

Section 4.3



Machine Operation - Operating Procedures

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Before Starting The Engine

NOTICE

You must read and understand the safety signs and safety information found in Section 2 of this manual before performing any operation or maintenance procedures.

General Pre-Start Inspection

Always perform a general pre-start inspection before starting the machine.

Check around and under the machine for oil or coolant leaks, worn or damaged components and loose bolts or fasteners. Clean up accumulated debris, especially in the engine, pump and exhaust areas where fires are most likely to start.

Check engine oil, hydraulic oil, coolant and fuel levels. When in cold weather conditions, make sure the engine oil and hydraulic oil are the correct viscosity, the coolant is the correct mixture and the diesel fuel is the proper grade for cold weather operation. Refer to the "Lubricant & Fill Capacities" chart in Section 3.1.

See "Daily Machine Walk-Around Inspection" in Section 3.1 for detailed daily inspection information.

! WARNING

Do not operate machine with a malfunctioning IQAN MDL system. Severe damage to the machine could result.

Engine Starting Procedure

Do not operate machine with malfunctioning system monitoring gauges warning alarm, or warning lights. Severe damage to the machine could result.

- 1) Turn the ignition key to the "RUN" position. See Figure 1 - Item #1.
- 2) Check to see if the Wait to Start message is lit. If the Wait to Start is lit, wait until it goes off before starting. This message will be displayed on the IQAN MDL screen.

NOTICE

When the engine Wait light is "Lit" the engine is preparing itself for startup. It is important to wait until this light is off before starting.

(Cummins engines only) When temperature is below 32°F (0°C) the Wait to Start message may shut off for a moment and turn back on again. At this time the internal intake grid heater is activated to aid in engine startup.

- 3) Turn the ignition key to the "START" position. If the engine does not start after 15-30 seconds of cranking, return ignition key to the "OFF" position and wait before trying to start engine again to allow the starter to cool down.
- 4) When the engine starts, release the ignition key.

NOTICE

During extreme cold weather startup. The keyswitch can become stiff and hard to operate. Make sure the keyswitch returns fully to the run position after starting engine.



Figure 1: Upper Dash Panel

Cold Weather Starting

(Below 32°F (0°C))

When in cold weather conditions, make sure the engine oil and hydraulic oil are the correct viscosity, the coolant is the correct mixture and the diesel fuel is the proper grade for cold weather operation. Refer to the "Lubricant & Fill Capacities" Section 3.1.

The engine starting procedure is the same for cold weather conditions. The machine may also be equipped with optional equipment that make starting the machine in cold weather easier.

Additional pre-heating equipment may be required when starting the machine in cold weather conditions below 0°F (-18°C). Such equipment could include an engine block heater, Espar Pre-heater, or Engine Wet Kit. See instructions in this section on **Optional Heaters**.

Engine Shut-down

! WARNING

Stopping the engine immediately after it has been working under load can result in overheating and accelerated component wear. Allow engine to cool down while running at low idle before shutting down.

1. With the machine parked, run the engine at low idle for a few minutes to allow it to cool down. Stopping the engine immediately after working under load can result in overheating and accelerated component wear.
2. Turn the ignition key to the **"OFF"** position. Remove the ignition key and place in safe-keeping. See Figure 1 - Item #1.
3. If the machine is to be left un-attended, such as overnight, switch off the master electrical disconnect or disconnect the positive (+) battery cable. See Figure 2.

Engine Idling

Avoid unnecessary engine idling. Long idling periods can cause rapid wear of engine parts. Maintain 1000 rpm or more if prolonged idling is necessary.

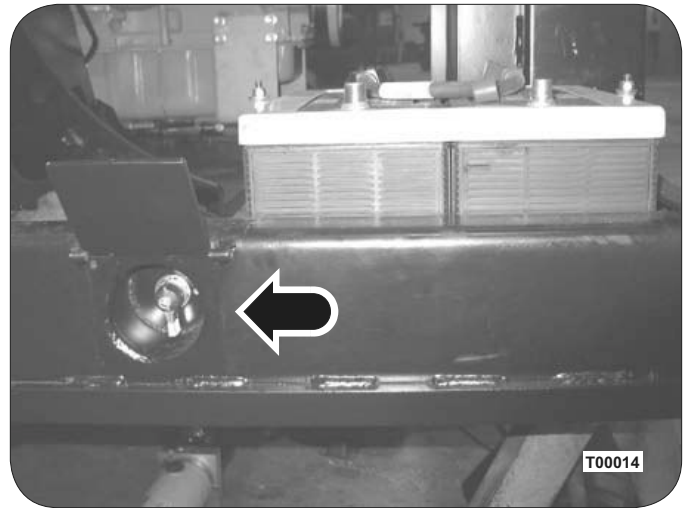


Figure 2: Master Disconnect

Engine Break-in Period

A gradual engine break-in period is recommended. During the first 50 hours of operation, run the engine at moderate speeds and avoid prolong idling. Check the system monitoring gauges frequently, paying particular attention to the following gauges and warning lights: See Figure 1.

