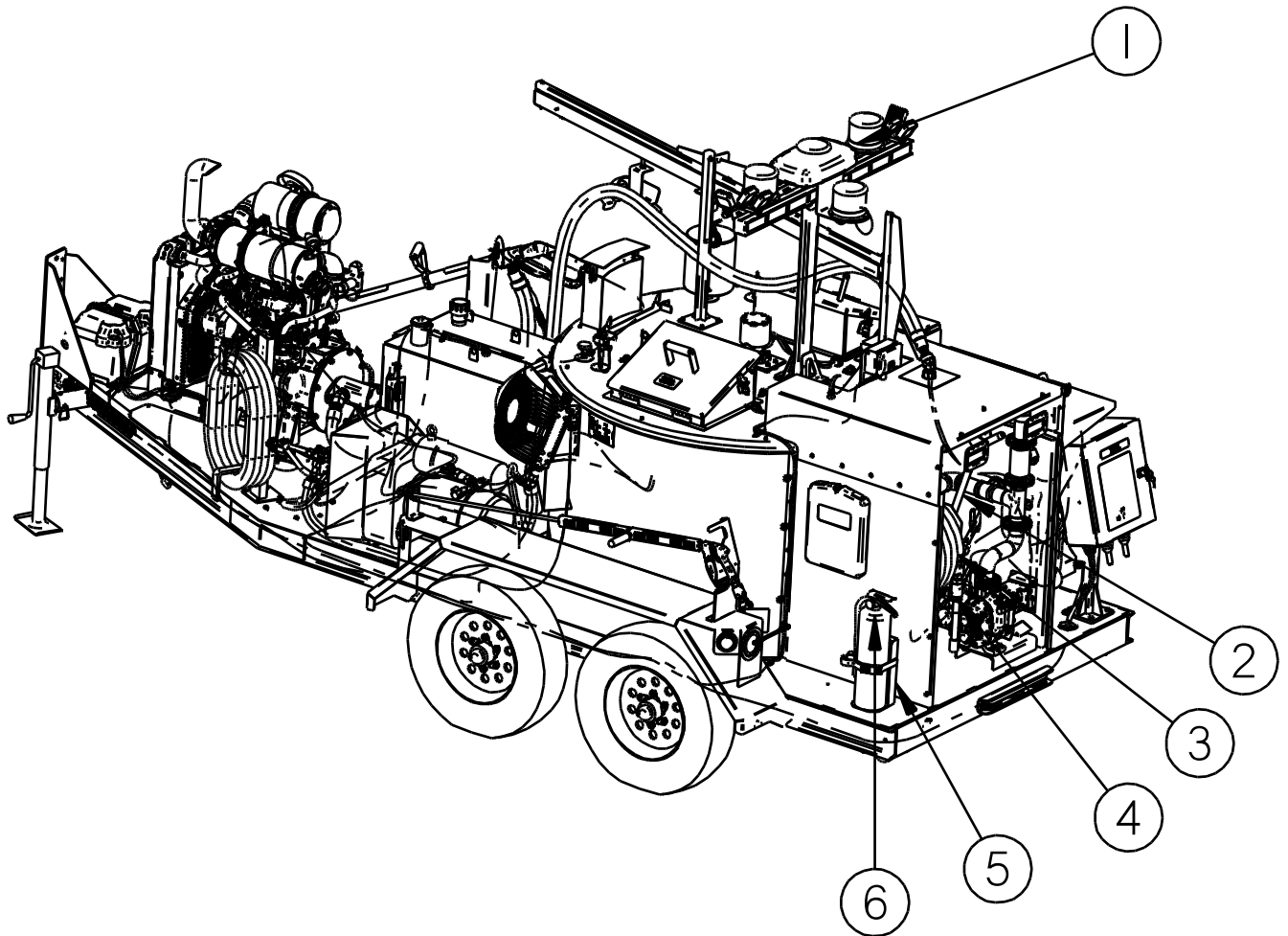
**Fig. 9-5 EZ1000 Series II Melter Options**



## Chapter 9 Illustrated Parts List

FIG.	ITEM	PART NO.	DESCRIPTION	QTY.
Fig. 9-5	1	51399	CONVEYOR ASSEMBLY	1
	2	48120	ENGINE COVER ASSEMBLY – 4600EC100, 47600SC100	1
	3	41259K	KIT, 100# PROPANE TANK	1
	4	26098	TOOLBOX	1
	5	24190K	HEATER, FIREROD, 110V	1
	5a	24194K	HEATER, FIREROD, 220V	1
	6	46279	KIT, GRAVITY FEED	1
	7	VARIOUS	SAFETY & WORK LIGHTS, SEE SALES BROCHURE	1
	N/A	48120S	INSULATION KIT, ENG CVR- 47600EC100,47600SC100	1

**Chapter 9 Illustrated Parts List**

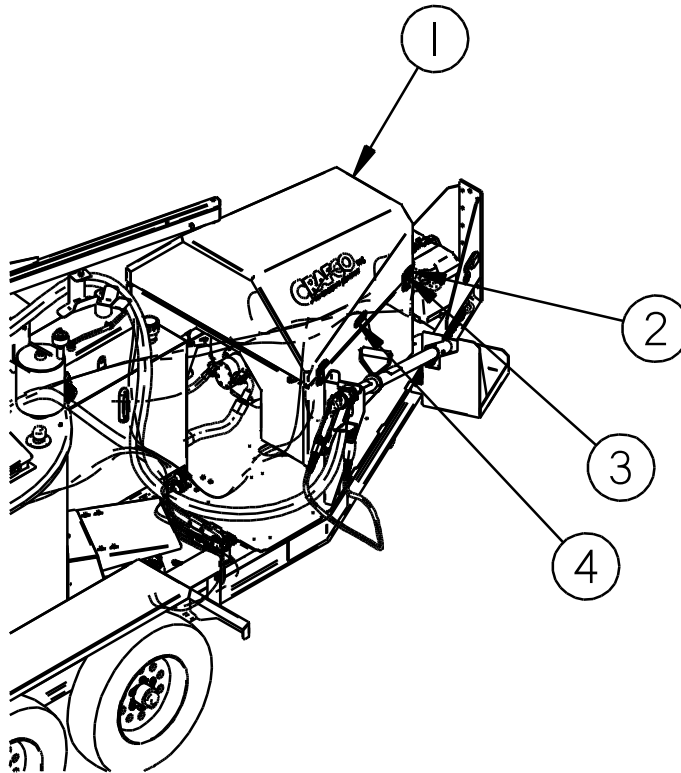


**Fig. 9-6 EZ1000 Series II Melter Options**

## Chapter 9 Illustrated Parts List

FIG.	ITEM	PART NO.	DESCRIPTION	QTY.
Fig. 9-6	1	VARIOUS	SAFETY & WORK LIGHTS, SEE SALES BROCHURE	1
	2	41208	HANDLE ASSEMBLY WITH VALVE	1
	3	27009	20' SEALANT HOSE	1
	4	41629	HAND WAND ASSEMBLY	1
	5	26058	FIRE EXTINGUISHER W/ COVER	1
	6	26058	BRACKET, FIRE EXTINGUISHER	1
	NS	45650	HOT AIR LANCE (NOT SHOWN)	1
	NS	47491N	KIT, WATER SEPARATOR FILTER (NOT SHOWN)	1
	NS	29599	SEALANT HOSE EXTENSION (NOT SHOWN)	1

**Chapter 9 Illustrated Parts List**

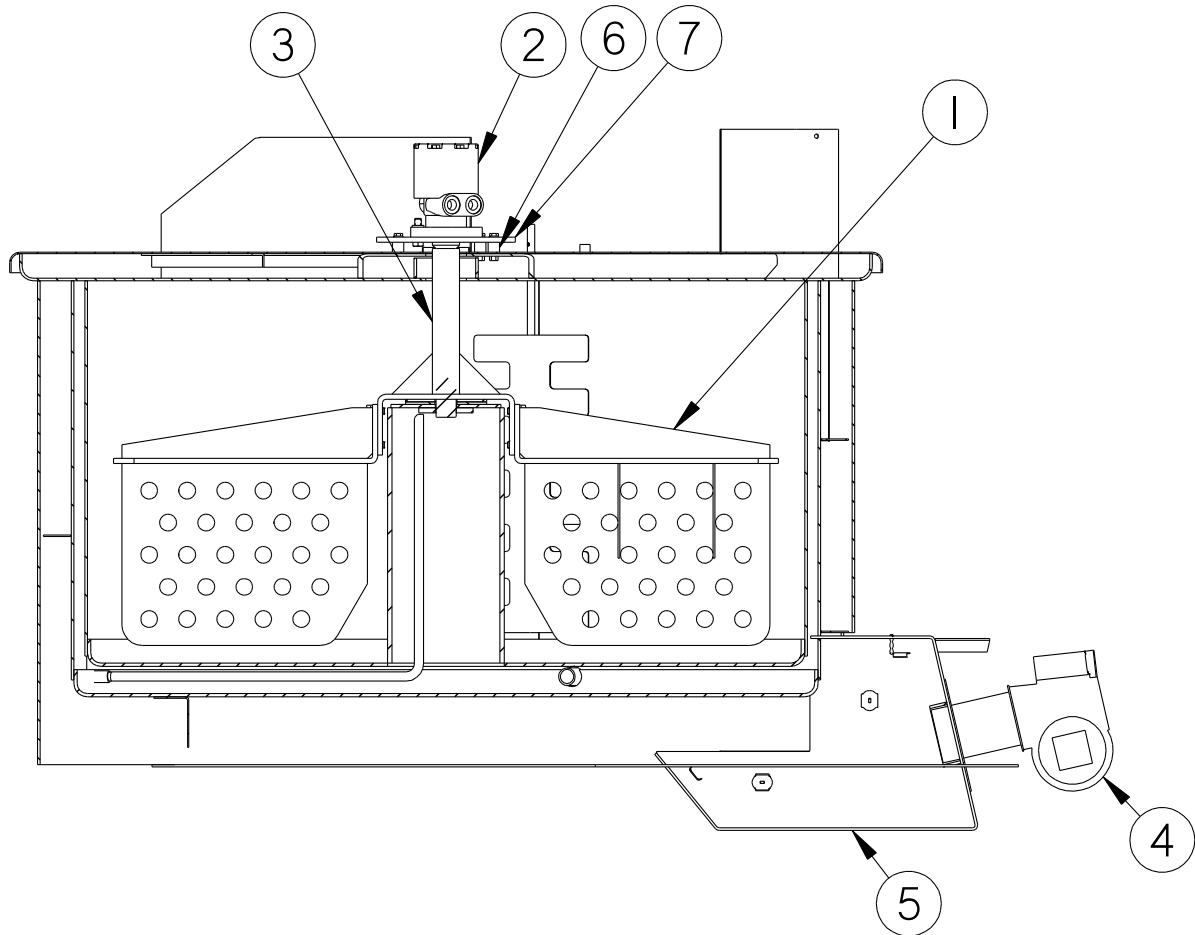


**Fig. 9-7 Optional Engine Cover for Non-Compressor Models PN: 45535**

	ITEM	PART NO.	DESCRIPTION	QTY.
Fig. 9-7	1	45535	ENGINE COVER ASSEMBLY- 46200EB, 46200SB	1
	1	46374	ENGINE COVER INSUL KIT PRECUT	1
	2	45597	RUBBER T-HANDLE DRAW LATCH	2
	3	45496N	BOLT ON BUMPER, ENGINE COVER	2
	4	43746	NEOPRENE-HANDLE ENG CVR ONLY	1
	N/A	46748	GAS SPRING (NOT SHOWN)	1
	N/A	45537	BALL STUD (NOT SHOWN)	2

**Chapter 9 Illustrated Parts List**

**9.4 Tank Detail**

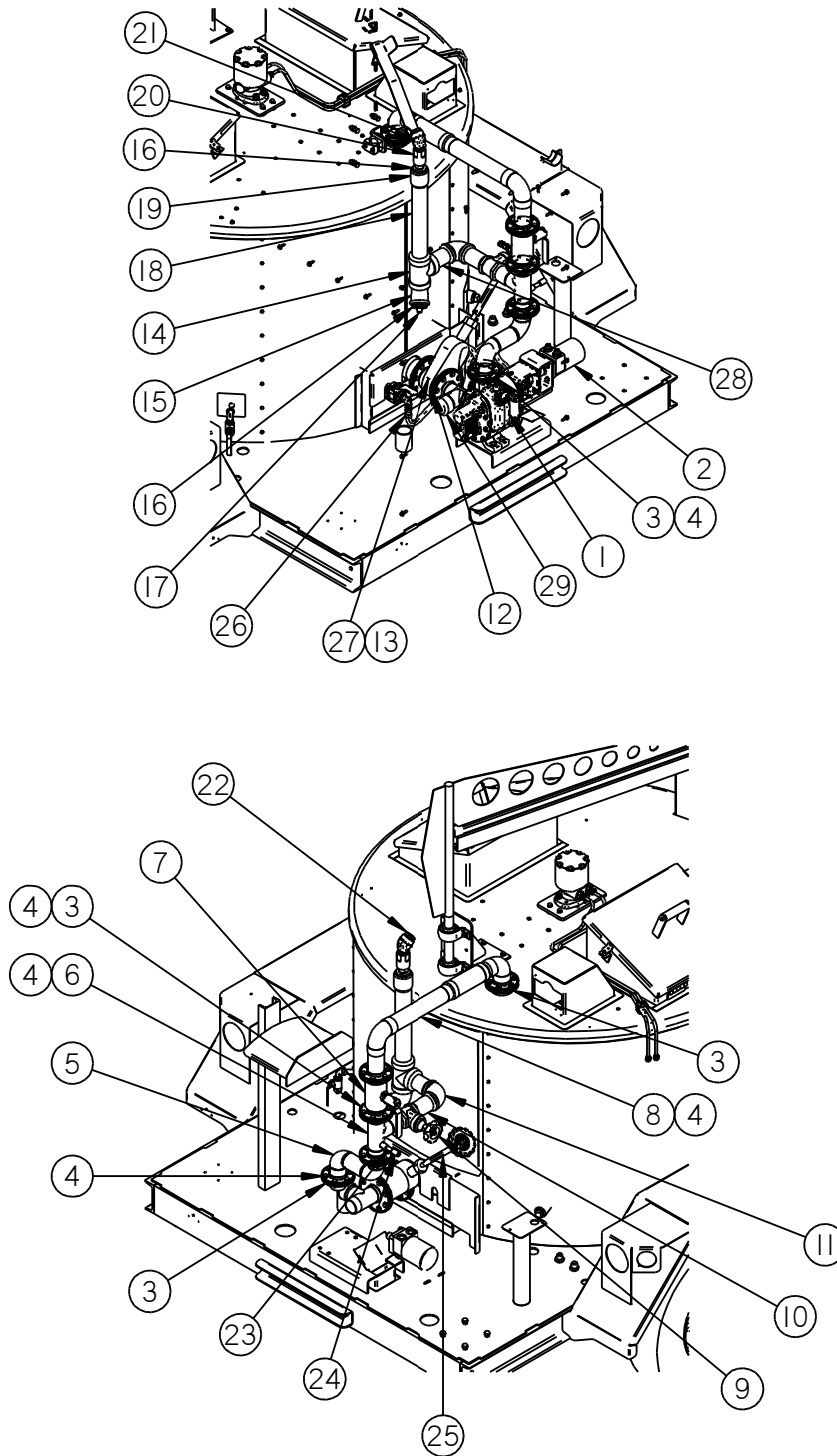


**Fig. 9-8 Tank Detail**

FIG.	ITEM	PART NO.	DESCRIPTION	QTY.
Fig. 9-8	1	46246	PADDLE, AGITATOR	2
	2	42574	MOTOR, HYDRAULIC – AGITATOR	1
	3	46050	SHAFT ASSEMBLY – AGITATOR	1
	4	46380	BURNER, 14 VOLT DIESEL	1
	5	46058	BURNER BOX ASSEMBLY	1
	5a	43179	BURNER BOX INSULATION KIT	1
	6	42573	MOUNTING PLATE – MOTOR	1
	7	40030	SPACER. MOTOR	4

**Chapter 9 Illustrated Parts List**

**9.5 Plumbing**



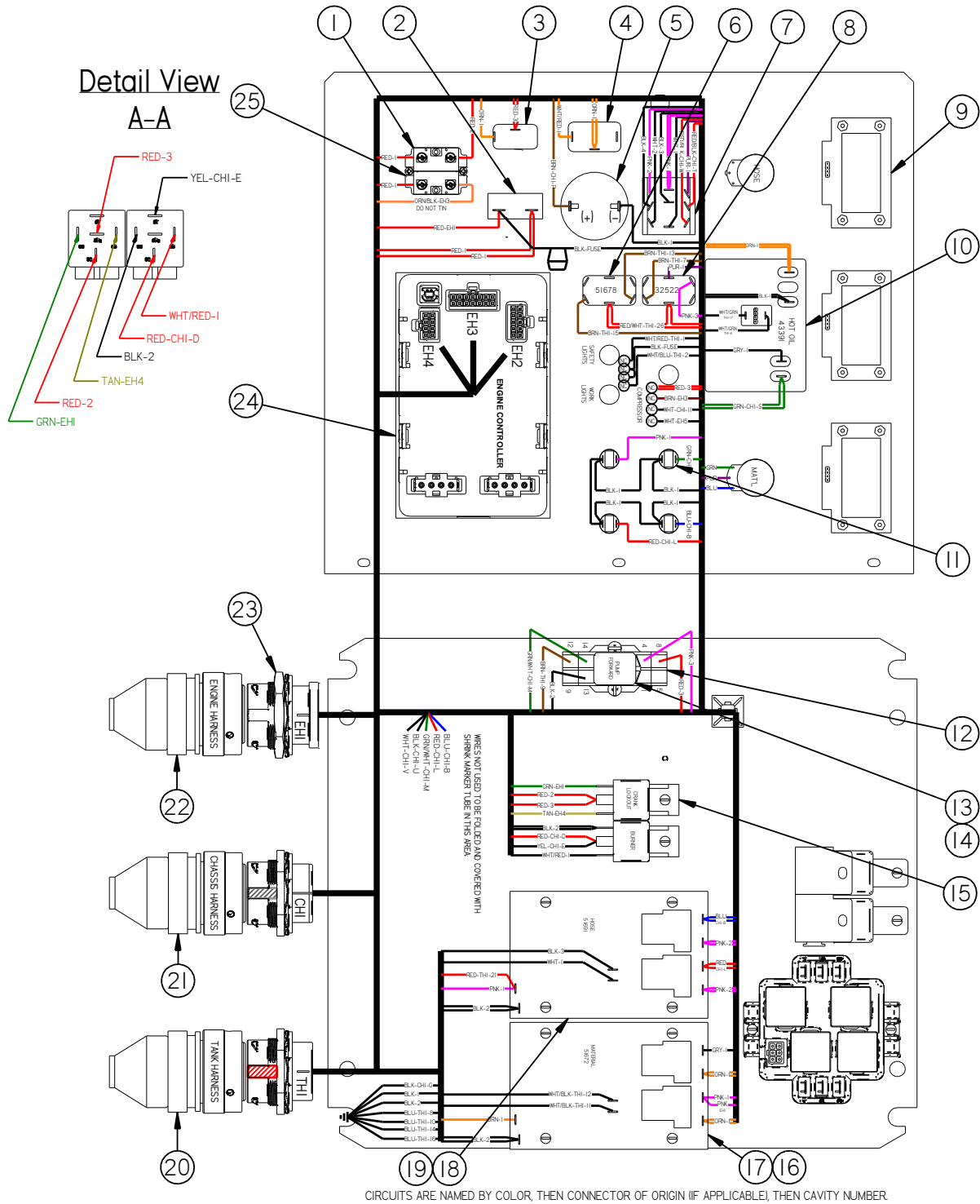
**Fig. 9-9 Plumbing**

## Chapter 9 Illustrated Parts List

FIG.	ITEM	PART NO.	DESCRIPTION	QTY.
Fig. 9-9	1	42070	MATERIAL PUMP ASSEMBLY, JACKETED	1
	2	22027	HYDRAULIC MOTOR	1
	3	22030	NIPPLE ASSEMBLY, FLANGED	2
	4	29050	GASKET, 2" CIRCULAR FLANGED	5
	5	46668	ELBOW, DOUBLE	1
	6	46678	FLANGED TEE	1
	7	41246	VALVE, 2" BALL	1
	8	46675	PIPING ASSEMBLY, UPPER	1
	9	29270	VALVE, 2" GATE	1
	10	28060	NIPPLE, 2" NPT X 5" LG.	1
	11	28213	ELBOW, 2" NPT	1
	12	46371	TEE, LOWER SUCTION	1
	13	29060	GASKET, 3" CIRCULAR FLANGED	2
	14	28258	TEE, 2" PIPE	1
	15	28242	ELBOW, 2" 45° PIPE	1
	16	28358	BUSHING, 2" X 1" HEX HEAD REDUCER	2
	17	28285	PLUG, 1" SQ. HEAD PIPE	1
	18	28190	NIPPLE, 2" NPT X 14.5" LG.	1
	19	28183	COUPLING, 2" PIPE	1
	20	27048	SWIVEL, 1" PIPE	1
	21	28225	ELBOW, 1" STREET	1
	22	28351	BUSHING, 1" X 3/4" HEX HEAD REDUCER	1
	23	28043	NIPPLE, 1/4" NPT X 2" LG.	1
	24	28176	COUPLING, 1/4" PIPE	1
	25	46509	EXTENSION, VALVE HANDLE	1
	26	46065	FLEXHOSE ASSEMBLY, 2 1/2" X 8 1/4" LG.	1
	27	29292	VALVE, 3" FLANGED GATE	1
	28	28048	NIPPLE, 2" NPT X 4" LG.	1
	29	28273	CAP, 2" PIPE	1

