



**MODEL SS-10**

**COMMERCIAL ROOF PANEL MACHINE**

**OPERATING MANUAL**

*Zimmerman Metals Inc.*

*Quality Workmanship and Service Since 1936*

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## **GENERAL INFORMATION**

### ***WARRANTY***

ZIMMERMAN METALS, INC. WARRANTS TO THE ORIGINAL PURCHASER THAT ALL PARTS MANUFACTURED BY ZIMMERMAN METALS, INC. WILL REMAIN FREE OF DEFECTS IN MATERIAL AND WORKMANSHIP FOR A PERIOD OF TWELVE MONTHS FROM THE DATE OF PURCHASE. THIS WARRANTY DOES NOT COVER MISUSE, ABUSE, OR WEAR AND TEAR CAUSED BY NEGLIGENCE.

ALL PARTS NOT MANUFACTURED BY ZIMMERMAN METALS, INC. ARE COVERED BY THEIR OWN MANUFACTURER'S WARRANTY.

ZIMMERMAN'S OBLIGATION IS TO REPAIR OR REPLACE, AT OUR OPTION, ANY PARTS MANUFACTURED BY ZIMMERMAN METALS, INC. FOUND TO BE DEFECTIVE BY OUR INSPECTION AT NO COST TO THE ORIGINAL PURCHASER. ALL PARTS RETURNED UNDER WARRANTY MUST BE APPROVED AND MUST ARRIVE AT ZIMMERMAN METALS, INC. FREIGHT PAID. REPLACEMENT OR REPAIRED PARTS WILL BE RETURNED TO THE PURCHASER VIA NORMAL GROUND SERVICE FREIGHT PAID.

ZIMMERMAN METALS, INC. SHALL NOT BE LIABLE FOR INCIDENTAL, CONSEQUENTIAL, PUNITIVE DAMAGES OR OTHER LOSSES.

THE ABOVE WARRANTY IS EXCLUSIVE AND ZIMMERMAN METALS, INC. DISCLAIMS ALL OTHER WARRANTIES, EXPRESS OR IMPLIED.



### **MACHINE SPECIFICATIONS**

<b>PANEL MACHINE</b>	LENGTH	120"
	HEIGHT	25"
	WIDTH	44"
	WEIGHT	2550 LBS
	POWER	13 HP GASOLINE ENGINE
	OPTIONAL POWER	240 VAC, 5HP MOTOR (Single Phase or 3 $\phi$ )
	DRIVE	HYDRAULIC / GEAR & CHAIN
	SHEAR	HYDRAULIC
	SPEED	APPROX. 60 FT PER MINUTE
	MATERIAL WIDTH	15" TO 28"
	MATERIAL TYPES	STEEL TO 22GA.
		ALUMINUM TO 0.032"
<b>DECOILER</b>	SPOOL & STAND W/BRAKE	4000 LB. CAPACITY
<b>TRAILER</b>	LENGTH	19-FT
	HEIGHT	50" WITH MACHINE, SPOOL & STAND
	WIDTH	91"
	AXLES	2 @ 6000 LB. W/ELECTRIC BRAKE
	HITCH	2-5/16" BALL
	TONGUE WEIGHT	APPROX. 550 LB
	TOTAL WEIGHT	5500 LB

## **SAFETY PRECAUTIONS**

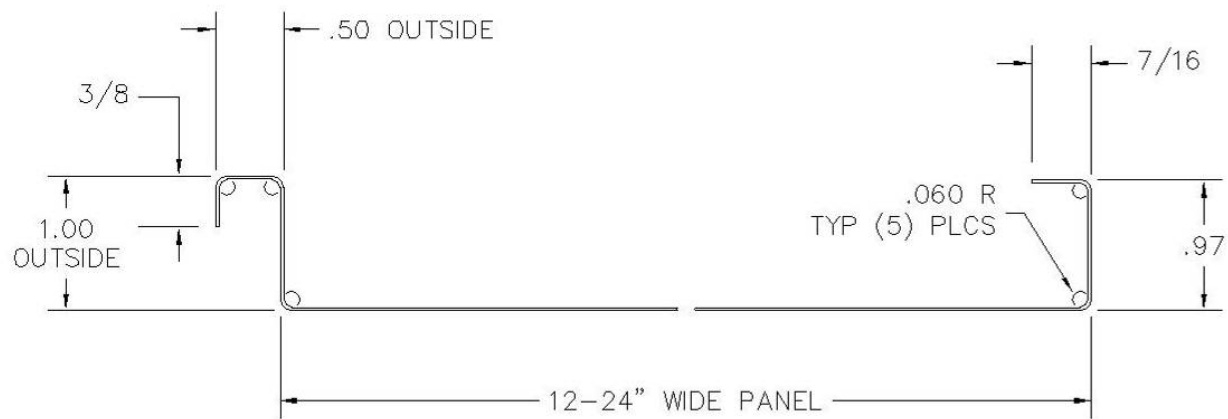
1. BEFORE ATTEMPTING TO OPERATE THE MACHINE, READ THIS MANUAL COMPLETELY. THIS MANUAL IS PREPARED FOR YOUR SAFETY AND EASE OF OPERATION. FAILURE TO FOLLOW SAFE PROCEDURES AND OPERATING INSTRUCTIONS MAY RESULT IN INJURY OR DAMAGE TO THE MACHINE.
2. NEVER ATTEMPT TO ADJUST, CLEAN, OR REPAIR THIS EQUIPMENT WITH THE ENGINE RUNNING OR THE POWER SOURCE CONNECTED. USE CARE THAT NO ONE ATTEMPTS TO START THE MACHINE WHILE IT IS BEING WORKED ON.
3. USE CARE WHEN HANDLING COIL STOCK AND PANELS. EDGES MAY BE VERY SHARP AND PROPER HAND PROTECTION IS ADVISED.
4. DO NOT WEAR LOOSE CLOTHING, JEWELRY, ECT., WHILE OPERATING THIS MACHINE OR SEAMING MACHINES.
5. NEVER ATTEMPT TO FORM OR INSTALL PANELS IN HIGH WIND CONDITIONS.
6. WHEN LIFTING MACHINE, COILS, OPTIONAL TRAILER, OR ANY RELATED EQUIPMENT, DO NOT EXCEED THE RATED LIMITS OF ANY LIFTING DEVICE.
7. BE AWARE THIS EQUIPMENT IS A VIRTUAL CONVEYOR AND MAY CAUSE INJURY OR DAMAGE TO THE MACHINE BY ALLOWING FOREIGN OBJECTS TO TRAVEL ON THE COIL INTO THE MACHINE
8. DO NOT ALLOW ANYONE TO OPERATE THIS EQUIPMENT WITHOUT PROPER INSTRUCTION OR TRAINING.
9. ALWAYS FOLLOW AND ADHERE TO ALL LOCAL AND NATIONAL SAFETY CODES CONCERNING OPERATION OF THIS AND ALL RELATED EQUIPMENT.
10. NEVER OPERATE THIS MACHINE WITHOUT GUARDS AND SAFETY COVERS IN PLACE.

**SAFETY IS COMMON SENSE – PLEASE BE CAREFUL**

## **MAINTENANCE**

1. ALWAYS KEEP LIDS AND SAFETY COVERS ON DURING OPERATION AND STORAGE.
2. AVOID STORAGE OF THE MACHINE OUTDOORS FOR LONG PERIODS OF TIME. IF YOU COVER YOUR MACHINE WITH A TARP FOR OUTSIDE STORAGE, BE SURE TO PROVIDE GOOD VENTILATION TO PREVENT CONDENSATION.
3. ALWAYS KEEP THE MACHINE CLEAN. THIS WILL INSURE CONSISTENT QUALITY OF THE PRODUCT AND INCREASE THE LIFE OF THE MACHINE.
4. THE MAIN DRIVE CHAIN ON THE HYDRAULIC MOTOR SHOULD BE CHECKED PERIODICALLY FOR TENSION AND WEAR. TO ADJUST THE TENSION, LOOSEN THE FOUR BOLTS IN THE MOTOR MOUNT AND USE THE JACK BOLTS TO TAKE UP THE SLACK. **DO NOT OVER TIGHTEN.**
5. ALL BEARINGS IN THE MACHINE ARE LIFETIME SEALED AND REQUIRE NO MAINTENANCE.
6. THE SHEAR BLADE AND DIES SHOULD BE LUBRICATED ON A REGULAR BASIS. USE A LIGHT- WEIGHT OIL OR SPRAY LUBRICANT. DO NOT USE A SILICONE BASE LUBRICANT. SILICONE HAS A TENDENCY TO BUILD UP AND CAUSE BINDING IN THE SHEAR.
7. THE CHAINS AND GEARS IN THE MACHINE WILL REQUIRE OCCASIONAL LUBRICATION. DO NOT APPLY TOO MUCH LUBRICANT AS IT WILL ATTRACT DIRT WHICH COULD BE TRANSFERRED TO THE PANEL. A LIGHT SYNTHETIC GREASE IS RECOMMENDED.
8. DO NOT USE SOLVENTS TO CLEAN THE POLYURETHANE COATED DRIVE ROLLERS. USE ONLY MINERAL SPIRITS.
9. A LIGHT OIL APPLIED TO THE SPOOL SHAFT WILL KEEP SPOOL SECTIONS EASY TO MOVE TO THE PROPER LOCATION.
10. GALVANIZE OR GALVALUME MATERIAL MUST BE PRE-OILED TO PREVENT BUILD-UP ON THE FORMING ROLLERS. SPECIFY LIGHT OIL ON COIL WHEN ORDERING. APPLICATION OF MINERAL OIL ON THE TOP AND BOTTOM FORMING ROLLERS, BEFORE RUNNING EACH COIL, WILL HELP PREVENT BUILD-UP. IF BUILD-UP OCCURS USE "GALV-OFF" OR SIMILAR PRODUCT TO REMOVE.
11. INSPECT MACHINE FOR FOREIGN OBJECTS AND LOOSE BOLTS EACH TIME THE MACHINE IS TRANSPORTED.
12. CHECK THE LEVEL OF THE HYDRAULIC OIL AT THE SIGHT GAUGE LOCATED ON THE RIGHT SIDE OF THE MACHINE. IF IT IS LOW, ADD MOBILE DTE25 OR EQUIVALENT. THE HYDRAULIC OIL SHOULD BE CHANGED AFTER 2000 HOURS OF OPERATION.
13. CHECK WHEEL LUGS, TIRE PRESSURE, BRAKES AND ALL LIGHTS BEFORE TRANSPORTING TRAILER TO JOB SITE.
14. REFER TO HONDA ENGINE OWNERS MANUAL FOR MAINTENANCE AND INFORMATION ON THE ENGINE.