- 1) Hydraulic Oil Temperature
- 2) Engine Oil Pressure
- 3) Engine Water Temperature
- 6) Return Filter Warning Light
- 7) Charge Filter Warning Light
- 8) Engine Warning/Wait Light
- 9) Engine Stop Light

Machine Warm-Up Procedure

! WARNING

Operating the machine at full speed when engine and hydraulic oils are cold could cause serious damage to the engine or hydraulic pumps and motors.

When the outside air temperature is below 32°F (0°C). Follow these instructions to help warm and breakup the engine and hydraulic oils before trying to operate the machine at full speed.

1.) Run the engine at idle for at least 5 minutes to allow the engine to warm-up before increasing RPM or operating hydraulic functions. Always monitor all gauges and warning lights at this time.

If optional charge heater is equipped on your machine you may turn it on at this time. Always keep a close watch on machine when using charge heater. Never turn on charge heater and leave the machine unattended. Always cycle the machine hydraulics at a low RPM after using the Charge Heater.

2.) After engine has warmed slowly operate the Clamp function. Wait a few seconds between the open and closing for recovery. You may slowly increase the engine RPM as the hydraulic temperature begins to rise.

3.) When hydraulic oil temperature has reached 50°F (10°C) you may now run the machine at full speed.

Parking The Machine

NOTICE

When parking the machine, select a spot where the ground is level. Do not park on a hillside or any incline.

When freezing conditions are expected, do not park machine in loose or wet soil which could freeze around the tracks.

1. Select a level spot to park the machine. If it is necessary to park on an incline, the tracks must be blocked securely.

NOTICE

After each day/shift's operation dirt and debris should be cleaned from the tracks.

2. Reduce engine speed to low idle.
3. Lower booms and attachment and place them securely on the ground.
4. Turn Parking Brake "ON" before exiting operator's cab.

5. Always shut down engine before leaving machine. If machine must be left running use extra caution when parking machine. Make sure machine is parked far away from people and obstacles

Parking: Freezing Conditions

NOTICE

In freezing conditions, park the machine where it will not freeze into the ground.

DO NOT attach pulling chains around anything but the towing points provided.

When parking the machine in freezing conditions, planks or forest debris can be placed under the tracks to prevent them from freezing into the ground. The boom cannot be used to help free the machine. Also place planks or forest debris under the attachment to prevent it from freezing into the ground.

Working in Wet And Muddy Ground Conditions

Leveling components and attachments should be lubricated daily if the machine is working in very damp conditions or submerged in water or mud during operation. Greasing daily will help keep water out of these areas.

Important Towing Information

NOTICE

Tow the machine only in an emergency situation or if there has been an engine failure or a major failure that requires the machine to be moved to service facility.

If there has been a hydraulic failure of the track drive pump, wheel drive motor, or a mechanical failure of the transfer case, it is much better to replace the component without towing the machine. Towing a machine with a failed track drive pump or motor will likely contaminate other major hydraulic components in the hydrostatic wheel drive circuit while towing.

Block machine to prevent movement before releasing the parking brakes. The machine can roll free if it is not blocked.

! WARNING

Serious personal injury or death could result when towing a disabled machine incorrectly. Contact your TimberPro dealer or the factory before beginning any towing procedure.

Shielding must be provided on the towing machine to protect the operator if the tow line or bar should break.

Before towing, be sure the tow line or bar is in good condition and has enough strength for the towing situation involved. Use a towing line or bar with a capacity at least 1.5 times the gross weight of the towing machine, for a disabled machine stuck in mud or when towing on a grade.

DO NOT use a chain for pulling. A chain link can break causing possible personal injury. Use a wire rope cable with loop or ring ends. Use an observer in a safe position to stop the pulling procedure if the cable starts to break or unravel. Stop pulling whenever the pulling machine moves without moving the towed machine.

Keep the tow line angle to a minimum. DO NOT exceed a 30° angle from the straight ahead position.

Attach towing cable to towing hook found on either end of the machine.