**Chapter 9 Illustrated Parts List**

**9.6 Control Box Assembly 47255N \_ 46200EB**



**Fig. 9-10 Control Box Assembly 47255N - 46200EB**

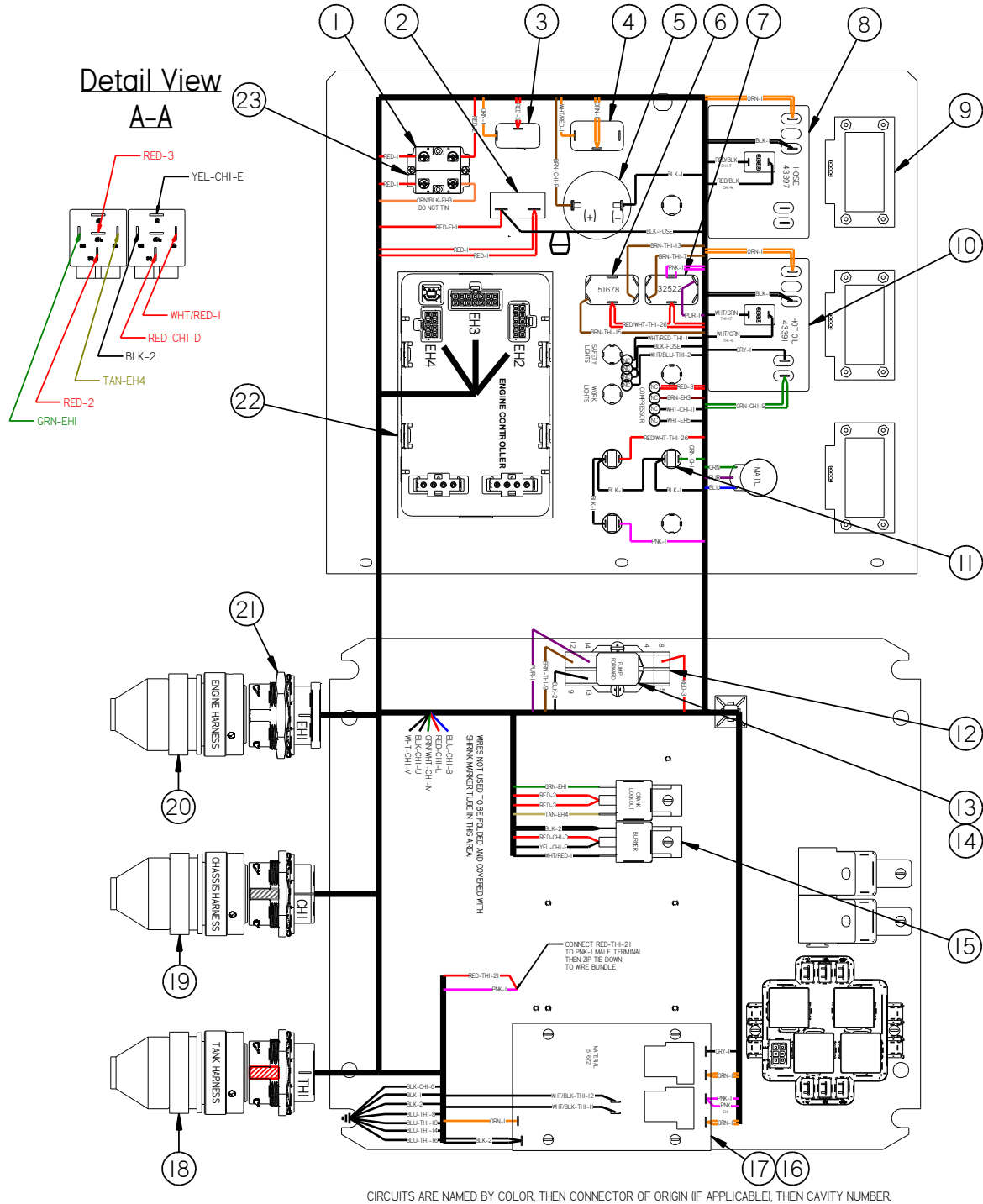


## Chapter 9 Illustrated Parts List

FIG.	ITEM	PART NO.	DESCRIPTION	QTY.
Fig. 9-10	1	51852	CONTACT BLOCK, N.O.	2
	2	51665	CIRCUIT BREAKER, 15 AMP	1
	3	50719	TOGGLE SWITCH, SPST ON-OFF	1
	4	52338	TOGGLE SWITCH, SPDT ON-(ON)	1
	5	46494	ALARM, PIEZO	1
	6	51678	TOGGLE SWITCH, SPDT, ON-OFF-(ON)	1
	7	51811	TOGGLE SWITCH, 3PDT ON-ON	1
	8	32522	SWITCH - TOGGLE, DPDT ON-OFF-ON	1
	9	50251	DIGITAL READOUT	3
	10	43391	TEMPERATURE CONTROLLER, 150F-550F	1
	11	51651	LIGHT, PILOT 12VDC	4
	12	51662	BASE, RELAY	1
	13	51661	RELAY, DPDT 12 VDC	1
	14	51663	SPRING, HOLD DOWN	1
	15	51673	RELAY - 12V, SPST	2
	16	51670	SPACER	4
	17	51672	PAKSTAT W/INTRLK 400/275	1
	18	51670	SPACER	4
	19	51691	PAKSTAT W/INRTLK 400/325	1
	20	38315N	HARNESS TANK, EZ1000	1
	21	38215N	HARNESS CHASSIS, EZ1000EB	1
	22	45970	HARNESS - ENGINE EXT, DEC, 226"	1
	23	45954	PANEL NUT	3
	24	38090N	CONTROLLER-DYNAGEN, GENERIC	1
	25	46239	SWITCH, ON/OFF SELECTOR, W/KEY	1
	26	50593	KNOB. TEMP CONTROL (FRONT PANEL)	3
	27	51684	RIBBON CABLE, 36" (NOT SHOWN)	2
	28	51698	RIBBON CABLE, 5" (NOT SHOWN)	1

## Chapter 9 Illustrated Parts List

### 9.7 Control Box Assembly 47260N – 46200SB



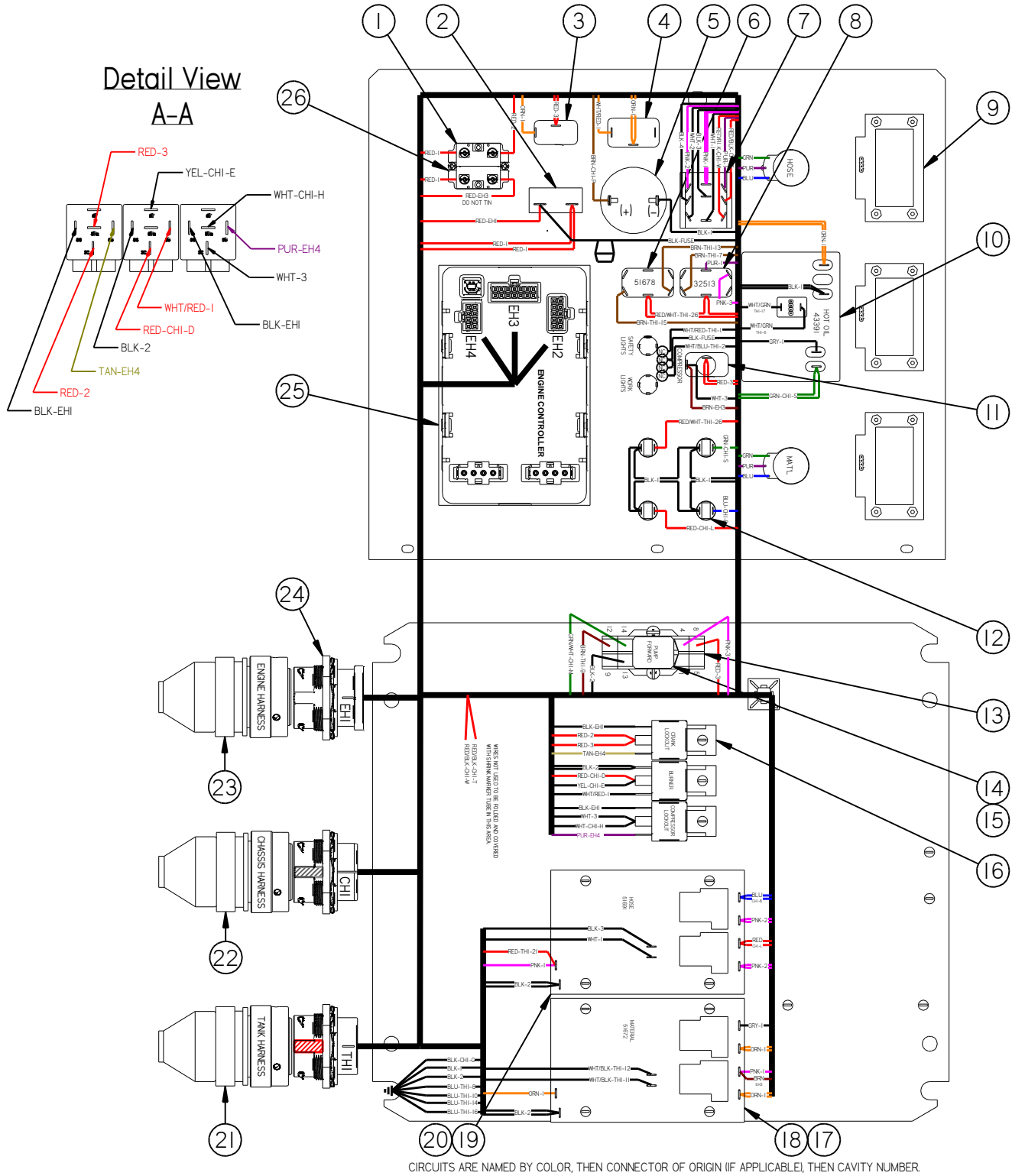
**Fig. 9-11 Control Box Assembly 47260N - 46200SB**

## Chapter 9 Illustrated Parts List

FIG.	ITEM	PART NO.	DESCRIPTION	QTY.
Fig. 9-11	1	51852	CONTACT BLOCK, N.O.	2
	2	51665	CIRCUIT BREAKER, 15 AMP	1
	3	50719	TOGGLE SWITCH, SPST ON-OFF	1
	4	52338	TOGGLE SWITCH, SPDT ON-(ON)	1
	5	46494	ALARM, PIEZO	1
	6	51678	TOGGLE SWITCH, SPDT, ON-OFF-(ON)	1
	7	32522	SWITCH - TOGGLE, DPDT ON-OFF-ON	1
	8	43397	PAKSTAT (MAT'L/HOSE 12V)200-400	1
	9	50251	DIGITAL READOUT	3
	10	43391	TEMPERATURE CONTROLLER, 150F-550F	1
	11	51651	LIGHT, PILOT 12VDC	3
	12	51662	BASE, RELAY	1
	13	51661	RELAY, DPDT 12 VDC	1
	14	51663	SPRING, HOLD DOWN	1
	15	51673	RELAY - 12V, SPST	2
	16	51670	SPACER	4
	17	51672	PAKSTAT W/INTRLK 400/275	1
	18	38315N	HARNESS TANK, EZ1000	1
	19	38216N	HARNESS CHASSIS, EZ1000SB	1
	20	45970	HARNESS - ENGINE EXT, DEC, 226"	1
	21	45954	PANEL NUT	3
	22	38090N	CONTROLLER-DYNAGEN, GENERIC	1
	23	46239	SWITCH, ON/OFF SELECTOR, W/KEY	1
	24	50593	KNOB. TEMP CONTROL (FRONT PANEL)	3
	25	51684	RIBBON CABLE, 36" (NOT SHOWN)	2
	26	51698	RIBBON CABLE, 5" (NOT SHOWN)	1

**Chapter 9 Illustrated Parts List**

**9.8 Control Box Assembly 47256N – 47600EC100**



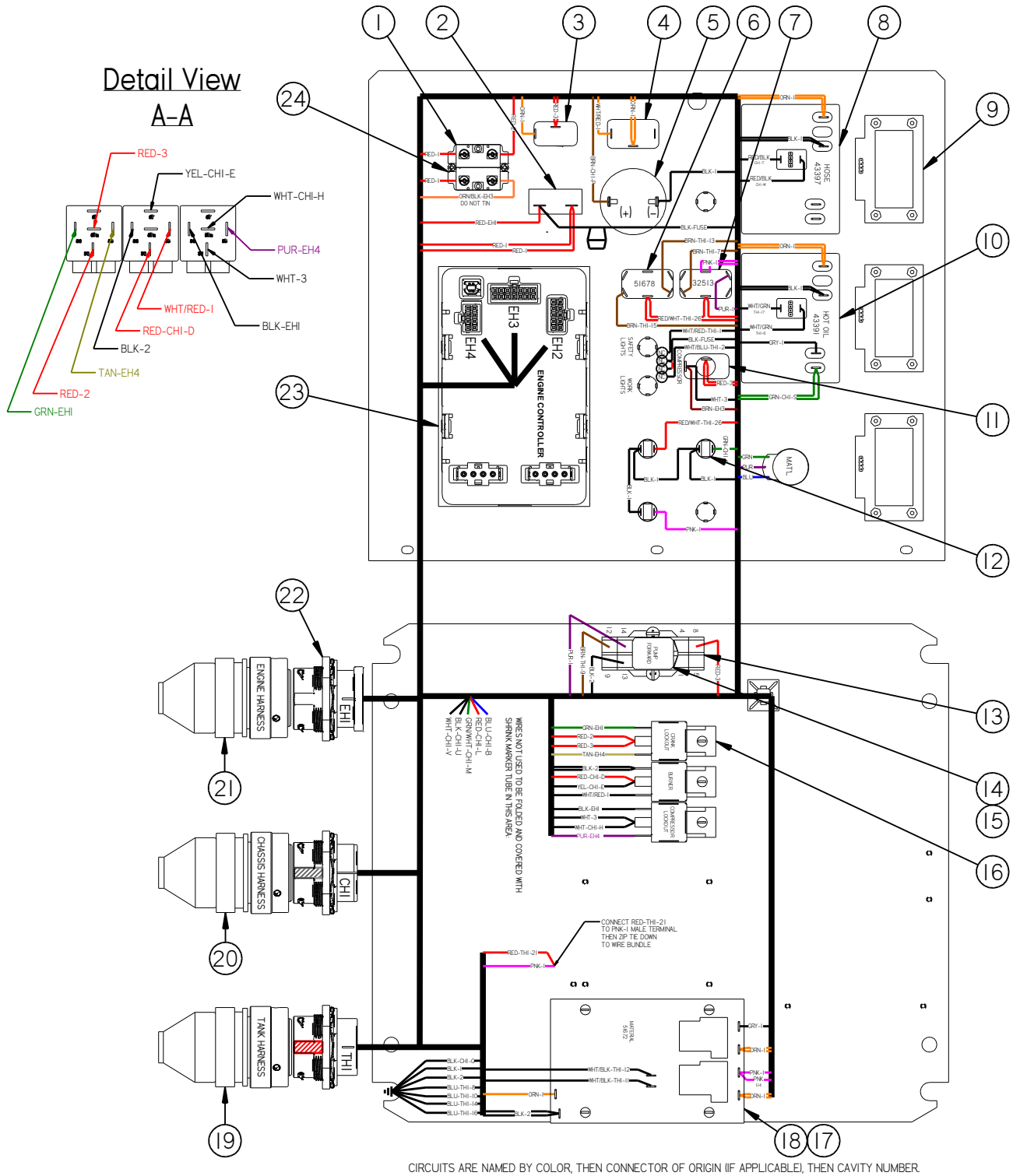
**Fig. 9-12 Control Box Assembly 47256N – 47600EC100**

## Chapter 9 Illustrated Parts List

FIG.	ITEM	PART NO.	DESCRIPTION	QTY.
Fig. 9-12	1	51852	CONTACT BLOCK, N.O.	2
	2	51665	CIRCUIT BREAKER, 15 AMP	1
	3	50719	TOGGLE SWITCH, SPST ON-OFF	1
	4	52338	TOGGLE SWITCH, SPDT ON-(ON)	1
	5	46494	ALARM, PIEZO	1
	6	51678	TOGGLE SWITCH, SPDT, ON-OFF-(ON)	1
	7	51811	TOGGLE SWITCH, 3PDT ON-ON	1
	8	32522	SWITCH - TOGGLE, DPDT ON-OFF-ON	1
	9	50251	DIGITAL READOUT	3
	10	43391	TEMPERATURE CONTROLLER, 150F-550F	1
	11	50719	TOGGLE SWITCH, SPST ON-OFF	1
	12	51651	LIGHT, PILOT 12VDC	4
	13	51662	BASE, RELAY	1
	14	51661	RELAY, DPDT 12 VDC	1
	15	51663	SPRING, HOLD DOWN	1
	16	51673	RELAY - 12V, SPST	3
	17	51670	SPACER	4
	18	51672	PAKSTAT W/INTRLK 400/275	1
	19	51670	SPACER	4
	20	51691	PAKSTAT W/INRTLK 400/325	1
	21	38310N	HARNESS TANK, EZ1500	1
	22	38210N	HARNESS CHASSIS, EZ1500EB	1
	23	45972N	HARNESS - ENGINE EXT, 3TNV, 246"	1
	24	45954	PANEL NUT	3
	25	38090N	CONTROLLER-DYNAGEN, GENERIC	1
	26	46239	SWITCH, ON/OFF SELECTOR, W/KEY	1
	27	50593	KNOB. TEMP CONTROL (FRONT PANEL)	3
	28	51684	RIBBON CABLE, 36" (NOT SHOWN)	2
	29	51698	RIBBON CABLE, 5" (NOT SHOWN)	1

**Chapter 9 Illustrated Parts List**

**9.9 Control Box Assembly 47261N – 47600SC100**



**Fig. 9-13 Control Box Assembly 47261N – 47600SC100**

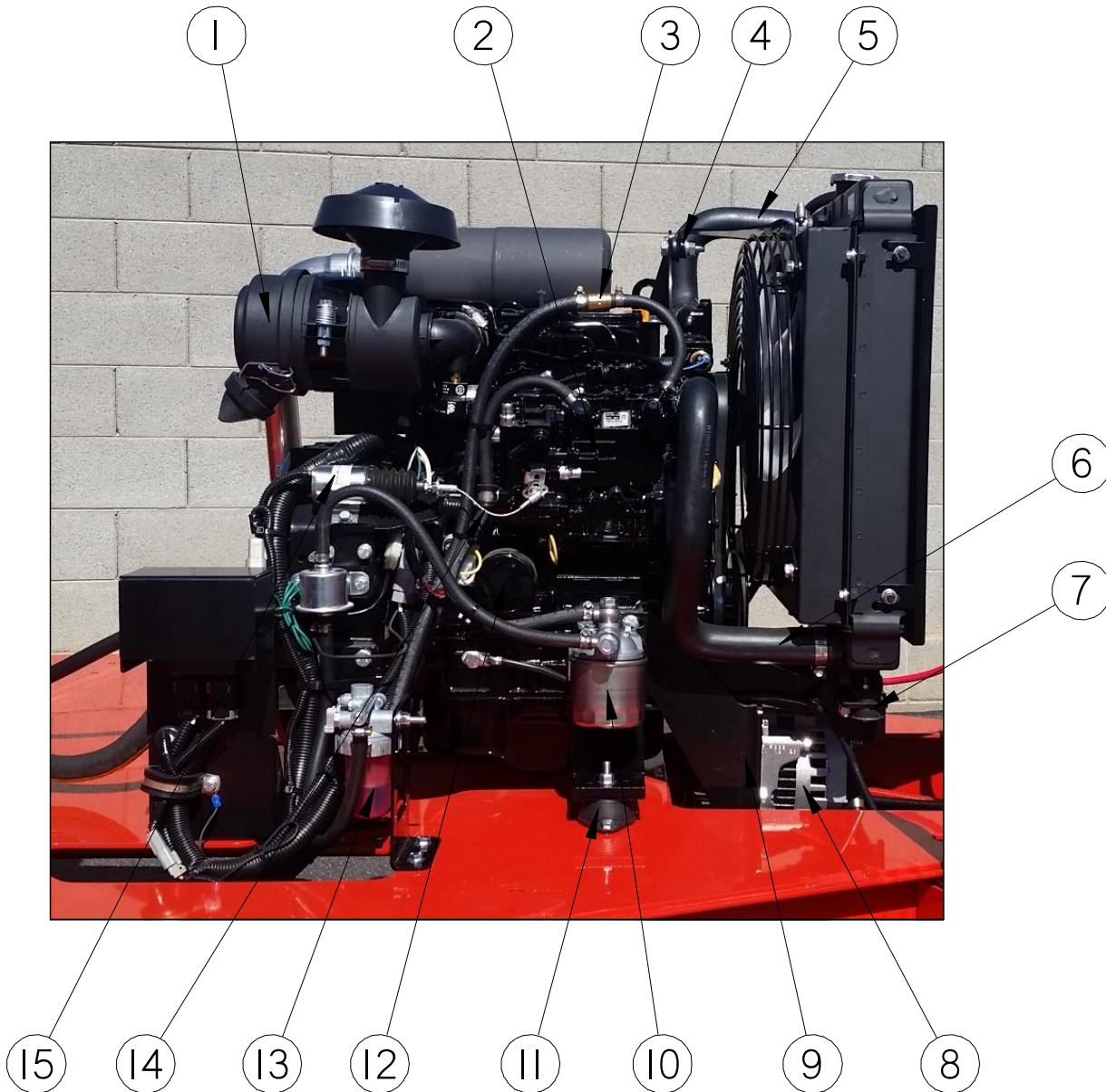
## Chapter 9 Illustrated Parts List

FIG.	ITEM	PART NO.	DESCRIPTION	QTY.
Fig. 9-13	1	51852	CONTACT BLOCK, N.O.	2
	2	51665	CIRCUIT BREAKER, 15 AMP	1
	3	50719	TOGGLE SWITCH, SPST ON-OFF	1
	4	52338	TOGGLE SWITCH, SPDT ON-(ON)	1
	5	46494	ALARM, PIEZO	1
	6	51678	TOGGLE SWITCH, SPDT, ON-OFF-(ON)	1
	7	32522	SWITCH - TOGGLE, DPDT ON-OFF-ON	1
	8	43397	PAKSTAT (MAT'L/HOSE 12V)200-400	1
	9	50251	DIGITAL READOUT	3
	10	43391	TEMPERATURE CONTROLLER, 150F-550F	1
	11	50719	TOGGLE SWITCH, SPST ON-OFF	1
	12	51651	LIGHT, PILOT 12VDC	3
	13	51662	BASE, RELAY	1
	14	51661	RELAY, DPDT 12 VDC	1
	15	51663	SPRING, HOLD DOWN	1
	16	51673	RELAY - 12V, SPST	2
	17	51670	SPACER	4
	18	51672	PAKSTAT W/INTRLK 400/275	1
	19	38310N	HARNESS TANK, EZ1500	1
	20	38210N	HARNESS CHASSIS, EZ1500EB	1
	21	45972N	HARNESS - ENGINE EXT, 3TNV, 246"	1
	22	45954	PANEL NUT	3
	23	38090N	CONTROLLER-DYNAGEN, GENERIC	1
	24	46239	SWITCH, ON/OFF SELECTOR, W/KEY	1
	25	50593	KNOB. TEMP CONTROL (FRONT PANEL)	3
	26	51684	RIBBON CABLE, 36" (NOT SHOWN)	2
	27	51698	RIBBON CABLE, 5" (NOT SHOWN)	1



**Chapter 9 Illustrated Parts List**

**9.10 Engine Assembly – 46200EB/46200SB**



**Fig. 9-14 Engine Assembly - 46200EB/46200SB**

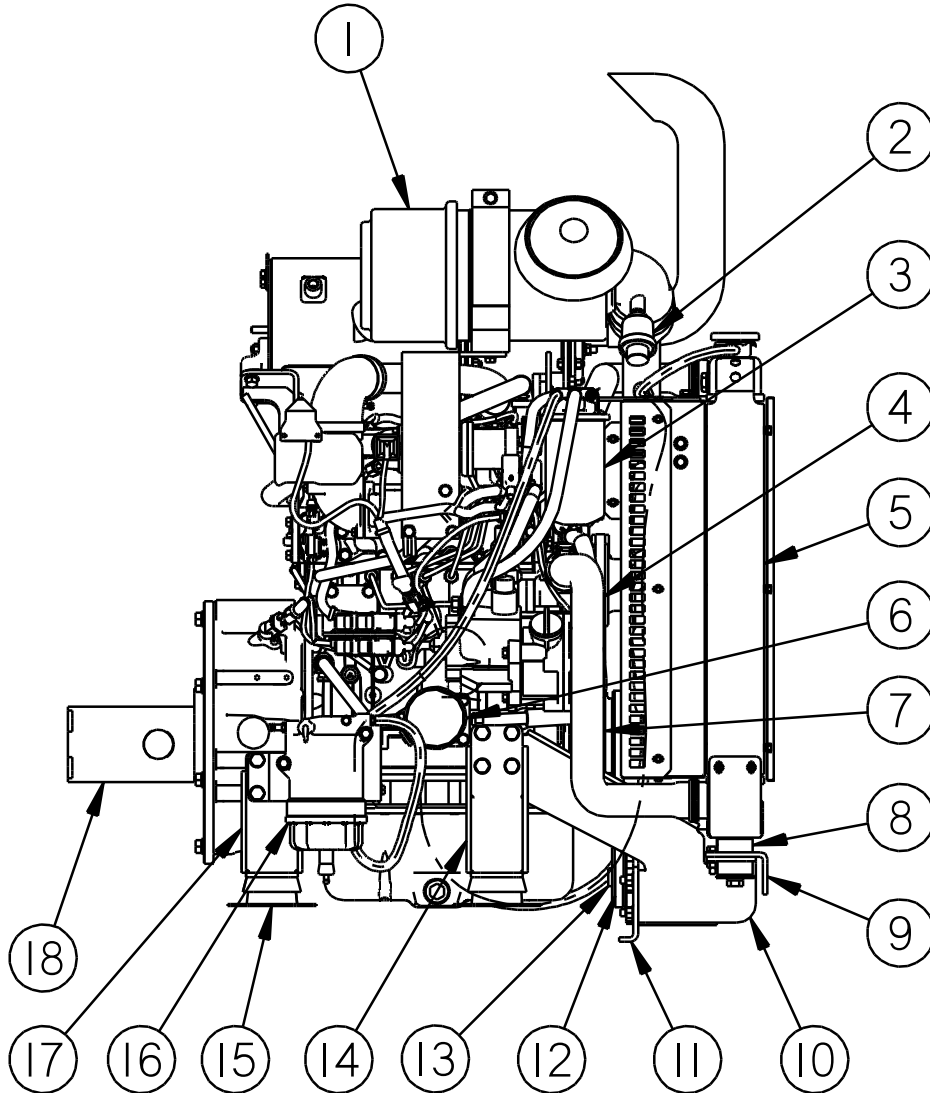


## Chapter 9 Illustrated Parts List

FIG.	ITEM	PART NO.	DESCRIPTION	QTY.
Fig. 9-14	1	45391	AIR FILTER ELEMENT	1
	2	47126N	ENGINE, 23 HP 3CH1 (46200EB)	1
	2	47127N	ENGINE, 23 HP 3CH1 (46200SB)	1
	3	47149N	VALVE – CHECK INLINE 5/16 BARB	1
	4	47138N	UPPER RADIATOR ISO MOUNT	1
	5	45444U	UPPER RADIATOR HOSE	1
	6	45444L	LOWER RADIATOR HOSE	1
	7	41872	LOWER RADIATOR ISO MOUNT	2
	8	43612	GENERATOR. 24VAC (46200EB ONLY)	1
	9	45748	DRIVE BELT, GENERATOR (46200EB ONLY)	1
	10	41867	FUEL FILTER	1
	11	29399	ISOMOUNT	2
	12	45389	OIL FILTER	1
	13	47150	WATER SEPARATOR	1
	14	N/A	THROTTLE CABLE ASSEMBLY	1
	15	N/A	THROTTLE SOLENOID	1
	16	45402	HYDRAULIC PUMP (NOT SHOWN)	1
	17	45443N	RADIATOR KIT (RADIATOR, SHROUD, FINGER GUARD, CAP, NOT SHOWN)	1
18	47155N	RADIATOR OVERFLOW BOTTLE KIT (NOT SHOWN)	1	

