

# Section 4.1

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## Machine Operation - Operator's Cab

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Figure 1: IQAN MD4 display

## IQAN MD4 Display Screen

The machine is equipped with an IQAN MD4 screen that can monitor and display vital engine and hydraulic information and provide feed back to the operator. The following items are displayed on the main screen of the IQAN MD4.

### Hydraulic Oil Temperature Gauge

(Reference #1, Figure 1)

The hydraulic oil temperature gauge monitors the temperature of the hydraulic oil in the tank.

Max Operating Temp according to ISO rating

ISO 32 .....	170°F (77°C)
ISO 46 .....	190°F (88°C)
ISO 68 .....	210°F (99°C)

If high hydraulic oil temperature is a re-occurring problem, check the oil cooler fins for debris or look for a possible pump or valve relief set too low that is allowing oil to dump over it and creating excessive heat.

### Engine Tachometer

(Reference #2 Figure 1)

The engine tachometer monitors the engines revolutions per minute. The engine's RPM can be adjusted according to the operators preference. The maximum RPM of the engine should never exceed 1800 RPM.

### Engine Oil Pressure Gauge

(Reference #3, Figure 1)

#### NOTICE

Operating the machine with low engine oil pressure will cause severe damage to the engine.

The engine oil pressure gauge monitors engine lubricating oil pressure.

Normal operation: ..... Varies  
 @ Cold idle..... 70 - 80 PSI  
 ..... (480 - 550 kPa)  
 @ Hot idle..... 35 - 40 PSI  
 ..... (210 - 275 kPa)

## Engine Water Temperature Gauge

(Reference #4 Figure 1)

The engine water temperature gauge monitors the engine's cooling system temperature.

Normal operation: . . . . . 190° - 212°F  
. . . . . (87° - 100°C)

If the engine water temperature gauge is higher than 210°F (99°C), return the engine to an idle until it cools down. If engine overheating is a re-occurring problem, check the radiator/oil cooler fins for debris. Keep the area in front of the radiator clean for maximum cooling air flow.

## System Voltage

(Reference #5, Figure 1)

The voltmeter monitors the condition of the machine's electrical charging system.

If a low battery charge is indicated, a red battery symbol will appear and warn the operator. The red battery symbol will also appear if the electrical system is over charging.

If the red battery symbol stays on, have the batteries and the engine's charging system checked. The machine can operate with a low battery charge, but IQAN controls may become unstable.

## Low Fuel Warning

(Reference #6, Figure 1)

The Low Fuel Warning Light is used to warn the operator of a low fuel level in the fuel tank and help prevent the operator from running the machine out of fuel. The Low Fuel warning indicator is YELLOW.

## Axle Differential Locks

(Reference #7, Figure 1)

Locking the axle differentials allows ALL wheels to drive forward and reverse. This feature should only be used when necessary. Always turn off the differential lock when not needed. When the lock is green the axle is unlocked and when yellow it is locked.

## Parking Brake Warning

(Reference #8, Figure 1)

The Parking Brake warning indicator is used to alarm the operator that the parking brake is "ON". The parking brake switch is located on the left joystick control pod. Pressing the parking brake switch will disable the parking brake and turn off the indicator light. When the indicator light is out the auto parking brake feature will be enabled and when either one of the travel pedals are pressed the parking brake will be released.

## Gearbox (transmission) Shift

(Reference #10, Figure 1)

The gear icon is used to alert the operator as to what gear the gearbox is in. When in first gear the icon shows a "1". When in second gear the icon shows a "2". If the gearbox happens to get stuck in the neutral position the gear icon will show a "!" symbol and flash on the screen.

## Hydraulic Motor Speed

(Reference #10, Figure 1)

The Hydraulic Motor Speed Indicator is used to tell the operator if the hydraulic wheel motor is in the Low (snail), or High (rabbit) speed condition.

## Hydraulic Oil Level

(Reference #11, Figure 1)

The machine is equipped with two sensors which monitor the hydraulic oil level in the tank. The Fill Hydraulic Oil sensor and the Low Hydraulic Oil Sensor.

If the oil level is getting low a yellow indicator will light with a "ADD HYD OIL" message.

If the oil level is critically low then a red indicator will light with a "LOW HYD OIL" message and siren.