Quick machine movement could overload the tow line or bar and cause it to break. Gradual and smooth machine movement will work better.

Normally, the towing machine should be as large as the disabled machine. Make sure that the towing machine has enough brake capacity, weight and power to control both machines for the grade and distance involved.

To provide sufficient control and braking when moving a disabled machine downhill, a larger machine or additional machines connected to the rear could be required. This will prevent the

disabled machine from rolling uncontrolled.

A towed machine, when loaded, must be equipped with its own brake system operable from the operator's compartment.

Towing Machines That Are Disabled - Short Distances

Use the following procedure only if there has been no hydraulic failure of the track drive pump, track drive motor, or in case of an emergency. This procedure is for towing the machine short distances (100-200 yards). Please consult your TimberPro dealer or the TimberPro factory if the machine needs to be towed further than 200 yards.

Ready The Machine For Towing

1. Review all Important Towing Information on 4.3.5 before beginning the towing procedure.
2. Block tracks to prevent movement of the machine while disengaging the parking brake.
3. Vent all pressure from hydraulic tank.
4. Back off all four track drive pump main reliefs approximately one turn. (See figure 20). Make sure to turn the entire relief valve one turn counter-clockwise. Do not turn the jam nut or the pressure adjustment screw.

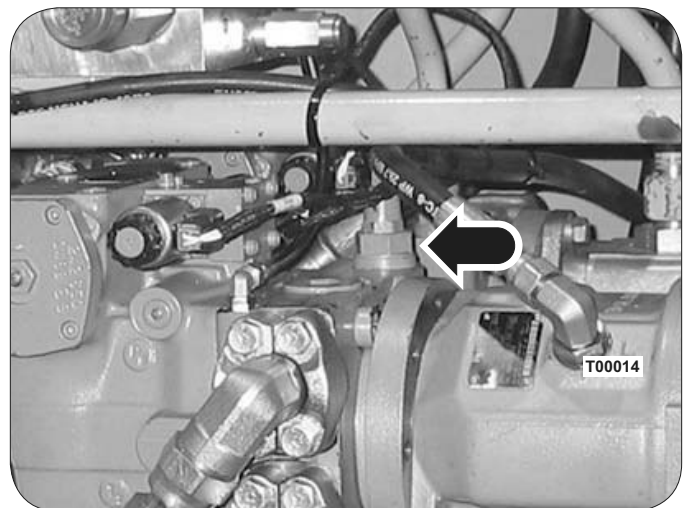


Figure 3: Track Pump Main Relief

5. An external pressure is required to release the parking brake. This can be done using a grease gun filled with hydraulic oil. Remove the parking brake hose from the park brake solenoid valve. Attach the parking brake hose to the grease gun and pump

the grease gun until 400 psi (28 bar) pressure is reached.

NOTICE

When towing machine keep the speed of the tow machine to 1 mph or less. This will help avoid internal heat that could damage the pump.

5. When finished towing, return main reliefs back to normal and re-install parking brake hose.

Optional Heaters

Wet Kit (Optional)

NOTICE

The external source of warm coolant must have the same coolant mixture as the machine's engine. Coolants containing different additives or mixture ratios may result in chemical imbalance and possible engine damage.

A warm water circulation kit (wet kit) is available to preheat the engine block before starting. The wet kit allows an external warm water source (a properly equipped service vehicle, portable propane water heater, etc.) To be circulated through the machine's cold engine for easier starting. The wet kit connections are in theThe mating connectors required to make the connection are available from your TimberPro dealer (PN 17307F) See Figure 6.



Figure 6: Engine Wet Kit

Charge Heater

A wheel drive charge oil heater block is available as an option for helping to speed-up hydraulic system warming in colder climates. The Charge Heater uses wheel drive system charge oil and forces it across a relief warming the oil and recirculating it back to the hydraulic tank. The Charge Heater is set to shut off automatically at 70° F.

The Charge Heater control switch is located on the left joystick control pad. See Section 4.2 on machine controls for more instruction.

Espar Pre-Heater Control (Optional)

The Espar Pre-Heater is an optional diesel powered pre-heater that warms the engine coolant and the hydraulic oil.

The Espar Pre-heater contains a programmable control module that can be programed to automatically turn on the pre-heater.

NOTICE

The Espar Pre-Heater will get extremely hot. Always clean all debris and flammable fluids out from around the heater and the heaters exhaust before use. Always use extra caution when programing heater to turn on when no one is around the machine to supervise.