**Chapter 9 Illustrated Parts List**

**9.11 Engine Assembly – 48000N, 47600EC100**



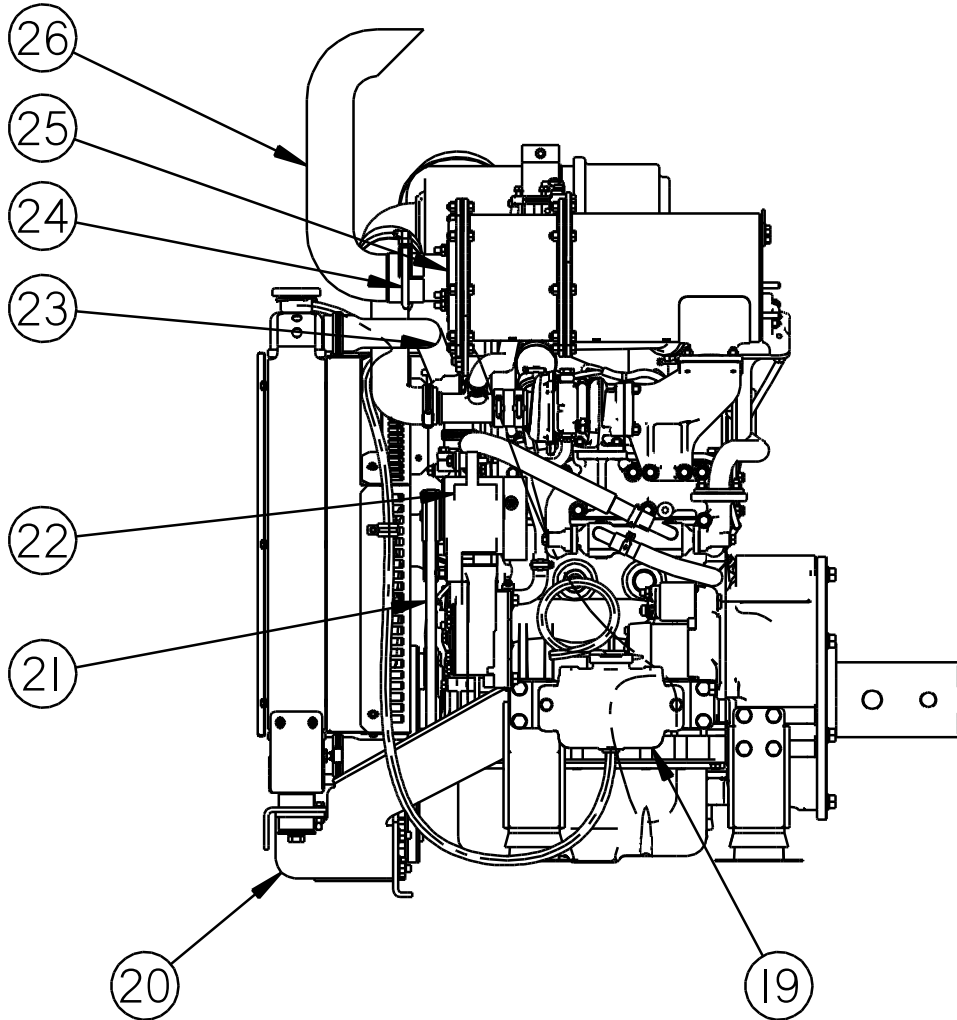
**RIGHT / PASS SIDE VIEW**

**Fig. 9-15 Engine Assembly 48000N– 47600EC100**

## Chapter 9 Illustrated Parts List

FIG.	ITEM	PART NO.	DESCRIPTION	QTY.
Fig. 9-15	1	48147N	AIR FILTER ELEMENT	1
	2	48113N	RESTRICTION INDICATOR	1
	3	48143N	FUEL FILTER, SECONDARY NEAR RADIATOR	1
	4	48146N	LOWER RADIATOR HOSE	1
	5	48148N	RADIATOR	1
	6	48144N	OIL FILTER	1
	7	48102N	PULLEY - GENERATOR	1
	8	48135N	ISOLATOR, LOWER RADIATOR	2
	NS	48134N	ISOLATOR, UPPER RADIATOR	1
	9	48104N	BRACKET- RADIATOR LOWER, CROSSPIECE	1
	10	48101N	BRACKET-RADIATOR LOWER PS SUPPORT	1
	11	48103N	BRACKET - GENERATOR	1
	12	46322	HOSE GENERATOR	1
	13	45748N	GENERATOR BELT	1
	14	48110N	FRONT ENGINE FOOT	2
	15	48141N	ENGINE ISOMOUNT	4
	16	48162N	FUEL FILTER, INSIDE WATER SEPARATOR	1
	17	48111N	REAR ENGINE FOOT	2
18	47777N	HYDRAULIC PUMP	1	

**Chapter 9 Illustrated Parts List**



**LEFT / DRIVER SIDE VIEW**

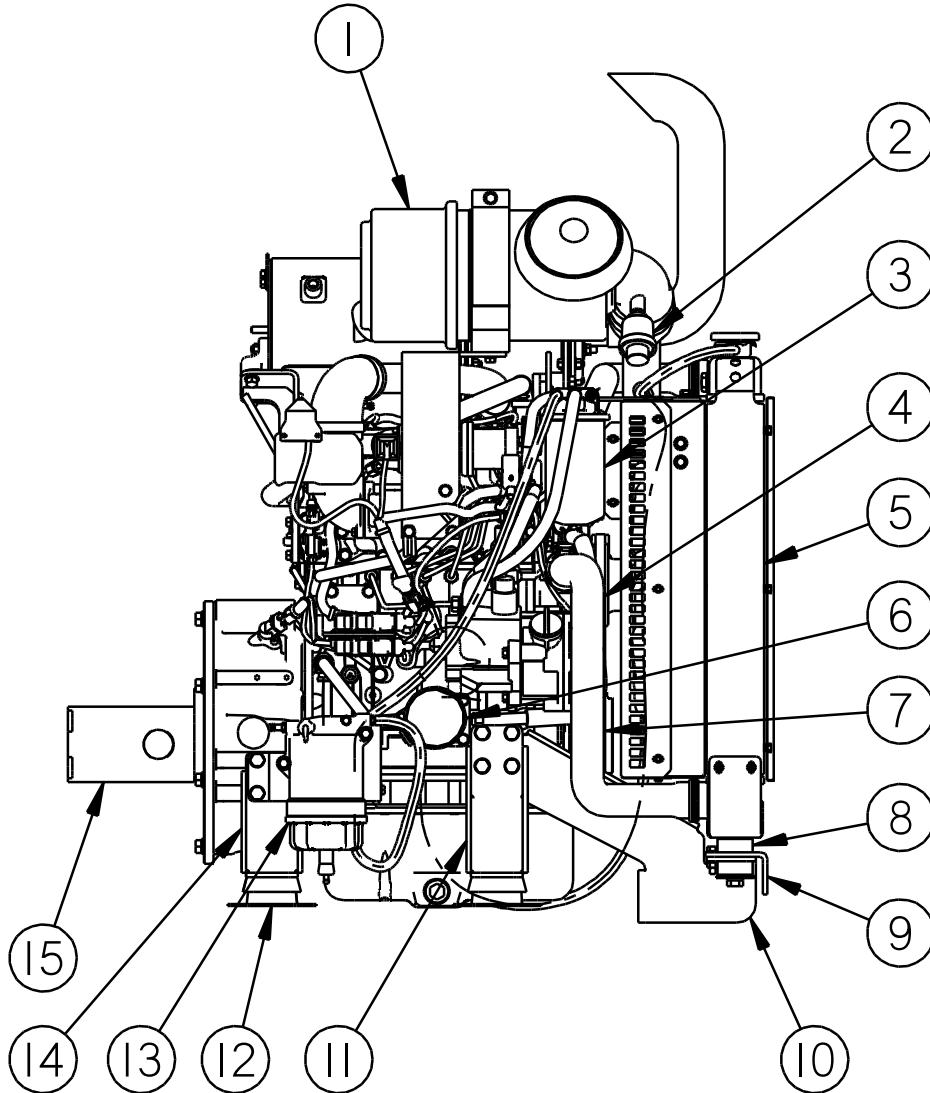
**Fig. 9-16 Engine Assembly: PN 48000N (continued) – 47600EC100**

## Chapter 9 Illustrated Parts List

FIG.	ITEM	PART NO.	DESCRIPTION	QTY.
Fig. 9-16	NS	48141N	ISOLATOR / ISOMOUNT, ENGINE FOOT	4
	19	48136N	COOLANT OVERFLOW BOTTLE	1
	NS	48162NW	WRENCH, FUEL FILTER HOUSING	1
	20	48100N	BRACKET-RADIATOR LOWER DS SUPPORT	1
	21	48161N	V-BELT, ENGINE ACCESSORY	1
	22	48160N	ALTERNATOR, ENGINE	1
	23	48145N	UPPER RADIATOR HOSE	1
	24	48140N	EXHAUST CLAMP	1
	25	48116N	EXHAUST FLANGE	1
	26	48117N	EXHAUST PIPE	1
	NS	48205N	WIRING HARNESS, YANMAR KPH8	1
	NS	48108N	COVER, ECM ENCLOSURE	2
	NS	48107N	FRAME, ECM ENCLOSURE	1
	NS	48106N	CENTER PANEL, ECM ENCLOSURE	1
	NS	48109N	ISOLATOR / ISOMOUNT, ECM	4

**Chapter 9 Illustrated Parts List**

**9.12 Engine Assembly – 48002N, 47600SC100**



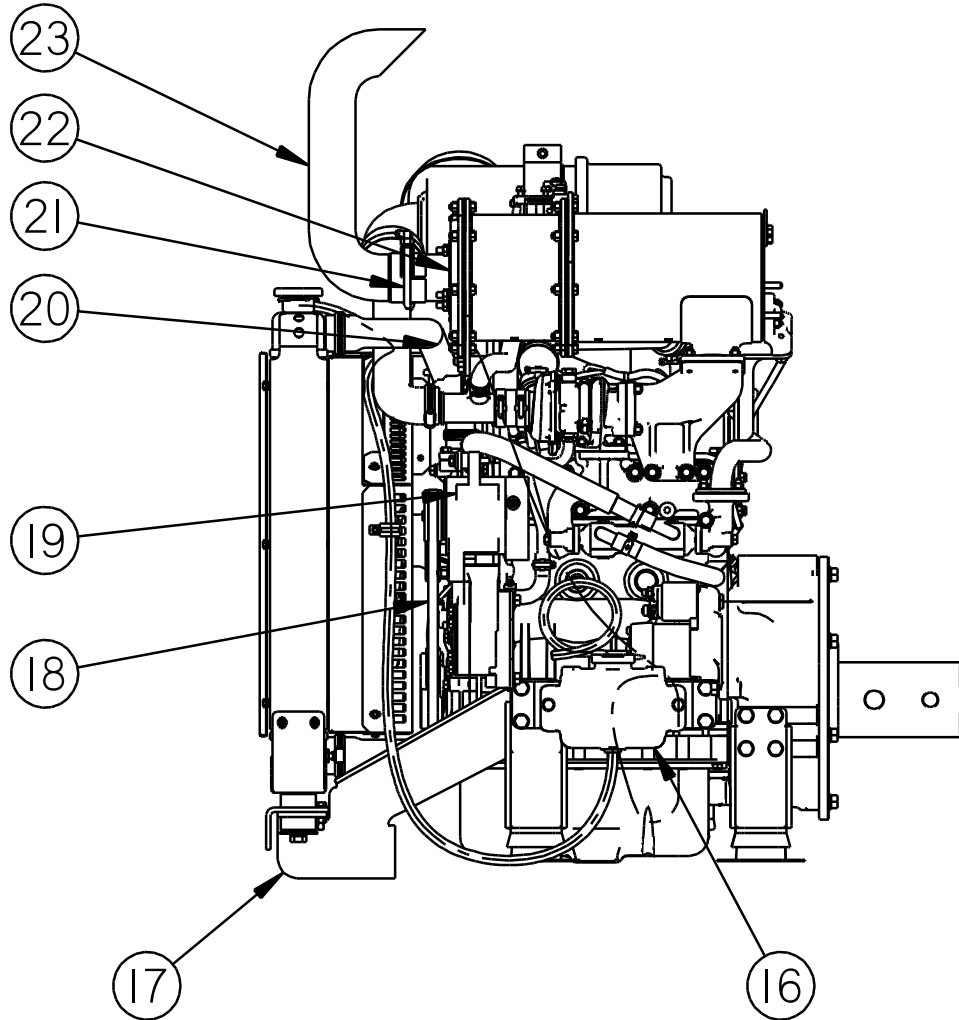
**RIGHT / PASS SIDE VIEW**

**Fig. 9-17 Engine Assembly 48002N – 47600SC100**

## Chapter 9 Illustrated Parts List

FIG.	ITEM	PART NO.	DESCRIPTION	QTY.
Fig. 9-17	1	48147N	AIR FILTER ELEMENT	1
	2	48113N	RESTRICTION INDICATOR	1
	3	48143N	FUEL FILTER, SECONDARY NEAR RADIATOR	1
	4	48146N	LOWER RADIATOR HOSE	1
	5	48148N	RADIATOR	1
	6	48144N	OIL FILTER	1
	7	48102N	PULLEY - GENERATOR	1
	8	48135N	ISOLATOR, LOWER RADIATOR	2
	NS	48134N	ISOLATOR, UPPER RADIATOR	1
	9	48104N	BRACKET- RADIATOR LOWER, CROSSPIECE	1
	10	48101N	BRACKET-RADIATOR LOWER PS SUPPORT	1
	11	48110N	FRONT ENGINE FOOT	2
	12	48141N	ENGINE ISOMOUNT	4
	13	48162N	FUEL FILTER, INSIDE WATER SEPARATOR	1
	14	48111N	REAR ENGINE FOOT	2
15	47777N	HYDRAULIC PUMP	1	

**Chapter 9 Illustrated Parts List**



**LEFT / DRIVER SIDE VIEW**

**Fig. 9-18 Engine Assembly – 48002N – 47600SC100**

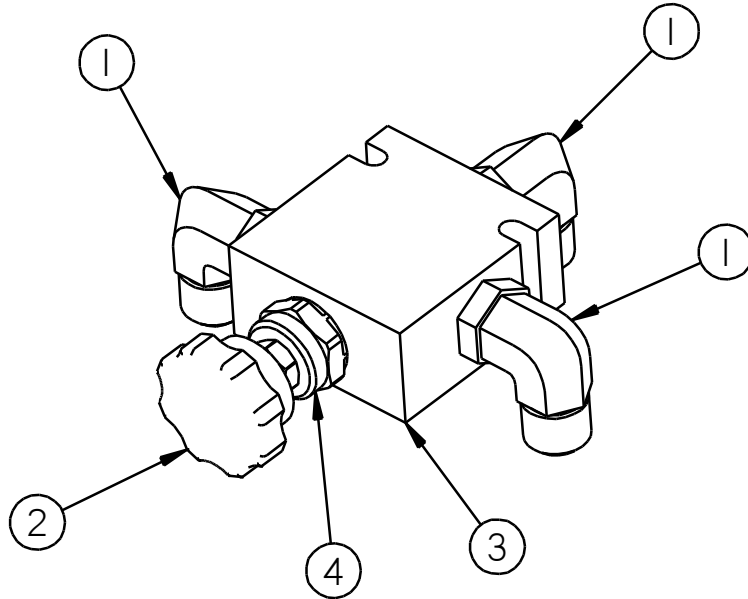


**Chapter 9 Illustrated Parts List**

FIG.	ITEM	PART NO.	DESCRIPTION	QTY.
Fig. 9-18	NS	48141N	ISOLATOR / ISOMOUNT, ENGINE FOOT	4
	16	48136N	COOLANT OVERFLOW BOTTLE	1
	NS	48162NW	WRENCH, FUEL FILTER HOUSING	1
	17	48100N	BRACKET-RADIATOR LOWER DS SUPPORT	1
	18	48161N	V-BELT, ENGINE ACCESSORY	1
	19	48160N	ALTERNATOR, ENGINE	1
	20	48145N	UPPER RADIATOR HOSE	1
	21	48140N	EXHAUST CLAMP	1
	22	48116N	EXHAUST FLANGE	1
	23	48117N	EXHAUST PIPE	1
	NS	48205N	WIRING HARNESS, YANMAR KPH8	1
	NS	48108N	COVER, ECM ENCLOSURE	2
	NS	48107N	FRAME, ECM ENCLOSURE	1
	NS	48106N	CENTER PANEL, ECM ENCLOSURE	1
	NS	48109N	ISOLATOR / ISOMOUNT, ECM	4

**Chapter 9 Illustrated Parts List**

**9.13 Material Flow Control Assembly**

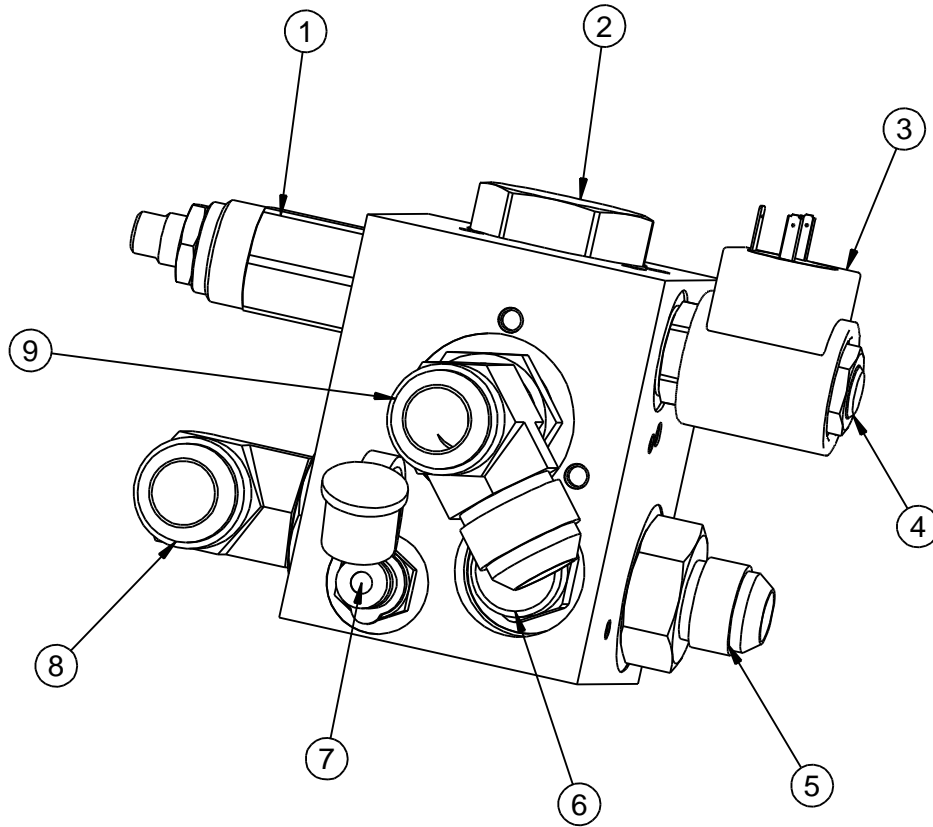


**Fig. 9-19 Material Flow Control Assembly**

FIG.	ITEM	PART NO.	DESCRIPTION	QTY.
Fig. 9-19	1	29896	3/8" TUBE X 1/2" O-RING ELBOW	3
	2	46077	KNOB ONLY	1
	3	46060	HYDRAULIC FLOW CONTROL (NO FITTINGS)	1
	4	45431	CARTRIDGE, FLOW CONTROL (WITH KNOB)	1

**Chapter 9 Illustrated Parts List**

**9.14 Hydraulic Compressor Valve Assembly**

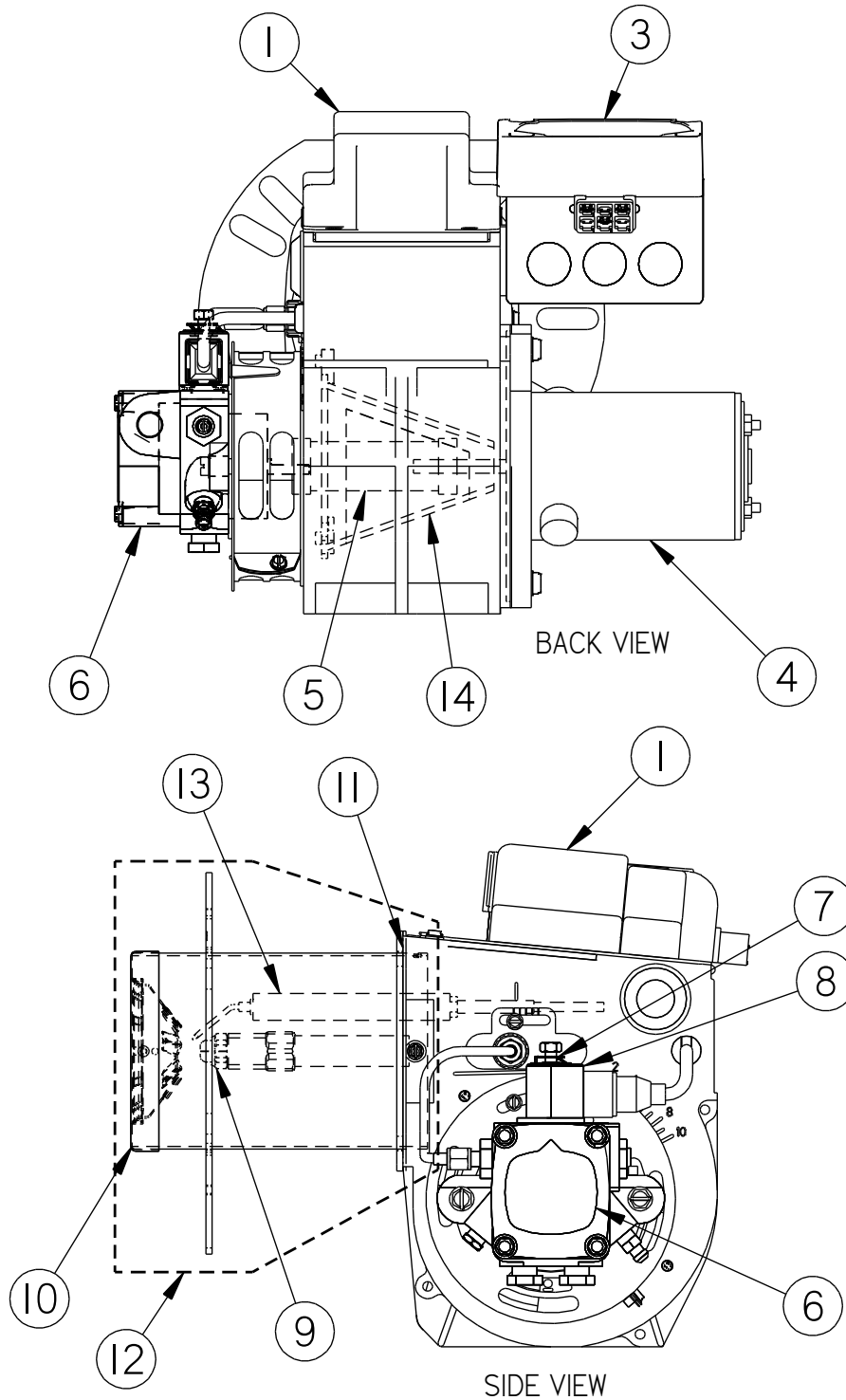


**Fig. 9-20 Compressor Valve Assembly**

FIG.	ITEM	PART NO.	DESCRIPTION	QTY.
Fig. 9-20	1	45417	VALVE, RELIEF	1
	2	45429	VALVE, LOGIC RELIEF	1
	3	45426	COIL, SOLENOID VALVE	1
	4	45424	VALVE, SOLENOID	1
	5	-	FITTING, #12 ORB X #10 JIC STRAIGHT	2
	6	45614N	FLOW CONTROL, PRESSURE COMP.	1
	7	45414	FITTING, TEST POINT	1
	8	45413	CAP, DUST	1
	9	-	TEE, #12 ORB X #12 JIC RUN	1