 **WARNING**

Low hydraulic oil level can expose suction filters to air and cause catastrophic damage to the pumps keep hydraulic oil level in the upper site glass sight gauge at operating temperature.

The hydraulic oil level can also be monitored by a visual inspection on the hydraulic tank using the two

site glasses that can be viewed from the back of the hydraulic tank. It is a good policy for the operator to check oil level before and after every shift.

## Hydraulic Filter Bypass Warnings

(Reference #12, Figure 1)

The hydraulic filter warning indicator will alert the operator of a possible plugged or contaminated hydraulic filter. If this condition exist the yellow filter indicator will illuminate and it will also tell the operator if it is the return, case drain or charge filter that is causing the problem.

### **WARNING**

Preventing hydraulic filter bypass is very important. Unfiltered oil bypassing the filters will enter the hydraulic tank and begin to contaminate the entire hydraulic system.

Excessive hydraulic oil filter back pressure is the result of a dirty filters or cold oil being forced through the filters. Change filters according to the preventive maintenance schedule in this manual and always after a major component failure. During cold starts, always allow the machine to reach normal operating temperature before running at full throttle. Following These simple rules will help prevent costly down-time and increase the life of your equipment.

During cold starts, always allow the machine to reach normal operating temperature before running at full throttle. Following These simple rules will help prevent costly down-time and increase the life of your equipment.

## Engine Errors

(Reference #13, Figure 1)

The engine indicator will alert the operator when engine errors are present. If everything is OK then just an engine image is shown. If an engine warning is active a yellow caution image will appear. If the engine has a serious error active a red stop sign will appear. If a red stop sign is shown shut down the engine as soon as possible and call your dealer for service.

## AdBlue/DEF indicator (Volvo Tier4)

(Reference #14, Figure 1)

This indicator shows the level and condition of the AdBlue - DEF levels. The indicator will also flash if an error is present in the AdBlue/DEF system. See the engine Operator's Manual for more information.

## Upper Dash Controls:

### Ignition Key Switch

(Reference #1, Figure 2)

### **WARNING**

Keep the ignition key in the "RUN" position while the engine is running. Do not turn the ignition key to the "START" position while the engine is running. Damage to the engine could result.

**OFF** - Turn the ignition key to the "OFF" position to shut down the engine. Insert and remove the ignition key from this position only. See Figure 3.

**START** - Turn the ignition key all the way to the right to crank engine. Release the key when the engine starts. Do not crank the engine for more than 30 seconds. If the engine doesn't start, return the ignition key to the "OFF" position and before trying again. Always wait for the "Wait to Start" light to turn off before cranking over engine.

**RUN** - The ignition key will automatically return to this position when it is released after the engine starts. (In extreme cold weather start-up make sure key returns to the run position after starting engine.)

## Hydraulic Tank Vacuum / Vent Switch

(Reference #2, Figure 2)

This is a On / Off / "Momentary On" rotary switch with a red indicator light. When this switch is in the "Vacuum" position. The RED indicator light will be on, the vacuum pump will be activated, and the key switch will be disabled.

## **! CAUTION**

The vacuum system is only meant to be used until a leak can be repaired. Never leave the machine unattended while the vacuum system is on.

Always make sure to vent the hydraulic tank for 60 seconds before start-up after using the vacuum system. Failure to do so could cause severe damage to the hydraulic system.

Turning on the vacuum pump when the machine is running could cause major damage to the hydraulic pumps. Always shut down engine first.

The Hydraulic Tank Vacuum switch turns on a small vacuum pump located in the engine compartment. The vacuum pump can be used to minimize oil loss by pulling a vacuum on the hydraulic system. This is important if there is a hydraulic system leak or if hydraulic components need to be removed for service.

When the Vacuum / Vent switch is held in the Momentary position. This will activate the hydraulic tank vent system and will release any pressure or vacuum in the hydraulic tank.

## **! WARNING**

It could take up to 60 seconds to fully vent the hydraulic tank.

The hydraulic tank is pressurized by the turbo of the engine. This is done to help stop cavitation problems with the hydraulic pumps and motors. If a leak occurs on the machine or repair is to be done on the machine that requires the removal of

hydraulic hoses or components. The Vent switch can be rotated “clock-wise” and held until the pressure built up in the tank is released.