**COMMERCIAL PANEL  
SS10 PROFILE**



**NOTE: PANEL MAY BE RUN WITH OR WITHOUT STIFFENING RIBS**

## **OPERATING THE MACHINE**

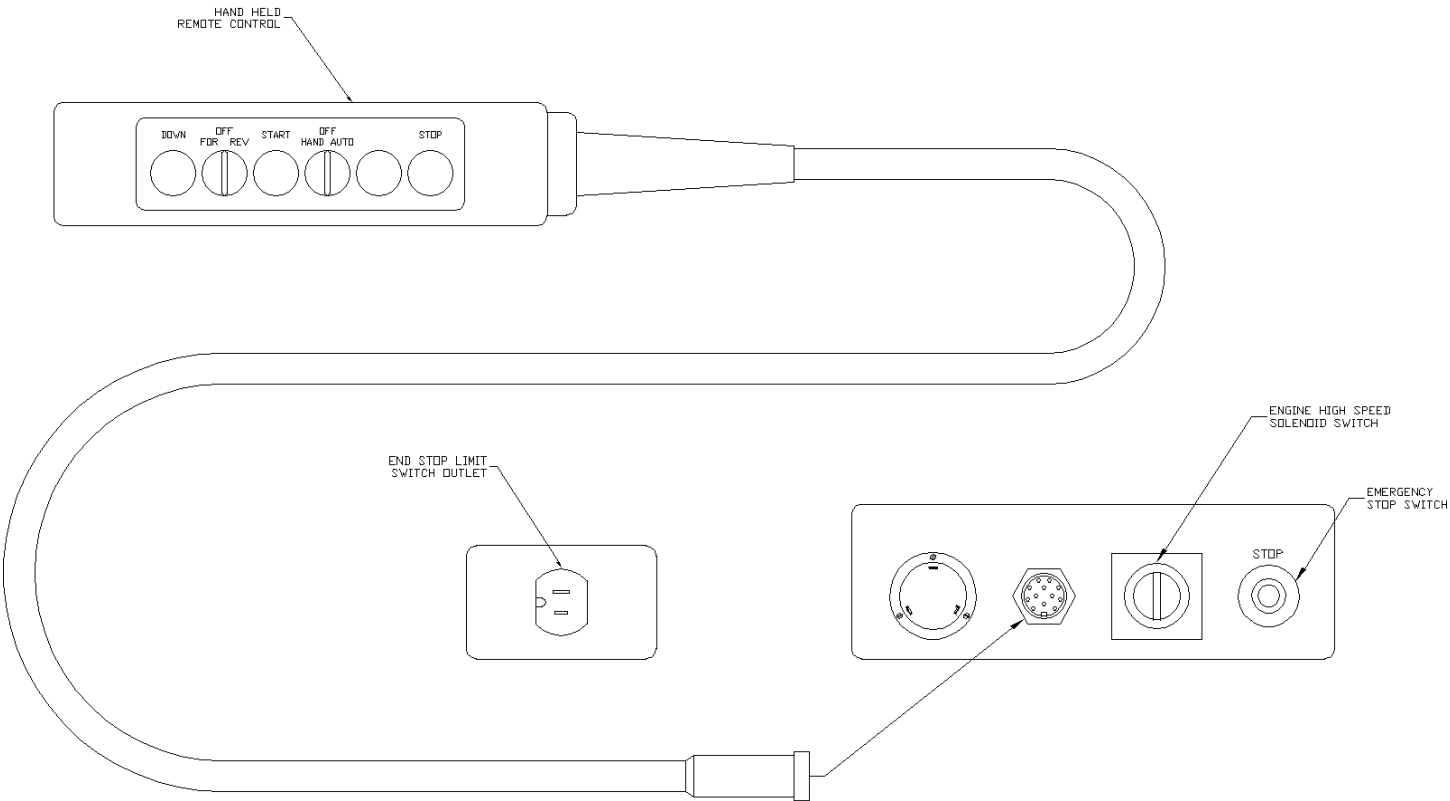
### ***ELECTRIC POWERED CONTROLS***

1. PLUG THE TWIST LOCK POWER CORD SUPPLIED WITH THE MACHINE INTO THE CONTROL BOX ON THE LEFT SIDE OF THE MACHINE AND CONNECT TO 240VAC POWER SOURCE.  
(NOTE: MINIMUM 50 AMP SERVICE IS REQUIRED FOR SINGLE PHASE MOTOR)
2. PLUG HAND HELD REMOTE CONTROL INTO THE 12 PIN CONNECTOR ON THE CONTROL PANEL.
3. CHECK THE THREE EMERGENCY STOP SWITCHES TO BE SURE THEY ARE ALL PULLED OUT.
  - A. ENTRY END OF THE MACHINE
  - B. CONTROL PANEL
  - C. HAND HELD REMOTE CONTROL
4. TURN MAIN POWER TOGGLE SWITCH TO THE ON POSITION.
5. FOR MANUAL OPERATION PLACE THE HAND-OFF-AUTO SWITCH IN THE HAND POSITION. YOU MAY NOW JOG THE MACHINE FORWARD OF REVERSE USING THE FOR-O-REV SWITCH. THE SHEAR WILL OPERATE USING THE DOWN BUTTON.
6. FOR AUTOMATIC OPERATION PLACE THE HAND-OFF-AUTO SWITCH IN THE AUTO POSITION. PLUG YOUR EXTENSION CORD INTO THE END STOP LIMIT SWITCH OUTLET AND PLUG THE END STOP LIMIT SWITCH INTO THE CORD. DEPRESS THE START BUTTON. A PANEL WILL RUN OUT UNTIL IT HITS THE END STOP LIMIT SWITCH. DEPRESS THE DOWN BUTTON TO ACTIVATE THE SHEAR CYCLE. WHEN THE PANEL IS REMOVED FROM THE END STOP LIMIT SWITCH, THE MACHINE WILL AUTOMATICALLY RUN ANOTHER PANEL.
7. **DEPRESSING ANY ONE OF THE THREE RED EMERGENCY STOP BUTTONS WILL STOP ALL OPERATIONS OF THE MACHINE.**
8. **POWER CORD REQUIREMENTS – CONTACT YOUR ELECTRICIAN**

**FAILURE TO USE THE PROPER SIZE EXTENSION CORD WILL CAUSE FUSES TO BLOW AND MAY DAMAGE THE ELECTRIC MOTOR**

**REFER TO CONTROLS DIAGRAM NEXT PAGE**

**ELECTRIC CONTROL DIAGRAM**

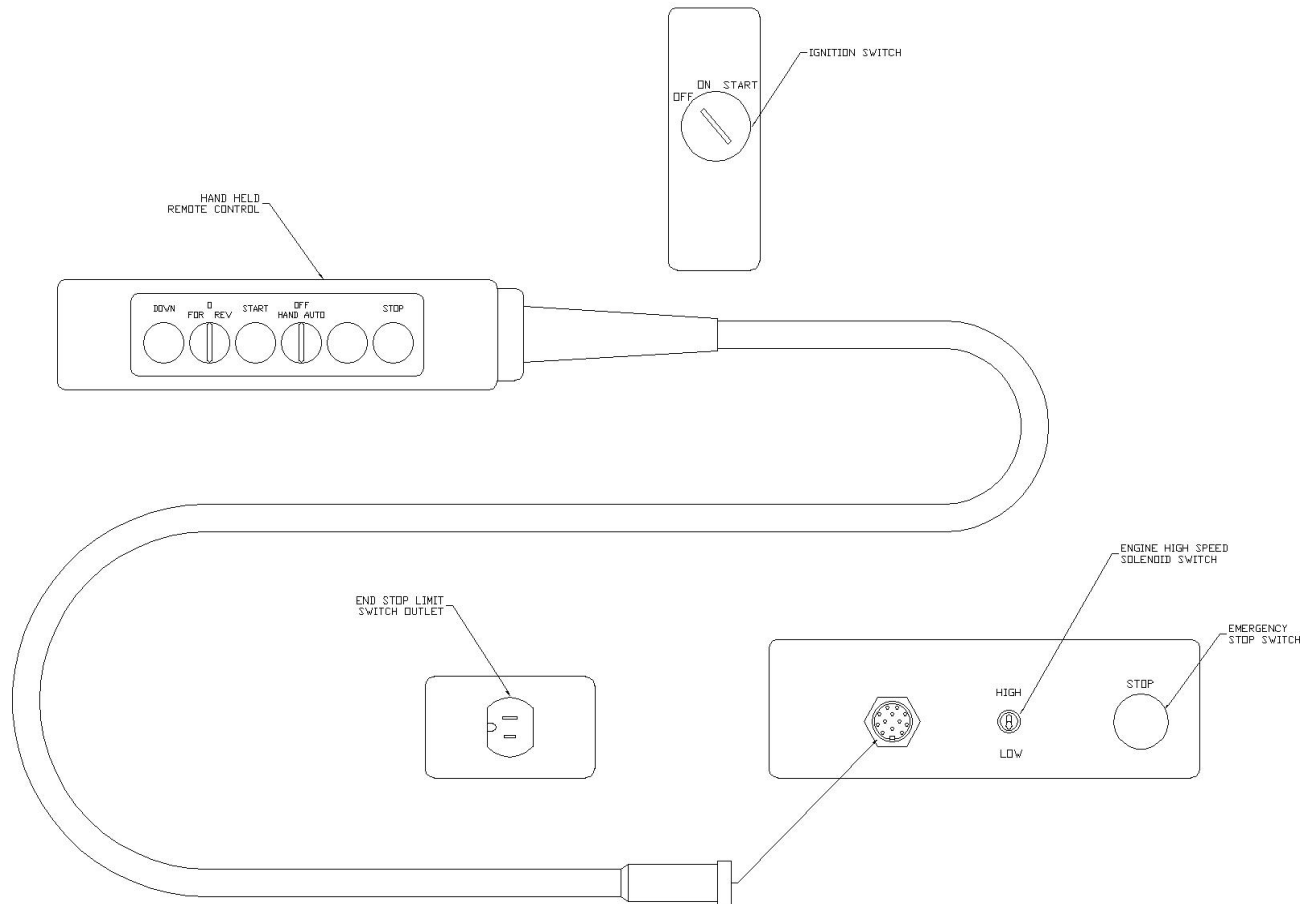


## **GASOLINE POWERED CONTROLS**

1. PLUG HAND HELD REMOTE CONTROL INTO THE 12 PIN CONNECTOR ON THE CONTROL PANEL.
2. CHECK THE THREE EMERGENCY STOP SWITCHES TO BE SURE THEY ARE ALL PULLED OUT.
  - A. ENTRY END OF THE MACHINE
  - B. CONTROL PANEL
  - C. HAND HELD REMOTE CONTROL
3. MOVE THE FUEL VALVE LEVER TO THE ON POSITION. FOR COLD START, MOVE THE CHOKE LEVER TO THE CLOSED POSITION. (TO RE-START A WARM ENGINE, LEAVE THE CHOKE IN THE OPEN POSITION.) TURN THE KEY TO THE START POSITION AND HOLD UNTIL THE ENGINE STARTS. WHEN THE ENGINE STARTS, RELEASE THE KEY, ALLOWING IT TO RETURN TO THE ON POSITION. MOVE THE CHOKE LEVER TO THE OPEN POSITION AS THE ENGINE WARMS UP. **(READ HONDA ENGINES OWNER'S MANUAL BEFORE ATTEMPTING TO START.)**
4. TURN THE ENGINE HIGH SPEED SOLENOID SWITCH TO THE HIGH POSITION.
5. FOR MANUAL OPERATION PLACE THE HAND-OFF-AUTO SWITCH IN THE HAND POSITION. YOU MAY NOW JOG THE MACHINE FORWARD OR REVERSE USING THE FOR-O-REV SWITCH. THE SHEAR WILL OPERATE USING THE DOWN BUTTON.
6. FOR AUTOMATIC OPERATION, PLACE THE HAND-OFF-AUTO SWITCH IN THE AUTO POSITION. PLUG YOUR EXTENSION CORD INTO THE END STOP LIMIT SWITCH OUTLET AND PLUG THE END STOP LIMIT SWITCH INTO THE CORD. DEPRESS THE START BUTTON. A PANEL WILL RUN OUT UNTIL IT HITS THE END STOP LIMIT SWITCH. DEPRESS THE DOWN BUTTON TO ACTIVATE THE SHEAR CYCLE. WHEN THE PANEL IS REMOVED FROM THE END STOP LIMIT SWITCH, THE MACHINE WILL AUTOMATICALLY RUN ANOTHER PANEL.
7. **DEPRESSING ANY ONE OF THE THREE RED EMERGENCY STOP BUTTONS WILL STOP ALL OPERATIONS OF THE MACHINE.**
8. THE ENGINE MAY BE STOPPED BY TURNING THE KEY TO THE OFF POSITION.
9. IN THE EVENT OF A BATTERY FAILURE, THE ENGINE MAY BE STARTED USING THE RECOIL STARTER.

**REFER TO CONTROLS DIAGRAM NEXT PAGE.**

# GASOLINE CONTROL DIAGRAM



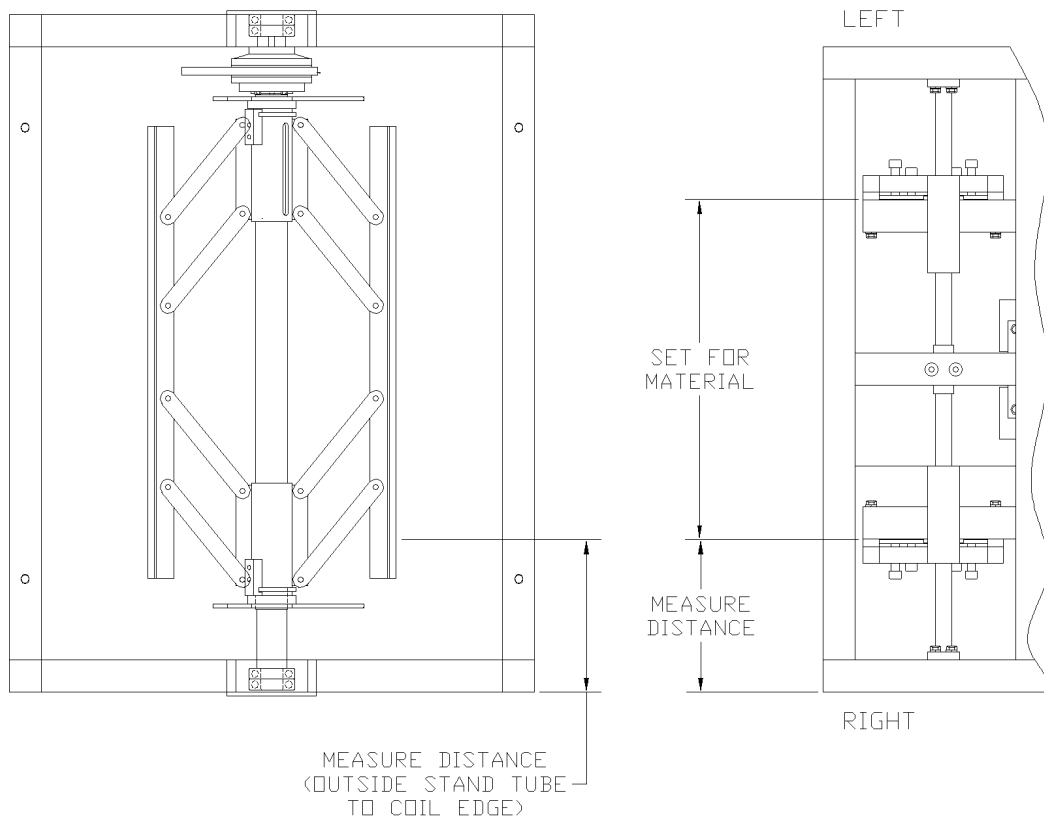


## ALIGNING THE COIL

ALIGNMENT OF THE COIL FEEDING INTO THE ENTRY GUIDES IS FAIRLY CRITICAL. THE RIGHT SIDE OF THE EXPANDABLE SPOOL IS ALIGNED WITH THE RIGHT SIDE OF THE MACHINE.