**Chapter 9 Illustrated Parts List**

**9.15 Diesel Burner Assembly**



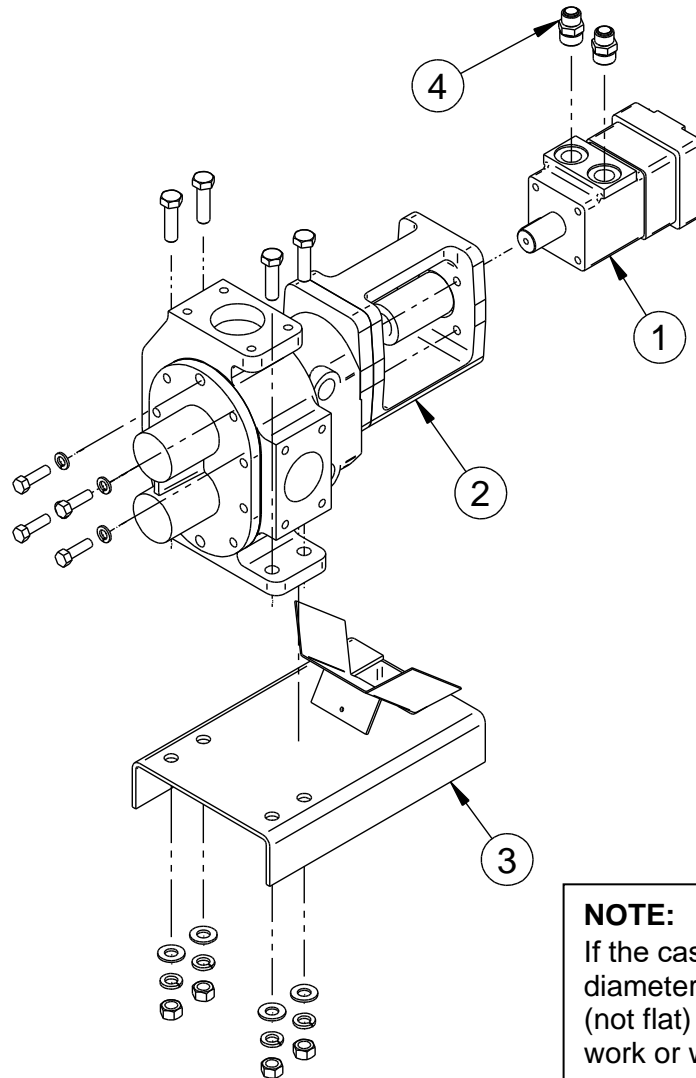
**Fig. 9-21 Diesel Burner**

## Chapter 9 Illustrated Parts List

FIG.	ITEM	PART NO.	DESCRIPTION	QTY.
Fig. 9-21	1	41949	IGNITION TRANSFORMER	1
	2	41870	CAD EYE (NOT SHOWN)	1
	3	42335	DC CONTROLLER	1
	4	41890	BLOWER MOTOR	1
	5	41970	COUPLING, FUEL PUMP	1
	6	41892	PUMP, FUEL	1
	7	41932	VALVE STEM, FUEL SOLENOID	1
	8	41933	COIL, FUEL SOLENOID	1
	9	41881	NOZZLE	1
	10	41953N	STD HEAD, F22, BURNER	1
	11	41964N	GASKET, AIR TUBE TO HOUSING	1
	12	46381N	AIR TUBE W/ HEAD & ELECTRODE MOUNT	1
	13	41993	ELECTRODE ASSY (COMES WITH 2)	1
	14	41966N	AIR GUIDE, BURNER	1

## Chapter 9 Illustrated Parts List

### 9.16 Material Pump Assembly



**NOTE:**  
If the case bores are larger than 3.851" diameter and end plates have any wear (not flat) then the rebuild kit may not work or wear properly.

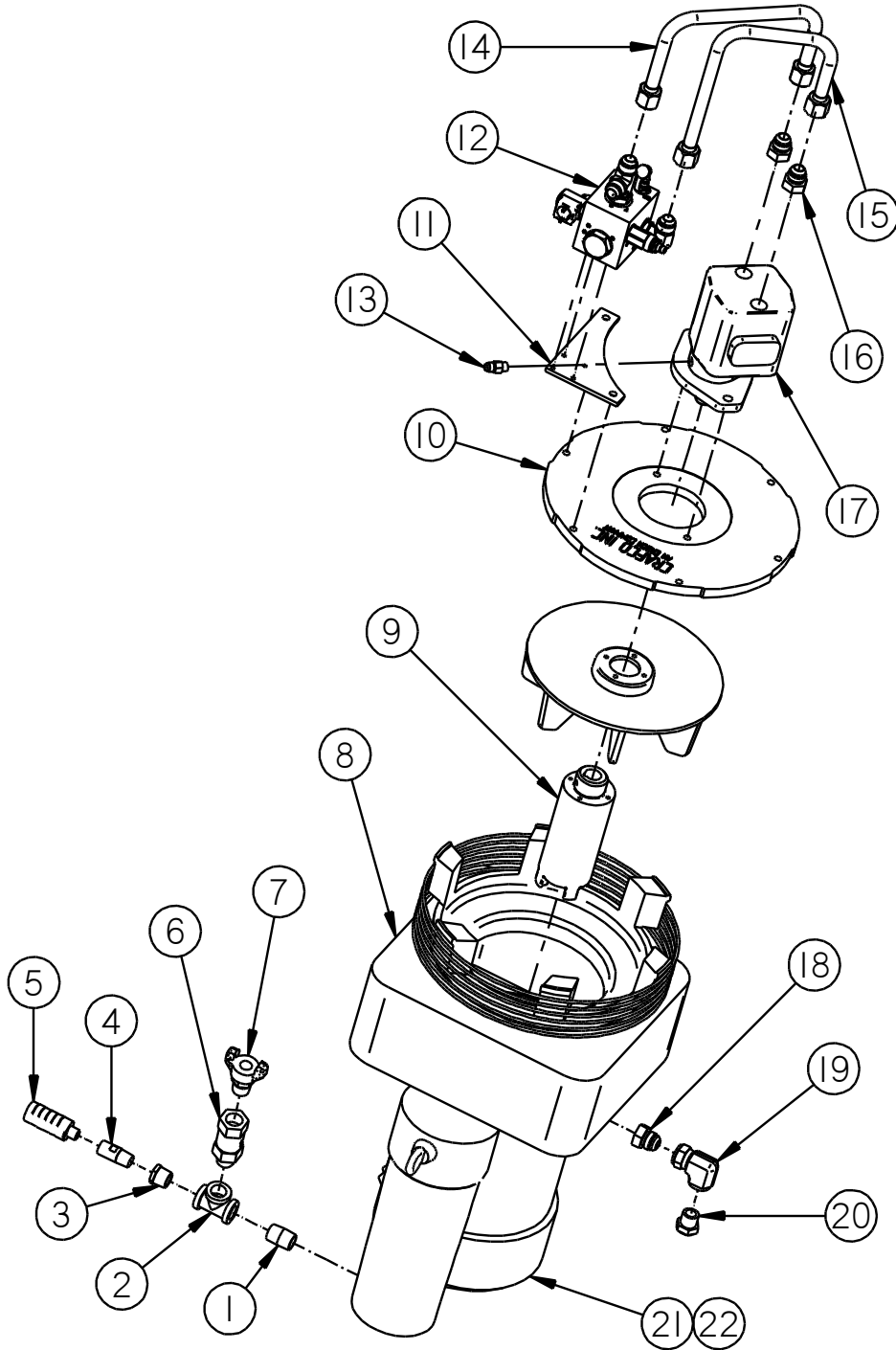
**Fig. 9-22 Material Pump Assembly**

**Chapter 9 Illustrated Parts List**

FIG.	ITEM	PART NO.	DESCRIPTION	QTY.
Fig. 9-22	1	22027	MOTOR, HYDRAULIC	1
	2	42070	MATERIAL PUMP ASSEMBLY, JACKETED	1
	2a	29990S	PACKING RING (SET OF 7)	1
	3	43129	MOUNTING PLATE ASSEMBLY	1
	4	29913	FITTING, #10 ORB X #6 JIC STRAIGHT	2
	5	42073N	PUMP REBUILD KIT (SEE NOTE)	-

**Chapter 9 Illustrated Parts List**

**9.17 Air Compressor Assembly PN 47480N**



**Fig. 9-23 Compressor Assembly**

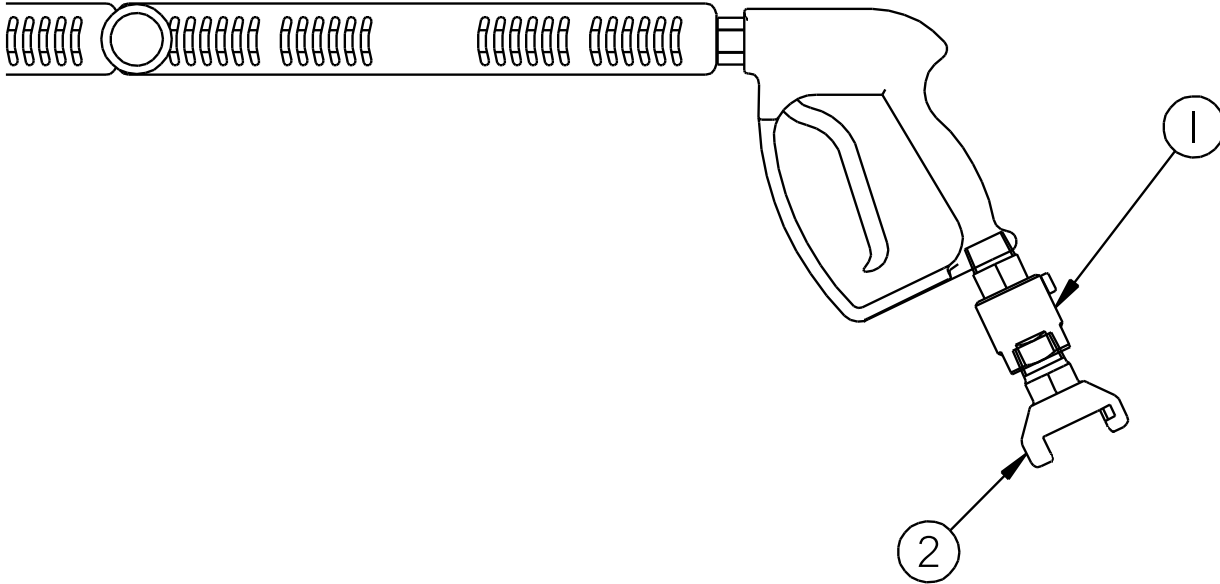


## Chapter 9 Illustrated Parts List

FIG.	ITEM	PART NO.	DESCRIPTION	QTY.
Fig. 9-23	1	28004	3/4" CLOSE NIPPLE	1
	2	28254	3/4" GALVANIZED NPT TEE	1
	3	28355	BUSHING, 3/4" X 1/2", GALVANIZED	1
	4	45564	NIPPLE, RESTRICTOR	1
	5	50267	MUFFLER, AIR	1
	6	47648N	3/4" PRESSURE SAFETY VALVE	1
	7	47488N	3/4" NPT AIR HOSE FITTING	1
	8	47481N	MATTEI COMPRESSOR, 100 CFM	1
	9	45347	SHAFT, COMPRESSOR DRIVE	1
	10	45346	PLATE, MOTOR ADAPTER	1
	11	45327	MOUNTING PLATE, VALVE	1
	12	45425	VALVE, HYDRAULIC	1
	13	29881	STRAIGHT THREAD CONNECTOR 6MJX 4MP	1
	14	45476	RETURN LINE, COMPRESSOR	1
	15	45475	SUPPLY LINE, COMPRESSOR	1
	16	29819	FITTING, #12 ORB X #12 JIC STRAIGHT	2
	17	43874	MOTOR, HYDRAULIC	1
	18	45326	FITTING, #12 BSPP X #12 JIC STRAIGHT	1
	19	29773	ADAPTER, #12 JIC X 3/4 FPT 90°	1
	20	NA	SITE GAUGE – 45320, ORIGINAL COMPRESSOR PART	1
	N/A	47484N	SWITCH, TEMP 130C, COMPRESSOR	1
	21	45361	AIR CLEANER COVER	1
22	45323	AIR FILTER ELEMENT	1	

**Chapter 9 Illustrated Parts List**

**9.18 High Output Air Lance PN: 47483N (Standard)**

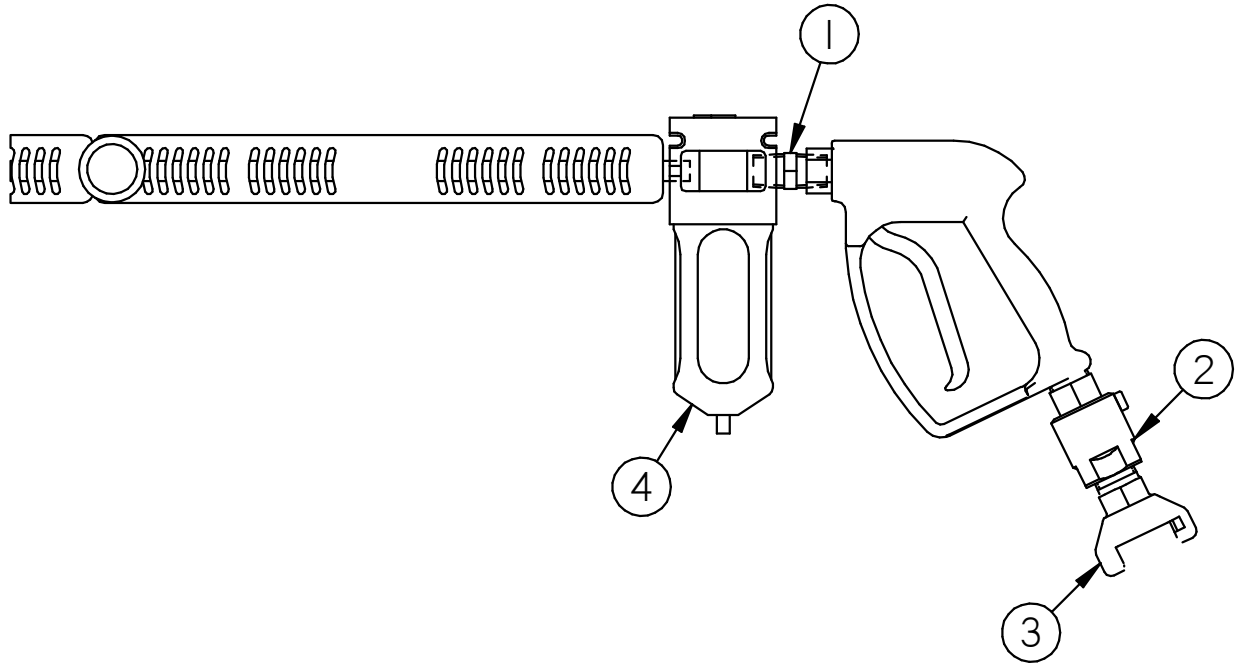


**Fig. 9-24 High Output Air Lance PN: 47483N (Standard)**

FIG.	ITEM	PART NO.	DESCRIPTION	QTY.
Fig. 9-24	1	70250	3/4" SWIVEL	1
	2	47488N	FITTING, 3/4" AIR HOSE	1

**Chapter 9 Illustrated Parts List**

**9.19 High Output Air Lance with Water Separator PN: 47491N (Optional)**

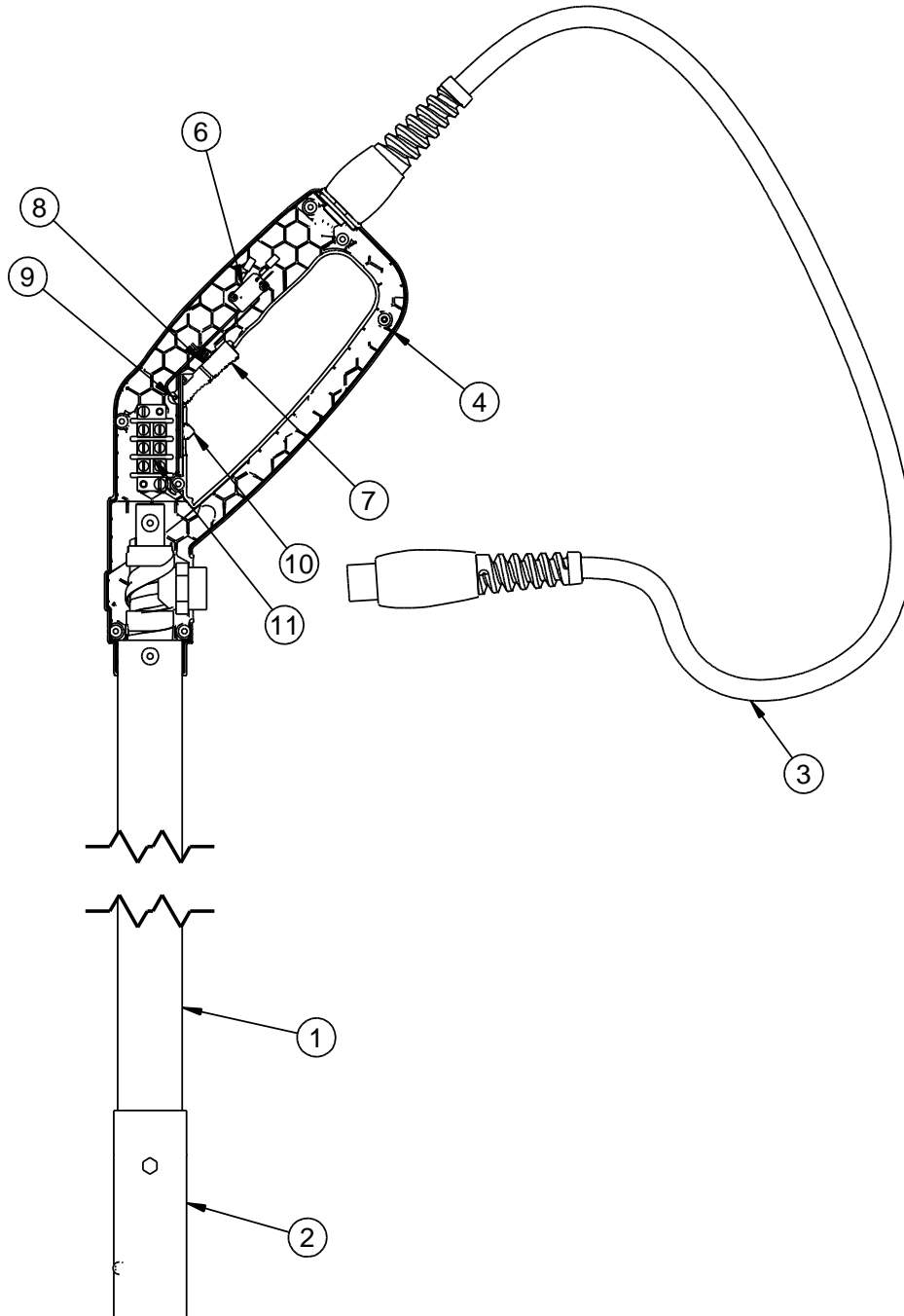


**Fig. 9-25 High Output Air Lance with Water Separator PN: 47491N (Optional)**

FIG.	ITEM	PART NO.	DESCRIPTION	QTY.
Fig. 9-25	1	51405	1/2 X 1/2 NPT HEX NIPPLE	1
	2	70250	3/4" SWIVEL	1
	3	47488N	FITTING, 3/4" AIR HOSE	1
	4	47490N	FILTER, WATER SEPARATOR	1
	N/A	47491S	WATER SEPARATOR SALES KIT FOR HI OUTPUT AIR LANCE	1

**Chapter 9 Illustrated Parts List**

**9.20 Wand Assembly PN: 52200**



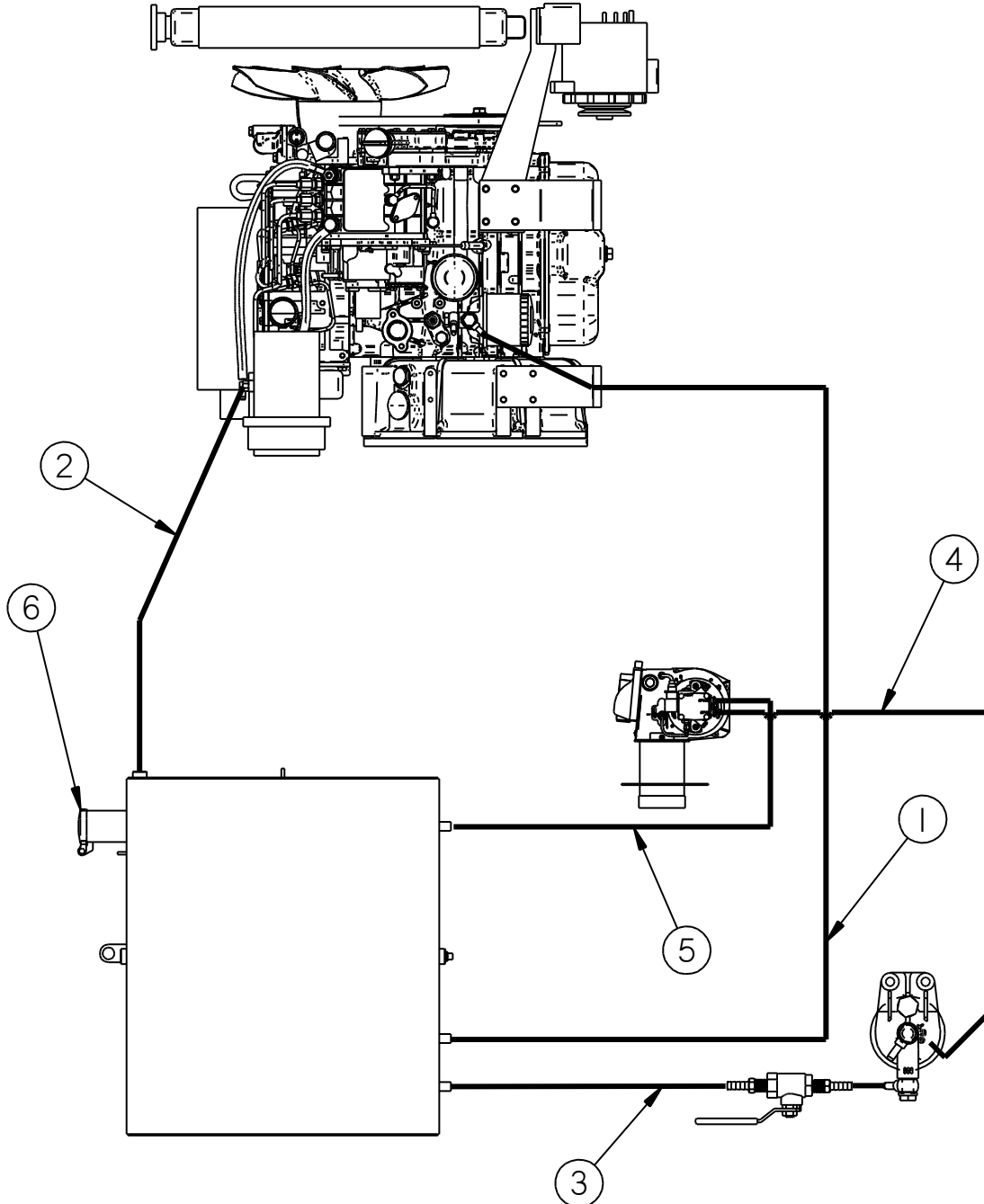
**Fig. 9-26 Wand Assembly PN: 52200**

## Chapter 9 Illustrated Parts List

FIG.	ITEM	PART NO.	DESCRIPTION	QTY.
Fig. 9-26	1	52204	COVER, WAND	1
	2	50278	TIP GUARD, LONG CLAMP ON	1
	3	52206	CORD ASSEMBLY	1
	4	52201RN	HANDLE, WAND – RIGHT (W/INSERTS) GEN 2	1
	5	52201LN	HANDLE, WAND – LEFT (NOT SHOWN) GEN 2	1
	6	52208	SWITCH, WAND	1
	7	52202N	ACTUATOR, TRIGGER GEN 2	1
	8	52207	SPRING, ACTUATOR	1
	9	52209	PIN, ACTUATOR	1
	10	52203N	LOCK, TRIGGER GEN 2	1
	11	51656	TERMINAL STRIP	1

