

## SUMMARY OF OPERATION AND CHECK LIST



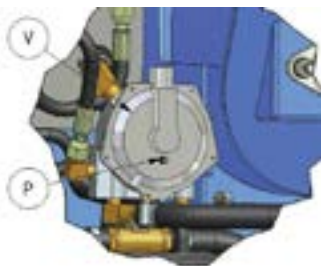
### Starting Engine



Select fuel type using switch on dashboard .

Petrol – Remove bung from air cleaner housing under seat , loosen valve on fuel tank cap to allow venting. From cold use choke , set throttle to  $\frac{1}{4}$  turn then key to start engine.

LPG – Fit bung to into air cleaner housing under seat , turn on gas at the bottle valve , prime system using button P on gas vaporizer V. set throttle to  $\frac{1}{4}$  then turn key to start engine.



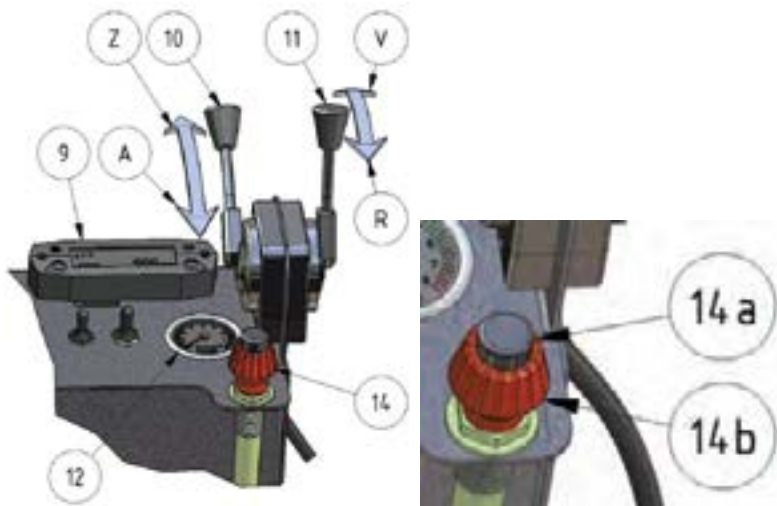
If engine does not start wait 15 seconds and re try. When started allow engine to warm up then increase RPM as required.

Stopping engine – lower engine speed to idle and allow to tick over for 1 minute before turn engine off with key. If running on LPG turn off gas valve on bottle and allow engine to use gas in system before turn off with key , this can help to eliminate back fire on shut down.

## Blasting

Fill hopper with abrasive to just above the grill using S390 or S460 abrasive.

The optimum blast wheel speed is when the engine is running at 3100 rpm, To start blasting start machine moving forwards using lever (11) increase the engine RPM by pulling up throttle lever (14) to around 3500 rpm , and then open shot valve lever (10) if a light blast is required reduce engine RPM to 3100 as required, if a heavier blast is required and engine RMP drops below 3100 under load increase as required. The throttle has fine adjusted by turning the throttle knob (14B). The speed gauge (9) is used to monitor the forward speed on the machine.



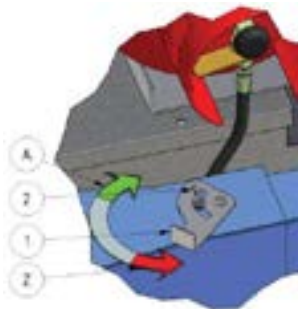
## Dust collection

The LH gauge monitors pressure in the collector filter compartment, in normal operation the gauge should not rise above 1.5 KPA. If the gauge rises higher the vacuum is starting to drop as the filters are blocked , allow the machine to pulse without blasting to clean the filters or replace if required.



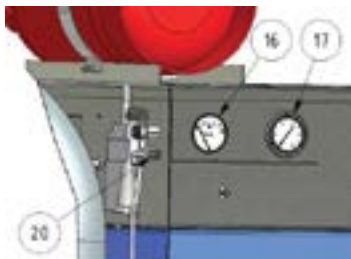
The RH gauge monitors pressure in the air tank , the compressor increases air pressure to 6 bar and then pulse down as it cleans the filter , when the pressure drops the compressor then builds pressure back up again.

Check the collection bin periodically and empty as required. If the bin contains excessive abrasive reduce suction with air flow valve (1) Towards green increases vacuum , towards red reduces vacuum. Do not close off completely as there will be no vacuum and abrasive will not be cleaned / recovered effectively. Normal position is halfway between open and closed.

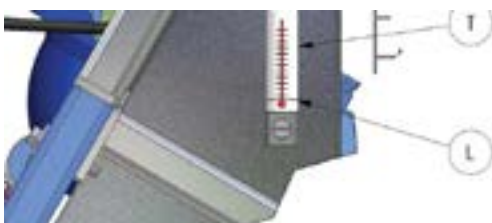


## Daily checks

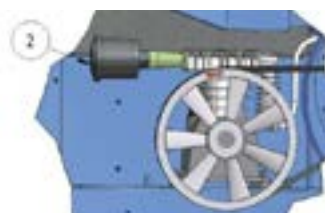
1. Check engine oil level – lift operator seat and check level with dip stick
2. Check engine air filter
3. Drain air pressure tank using valve - 20



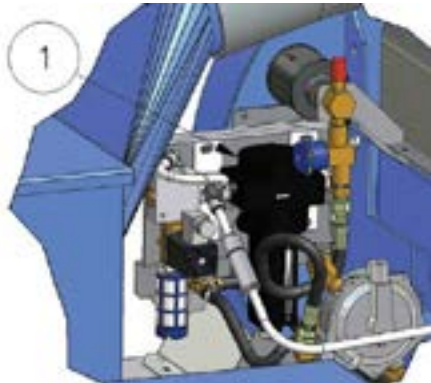
4. Check hydraulic oil level – should be halfway between T and L



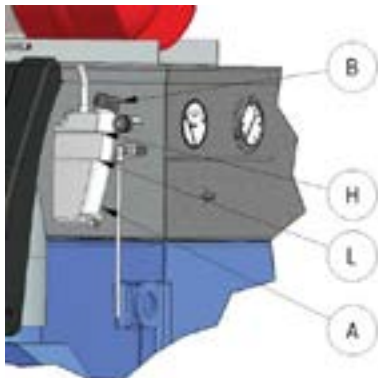
4. Clean compressor air intake filter - 2



5. Empty water separator in compressed air system as required - 1



6. Check coolant level in reservoir A - **DO NOT REMOVE RESORVOR CAP WHEN ENGINE IS HOT**



7. Check condition of blast wheel for wear , life of blast wheel is approximately 20 to 50 hours depending on application.

The blast head can be raised / lowered by operating the hydraulic raise / lower lever below the operator's seat and should be raised when the equipment is being moved from site / loaded on to transport.

The above information is a basic summary of operation , refer to the main operator's manual for further information.