The vent should also be used after using the vacuum system to release any vacuum left in the hydraulic tank to prevent cavitation of hydraulic pumps upon start-up.

## **Exterior Lights “ON/OFF”**

(Reference #3, Figure 2)

GREEN colored switch used to turn on the exterior work lights.

Push down on top of switch to turn the exterior lights “ON”. Push down on bottom of switch to turn exterior lights “OFF”.

## **Hour Meter**

(Reference #4, Figure 2)

The hour meter displays the total hours of the machine. The engine running hours are also available on the engine screen of the IQAN MD4.

## **Radio**

(Reference #5, Figure 2)

This is the Am/Fm, Weatherband and Bluetooth Radio. The Radio controls are further explained on page 4.1.8.

## **Emergency Stop Switch**

(Reference #6, Figure 2)

When pushed the engine and control system will be instantly shut down. Turn and pull out the switch to return it back to normal operation.



Figure 2: Dash Controls

# MD4 Screen Overview



Figure 3: IQAN MD4 display

## Features

IQAN-MD4 has a 7" touch screen for easy readability in a wide range of ambient light conditions.

Below is a list of a standard button configuration. Some machines may have a custom configuration. Contact your dealer or TimberPro factory. If you have any questions.

### Button #1 - Engine Information

Select (#1) will allow you to see information about your engine. This will include: Pressure, Temps & Fuel Consumption.

### Button #1 - Troubleshooting Information

Selecting (#2) will allow you to view troubleshooting information about the machines hy-

draulic control system. Included items would be: Hydraulic pressure, Oil Temps, and Information about the IQAN control system for each machine function.

### Button #3 - Control Layout Selection

Selecting (#3) will allow you to view information about the machines joystick and button configuration. Here you will be able to change to different operator control schemes.

### Button #4 - Machine Service Information

Selecting (#4) will allow you to view information about the machine. The information displayed would be: Machine Model and Serial Number, Engine Model and Serial Number, Attachment Model and Serial Number, Fuse and Relay locations and Button Testing.

## Button #5 - Operator Adjustments Screen

Selecting (#5) will be the most important information in reference to different adjustments and especially operator control. These adjustments would include:

- Reverse Fan Time
- Auto Parking Brake Time
- Auto Throttle Settings
- Operator Modes (1,2,3,4)
- Machine speed and ramp settings for each function.

When the machine leaves the factory all settings are for normal operation.

If a new operator wants to change any or all the controls to his liking he will push button "C" on the Operator Adjustments Screen to bring up control adjustment page. Then by selecting any of the control functions will bring up a dial on the screen.

On the bottom of the screen you will need to select the desired direction you would like to adjust.

On the right side of the screen in a vertical position opposite A,B, C,D will be the min, max, start & stop reaction time in milliseconds which can be changed within certain limits as indicated on the dial.

Once the desired function is adjusted to the likes of the operator click on the center of the encoder and this will set the function.

If you want to go back to factory settings push F3 to reset.

## Button #6 - Menu button

Always brings up the Menu page. The Menu Page will include things like:

**Control Adjustments:** Control adjustments are the operator can make adjustment to things like speed and ramp settings.

**Measurement:** The measurement feature is used to diagnose and trouble shoot IQAN system problems. Here you will be able to measure all inputs and outputs to the IQAN system.

**Preferences:** Preferences are where ad-

justments for the MD4 screen can be made. Here things like backlighting, time and date, and languages can be set.

**Info:** Info is a place that machine and system information is stored and can be viewed.

### • Esc' or BACK button (left arrow).

Returns you to the previous display page.

## MD4 Display Maintenance

### Maintenance

The 7" display is a high quality viewing interface and reasonable care should be taken to maintain it.

To clean your MD4 screen, never use any type of cleaning solvent such as Windex or other chemical agents. Use only water.

Use water and a lint free, scratch resistant cloth (microfiber preferred) to clean your MD4 screen by dampening the cloth slightly and clean the screen using soft, even strokes.

The 3M Microfiber Cleaning Cloth is highly recommended.

# Radio (Basic Operation)

(Figure 4)

## Power On/Off

Press the power button (1) on the front panel to turn the unit on or off.