**Chapter 9 Illustrated Parts List**

**9.21 Diesel Fuel Line Schematic – Non-Compressor**



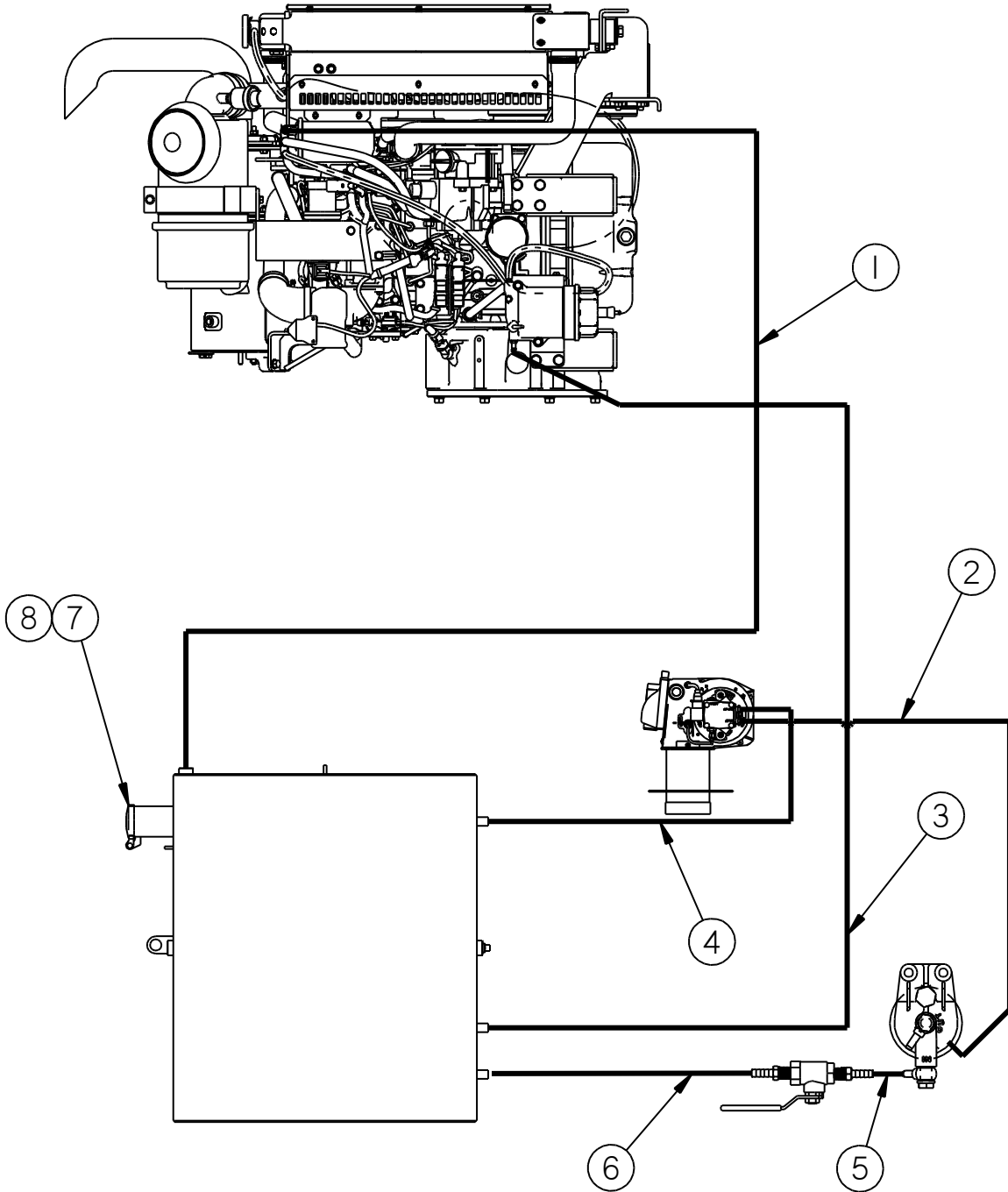
**Fig. 9-27 Diesel Fuel Line Schematic – Non-Compressor**

## Chapter 9 Illustrated Parts List

FIG.	ITEM	PART NO.	DESCRIPTION	QTY.
<b>Fig. 9-27</b>	<b>1. DIESEL FUEL TANK TO ENGINE</b>			
		26782	FITTING, 1/4 MPT X 5/16 JIC ELBOW	1
		26767	FITTING, #6 HOSE PUSH-ON	1
		47662N	HOSE, 5/16 x 92" FUEL LINE	1
		26080	CLAMP, GEAR	2
		47150	WATER SEPARATOR	REF.
		47661N	HOSE, 5/16 x 15" FUEL LINE	1
		26080	CLAMP, GEAR	2
		-	BANJO FITTING	REF.
	<b>2. ENGINE RETURN LINE TO DIESEL FUEL TANK</b>			
		47663N	HOSE, 5/16 x 107" FUEL LINE	1
		47149N	CHECK VALVE	1
		26767	FITTING, #6 HOSE PUSH-ON	1
		26782	FITTING, 1/4 MPT X 5/16 JIC ELBOW	1
		26080	CLAMP, GEAR	4
	<b>3. DIESEL FUEL TANK TO BURNER FUEL FILTER</b>			
		26782	FITTING, 1/4" MPT X 5/16 JIC ELBOW	1
		26767	FITTING, #5 HOSE PUSH-ON	1
		29650N	HOSE, 5/16 x 55" FUEL LINE	1
		29984	HOSE BARB, 1/4MPT X 5/16 HOSE	1
		29195	BALL VALVE, 1/4 NPT	1
		29984	HOSE BARB, 1/4MPT X 5/16 HOSE	1
		29648N	HOSE ASSEMBLY, 5/16 X 10"	1
		47345N	FILTER ASSEMBLY	1
	<b>4. BURNER FUEL FILTER TO BURNER INLET</b>			
		29664N	HOSE ASSEMBLY, 5/16 X 22"	1
		26767	FITTING, #5 HOSE PUSH-ON	1
		26756N	ADAPTER, 5/16 JIC X 1/4NPT	1
	<b>5. BURNER RETURN LINE TO DIESEL TANK</b>			
		26756N	ADAPTER, 5/16 JIC X 1/4NPT	1
		26767	FITTING, #5 HOSE PUSH-ON	1
		29651N	HOSE ASSEMBLY, 5/16 X 65"	1
		26767	FITTING, #5 HOSE PUSH-ON	1
	26782	FITTING, 1/4" MPT X 5/16 JIC ELBOW	1	
6		43732N	CAP, NON-VENTED DIESEL FUEL	1

## Chapter 9 Illustrated Parts List

### 9.22 Diesel Fuel Line Schematic – Compressors



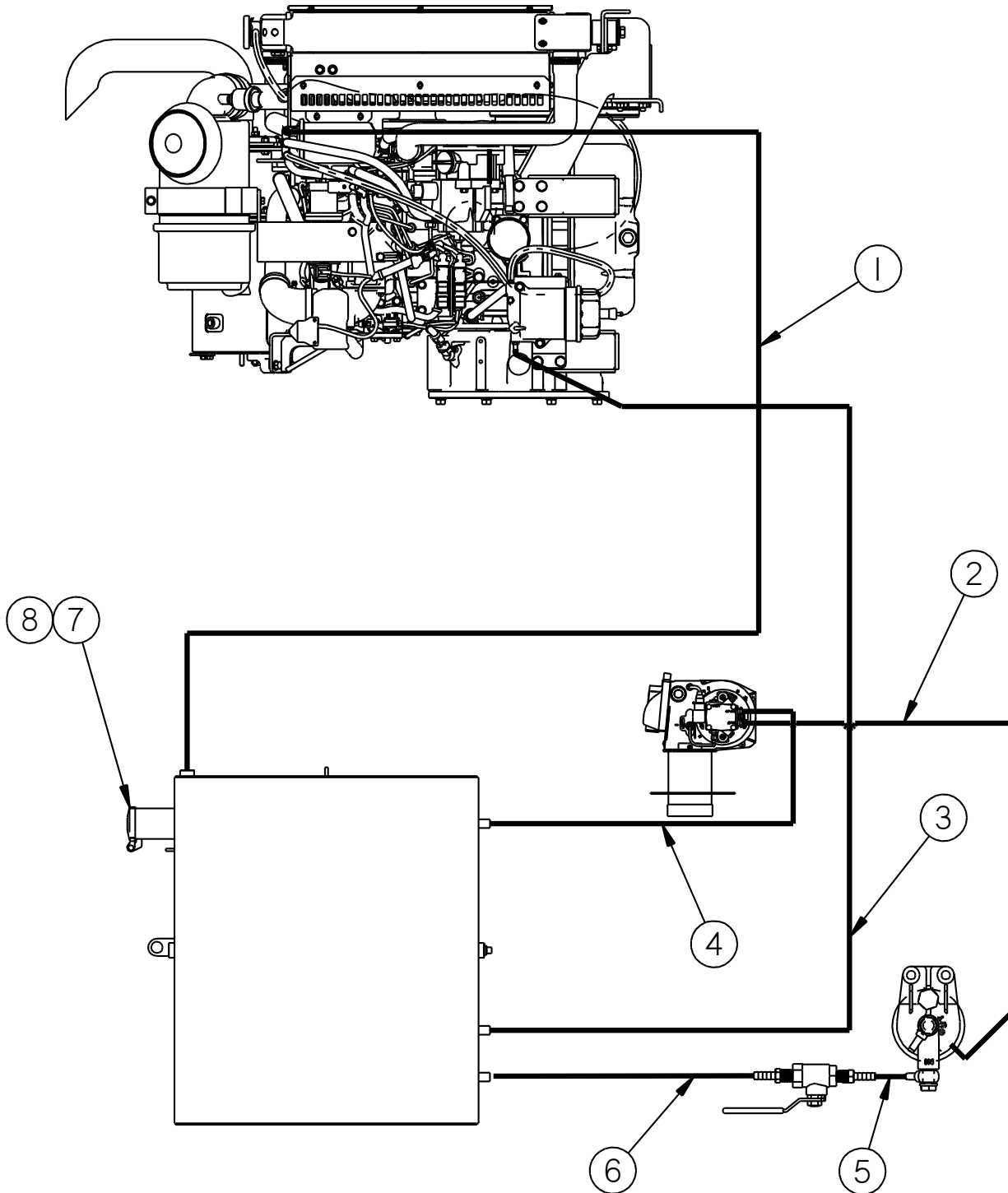
**Fig. 9-28 Diesel Fuel Line Schematic - Compressors**



## Chapter 9 Illustrated Parts List

FIG.	ITEM	PART NO.	DESCRIPTION	QTY.
Fig. 9-28	<b>1. ENGINE RETURN LINE TO DIESEL FUEL TANK</b>			
		-	ENG INJECTOR. HOUSING, #6 HOSE PUSH-ON	REF.
		-	HOSE, 5/16	REF.
		47149N	VALVE -CHECK INLINE 5/16 BARB	1
		47275N	HOSE, 5/16 x 88" FUEL LINE	1
		26767	FITTING, #5 HOSE PUSH-ON	1
		26782	FITTING, 1/4" MPT X 5/16 JIC ELBOW	1
		26080	CLAMP, GEAR	2
	<b>2. BURNER FUEL FILTER TO BURNER INLET</b>			
		-	BANJO FITTING	REF.
		29664N	HOSE ASSEMBLY, 5/16 X 22" FUEL LINE	1
		26767	FITTING, #5 HOSE PUSH-ON	1
		26756N	ADAPTER, 5/16 JIC X 1/4NPT	1
	<b>3. DIESEL FUEL TANK TO WATER SEPARATOR</b>			
		26782	FITTING, 1/4" MPT X 5/16 JIC ELBOW	1
		26767	FITTING, #5 HOSE PUSH-ON	1
		47276N	HOSE, 5/16 x 65" FUEL LINE	1
		-	WATER SEP. HOUSING, #6 HOSE PUSH-ON	REF.
	<b>4. BURNER RETURN TO DIESEL TANK</b>			
		26756N	ADAPTER, 5/16 JIC X 1/4NPT	1
		26767	FITTING, #5 HOSE PUSH-ON	1
		29651N	HOSE ASSEMBLY, 5/16 X 65" FUEL LINE	1
		26767	FITTING, #5 HOSE PUSH-ON	1
		26782	FITTING, 1/4" MPT X 5/16 JIC ELBOW	1

**Chapter 9 Illustrated Parts List**



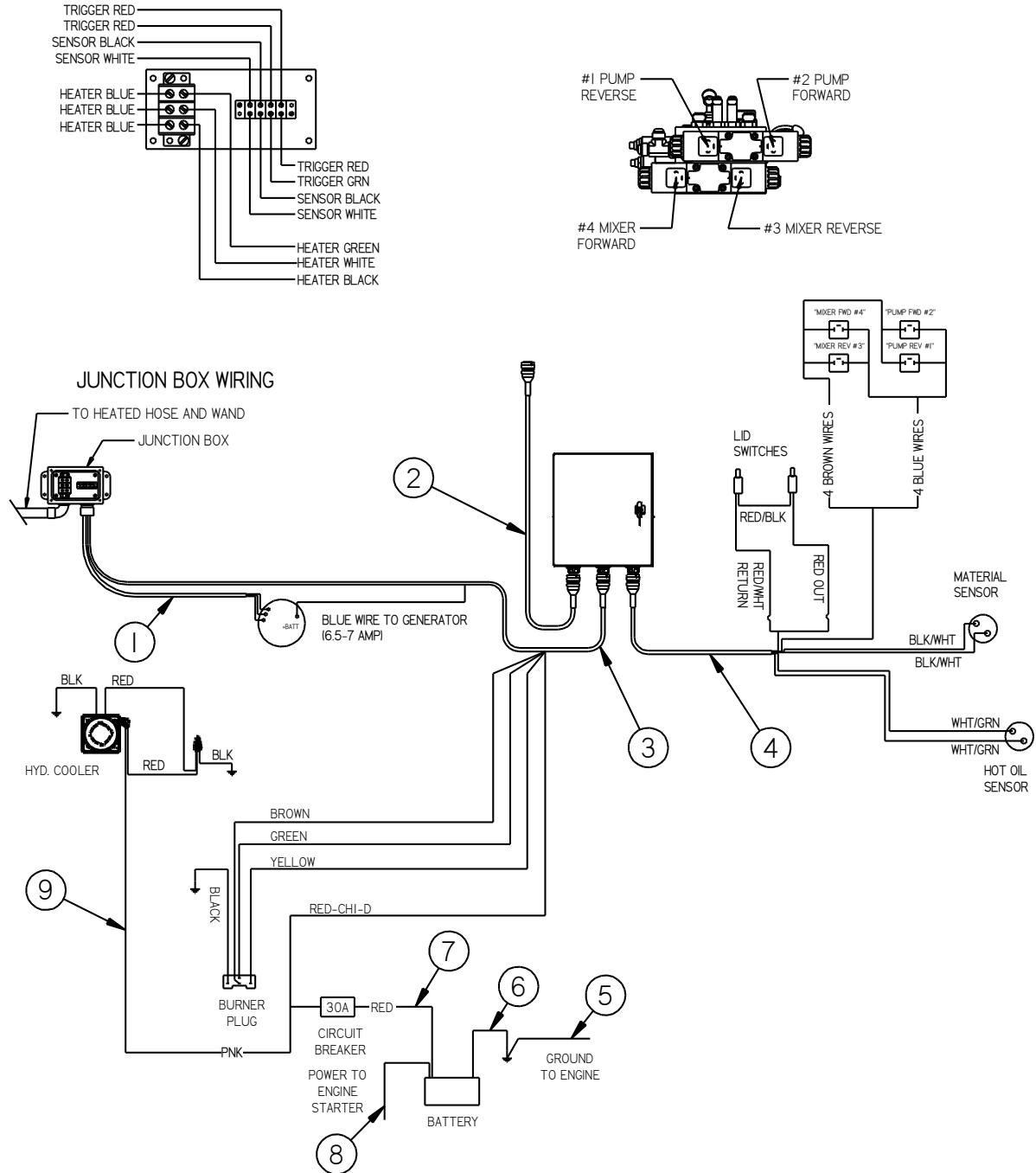
**Fig. 9-29 Diesel Fuel Line Schematic – Compressors (continued)**

## Chapter 9 Illustrated Parts List

FIG.	ITEM	PART NO.	DESCRIPTION	QTY.
Fig. 9-29	<b>5. BALL VALVE TO BURNER FUEL FILTER</b>			
		29984	HOSE BARB, 1/4MPT X 5/16 HOSE	1
		29648N	HOSE ASSEMBLY, 5/16 X 10" FUEL LINE	1
		47345N	FILTER ASSEMBLY	1
	<b>6. DIESEL TANK TO BALL VALVE</b>			
		26782	FITTING, 1/4" MPT X 5/16 JIC ELBOW	1
		26767	FITTING, #5 HOSE PUSH-ON	1
		29650N	HOSE ASSEMBLY, 5/16 X 55" FUEL LINE	1
		29984	HOSE BARB, 1/4MPT X 5/16 HOSE	1
	7	43732N	FILLER CAP, NON-VENTED FUEL TANK	1
	8	43733N	FUEL TANK FILLER NECK (NO CAP)	1

**Chapter 9 Illustrated Parts List**

**9.23 Electrical Schematic – 46200EB**



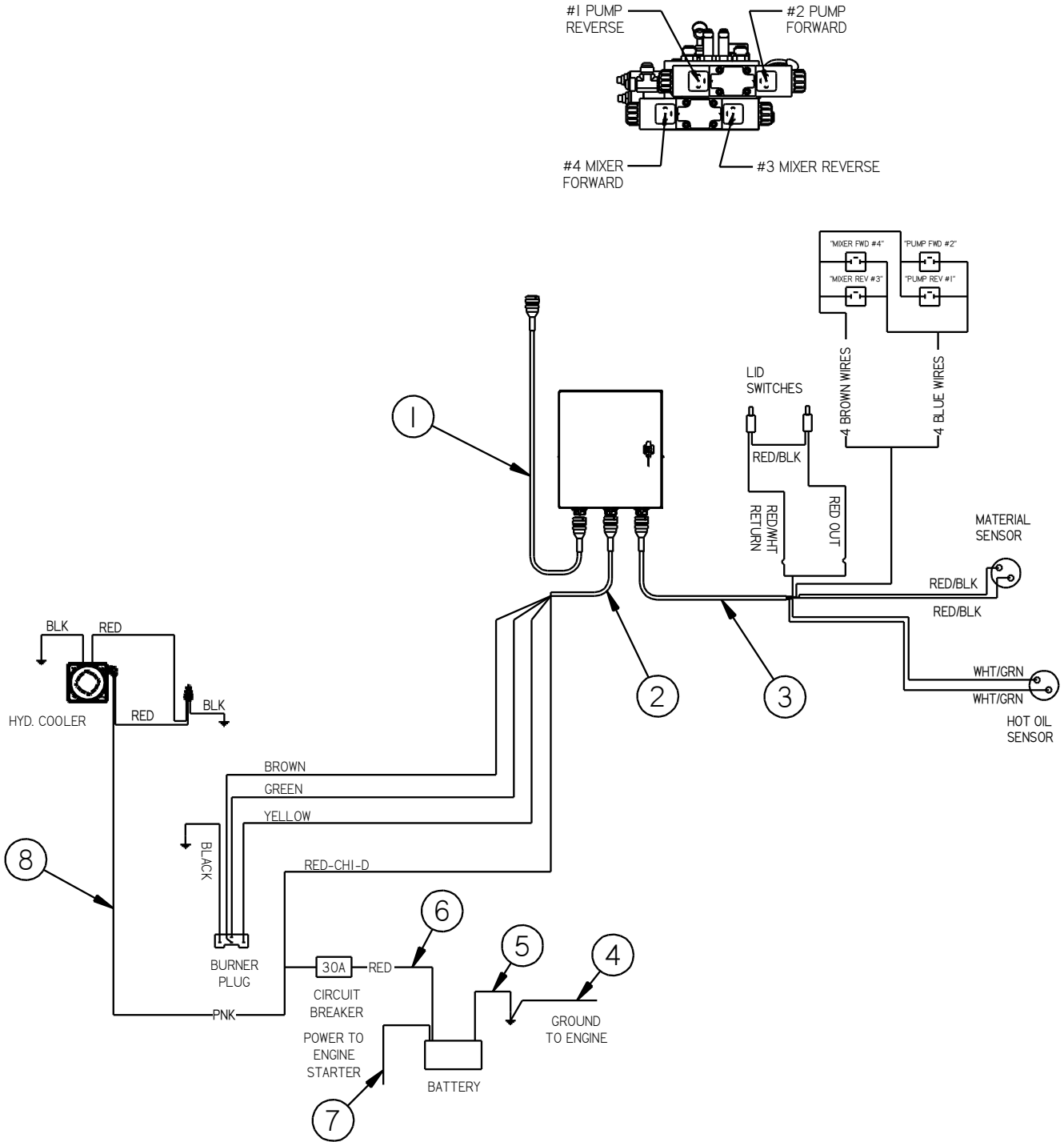
**Fig. 9-30 Electrical Schematic – 46200EB**

## Chapter 9 Illustrated Parts List

FIG.	ITEM	PART NO.	DESCRIPTION	QTY.
Fig. 9-30	1	43947	HOSE CABLE ASSY	1
	2	45970	HARNESS - ENGINE EXT, DEC, 226"	1
	3	38215N	CHASSIS HARNESS	1
	4	38315N	TANK HARNESS	1
	5	27174	GROUND BATTERY CABLE, BLACK 36"	1
	6	32602	20" 4 GA BATTERY CABLE, BLACK	1
	7	52347N	WIRE ASSY, CIRC BRKR TO BATT	1
	8	24015	BATTERY CABLE, POSITIVE, 4 GA X 38"	1
	9	45569	OIL COOLER WIRING HARNESS	1

**Chapter 9 Illustrated Parts List**

**9.24 Electrical Schematic – 46200SB**



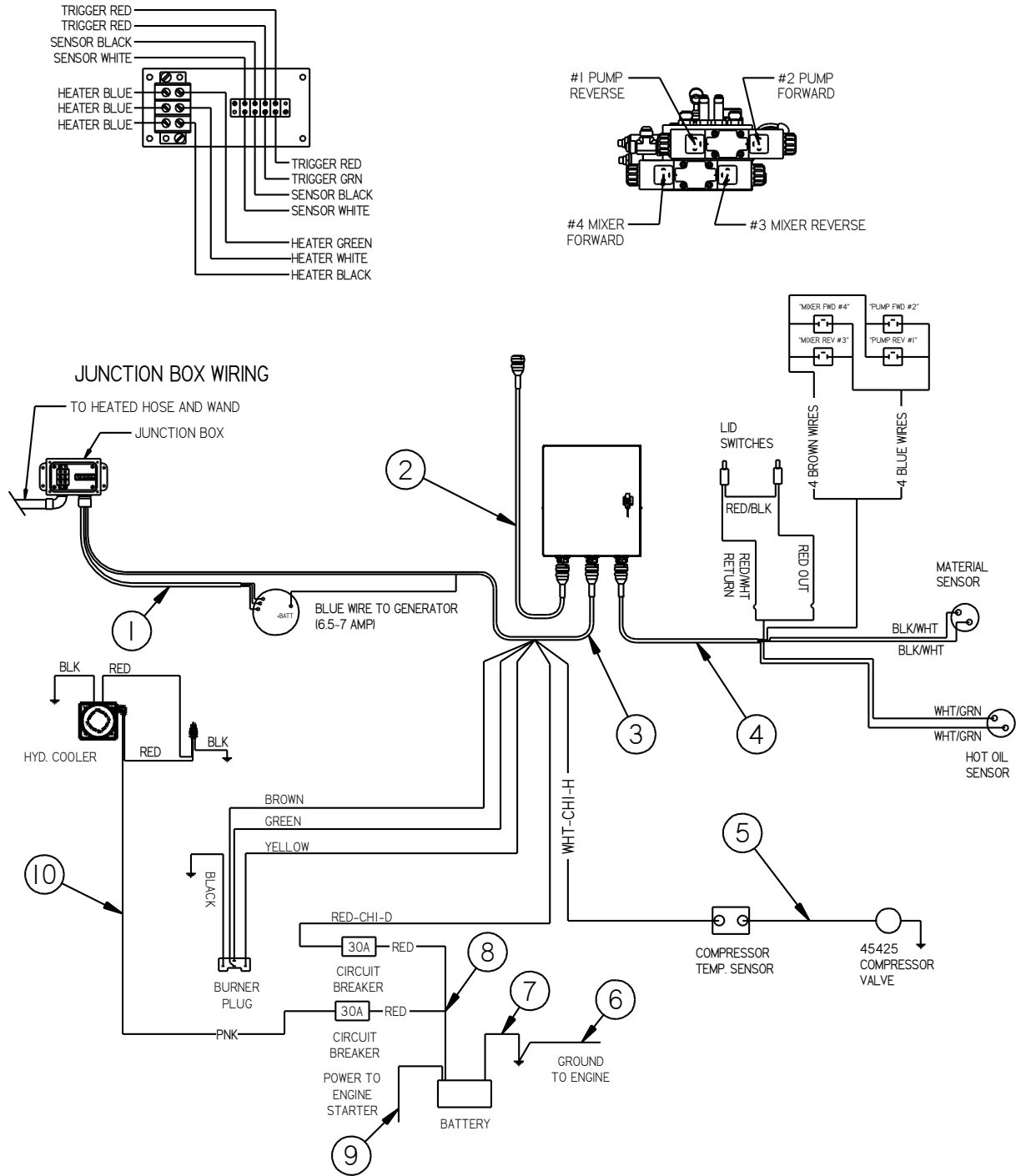
**Fig. 9-31 Electrical Schematic – 46200SB**