TO OBTAIN PROPER ALIGNMENT, MEASURE THE DISTANCE FROM THE INSIDE OF THE RIGHT ENTRY GUIDE TO THE OUTSIDE OF THE MACHINE. (NOTE: THIS MEASUREMENT WILL ONLY BE ACCURATE AFTER THE MACHINE HAS BEEN SET FOR THE WIDTH OF MATERIAL TO BE RUN.)

MEASURE THE SAME DISTANCE FROM THE RIGHT SIDE OF THE SPOOL STAND AND PLACE A MARK ON THE EXPANDABLE SPOOL. AFTER RELEASING THE BRAKE STOP PIN, REMOVE THE EXPANDABLE SPOOL FROM THE STAND. INSERT THE EXPANDABLE SPOOL THROUGH THE EYE OF THE COIL AND ALIGN THE MARK WITH THE RIGHT SIDE OF THE COIL. ROTATE THE WING NUT CLOCKWISE TO TIGHTEN THE EXPANDABLE SPOOL IN THE I.D. OF THE COIL UNTIL TIGHT. BE SURE TO TIGHTEN BOTH SIDES OF THE EXPANDABLE SPOOL EVENLY.



## ***LOADING THE COIL***

AFTER MEASURING THE POSITION OF THE RIGHT ENTRY GUIDE AND MARKING THAT SAME DIMENSION ON THE EXPANDABLE SPOOL, **RELEASE THE SPOOL STOP PIN** AND REMOVE THE EXPANDABLE SPOOL FROM THE STAND

LOCATE THE END OF THE COIL TO BE SURE THE MATERIAL IS COMING OFF THE ROLL IN THE PROPER DIRECTION FOR FEEDING INTO THE MACHINE.

AT TIMES THROUGH HANDLING OR TURNING...THE COIL MAY BECOME EGG SHAPED UNDER IT'S OWN WEIGHT. IF THIS OCCURS, PLACE A STRAP AROUND THE COIL AND LIFT IT JUST ENOUGH TO CAUSE IT TO BECOME ROUND.

ROTATE THE WING NUTS ON THE EXPANDABLE SPOOL COUNTER-CLOCKWISE UNTIL THE SPOOL WILL SLIDE ONTO THE EYE OF THE COIL. ALIGN THE MARK OF THE EXPANDABLE SPOOL WITH THE RIGHT SIDE OF THE COIL. ROTATE THE WING NUTS CLOCKWISE ON BOTH ENDS OF THE EXPANDABLE SPOOL EVENLY UNTIL TIGHT.

PLACE A NYLON STRAP OR CHAIN THROUGH THE CENTER OF THE COIL (AS SHOWN ON PAGE # 12) TO LIFT AND PLACE IT IN THE STAND.

WHEN PLACING THE COIL INTO THE SPOOL STAND, BE SURE THE BEARINGS ON THE END OF THE SPOOL SHAFT ARE IN PLACE. ALSO BE SURE THE BRAKE STOP PIN IS RELEASES SO IT WILL NOT INTERFERE AS THE COIL IS LOWERED

AFTER THE COIL IS LOADED INTO THE SPOOL STAND, ENGAGE THE BRAKE STOP PIN INTO THE HOLE IN THE BRAKE PLATE.

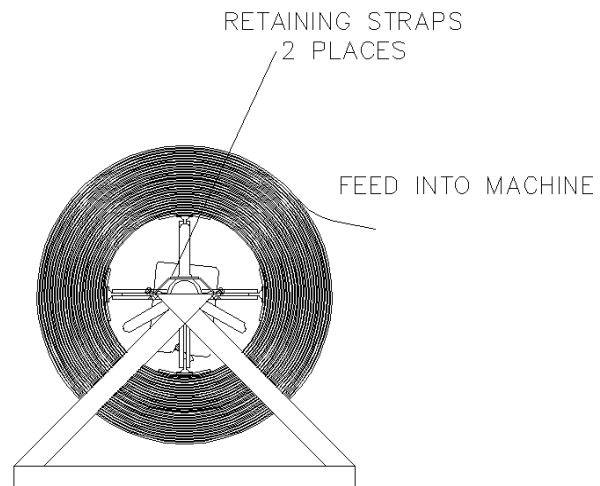
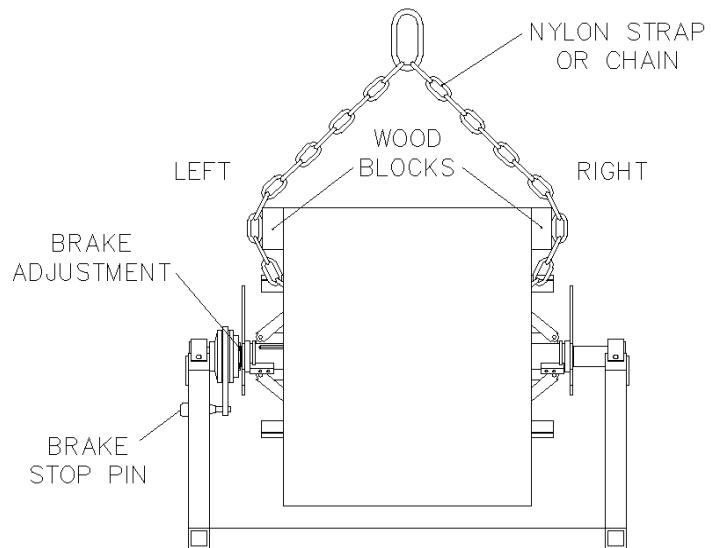
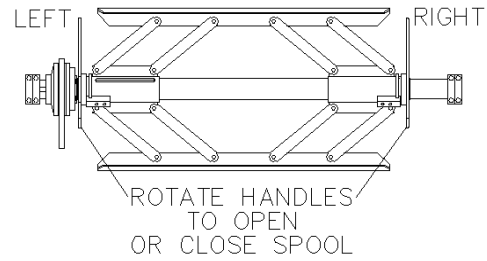
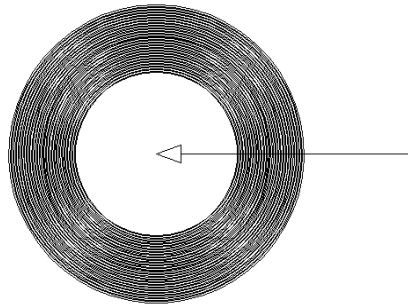
THE BRAKE ASSEMBLY IS ADJUSTABLE TO MAINTAIN THE PROPER AMOUNT OF TENSION ON THE COIL AS IT FEEDS THROUGH THE MACHINE. THERE SHOULD BE ENOUGH TENSION ON THE BRAKE TO KEEP THE COIL FROM UNWINDING AFTER THE MACHINE HAS STOPPED.

TO ADJUST THE BRAKE, USE THE THREE ADJUSTMENT SCREWS. TIGHTEN THE SCREWS FOR MORE TENSION AND LOOSEN THEM FOR LESS TENSION.

THE EXPANDABLE SPOOL AND STAND HAVE A 4,000 LB. MAXIMUM CAPACITY. ALWAYS USE LIFTING EQUIPMENT PROPERLY RATED TO HANDLE THE LOAD YOU ARE LIFTING.

**REFER TO DIAGRAMS NEXT PAGE**

## LOADING THE COIL



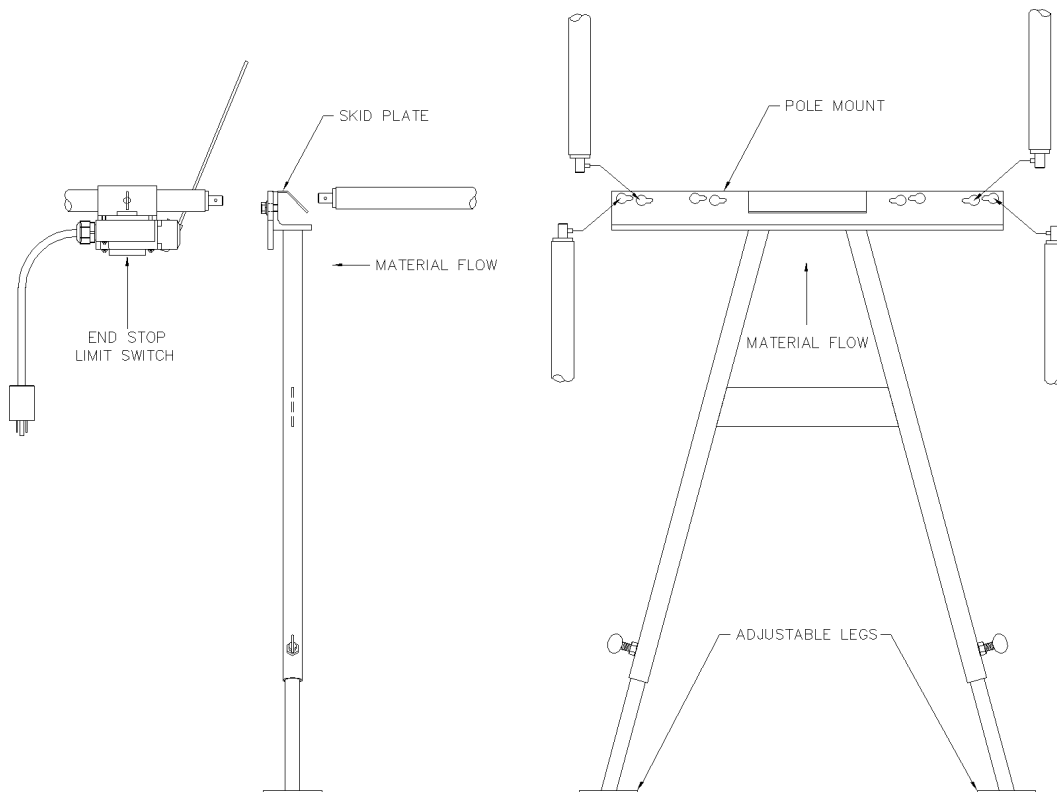
## THE RUN-OUT STANDS

THE RUN-OUT STANDS HAVE KEYED HOLES FOR MOUNTING THE RUN-OUT POLES. THESE KEYED HOLES HAVE TWO DIFFERENT HEIGHTS.

TO PROPERLY SET UP THE RUN-OUT STANDS THE RUN-OUT POLES MUST BE MOUNTED IN THE HIGHEST HOLES ON THE ENTRY SIDE OF THE RUN-OUT STAND AND IN THE LOWEST HOLES ON THE EXIT SIDE OF THE RUN-OUT STAND. THE STAND MUST ALSO BE PLACED WITH THE SKID PLATE TOWARD THE ENTRY END. IF THE STANDS ARE SET UP IN THIS MANNER, THE PANEL WILL RUN OUT WITH OUT CATCHING ON THE STANDS.

THE END STOP LIMIT SWITCH IS MOUNTED BY SLIDING IT ON THE RUN-OUT POLE AND LOCKING IT IN THE DESIRED LOCATION WITH THE THUMB SCREW.

USE THE ADJUSTABLE LEGS TO MAKE SURE THE STANDS ARE LEVEL WITH THE MACHINE.