## Volume Control

To increase the volume, press the VOL + button (2a). To decrease the volume, press the VOL - button (2b).

## Mute

Press the MUTE button (17) on the control panel to mute the audio output. Press MUTE again to restore the audio output to the previous level.

## Mode

Press the MODE button (4) on the control panel to select a different mode of operation, as indicated on the display panel. Available modes include AM/FM Tuner, Weatherband, iPod, USB, AUX In (optional Auxiliary Input), BT Audio.

## Reset

Use a ball point pen or similar object to press the RESET button (19). This may be necessary should the unit display an error code.

You can recover factory default settings using the RESET function located on the system menu. With "Reset to Defaults?" flashing, press the INFO/ENTER button (18) to activate.

# Audio Menu

Press the AUDIO/MENU button (3) on the control panel to access the audio menu. You can navigate through the audio menu items by pressing the AUDIO/MENU button repeatedly. Once the desired menu item appears on the display, adjust that option by pressing the VOL +/- buttons (2) within 5 seconds. The unit will automatically exit the audio menu after five seconds of inactivity. The following menu items can be adjusted.

## Bass

Use the VOL buttons to adjust the bass level range from "-6" to "+6".

## Treble

Use the VOL buttons to adjust the treble level range from "-6" to "+6".

## Balance

Use the VOL buttons to adjust the balance between the left and right speakers from "L12" (full left) to "R12" (full right).

## Fade

Use the VOL buttons to adjust the fader between the rear and front speakers from "R12" (full rear) to "F12" (full front).

## System Menu

1. Press and hold the AUDIO/MENU button (3) for more than 2 seconds to enter the system menu.

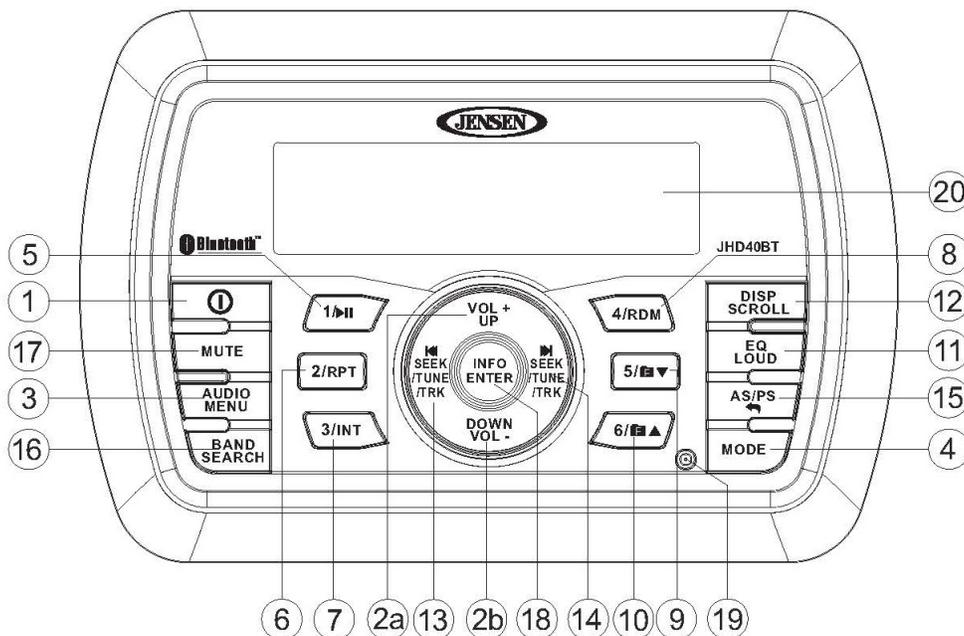


Figure 4: Radio Controls

T00010

## A/C & Heater Control Panel

### 1) A/C or Heater Mode Switch

The Mode switch controls if the Air Conditioning system or the Heater system is going to be active. This is a three position rotary switch. The first position is activates the Air Conditioning system. The second position turns everything off, even the fans. The third position activates the Heater system.

### 2) Power Point

The Power Point Socket gives the operator a place to plug in 12 volt devices such as: Cell Phones, GPS Systems, or even CB radios. The Power Point is fused at 5 amps.