## Chapter 9 Illustrated Parts List

FIG.	ITEM	PART NO.	DESCRIPTION	QTY.
Fig. 9-31	1	45970	HARNESS - ENGINE EXT, DEC, 226"	1
	2	38216N	CHASSIS HARNESS	1
	3	38315N	TANK HARNESS	1
	4	27174	GROUND BATTERY CABLE, BLACK 36"	1
	5	32602	20" 4 GA BATTERY CABLE, BLACK	1
	6	52347N	WIRE ASSY, CIRC BRKR TO BATT	1
	7	24015	BATTERY CABLE, POSITIVE, 4 GA X 38"	1
	8	45569	OIL COOLER WIRING HARNESS	1

**Chapter 9 Illustrated Parts List**

**9.25 Electrical Schematic – 47600EC100**



**Fig. 9-32 Electrical Schematic – 47600EC100**

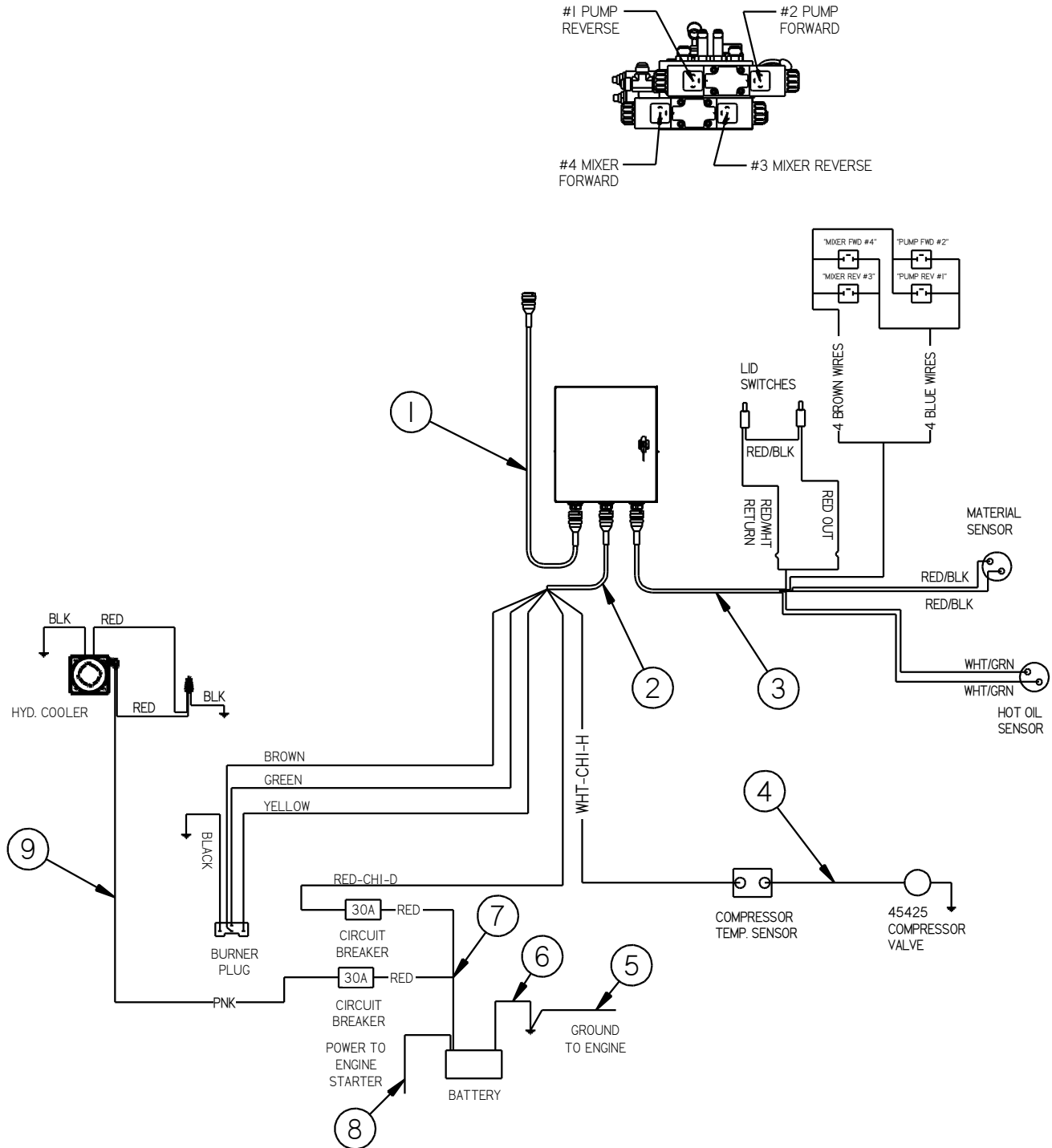


**Chapter 9 Illustrated Parts List**

FIG.	ITEM	PART NO.	DESCRIPTION	QTY.
Fig. 9-32	1	43947	HOSE CABLE ASSY	1
	2	45972N	HARNESS - ENGINE EXT, 3TNV, 246"	1
	3	38210N	CHASSIS HARNESS	1
	4	38310N	TANK HARNESS	1
	5	43886	CABLE ASSY., COMPRESSOR VALVE	1
	6	52348N	BATTERY CABLE, GROUND	1
	7	52354N	CABLE ASSY, NEG POST TO GROUND STUD	1
	8	52347N	WIRE ASSY, CIRC BRKR TO BATT	1
	9	52352N	CABLE ASSY, BATTERY TO ENG, POS	1
	10	45569	OIL COOLER WIRING HARNESS	1

**Chapter 9 Illustrated Parts List**

**9.26 Electrical Schematic – 47600SC100**



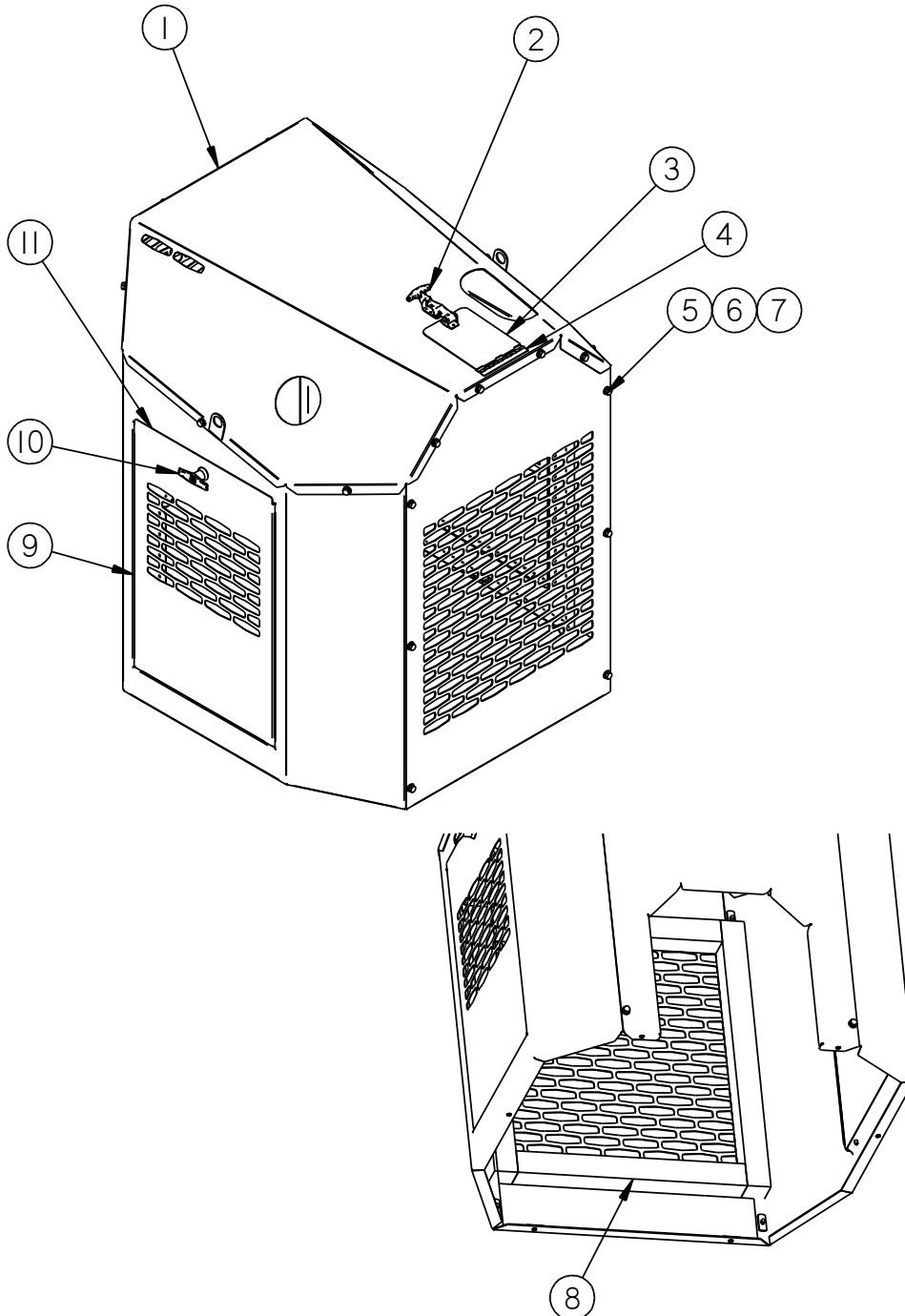
**Fig. 9-33 Electrical Schematic – 47600SC100**

## Chapter 9 Illustrated Parts List

FIG.	ITEM	PART NO.	DESCRIPTION	QTY.
Fig. 9-33	1	45972N	HARNESS - ENGINE EXT, 3TNV, 246"	1
	2	38210N	CHASSIS HARNESS	1
	3	38310N	TANK HARNESS	1
	4	43886	CABLE ASSY., COMPRESSOR VALVE	1
	5	52348N	BATTERY CABLE, GROUND	1
	6	52354N	CABLE ASSY, NEG POST TO GROUND STUD	1
	7	52347N	WIRE ASSY, CIRC BRKR TO BATT	1
	8	52352N	CABLE ASSY, BATTERY TO ENG, POS	1
	9	45569	OIL COOLER WIRING HARNESS	1

**Chapter 9 Illustrated Parts List**

**9.27 Optional Engine Cover for Compressor Models PN: 48120N**



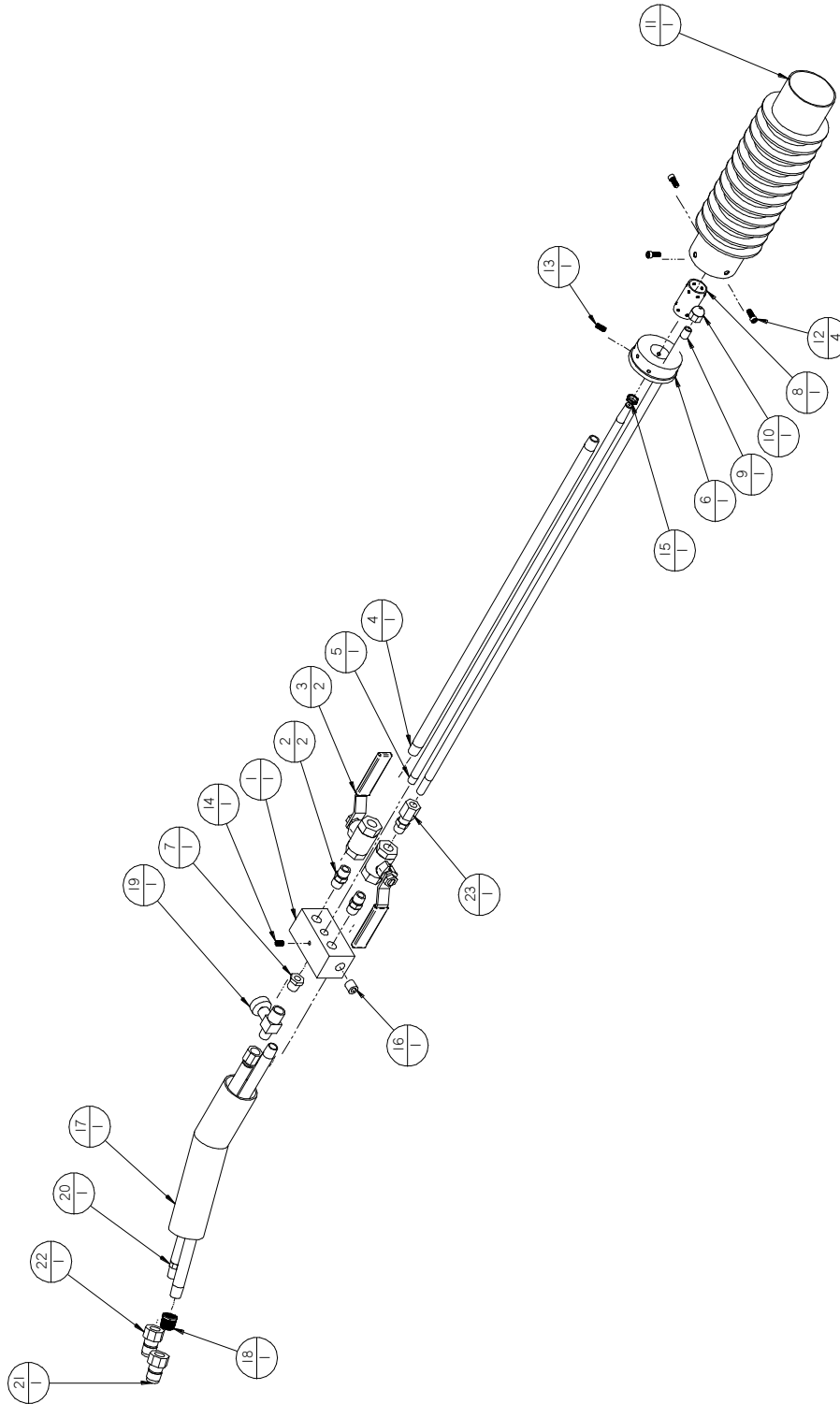
**Fig. 9-34 Optional Engine Cover for Compressor Models PN: 48120N**

## Chapter 9 Illustrated Parts List

FIG.	ITEM	PART NO.	DESCRIPTION	QTY.
Fig. 9-34	1	48120N	OPTIONAL ENGINE COVER COMPLETE	1
	2	45597	RUBBER T-HANDLE DRAW LATCH	1
	3	48127N	HINGE DOOR YANMAR	1
	4	48128N	RADIATOR FILL DOOR	1
	5	28671	5/16" S.A.E. FLAT STEEL WASHER	24
	6	28646	5/16" LOCK WASHER	24
	7	28715	5/16-18 X 3/4 HX HEAD BOLT	24
	8	48130N	ENGINE COVER RADIATOR SEAL KIT YANMAR	1
	9	48126P	ACCESS DOOR ASSY, SALES YANMAR	2
	10	47510N	LATCH, COMPRESSION, KEY LOCKABLE	2
	11	47511N	WEATHER STRIPPING, FLAT	2.6 FT
	12	48139N	OPT. ENG. COVER INSULATION KIT (NOT SHOWN)	1

## Chapter 9 Illustrated Parts List

### 9.28 Hot Air Lance PN: 45650 (Optional)



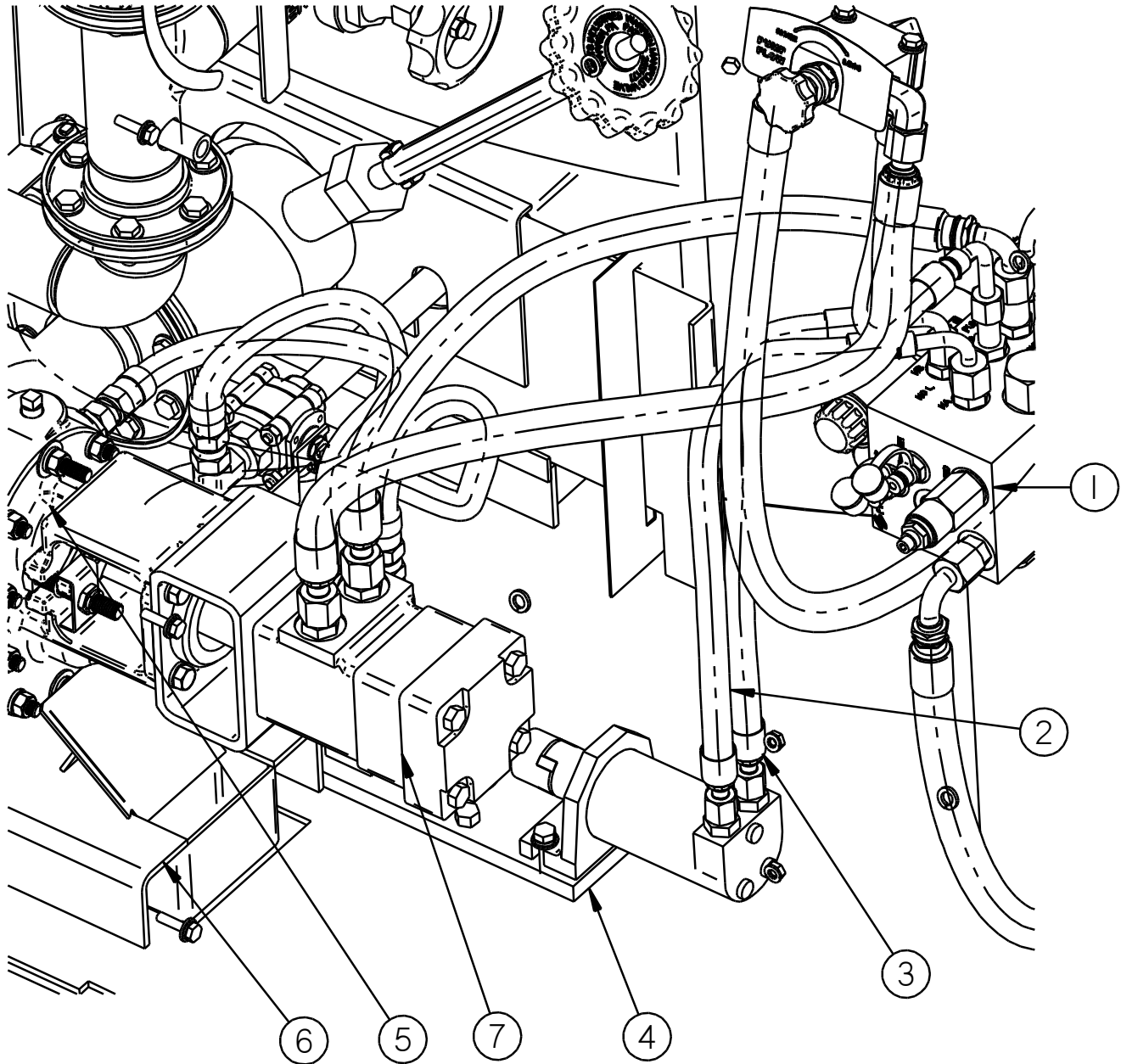
**Fig. 9-35 Hot Air Lance PN: 45650 (Option)**

## Chapter 9 Illustrated Parts List

FIG.	ITEM	PART NO.	DESCRIPTION	QTY.
Fig. 9-35	1	45651	MIXING BLOCK	1
	2	51401	NIPPLE, 1/4 NPT HEX	2
	3	29195	VALVE, 1/4" BALL	2
	4	45656	AIR MIXER TUBE	1
	5	45658	PROPANE TUBE W/ ORIFICE	1
	6	45652	BURNER BASE	1
	7	28340	BUSHING, 1/4" NPT X 1/8" NPT	1
	8	45654	PRIMARY BURNER TUBE	1
	9	45657	AIR LANCE TUBE	1
	10	45668	AIR ORIFICE "A" - .125"	1
	11	45653	MAIN BURNER TUBE	1
	12	45670	SCREW, #10-32 X 1/2" ALLEN SCREW	4
	13	45672	SCREW, #10-32 X 1/2" ALLEN SET	1
	14	45671	SCREW, 1/4-20 X 3/8" ALLEN SET	1
	15	45669	NUT, 1/8-27 JAM	1
	16	27990	PLUG, 1/4" COUNTERSUNK	1
	17	45655	HANDLE ASSEMBLY	1
	18	45663	BUSHING, 3/8" NPT X 1/4" NPT REDUCER	1
	19	45659	VALVE, NEEDLE	1
	20	45675	HOSE ASSEMBLY, PROPANE	1
	21	45679	COUPLING, 1/4" FNPT X M	1
	22	45681	COUPLING, 1/4" NPT X FM	1
	23	45664	FITTING, 1/4" NPT X 3/8 JIC FERRULE LOCK	1

**Chapter 9 Illustrated Parts List**

**9.29 Jacketed Pump System**



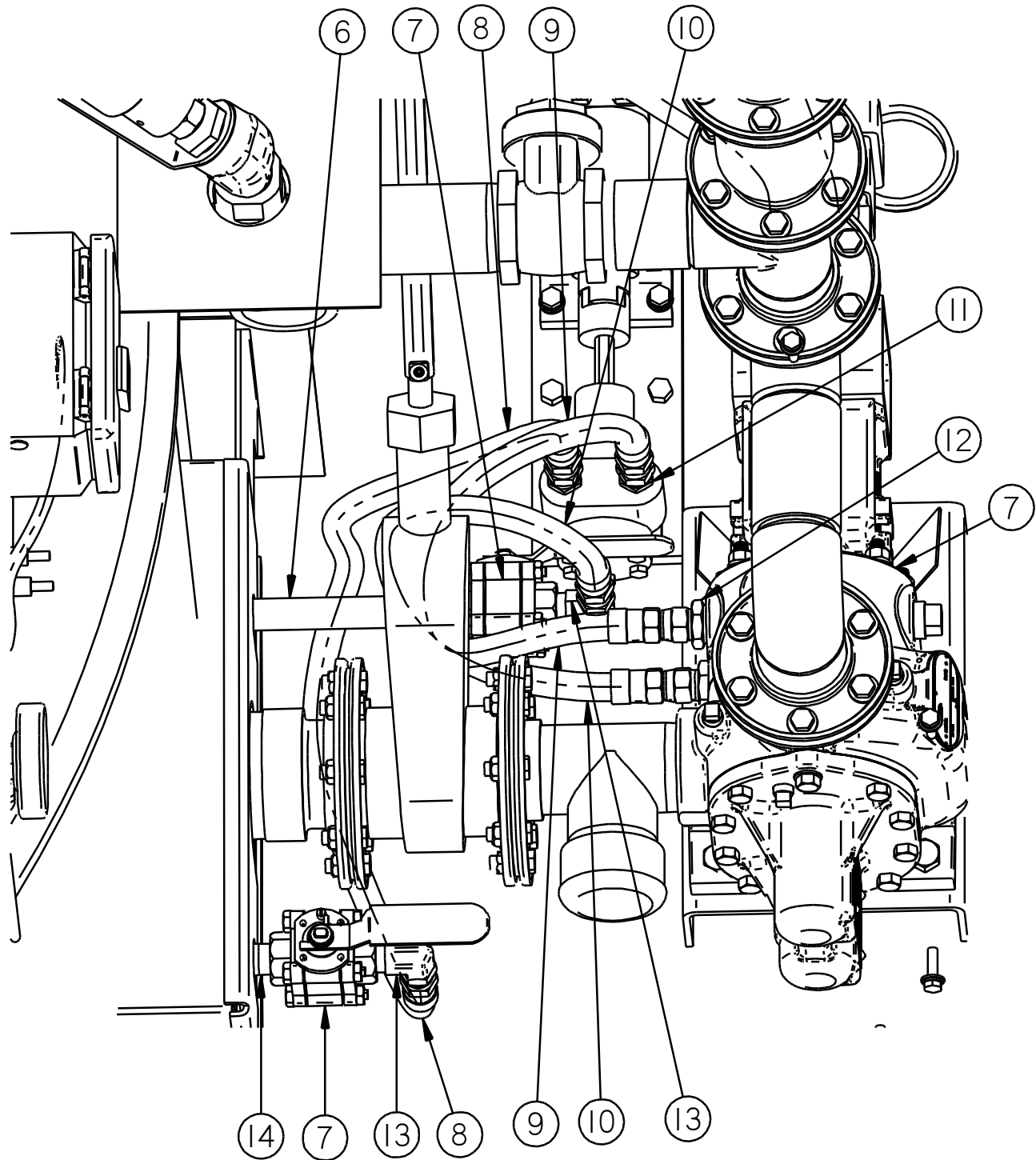
**Fig. 9-36 Jacketed Pump System**



**Chapter 9 Illustrated Parts List**

FIG.	ITEM	PART NO.	DESCRIPTION	QTY.
Fig. 9-36	1	45433	HYDRAULIC VALVE ASSY	1
	2	HYDRAULIC VALVE "HA" PORT TO HOT OIL MOTOR		
		29919	1/2 JIC X 3/8 O-RING ADAPTOR	1
		6M3K6G-6FJX 6G-8FJX90S 22 18.5	HYDRAULIC HOSE	1
		40311	STRAIGHT THD ADAPTER	1
	3	HYDRAULIC VALVE "HB" PORT TO HOT OIL MOTOR		
		40311	STRAIGHT THD ADAPTER	1
		6M3K6G-6FJX 6G-6FJX90S 20.25 17	HYDRAULIC HOSE	1
		40311	STRAIGHT THD ADAPTER	1
	4	41696	PUMP AND MOTOR ASSY, HOT OIL	1
	5	42070	MATL PUMP ASSY, JACKETED	1
	6	43129	PUMP MOUNTING PLATE	1
	7	22027	HYDRAULIC MOTOR	1