## ADJUSTING THE MACHINE

### SETTING THE WIDTH

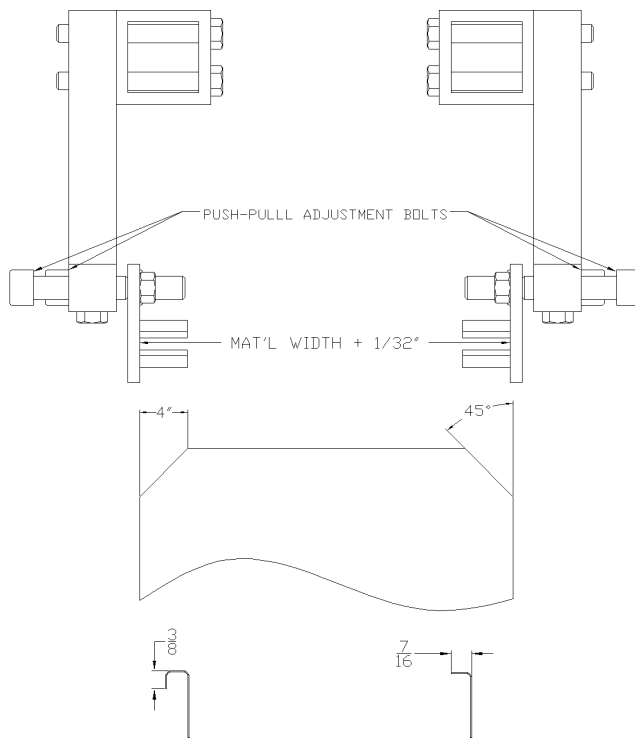
THE MACHINE IS DESIGNED TO RUN FROM 15" TO 28" WIDE MATERIAL. THE SUPPLIED CRANK HANDLE INSERTED INTO THE LEFT SIDE OF THE MACHINE AND ROTATED WILL CHANGE THE WIDTH OF THE MACHINE.

INSERT A SHORT PIECE OF COIL INTO THE ENTRY GUIDES AND ROTATE THE CRANK HANDLE TO SET THE MACHINE AS SHOWN.

USE THE PUSH-PULL ADJUSTMENT BOLTS TO ACHIEVE THE NOTED DIMENSIONS SHOWN ON THE PANEL. MOVING THE ENTRY GUIDES OUT WILL INCREASE THE LENGTH OF THE LEG AND MOVING THE ENTRY GUIDES IN WILL SHORTEN THE LEG. ANY ADJUSTMENT OF THE ENTRY GUIDES WILL REQUIRE RESETTING THE WIDTH OF THE MACHINE.

BE AWARE THAT DIFFERENT COIL TYPES AND GAUGES MAY REQUIRE A SMALL ADJUSTMENT TO MAINTAIN THE DIMENSIONS NOTED ON THE PANEL. BE SURE TO RUN OUT SOME SHORT SAMPLES AND CHECK FOR PANEL QUALITY AND A GOOD FIT WHEN PANELS ARE LAPPED TOGETHER.

TRIM THE LEADING CORNERS OF THE COIL AS SHOWN BEFORE FEEDING MATERIAL INTO THE MACHINE.



## STIFFENING RIBS

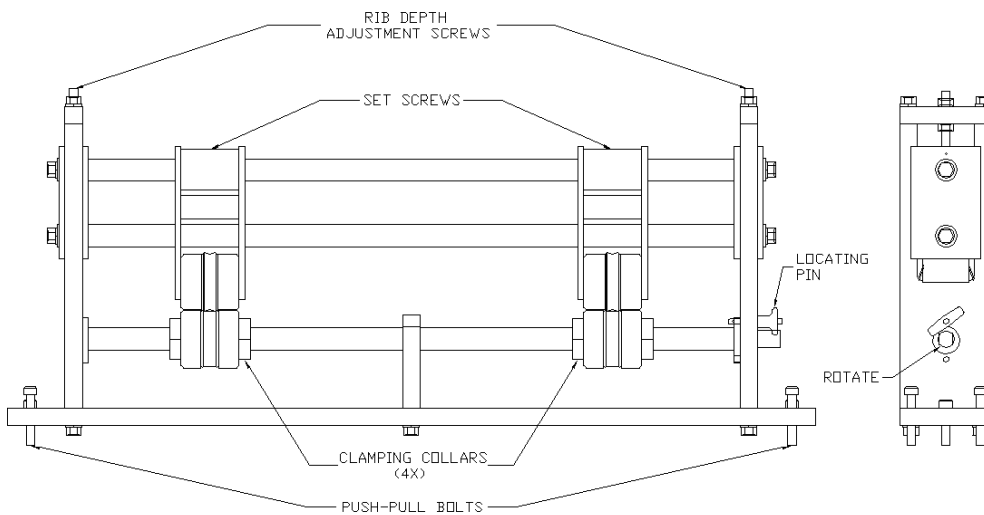
A STIFFENING RIB UNIT IS STANDARD EQUIPMENT ON THIS MACHINE. THE RIB ROLLER ASSEMBLY IS LOCATED AT THE EXIT END OF THE MACHINE BETWEEN THE LAST FORMING ROLLERS AND THE SHEAR ASSEMBLY.

THE PANEL MAY BE RUN WITH OR WITHOUT RIBS. TO ENGAGE RIB ROLLERS REMOVE THE LOCATING PIN IN LEFT SIDE OF THE RIB ROLLER ASSEMBLY. USE A 9/16" OPEN END WRENCH TO ROTATE THE BOTTOM SHAFT 180 DEGREES. REPLACE THE LOCATING PIN TO LOCK THE BOTTOM SHAFT IN PLACE. TO DISENGAGE THE RIBS, REVERSE THIS PROCEDURE.

THE RIB ROLLERS ARE ADJUSTABLE FROM LEFT TO RIGHT FOR THE DESIRED PLACEMENT IN DIFFERENT PANEL WIDTHS. TO LOCATE THE RIB ROLLERS IN THE DESIRED POSITION ON THE PANEL, DISENGAGE THE RIBS. LOOSEN THE ALLEN HEAD SCREW IN THE CLAMPING COLLARS ON EITHER SIDE OF THE ROLLERS ON BOTH THE BOTTOM SHAFT, AND THE SET SCREWS ON THE TOP SHAFT. SLIDE THE ROLLERS TO THE DESIRED LOCATION AND TIGHTEN THE CLAMPING COLLARS AND SET SCREWS. ENGAGE THE RIB ROLLERS AND CHECK TO BE SURE THERE IS NO INTERFERENCE BETWEEN THE TOP AND BOTTOM RIB ROLLERS. BE AWARE IF THE TOP AND BOTTOM RIB ROLLERS ARE IMPROPERLY ALIGNED AND THEN ENGAGED, DAMAGE MAY OCCUR TO THE ROLLERS.

THE RIB ROLLER ASSEMBLY IS ADJUSTABLE TO MATCH THE PASS LINE OF THE PANEL. USE THE PUSH-PULL BOLTS TO ADJUST TO THE PROPER LOCATION. THE HEIGHT SHOULD BE SET WHERE THE BOTTOM RIB ROLLER JUST TOUCHES THE PANEL WHEN THE RIB ROLLER ARE DISENGAGED.

THE DEPTH OF THE RIB MAY BE ADJUSTED USING THE ADJUSTMENT SCREWS ON THE TOP OF THE UNIT. DO NOT OVER TIGHTEN. ATTEMPTING TO PUT THE RIBS IN TOO DEEP MAY CAUSE DISTORTION IN THE PANEL.



## STIFFENING STRIATIONS

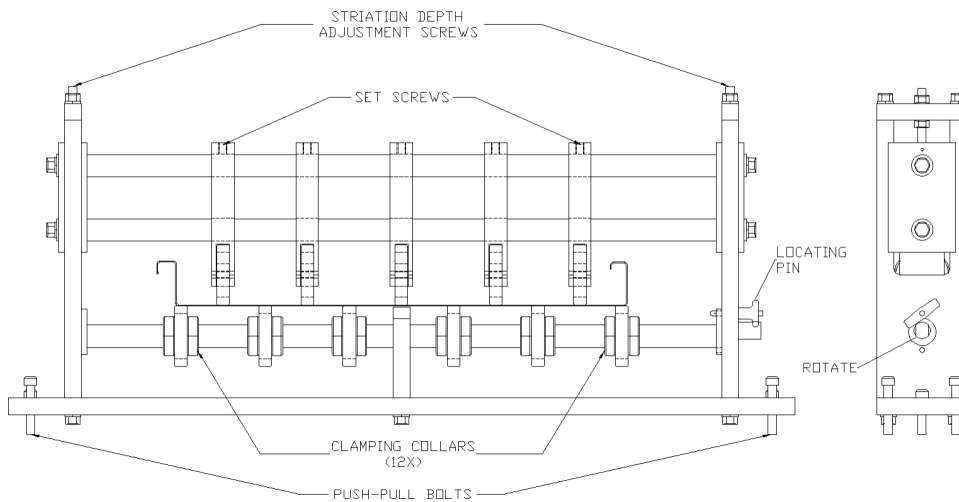
A STRIATION UNIT IS A STANDARD OPTION ON THIS MACHINE. THE STRIATION ROLLER ASSEMBLY IS LOCATED AT THE EXIT END OF THE MACHINE BETWEEN THE LAST FORMING ROLLERS AND THE SHEAR ASSEMBLY.

THE PANEL MAY BE RUN WITH OR WITHOUT STRIATIONS. TO ENGAGE STRIATION ROLLERS REMOVE THE LOCATING PIN IN LEFT SIDE OF THE STRIATION ROLLER ASSEMBLY. USE A 9/16" OPEN END WRENCH TO ROTATE THE BOTTOM SHAFT 180 DEGREES. REPLACE THE LOCATING PIN TO LOCK THE BOTTOM SHAFT IN PLACE. TO DISENGAGE THE ROLLERS, REVERSE THIS PROCEDURE.

THE STRIATION ROLLERS ARE ADJUSTABLE FROM LEFT TO RIGHT FOR THE DESIRED PLACEMENT IN DIFFERENT PANEL WIDTHS. TO LOCATE THE STRIATION ROLLERS IN THE DESIRED POSITION ON THE PANEL, FIRST DISENGAGE THE LOWER ROLLERS. LOOSEN THE ALLEN HEAD SCREW IN THE CLAMPING COLLARS ON EITHER SIDE OF THE ROLLERS ON BOTTOM SHAFT AND THE SET SCREW ON THE ALUMINUM MOUNTING BLOCKS ON THE TOP SHAFT. SLIDE THE ROLLERS TO THE DESIRED LOCATION AND TIGHTEN THE CLAMPING COLLARS AND SET SCREWS. THE TOP, CENTER STRIATION ROLLER SHOULD BE CENTERED ON THE PANEL. THE OUTSIDE BOTTOM STRIATION ROLLERS SHOULD BE FLUSH WITH THE INSIDE VERTICAL LEG ON EACH SIDE. THEN, ADJUST THE BOTTOM ROLLERS SO THEY ARE SPACED EVENLY AND THE TOP ROLLERS SO THAT THEY ARE LOCATED HALF WAY BETWEEN THE BOTTOM ROLLERS.

THE STRIATION ROLLER ASSEMBLY IS ADJUSTABLE TO MATCH THE PASS LINE OF THE PANEL. USE THE PUSH-PULL BOLTS TO ADJUST TO THE PROPER LOCATION. THE HEIGHT SHOULD BE SET WHERE THE BOTTOM STRIATION ROLLERS JUST TOUCHES THE PANEL WHEN THE ROLLER ARE DISENGAGED.

THE DEPTH OF THE STRIATIONS MAY BE ADJUSTED USING THE ADJUSTMENT SCREWS ON THE TOP OF THE UNIT. DO NOT OVER TIGHTEN. ATTEMPTING TO PUT THE STRIATIONS IN TOO DEEP MAY CAUSE DISTORTION IN THE PANEL.



## **SETTING THE SHEAR**

**DO NOT ATTEMPT TO MAKE ANY ADJUSTMENTS WITH THE ENGINE RUNNING OR THE POWER SOURCE CONNECTED!**

THE SHEAR DIE INSERTS NEED TO BE SET WHEN CHANGING WIDTH OF COIL OR ANYTIME A CHANGE IS MADE IN THE WIDTH ADJUSTMENT ASSEMBLY.

TO SET THE SHEAR DIE INSERTS, REMOVE THE 3/8" MOUNTING BOLTS (8 TOTAL) ON THE ENTRY AND EXIT SIDES OF THE SHEAR. SLIDE THE DIE INSERTS TO THE OUTSIDE OF THE MACHINE. CAREFULLY JOG THE PANEL UP TO THE SHEAR ASSEMBLY. ALIGN THE SHEAR DIE INSERTS WITH THE PANEL AND REPLACE THE MOUNTING BOLTS FINGER TIGHT. JOG THE PANEL THROUGH THE SHEAR ASSEMBLY. FINE ADJUST THE SHEAR DIE INSERTS AS CLOSE TO THE PANEL AS POSSIBLE WITHOUT TOUCHING. TIGHTEN ALL 8 MOUNTING BOLTS.