### 3) Fan Speed Adjustment

The Fan Speed Adjustment switch controls the speed of the A/C and Heater fans.

### 4) Climate Control Adjustment

The Climate Control Adjustment is used to increase or decrease the temperature of the operator's cabin. Turning the control counter-clockwise will lower the temperature and turning the control clockwise will increase the temperature in the operator's cabin.

## Defrost

When Defrost is needed in the operators cab. Turning the A/C & Heater Mode switch to the A/C position and then turning the Climate control Adjustment to the Hot position will help dry out the operator's cabin. You may also want to turn on the defrost fan located at the top of the operator's cabin and help circulate air in the cabin.



## Seat Controls

### 1) Lumbar Control Lever

The Lumbar Control Lever is a two way adjustable lever for lumbar back support.

### 2) Seat Belt

The Seat Belt must be worn at all times while operating the machine.

## **! WARNING**

Seat belt and mounting hardware must be inspected for wear or damage before operating the machine. Replace the belt or mounting hardware if worn or damaged.

### 3) Backrest Adjustment Knob

Turn the knob and adjust the backrest angle to desired position.

### 4) Seat Forward and Backward Adjustment Lever

Push the lever to the left and slide the seat forward or backward to the desired position. Release the lever to lock the seat in place.

### 5) Seat Heater Switch (optional)

The Seat Heater is an available option. The heater has a three position switch for heat adjustment. The first position marked on the switch (II) is High. The second position marked on the switch (I) is Low. The center position of the switch is the Off position. The seat heater has a “one hour” automatic shut off. After one hour of continuous operation the seat heater will automatically shut off. The only way to restart the heater is to turn the switch to the off position and then back on again.

### 6) Seat Height Adjustment Knob

Push the knob in to increase air pressure and raise the seat. Pull knob out to decrease air pressure and lower the seat.

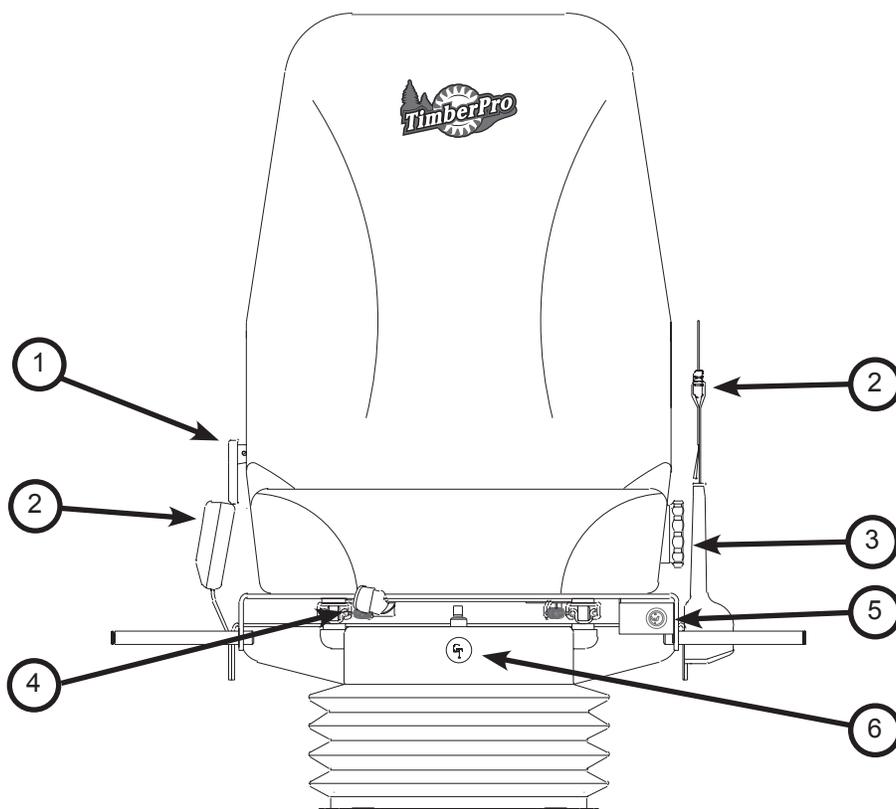


Figure 5: Seat Controls

T00014