**Chapter 9 Illustrated Parts List**



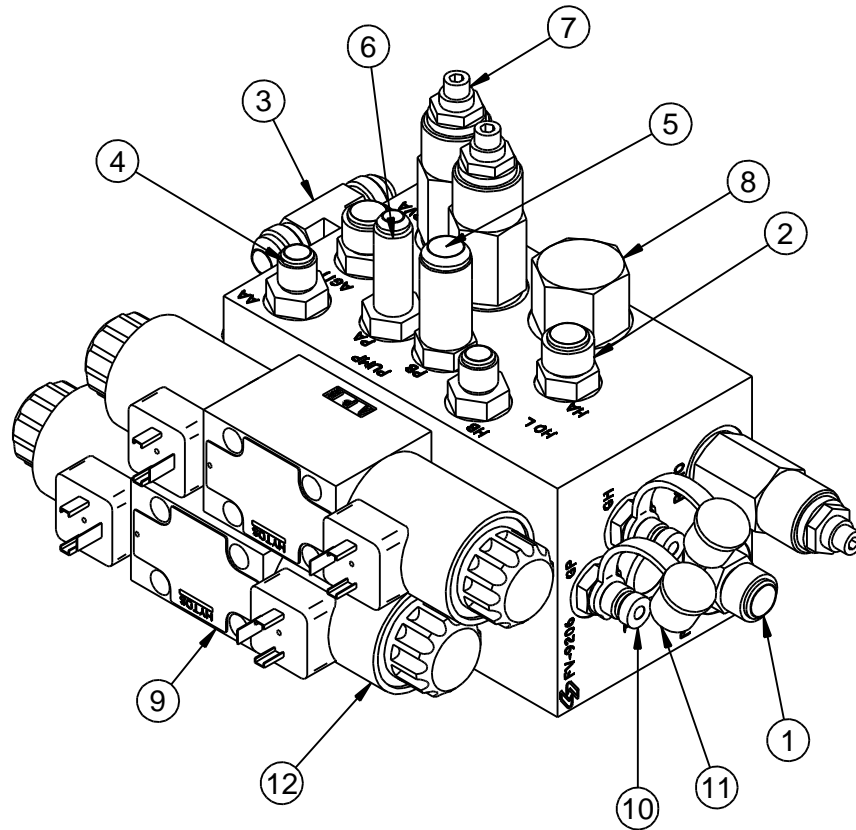
**Fig. 9-37 Jacketed Pump System**

## Chapter 9 Illustrated Parts List

FIG.	ITEM	PART NO.	DESCRIPTION	QTY.
Fig. 9-37	6	47674N	NIPPLE, 1/2-14 NPT, 11.5"	1
	7	41499	1/2" HOT OIL BALL VALVE	2
	8	47656N	FLEX HOSE ASSEMBLY, 33"	1
	9	47657N	FLEX HOSE ASSEMBLY, 23"	1
	10	47658N	FLEX HOSE ASSEMBLY, 25"	1
	11	29844	ADAPTER - JIC MP 8MJ-8MP	2
	12	40316	MALE ADAPTER	2
	13	29846	ADAPTER - JIC MP 12MJ-8MP	2
	14	47675N	NIPPLE, 1/2-14 NPT, 6.5"	1

**Chapter 9 Illustrated Parts List**

**9.30 Hydraulic Control Valve Assembly**



**Fig. 9-38 Hydraulic Valve Assembly PN 45433**

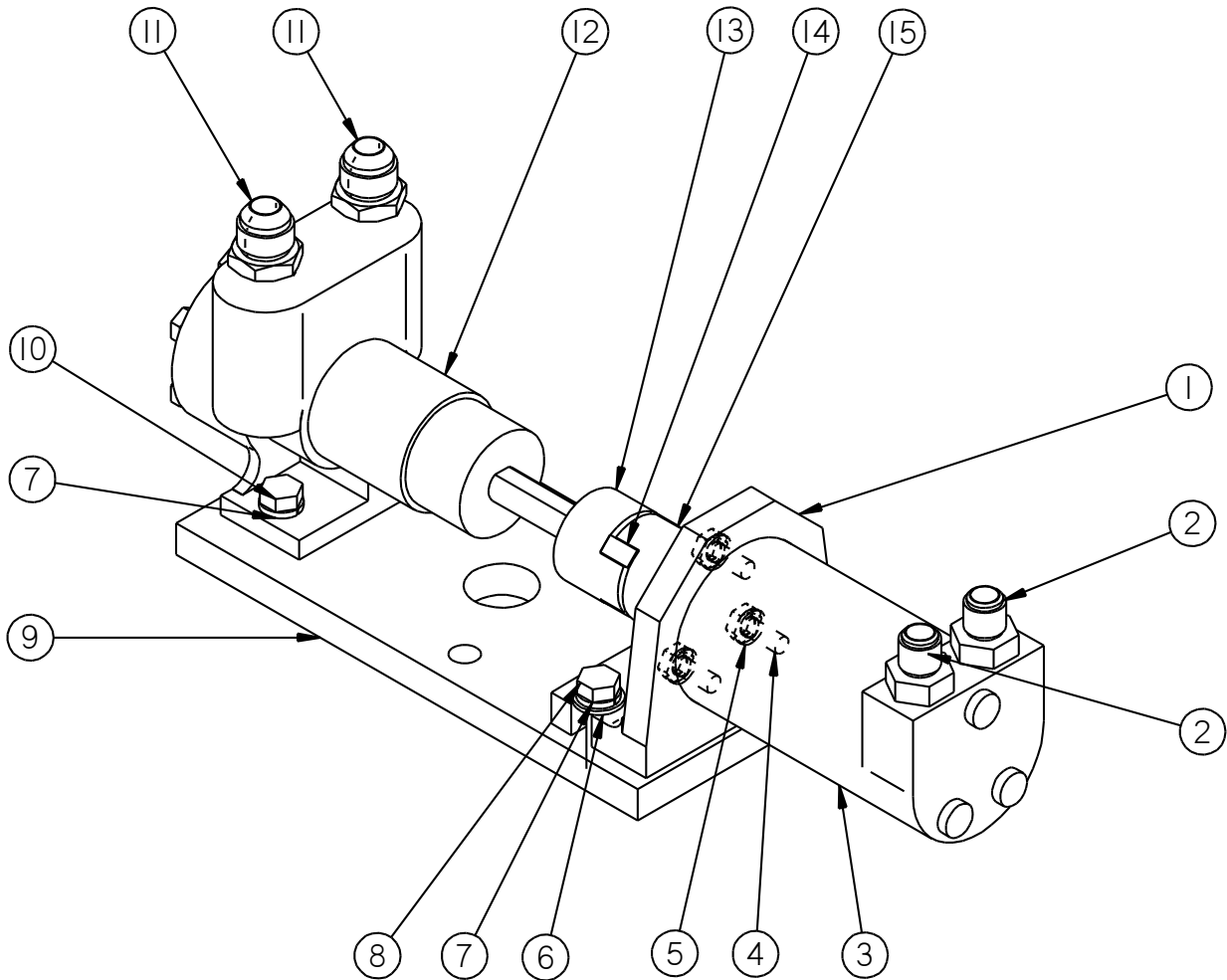
FIG.	ITEM	PART NO.	DESCRIPTION	QTY.
Fig. 9-38	1	29896	3/4-16 ORB X #8 JIC STR.	1
	2	29919	9/16-18 ORB X #8 JIC STR.	3
	3	29976	3/4-16 ORB X #8 JIC BRANCH TEE	1
	4	40311	9/16-18 ORB X #6 JIC STR.	2
	5	40320	9/16-18 ORING X #8 JIC STR.	2
	6	40308	9/16-18 ORB X #6 JIC LONG STR.	1
	7	45417	RELIEF VALVE	3
	8	45416	FLOW DIVIDER	2
	9	45418	VALVE ASSEMBLY – REX ROTH	2
	10	45414	FITTING, TEST POINT	3
	11	45413	CAP, DUST – TEST POINT	3
	12	45436	COIL, HYDRAULIC VALVE – REX ROTH	4

**Chapter 9 Illustrated Parts List**

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**Chapter 9 Illustrated Parts List**

**9.31 Hot Oil Pump and Motor**



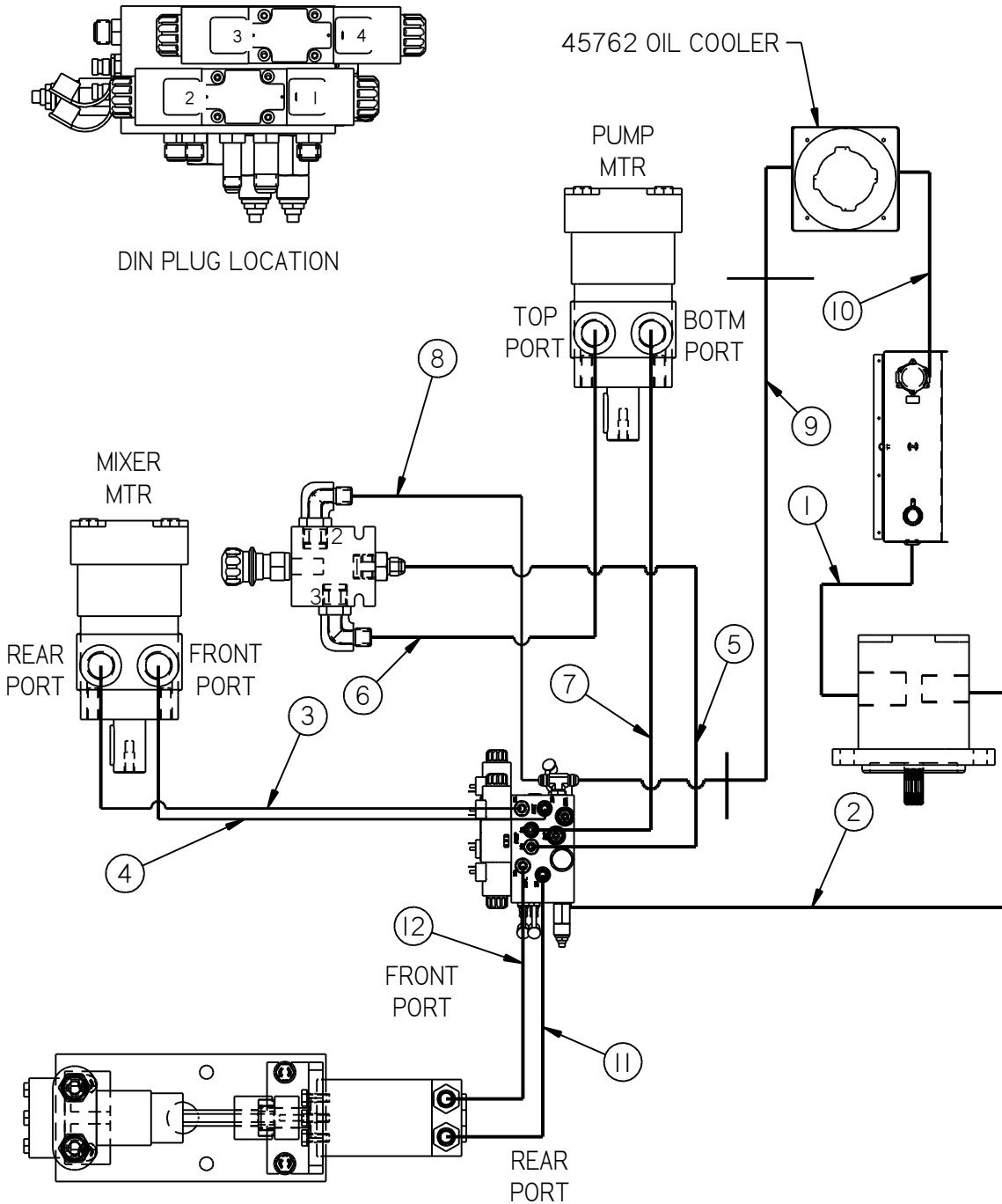
**Fig. 9-39 Pump and Motor Assy, Hot Oil**

## Chapter 9 Illustrated Parts List

FIG.	ITEM	PART NUMBER	QTY	DESCRIPTION
<b>Fig. 9-39</b>	1	22303	1	HYD. MOTOR MNTG BRACKET
	2	40311	2	STRAIGHT THREAD ADAPTER
	3	22302	1	HYDRAULIC MOTOR
	4	28850	3	1/4-28 X 5/8" HEX SCREW
	5	28645	3	1/4" SPLIT WASHER
	6	28671	2	5/16" SAE FLAT WASHER
	7	28646	4	5/16" LOCK WASHER
	8	28717	2	5/16-18 X 1 1/4" BOLT
	9	41689	1	H.O. MOUNTING PLATE
	10	28715	2	5/16-18 X 3/4" BOLT
	11	29844	2	ADAPTER, JIC MP 8MJ-8MP
	12	41280	1	HOT OIL CIRCULATING PUMP
	13	41180	1	COUPLING HALF, 1/2" BORE
	14	41182	1	SPIDER FOR COUPLING
	15	41695	1	COUPLING HALF, 5/8" BORE
	NS	45622	1	OIL PUMP REBUILD KIT, INCLUDES BELOW
		-	6	SCREWS
		-	1	IDLER PIN
		-	1	HEAD
		-	1	IDLER
		-	3	PACKING GLANDS
	NS	45621	1	OIL PUMP SEAL KIT, INCLUDES BELOW
		-	1	NUT
		-	1	OTR GLAND
		-	3	PACKING GLANDS
		-	1	INNER GLAND
		-	1	SPRING
		-	2	HEAD GASKETS
NS	45620	1	3 PACKING GLAND RINGS, OIL PUMP	

**Chapter 9 Illustrated Parts List**

**9.32 Hydraulic System Diagram for Jacketed Pump Machines with the 23 HP engine (46200EB, 46200SB)**



41696 HOT OIL PUMP AND MOTOR ASSEMBLY

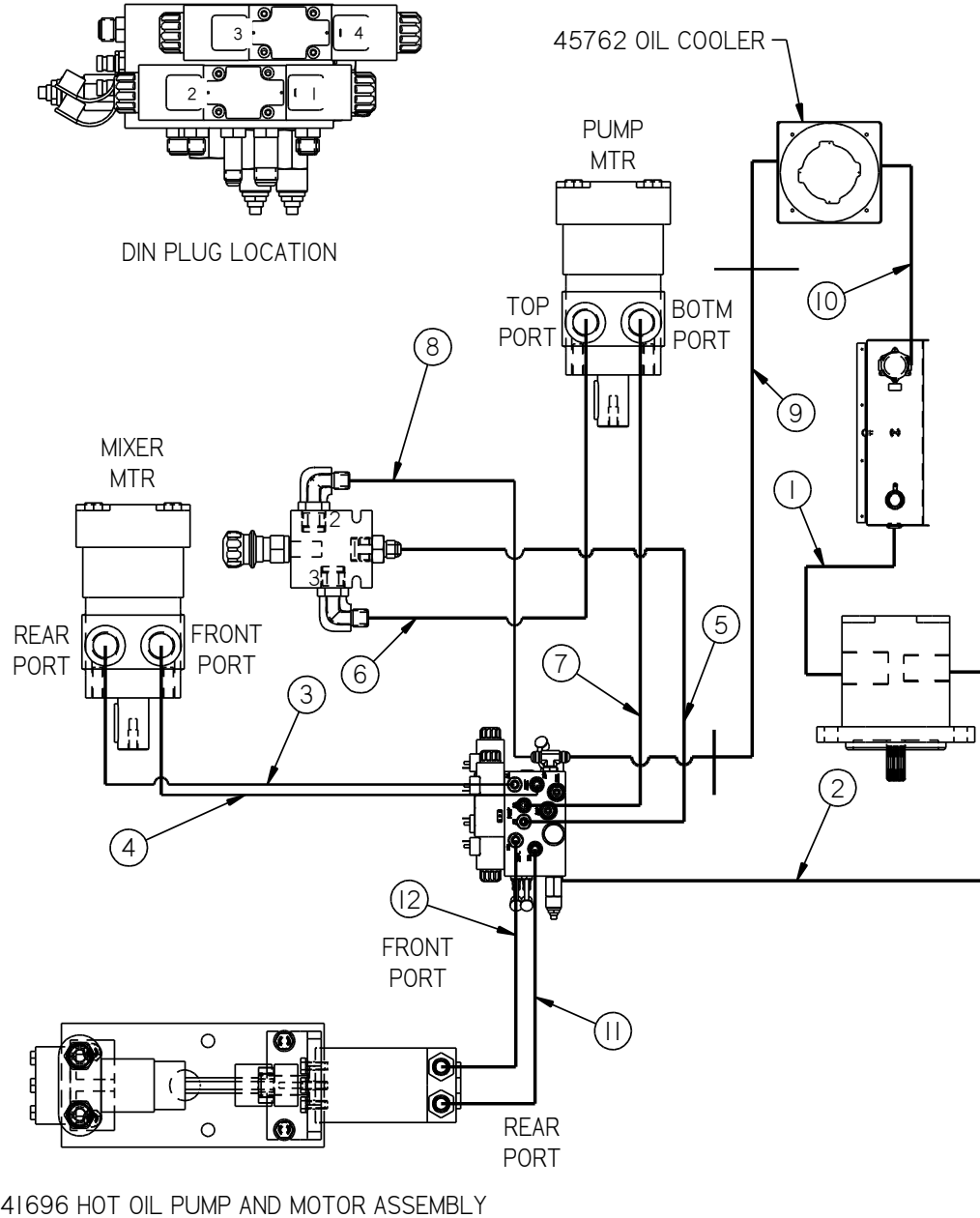
**Fig. 9-40 Hydraulic System Diagram – non compressor**



## Chapter 9 Illustrated Parts List

FIG.	ITEM	PART NO.	DESCRIPTION	QTY.
Fig. 9-40	1	HYDRAULIC TANK TO HYDRAULIC PUMP		
		29818	1 5/8 ORING X 1 5/16 JIC	1
		16G4H 16G-16FJX 16G-16FJX90S 17.25 11.75	HYDRAULIC HOSE	1
		29820	1" ORING X 1" JIC	1
	2	HYDRAULIC PUMP TO HYDRAULIC VALVE		
		29842	3/4 ORING X 5/8 JIC ELB.	1
		8M3K 8G-10FJX 8G-10FJX90S 19.75 16.25	HYDRAULIC HOSE	1
		29805	5/8 BULKHEAD UNION	1
		29806	ALT BULKHD UNION: USE IF TUBE NOT USED	1
		29807	5/8 NUT	1
		47618N	HYDRAULIC TUBE	1
		8M3K 8G-10FJX90S 8G-10FJX 118.5 115	ALT HOSE – USE IF TUBE NOT USED	1
		29805	5/8 BULKHEAD UNION	1
		29807	5/8 NUT	1
		8M3K 8G-10FJX 8G-8FJX90S 33.75 30.5	HYDRAULIC HOSE	1
		29897	1/2 ORING X 1/2 JIC	1
	3	HYDRAULIC VALVE "AB" TO AGIT MOTOR FRONT PORT		
		29919	1/2 JIC X 3/8 O-RING	1
		6M3K 6G-6FJX 6G-8FJX90S 31 27.5	HYDRAULIC HOSE	1
		46721	TUBE, HYD. PRESSURE	1
		22029	5/8 ORING X 3/8 JIC	1
	4	AGIT MOTOR FRONT PORT TO HYDRAULIC VALVE "AA"		
		22029	5/8 ORING X 3/8 JIC	1
		46722	TUBE, HYD. RETURN	1
		6M3K 6G-6FJX 6G-6FJX90S 30.75 27.5	HYDRAULIC HOSE	1
		40311	3/8 ORING X 1/2 JIC	1
	5	HYDRAULIC VALVE "PA" TO FLOW CONTROL #1 PORT		
	40308	3/8 ORING X 3/8 JIC	1	
	6M3K 6G-8FJX 6G-6FJX90L 15.75 12.25	HYDRAULIC HOSE	1	
	29896	1/2 ORING X 1/2 JIC ELBOW	1	