JOG A SHORT PANEL OUT OF THE MACHINE AND ACTIVATE THE SHEAR CYCLE. INSPECT THE PANEL FOR ANY MARKING OR DEFORMATION AND MAKE THE NECESSARY ADJUSTMENTS.

IF THE WIDTH OF THE MATERIAL YOU ARE USING CAUSES THE POINT OF THE SHEAR BLADE TO HIT DIRECTLY ON TOP OF ONE OF THE PANEL LEGS, THE SHEAR ASSEMBLY MAY NEED TO BE ADJUSTED Laterally. TO DO THIS, LOOSEN THE CENTER BOLTS IN THE SHEAR MOUNTING ANGLE. MOVE THE SHEAR TO THE LEFT OR RIGHT TO POSITION THE POINT OF THE BLADE OFF THE LEG OF THE PANEL AND TIGHTEN THE BOLTS. THE SHEAR CANNOT BE MOVED LEFT OR RIGHT WITHOUT RESETTING THE SHEAR DIE INSERTS.

THE HEIGHT OF THE SHEAR ASSEMBLY IS ADJUSTABLE BY USE OF THE PUSH-PULL BOLTS IN THE SHEAR MOUNTING ANGLES. TO RAISE THE SHEAR ASSEMBLY, LOOSEN THE CENTER BOLT AND TIGHTEN THE TWO OUTSIDE BOLTS. REVERSE THIS PROCEDURE TO LOWER THE SHEAR ASSEMBLY. SET THE HEIGHT OF THE SHEAR TO JUST CLEAR THE BOTTOM OF THE PANEL.

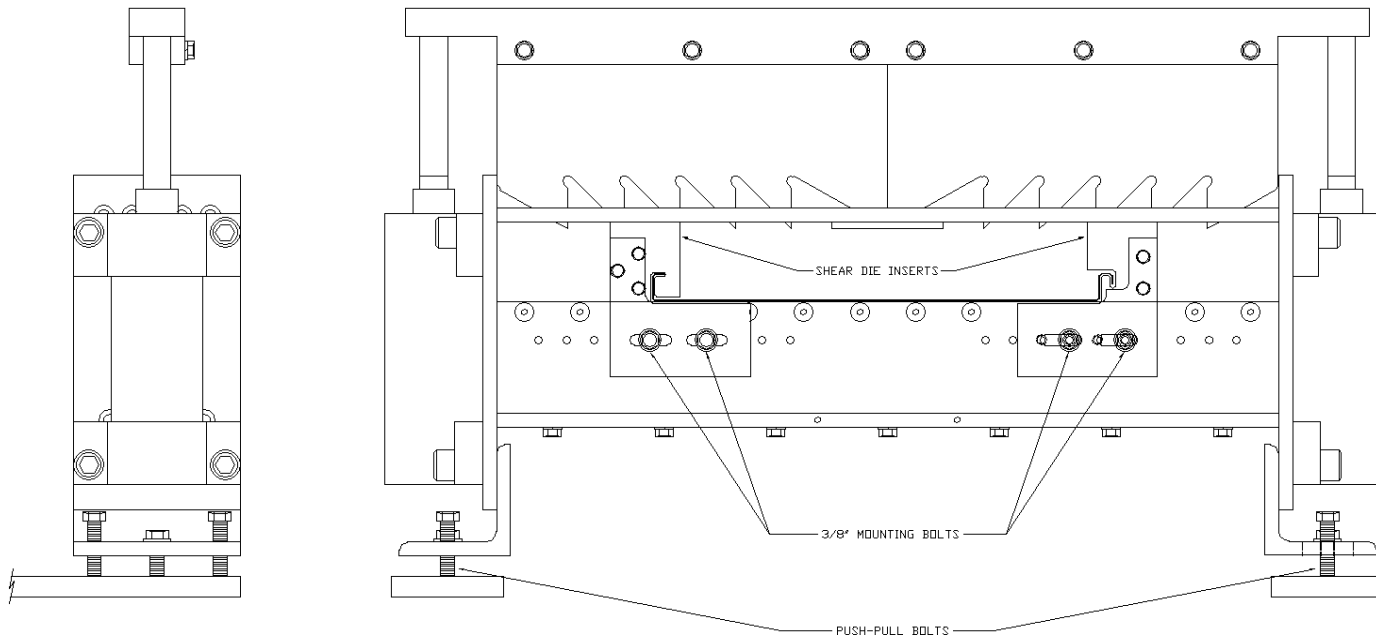
A SHEAR ASSEMBLY ADJUSTED IMPROPERLY WILL AFFECT THE STRAIGHTNESS AND QUALITY OF THE PANEL.

**REFER TO SHEAR ASSEMBLY DIAGRAM NEXT PAGE**



## SHEAR DIAGRAM

(VIEW FROM EXIT END)

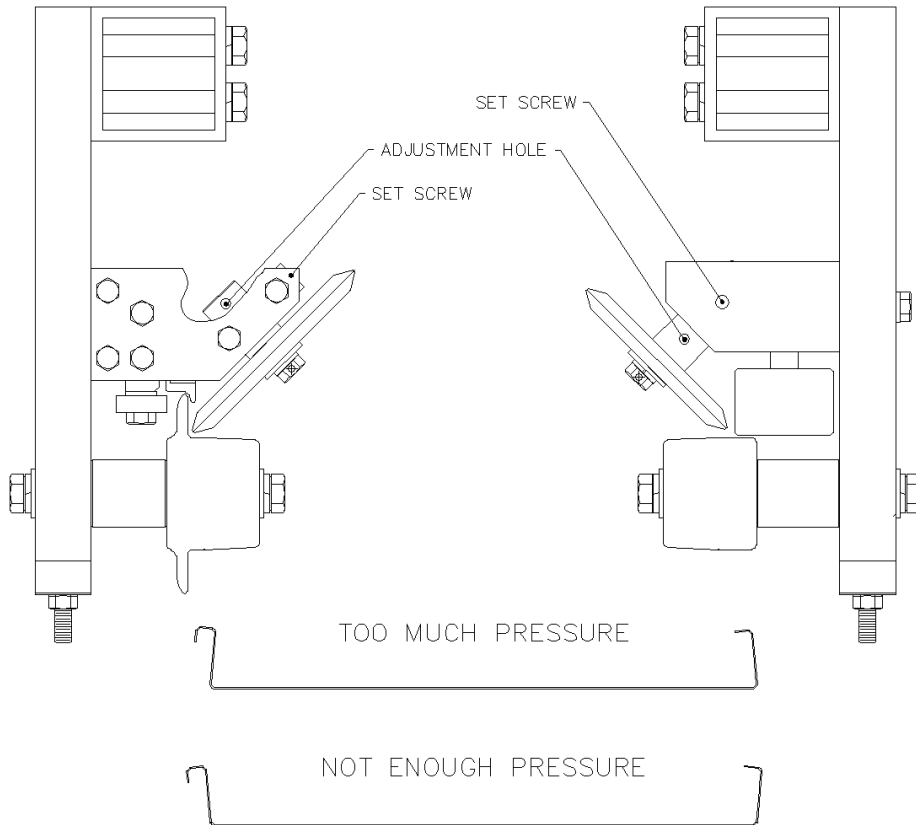


## PROFILE ADJUSTMENTS

STATION #10, LEFT AND RIGHT, HAVE TOP ROLLERS MOUNTED ON AN ECCENTRIC SHAFT AT AN ANGLE TO THE BOTTOM OF THE PANEL. THESE STATIONS ARE USED TO HELP MAINTAIN 90 DEGREES ON THE VERTICAL LEGS OF THE PANEL.

TO ADJUST LOOSEN THE SET SCREW IN THE ANGLE BLOCK AND INSERT THE 3/16" ALLEN WRENCH IN THE DRILLED HOLE IN THE ECCENTRIC SHAFT AND ROTATE THE SHAFT. MAKE THIS ADJUSTMENT WITH MATERIAL IN THE MACHINE TO INSURE THE ANGLE ROLLER IS SET IN THE CORNER OF THE PANEL.

MAKE THIS AND ALL ADJUSTMENTS IN SMALL INCREMENTS. BE AWARE THAT OVER ADJUSTING MAY HAVE A NEGATIVE EFFECT ON THE PANEL OR MAY CAUSE DAMAGE TO THE MACHINE.



## CURVATURE ADJUSTMENTS

STATION #9 AND STATION #10 IN THE MACHINE ARE ADJUSTABLE TO ENSURE THE PANEL WILL RUN WITHOUT UPHILL OR DOWNHILL CURVATURE.

UPHILL CURVATURE IS WHEN BOTH ENDS OF A PANEL RISE UP FROM A FLAT SURFACE WHILE THE CENTER TOUCHES. DOWNHILL CURVATURE IS WHEN BOTH ENDS OF A PANEL TOUCH A FLAT SURFACE AND THE CENTER IS RAISED UP.

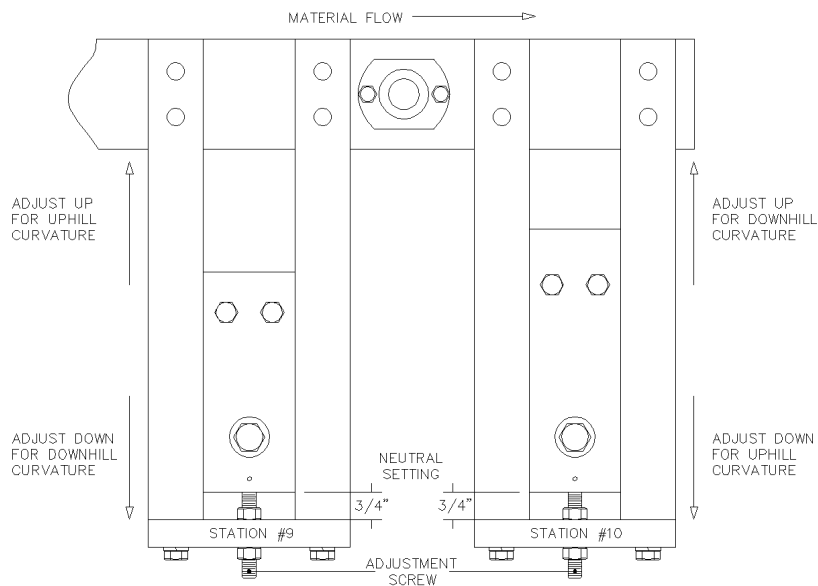
IF A PANEL HAS UPHILL CURVATURE, ADJUST STATION #9 UP. THE PANEL SHOULD REACT TO A SMALL AMOUNT OF ADJUSTMENT. MAKE THE ADJUSTMENTS IN  $\frac{1}{4}$  TO  $\frac{1}{2}$  TURN INCREMENTS. JOG THE MACHINE FORWARD PAST THE ADJUSTMENT AND CUT. RUN A PANEL LONG ENOUGH TO SEE IF THE DESIRED RESULT WAS ACHIEVED. IF THE PANEL STILL HAS UPHILL CURVATURE, ADJUST STATION #10 DOWN. AT NO TIME SHOULD MORE THAN  $1 \frac{1}{2}$  TURNS OF EACH ADJUSTMENT SCREW BE REQUIRED.

IF ADJUSTMENTS ARE MADE AND THE RESULTS ARE NOT SATISFACTORY, RESET STATION #9 AND STATION #10 AT THE NEUTRAL POSITION, AND ATTEMPT THE PROCEDURE AGAIN.