The following page contains instructions for operation the Espar control panel. For more information on the Espar Pre-heater's operation and safety please read the Espar heater manual shipped with your machine.

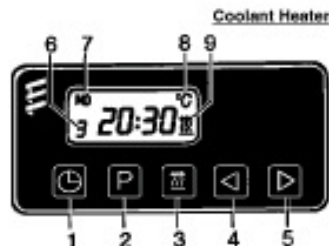
NOTICE

Always be sure and turn off the heater water valves when heater is not being used. Failure to do so will cause overheating of engine coolant and hydraulic oil.

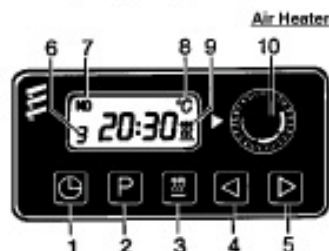
Espar Pre-Heater Control (Optional)

Operating Instructions

- 1 Time set
- 2 Preheat time set
- 3 Heater "On"
- 4 Backward scan
- 5 Forward scan
- 6 Memory location
- 7 Time and day display
- 8 Air temperature display (optional)
- 9 Heater "On" symbol
- 10 Temperature set (air heater only)



Note: Upon connection to power the entire timer display will begin to flash. The heater will not function until the time is programmed.



Setting Time and Weekday

Push **[G]** button once. 12:00 will begin to flash (this will occur upon initial hook up to power).

Using **[<]** or **[>]** set the present time of day (24 hour clock).

When the time stops flashing the time has been stored.

The weekday will now begin to flash.

Use **[<]** or **[>]** to set the present weekday.

When the weekday stops flashing the weekday has been stored.

When the vehicle ignition is turned "on" the time display will appear.

When the vehicle ignition is turned "off" the timer display will go off after 15 seconds.

..... continued on reverse side

Operating Instructions

Changing the Time or Day

Push and hold **[G]** button until the time display begins to flash.

Continue to set the time as listed in setting time and weekday.

Using the Timer with the Vehicle Ignition "Off"

Push **[H]** button.

[H] will appear on the display as well as the operation countdown timer.

The running time is factory set to a maximum of 120 minutes. This running time can be reset once or permanently as desired.

Adjusting Preheat Time Once

Press **[H]** button.

The **[H]** will appear in the display and the preselected run time will appear in the display (maximum time of 120 minutes).

Use the **[<]** or **[>]** to adjust the desired run time.

Adjusting the Heater Preheat Time Permanently

(Maximum Preheat Time of 120 minutes)

Push **[<]** and hold (about 3 seconds) until the display lights up and flashes. Release button.

Use **[<]** or **[>]** to set the new fixed preheat time.

When the display goes off the new preheat time is set.

Note: At the end of a preheat cycle the timer will turn the heater off.

The heater will complete a cool down cycle and turn itself off.

Using the Heater Manually with the Vehicle Accessory "On"

Push **[H]** button.

The **[H]** symbol will appear in the display next to the time of day.

The time of day will remain displayed during ignition on operation.

The heater will function continually as long as the vehicle ignition is "on".

When the vehicle ignition is turned "off" the heater will continue to operate for an additional 15 minutes.

The run time can be altered by pressing the **[<]** or **[>]** buttons.

The heater can be turned off by pressing **[H]** button.

Set Preheat Times into Memory

Press **[P]** button until the desired memory location is shown in the display (Three memory locations are available).

Using the **[<]** or **[>]** buttons set the desired preheat start time of day.

When the time stops flashing the time of day is set.

Using the **[<]** or **[>]** buttons set the desired day of the week.

When the day of the week stops flashing the day is set.

To Use Preset Start Times

Press the **[P]** button until the desired memory location appears in the display.

The heater will start at the day and time displayed.

The display will go off in 15 seconds. The memory location number will stay displayed (1, 2 or 3).

To Turn Heater "Off" - All Modes

Press the **[H]** button once.

The heat signal to the heater will be turned "off".

The heater will do a normal cooldown and turn itself "off".

Note: When the vehicle ignition is turned "on" the time of day and day of the week will appear in the timer display. This will stay on as long as the vehicle ignition is "on".

Note: When the vehicle lights are turned "on" the timer backlight will come "on" also.

Note: This timer is equipped to display fault code numbers if the heater should shut down due to an operating fault. The fault code will show in the timer display next to the flashing heat wave symbol. This applies whenever the timer is used in conjunction with the Hydronic heaters, the D7W model 25 1807, the D9W and the D12W models 25 1859 and 25 1860, and has the blue diagnostic wire connected.