**Chapter 9 Illustrated Parts List**

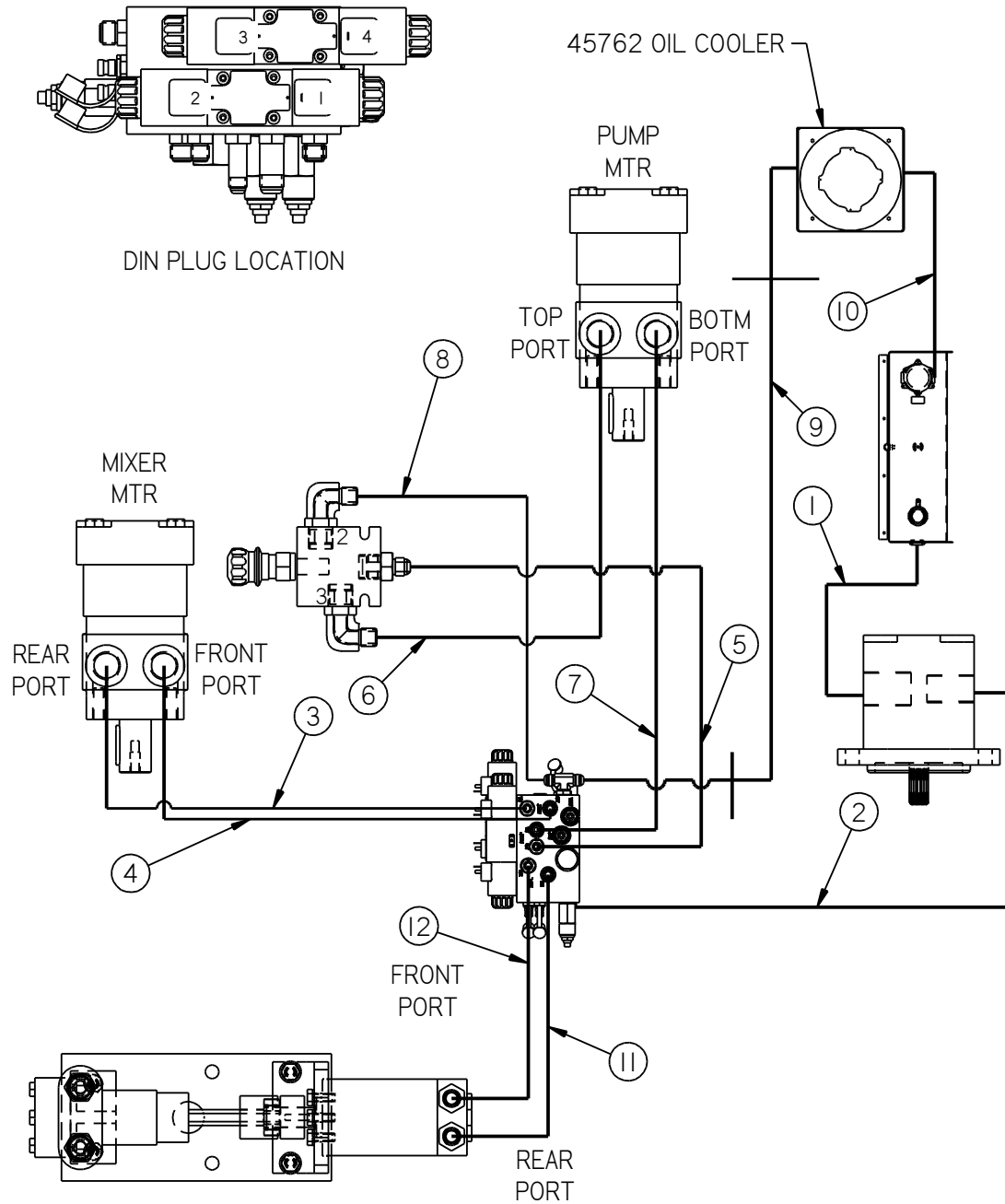


**Fig. 9-41 Hydraulic System Diagram – non compressor**

## Chapter 9 Illustrated Parts List

FIG.	ITEM	PART NO.	DESCRIPTION	QTY.
Fig. 9-41	6	FLOW CONTROL #3 PORT TO PUMP MOTOR TOP PORT		
		29896	½ ORING X ½ JIC ELBOW	1
		8M3K 8G-8FJX 30 27	HYDRAULIC HOSE	1
		29913	5/8 ORING X ½ JIC	1
	7	PUMP MOTOR BOTTOM PORT TO HYDRAULIC VALVE		
		29913	5/8 ORING X ½ JIC	1
		8M3K 8G-8FJX 8G-8FJX90S 23.5 20	HYDRAULIC HOSE	1
		29919	1/2 JIC X 3/8 O-RING ADAPTOR	1
	8	FLOW CONTROL #2 PORT TO HYDRAULIC VALVE TANK PORT		
		29896	½ ORING X ½ JIC ELBOW	1
		8M3K 8G-8FJX 8G-8FJX90S 37.25 33.75	HYDRAULIC HOSE	1
		29976	½ ORING RUN TEE	1
	9	HYDRAULIC VALVE TANK TO HYDRAULIC OIL COOLER		
		29976	½ ORING RUN TEE	1
		8M3K 8G-10FJX 8G-8FJX90S 20.25 17	HYDRAULIC HOSE	1
		29805	5/8 BULKHEAD UNION	1
		29807	5/8 NUT	1
		47617N	HYDRAULIC TUBE	1
		8M3K 8G-10FJX90S 8G-10FJX 80.5 77	ALT HOSE – USE IF TUBE NOT USED	1
		29805	5/8 BULKHEAD UNION	1
		29806	ALT BULKHD UNION: USE IF TUBE NOT USED	1
		29807	5/8 NUT	1
		8M3K 8G-10FJX 8G-12FJX90S 35 30.75	HYDRAULIC HOSE	1
		27692	1" FJIC X ¾ MJIC	1
		29951	1" JIC X 1" ORING TEE	1
	10	HYDRAULIC OIL COOLER TO HYDRAULIC TANK		
		29824	1" 90° ELBOW	1
	16M3K 16G-16FJX 30 26	HYDRAULIC HOSE	1	
	29818	1 ¼ ORING X 1" JIC	1	

**Chapter 9 Illustrated Parts List**



41696 HOT OIL PUMP AND MOTOR ASSEMBLY

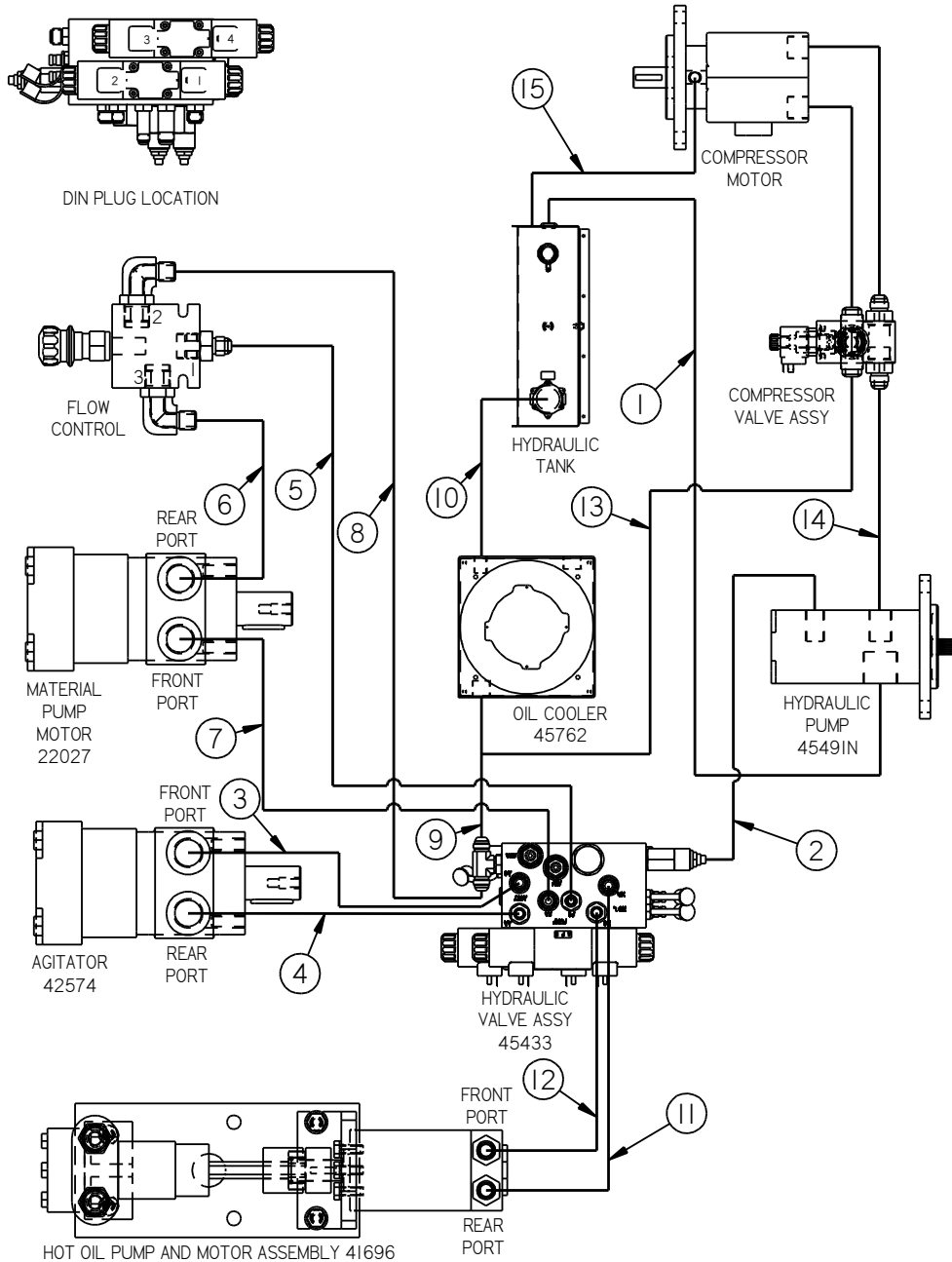
**Fig. 9-42 Hydraulic System Diagram – non compressor**

**Chapter 9 Illustrated Parts List**

FIG.	ITEM	PART NO.	DESCRIPTION	QTY.
Fig. 9-42	11	<b>HYDRAULIC VALVE "HA" PORT TO HOT OIL MOTOR REAR PORT</b>		
		29919	1/2 JIC X 3/8 O-RING ADAPTOR	1
		6M3K6G-6FJX 6G-8FJX90S 22 18.5	HYDRAULIC HOSE	1
		40311	STRAIGHT THD ADAPTER	1
	12	<b>HOT OIL MOTOR FRONT PORT TO HYDRAULIC VALVE "HB" PORT</b>		
		40311	STRAIGHT THD ADAPTER	1
		6M3K6G-6FJX 6G-6FJX90S 20.25 17	HYDRAULIC HOSE	1
		40311	STRAIGHT THD ADAPTER	1

**Chapter 9 Illustrated Parts List**

**9.33 Hydraulic System Diagram for Jacketed Pump Machines with the 42 HP engine (47600EC100, 47600SC100, 47600ECPA, 47600SCPA)**

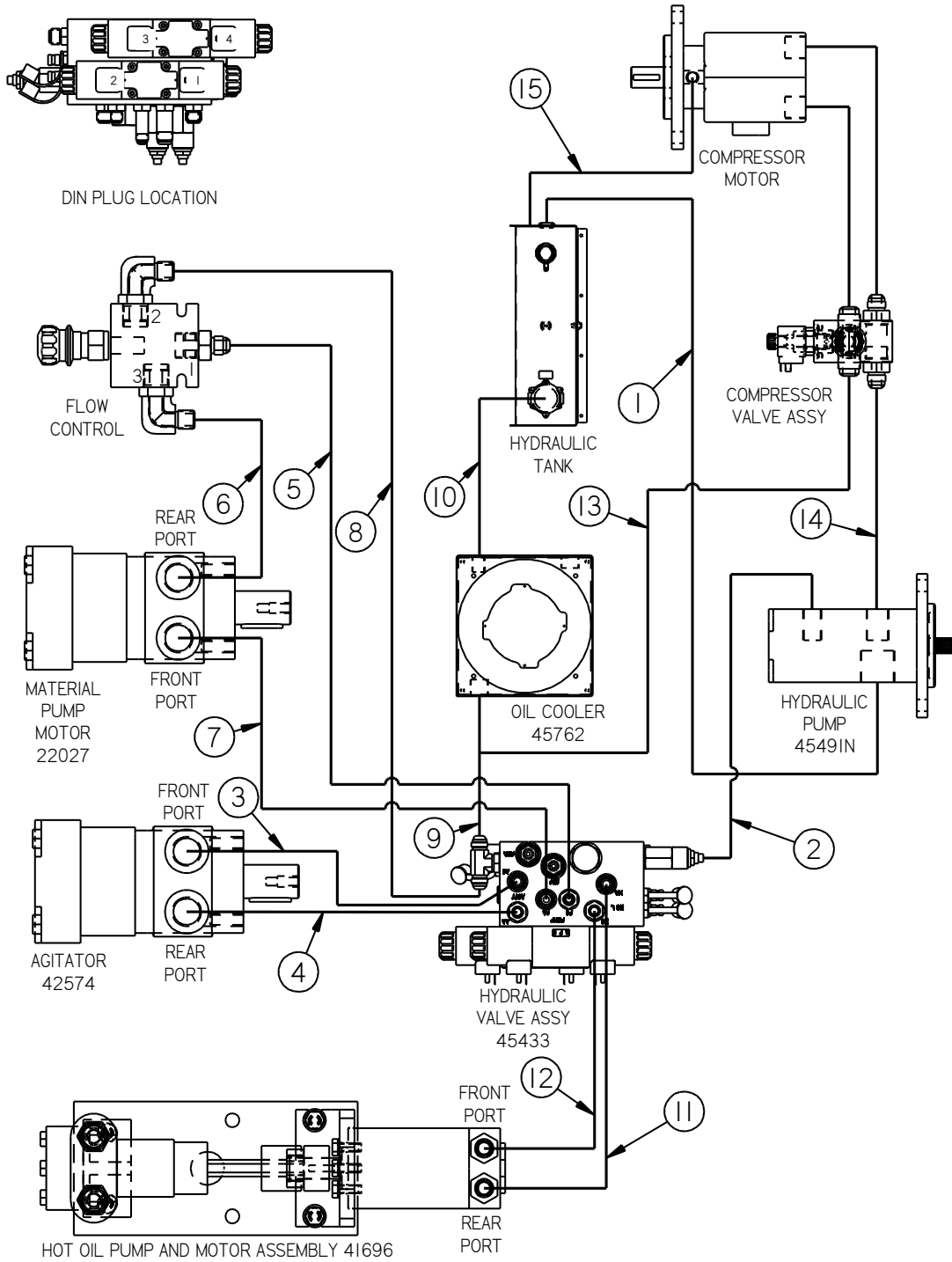


**Fig. 9-43 Hydraulic System Diagram - compressor**

## Chapter 9 Illustrated Parts List

FIG.	ITEM	PART NO.	DESCRIPTION	QTY.
Fig. 9-43	1	HYDRAULIC TANK TO HYDRAULIC PUMP		
		29885	1 5/8 ORING X 1 1/4 JIC	1
		20G4H 20G-20FJX 24 18	HYDRAULIC HOSE	1
		29888	1 5/8 ORING X 1 1/4 JIC	1
	2	HYDRAULIC PUMP TO HYDRAULIC VALVE		
		29842	¾ ORING X 5/8 JIC ELB.	1
		8M3K 8G-10FJX 8G-10FJX90S 24 21.25	HYDRAULIC HOSE	1
		29805	5/8 BULKHEAD UNION	1
		29806	ALT BULKHD UNION: USE IF TUBE NOT USED	1
		29807	5/8 NUT	1
		47618N	HYDRAULIC TUBE	1
		8M3K 8G-10FJX90S 8G-10FJX 118.5 115	ALT HOSE – USE IF TUBE NOT USED	1
		29805	5/8 BULKHEAD UNION	1
		29807	5/8 NUT	1
		8M3K 8G-10FJX 8G-8FJX90S 33.75 30.5	HYDRAULIC HOSE	1
		29897	½ ORING X ½ JIC	1
	3	HYDRAULIC VALVE “AB” TO AGIT MOTOR FRONT PORT		
		29919	1/2 JIC X 3/8 O-RING	1
		6M3K 6G-6FJX 6G-8FJX90S 31 27.5	HYDRAULIC HOSE	1
		46721	TUBE, HYD. PRESSURE	1
		22029	5/8 ORING X 3/8 JIC	1
	4	AGIT MOTOR FRONT PORT TO HYDRAULIC VALVE “AA”		
		22029	5/8 ORING X 3/8 JIC	1
		46722	TUBE, HYD. RETURN	1
		6M3K 6G-6FJX 6G-6FJX90S 30.75 27.5	HYDRAULIC HOSE	1
		40311	3/8 ORING X ½ JIC	1
	5	HYDRAULIC VALVE “PB” TO FLOW CONTROL #1 PORT		
	40308	3/8 ORING X 3/8 JIC	1	
	6M3K 6G-8FJX 6G-6FJX90L 15.75 12.5	HYDRAULIC HOSE	1	
	29896	½ ORING X ½ JIC ELBOW	1	

**Chapter 9 Illustrated Parts List**



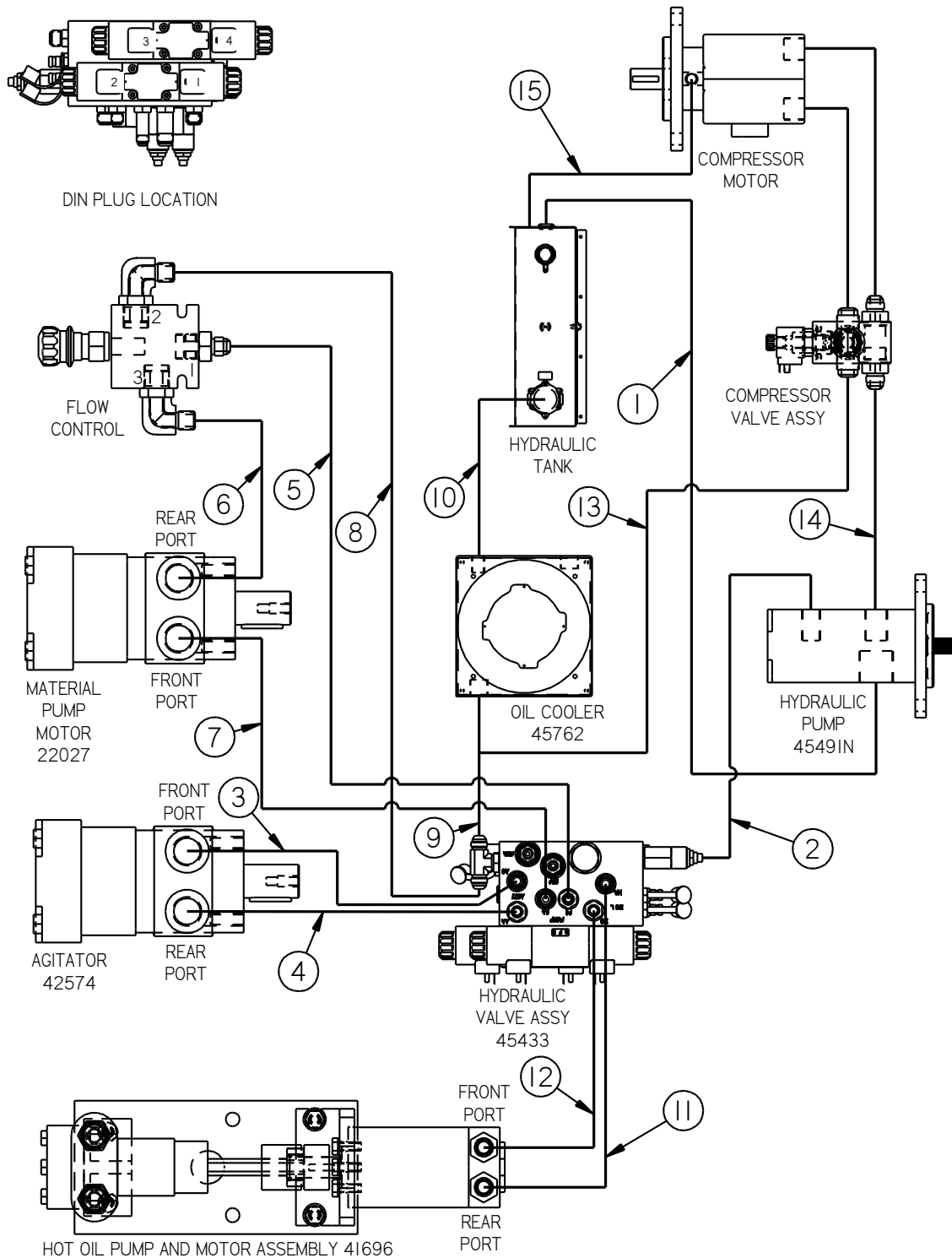
**Fig. 9-44 Hydraulic System Diagram - compressor**



## Chapter 9 Illustrated Parts List

FIG.	ITEM	PART NO.	DESCRIPTION	QTY.
Fig. 9-44	6	FLOW CONTROL #3 PORT TO PUMP MOTOR REAR PORT		
		29896	½ ORING X ½ JIC ELBOW	1
		8M3K 8G-8FJX 8G-8FJX 30 27	HYDRAULIC HOSE	1
		29913	5/8 ORING X ½ JIC	1
	7	PUMP MOTOR FRONT PORT TO HYDRAULIC VALVE "PA"		
		29913	5/8 ORING X ½ JIC	1
		8M3K 8G-8FJX 8G-8FJX90S 23.5 20	HYDRAULIC HOSE	1
		29919	1/2 JIC X 3/8 O-RING ADAPTOR	1
	8	FLOW CONTROL #2 PORT TO HYDRAULIC VALVE TANK PORT		
		29896	½ ORING X ½ JIC ELBOW	1
		8M3K 8G-8FJX 8G-8FJX90S 37.25 33.75	HYDRAULIC HOSE	1
		29976	½ ORING RUN TEE	1
	9	HYDRAULIC VALVE TANK TO HYDRAULIC OIL COOLER		
		29976	½ ORING RUN TEE	1
		8M3K 8G-10FJX 8G-8FJX90S 20.25 17	HYDRAULIC HOSE	1
		29805	5/8 BULKHEAD UNION	1
		29807	5/8 NUT	1
		47617N	HYDRAULIC TUBE	1
		8M3K 8G-10FJX90S 8G-10FJX 80.5 77	ALT HOSE – USE IF TUBE NOT USED	1
		29805	5/8 BULKHEAD UNION	1
		29806	ALT BULKHD UNION: USE IF TUBE NOT USED	1
		29807	5/8 NUT	1
		8M3K 8G-10FJX 8G-12FJX90S 35 30.75	HYDRAULIC HOSE	1
	27692	1" FJIC X ¾ MJIC	1	
	29951	1" JIC X 1" ORING TEE	1	
10	HYDRAULIC OIL COOLER TO HYDRAULIC TANK			
	29824	1" 90° ELBOW	1	
	16M3K 16G-16FJX 16G-16FJX 30 26	HYDRAULIC HOSE	1	
	29818	1 ¼ ORING X 1" JIC	1	

**Chapter 9 Illustrated Parts List**



**Fig. 9-45 Hydraulic System Diagram - compressor**

## Chapter 9 Illustrated Parts List

FIG.	ITEM	PART NO.	DESCRIPTION	QTY.
Fig. 9-45	11	HYDRAULIC VALVE "HA" PORT TO HOT OIL MOTOR REAR PORT		
		29919	1/2 JIC X 3/8 O-RING ADAPTOR	1
		6M3K6G-6FJX 6G-8FJX90S 22 18.5	HYDRAULIC HOSE	1
		40311	STRAIGHT THD ADAPTER	1
	12	HOT OIL MOTOR FRONT PORT TO HYDRAULIC VALVE "HB" PORT		
		40311	STRAIGHT THD ADAPTER	1
		6M3K6G-6FJX 6G-6FJX90S 20.25 17	HYDRAULIC HOSE	1
		40311	STRAIGHT THD ADAPTER	1
	13	COMPR VALVE TO HYD OIL COOLER		
		29900	3/4 ORING RUN TEE	1
		16M3K 16G-12FJX 16G-16FJX90S 72 65.5	HYDRAULIC HOSE	1
		29951	1" ORING RUN TEE	1
	14	HYDRAULIC PUMP PRESSURE TO COMPRESSOR VALVE "I" PORT		
		29978	3/4 ORING X 5/8 JIC ELB.	1
		10M3K 10G-12FJX 10G-10FJX90S 56 52.25	HYDRAULIC HOSE	1
		29821	3/4 ORING X 5/8 JIC	1
	15	HOT OIL MOTOR FRONT PORT TO HYDRAULIC VALVE "HB" PORT		
		29881	1/4 NPT X 3/8 JIC	1
		6M3K 6G-6FJX 6G-6FJX90S 58 54.75	HYDRAULIC HOSE	1
		29881	1/4 ORING X 3/8 JIC	1



**Chapter 10 Tools and Accessories**

**10.0 Tools and Accessories**



**Crafcoco Applicator Disk**  
27162 – 3" Disk Assembly  
27163 – 4" Disk Assembly  
27164 – 6" Disk Assembly



**Crafcoco Swivel Disk Applicator**  
27120 – 3" Swivel Applicator  
27130 – 4" Swivel Applicator



**Crafcoco Sealing Foot/Flush**  
27154 – 1/4" Flush  
27155 – 3/8" Flush



**Crafcoco Sealing Foot/Protruded**  
27159 – 1/4" Protruding  
27160 – 3/8" Protruding



**Crafcoco Joint Sealing Tip**  
27146 – 1/4" Sealing Tip  
27147 – 3/8" Sealing Tip



**Crafcoco Round Sealing Tip**  
27170 – 3/8" Sealing Tip  
27171 – 1/2" Sealing Tip



**Crafcoco Cold Air Lance – 47483N**

**Chapter 10 Tools and Accessories**



**Crafco Heavy Duty Squeegee with Aluminum Handle - 27199**  
27195 – Replacement Blade



**Crafco Pour Pot with Wheels - 40200**



**Super Shot Drip Stopper**  
Use with 50270 Duckbill  
27114 – Tip Adapter  
27115 – Shroud, Tip Adapter



**Crafco Hand Held Pour Pot - 40201**



**Crafco Duckbill - 50270**



**Crafco High Velocity Heat Lance - 45650**

**Chapter 10 Tools and Accessories**



**Crafc Low Velocity Heat  
Lance - 32259**



**Crafc Hand Torch  
W/ 20ft. Hose – 25012  
W/ 12ft. Hose – 25016  
W/ 50ft. Hose – 25021**







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