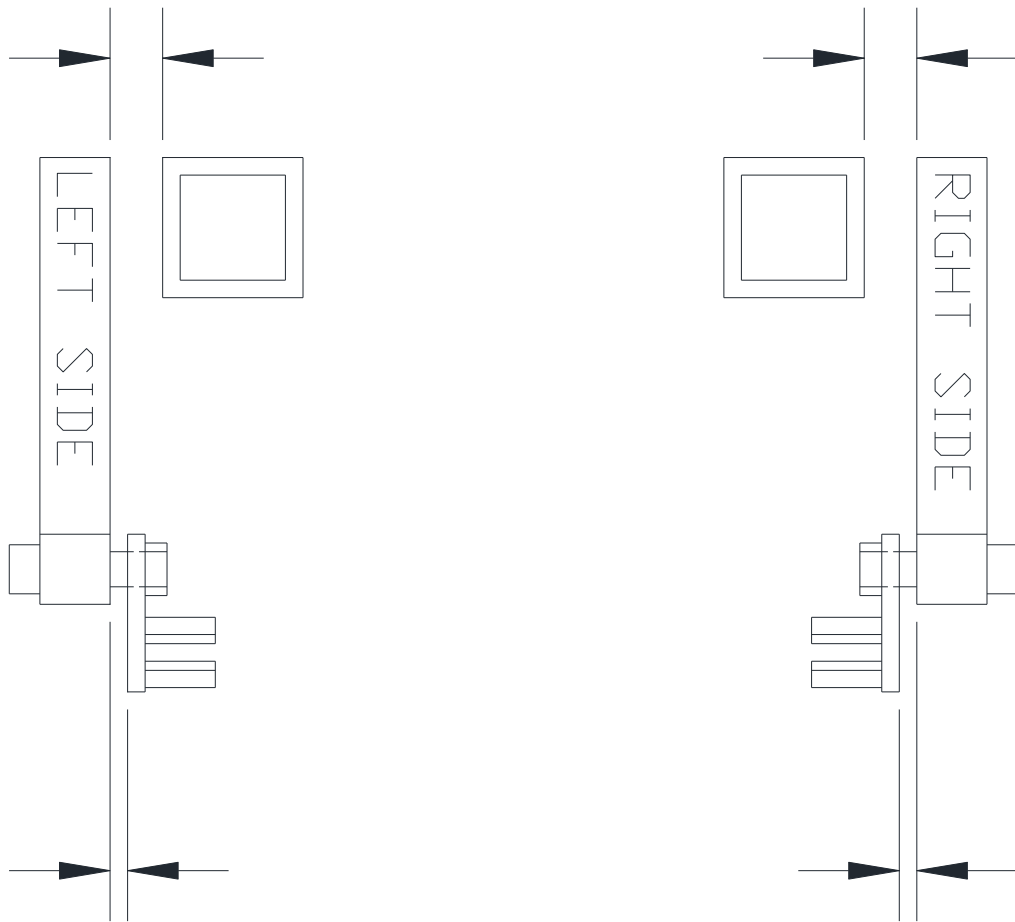
IF THE PANEL HAS DOWNHILL CURVATURE REVERSE THE ABOVE ADJUSTMENT PROCEDURE.

THE SAME ADJUSTMENT PROCEDURE IS USED FOR BOTH THE MALE AND FEMALE LEGS OF THE PANEL.

IF ADJUSTMENTS ARE MADE TO STATION #10, THE HEIGHT OF THE SHEAR MAY NEED TO BE RESET.



**FACTORY ENTRY GUIDE SETTINGS**  
**SS-10 PANEL PROFILE**



## TROUBLESHOOTING INSTRUCTIONS

**When trouble shooting, remove power by unplugging the unit from the main power source.**

- A. Motor doesn't run or starter doesn't pull in.
  - 1. Check to make sure E-stop buttons are pulled out
  - 2. Using a volt/ohm pull fuses from the fuse holder and check condition of fuses – should be (0 ohms). Replace bad fuses.
    - a. Fuses good – reinstall
      - 1. Check overload (OL) for a tripped state – Depress reset
        - a. Using a volt/ohm meter – check for continuity from wire #4 and white wire on overload relay – should be 0 ohms.

### **CHECK WITH POWER OFF AND POWER CORD UNPLUGGED**

- B. Starter pulls in, but motor doesn't run
    - 1. Bad Motor – replace
  - C. Starter pulls in, motor tries to run – (makes a grunting noise)
    - 1. Bad Motor – replace
    - 2. Incoming voltage too low – Check voltage and extension cord for proper size
  - D. Unit tripping breaker (Power feed from source)
    - 1. Bad breaker or insufficient amperage rating – requires 50 Amp MIN.
    - 2. Check extension cord for proper size and condition – See instruction manual
    - 3. Motor bad
  - E. Unit doesn't run in "Hand" or "Automatic" mode, but motor is running
    - 1. Check Run on light on PLC – Light must be on when motor is running
    - 2. Check for any lights on PLC – Motor must be running
      - a. No lights – Pull fuse from fuse holder and use a volt/ohm meter to check condition of fuses – should be (0 ohms). Replace bad fuses with the same style. REPLACEMENT FUSES MUST BE COMPARABLE
- ### **CHECK WITH POWER OFF AND POWER CORD UNPLUGGED**
- b. If fuse continues to blow – a short exists
    - Possible Problems:
      - 1. Solenoid coil is bad
      - 2. Possible short in: limit switches, material end stop switch, pendant or PLC
  - 3. Check – Error light on PLC should be off
- F. Unit doesn't run either direction in "Hand" mode (Motor must be running)
    - 1. Check PLC input 7 wire #23 – should be on – Blade up limit switch
    - 2. Check PLC input 2 wire #7 – should be on – Pendant in hand mode and stop button pulled out
    - 3. Check PLC input 0 wire #8 – should be on – When Pendant momentary selector switch is in the "Forward" position
    - 4. Check PLC output 0 wire #24 – should be on (forward power to solenoid)

5. Check PLC input 1 wire #10 – should be on when pendant momentary selector switch is in the “Forward” position.
6. Check “E” above

**Commented [RW1]:** Make sure to update this if we re-work the troubleshooting guide

**When trouble shooting remove power by unplugging unit from main power source.**

- G. Unit doesn’t (shear down) in “Hand” mode – Motor must be running
1. Check PLC input 2 wire #7 – Must be “on” before going down – Pendant in “Hand” mode and “Stop” button pulled out
  2. When pendant “DOWN” is depressed, PLC input 5 (wire #26) should be ON.
  3. Check “E” above
  4. Prior to going down – PLC input 6 wire #16 and input 7 wire #23 should be on – indicating blade is in the up position.
  5. When going down – PLC input 6 wire #16 should be on and input 7 wire #23 should be off
  6. Bad pendant – cord can be checked for continuity – [see schematic](#)
- H. Unit does shear down in “Hand” – but doesn’t return up
1. At the “Down” position – PLC input 6 wire #16 should be off and input 7 wire #23 should be off
  2. At the “Mid” position – PLC input 6 wire #16 should be on and input 7 wire #23 should be off
  3. At the “Top” position – PLC input 6 wire 16 and input 17 wire #23 should be on.

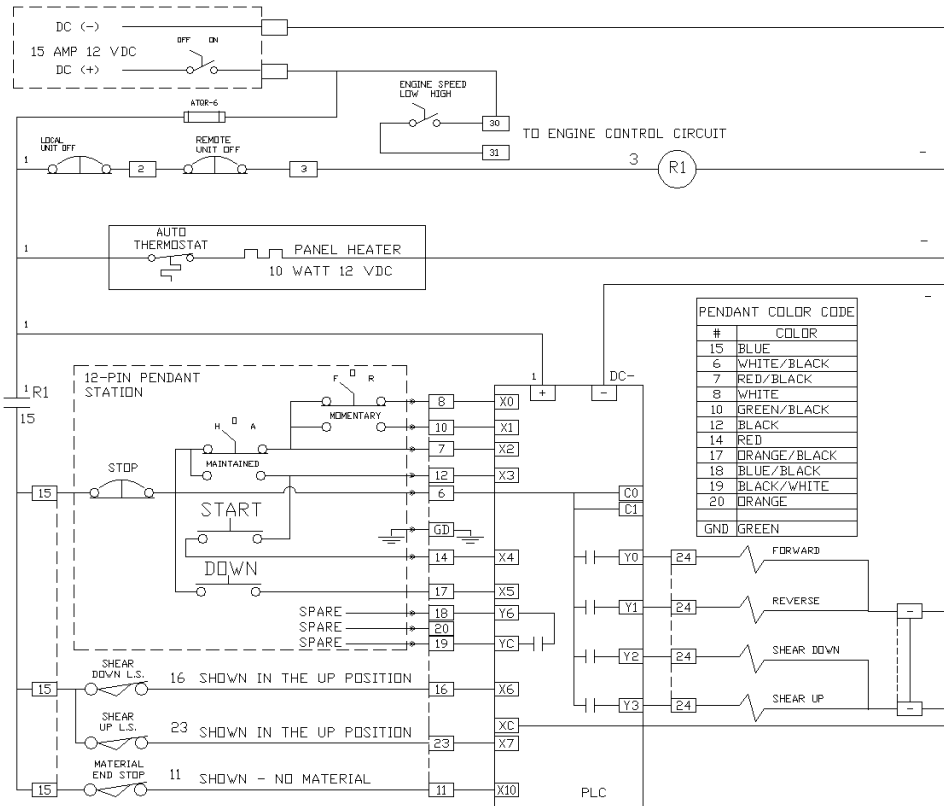
**Commented [RW2]:** Make sure to label which schematic

If these items check good – unit should be able to run in the “Hand” control using the momentary selector switch for forward and reverse direction and a shear down cycle should operate

- I. Unit won’t run in “Auto” mode, but will run in “Hand” mode
1. Check PLC input 8 wire #11 – should be on – Material limit switch is made (no material)
  2. Check PLC input 7 wire #23 – should be on – blade up limit switch  
Check PLC input 6 wire #16 – should be on – blade up limit switch
  3. Check PLC input 3 wire #12 – should be on – Pendant in auto mode and stop button pulled out
  4. Check PLC input 4 wire #14 – should be on – When Pendant is in “auto” mode, stop button pulled out, the motor is running and the start button is depressed
- J. Unit works improperly
1. Extension cord supplying power to unit too small
  2. Check AC voltage at unit while running – should be 220/240 VAC.

## ELECTRICAL DIAGRAMS

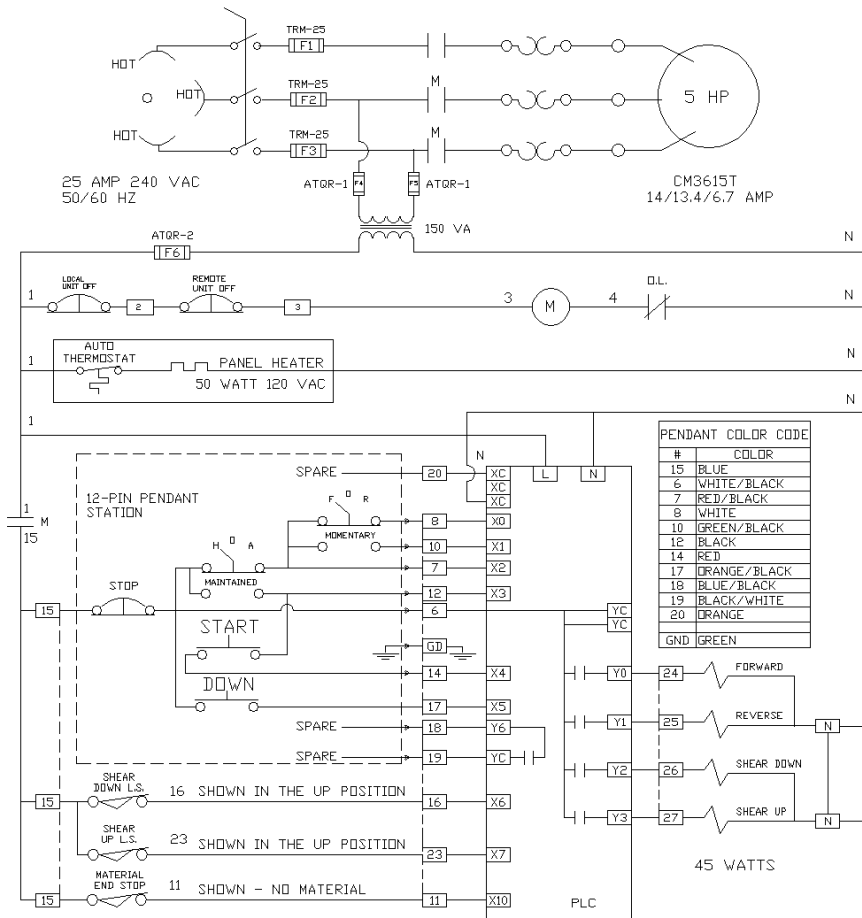
### 15 AMP – 12 VDC SCHEMATIC



SEQUENCE	15-23	15-16
SHEAR UP	X	X
SHEAR GOING DOWN	0	X
SHEAR DOWN	0	0
SHEAR GOING UP	0	X

SHEAR DOWN L.S: OPENS WHEN SHEAR IS DOWN  
 SHEAR UP L.S: SHEAR UP (15-23 CLOSED)  
 SHEAR DN (15-23 OPEN)

### 25 AMP – 240 VAC SCHEMATIC (3-PHASE)



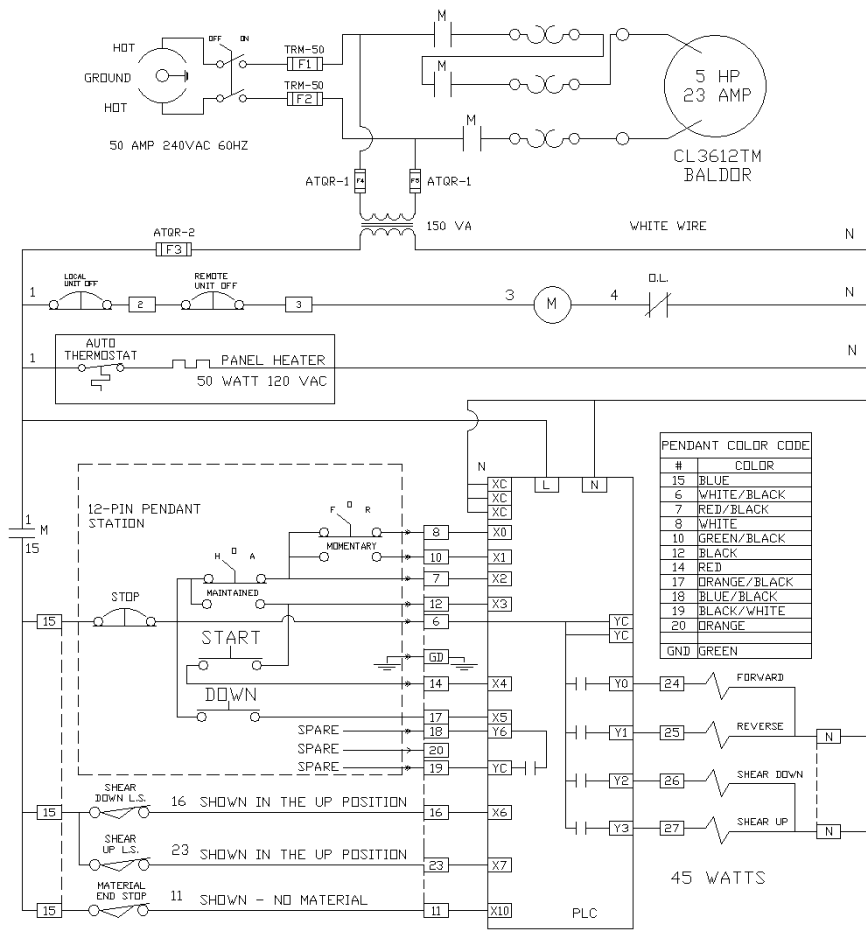
SEQUENCE	15-23	15-16
SHEAR UP	X	X
SHEAR GOING DOWN	0	X
SHEAR DOWN	0	0
SHEAR GOING UP	0	X

SHEAR DOWN LS: OPENS WHEN SHEAR IS DOWN

SHEAR UP LSI      SHEAR UP (15-23 CLOSED)  
SHEAR DN (15-23 OPEN)



### 50 AMP – 240 VAC SCHEMATIC (1-PHASE)



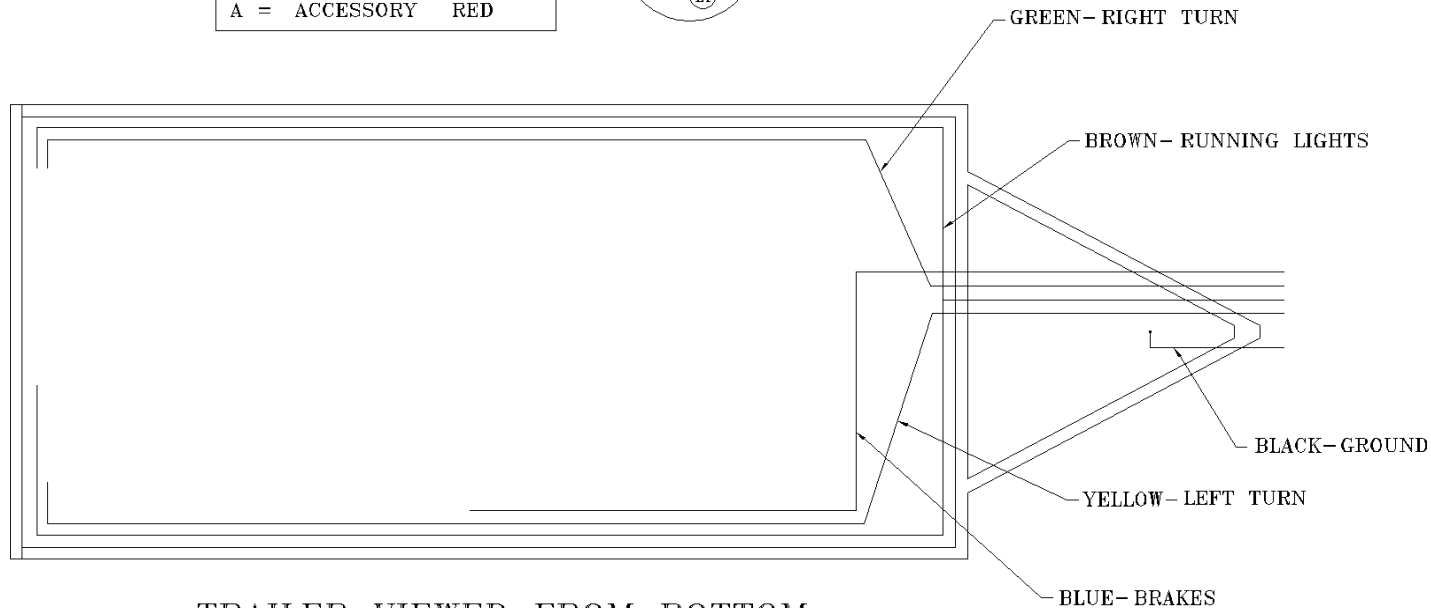
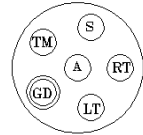
SEQUENCE	15-23	15-16
SHEAR UP	X	X
SHEAR GOING DOWN	0	X
SHEAR DOWN	0	0
SHEAR GOING UP	0	X

SHEAR DOWN LS: OPENS WHEN SHEAR IS DOWN

SHEAR UP LS:      SHEAR UP (15-23 CLOSED)  
SHEAR DN (15-23 OPEN)

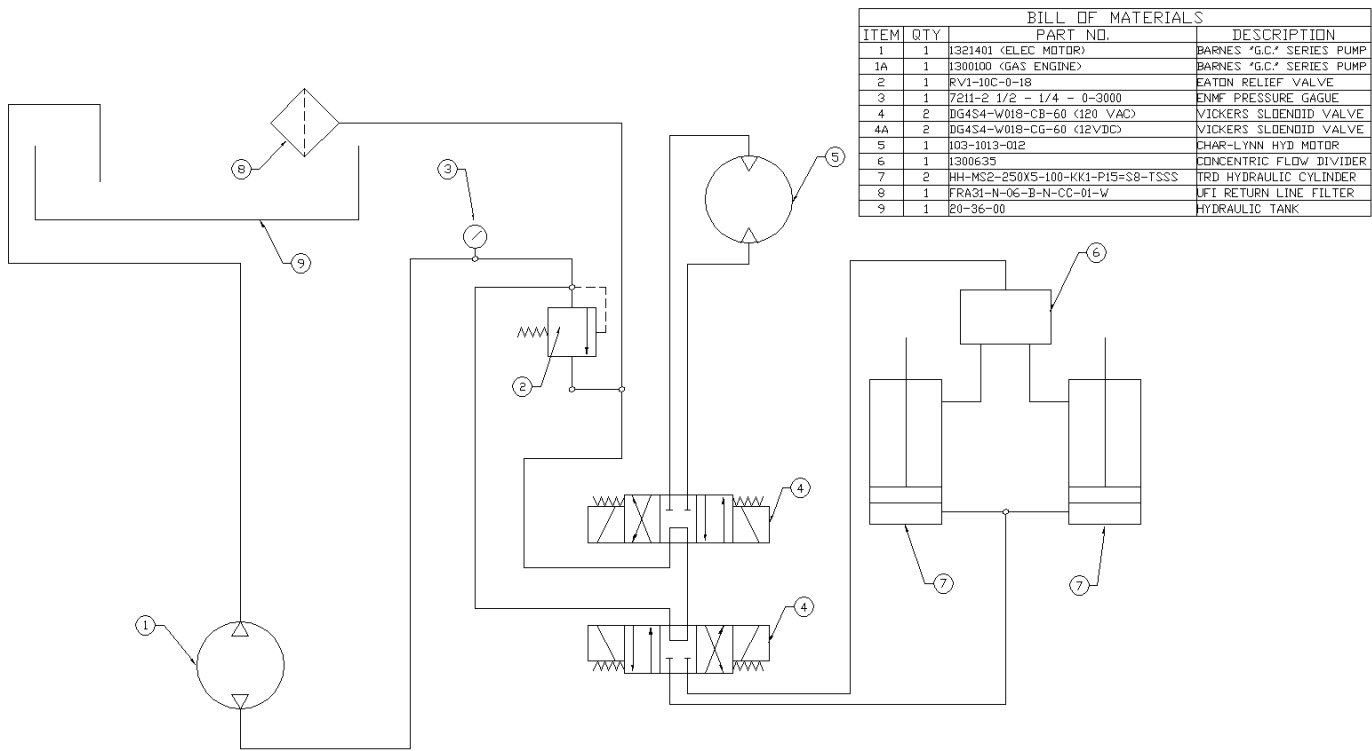
## TRAILER WIRING DIAGRAM

TM=	TAIL LIGHTS	BROWN
GD=	GROUND	BLACK
LT=	LEFT TURN	YELLOW
RT=	RIGHT TURN	GREEN
S =	BRAKES	BLUE
A =	ACCESSORY	RED

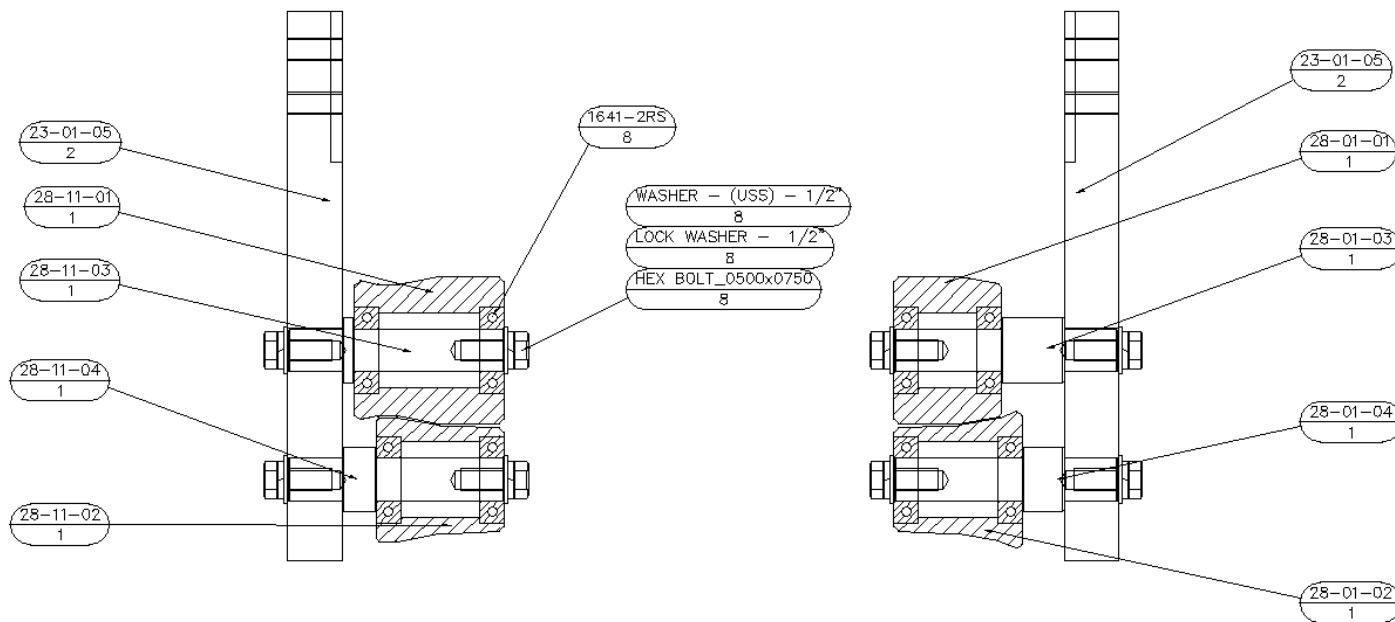


TRAILER VIEWED FROM BOTTOM

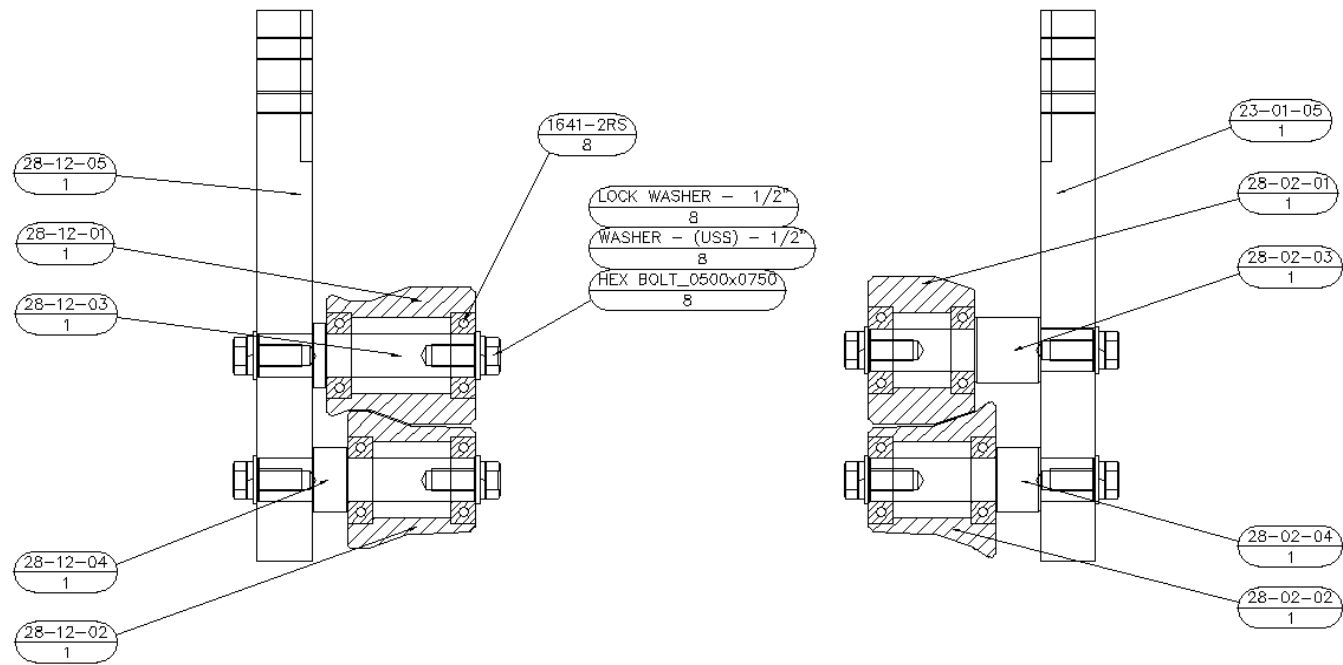
HYDRAULIC DIAGRAM



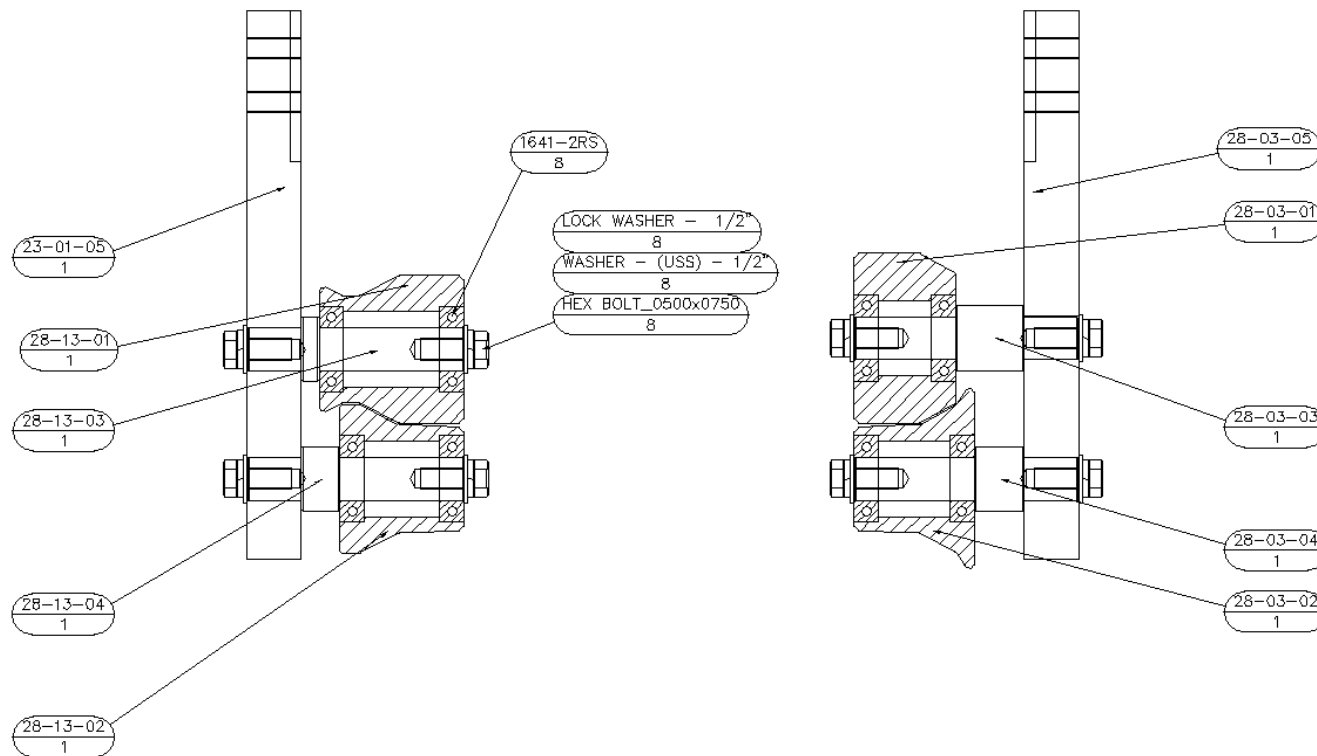
# **ASSEMBLY DIAGRAMS** **STATION #1 ASSEMBLY (28-00-01)**



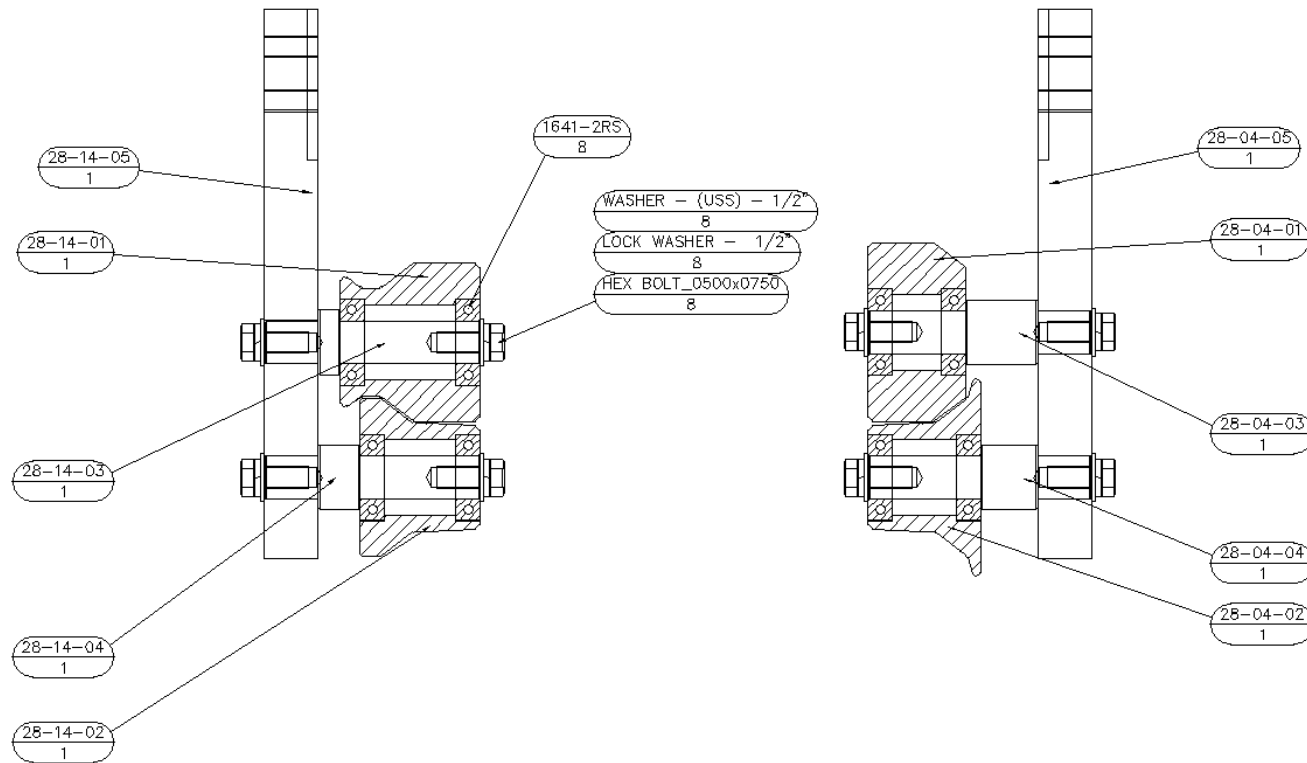
## STATION #2 ASSEMBLY (28-00-02)



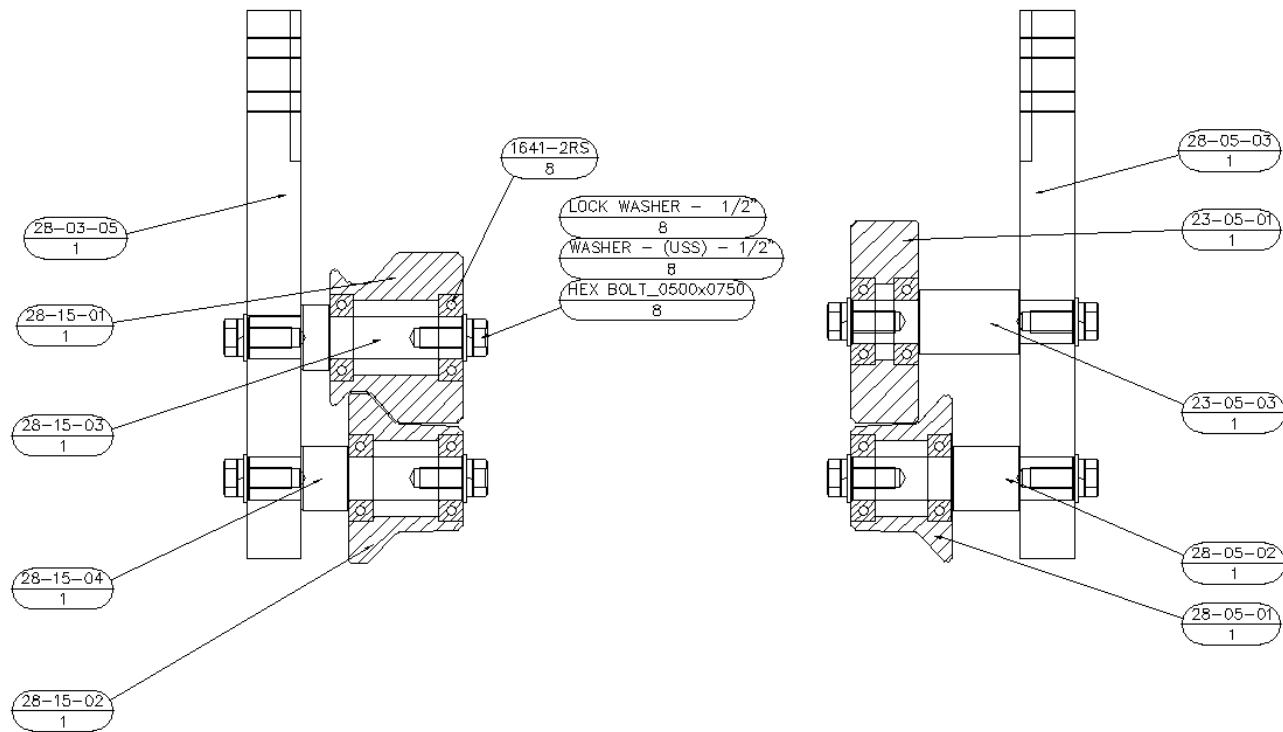
### STATION #3 ASSEMBLY (28-00-03)



# STATION #4 ASSEMBLY (28-00-04)

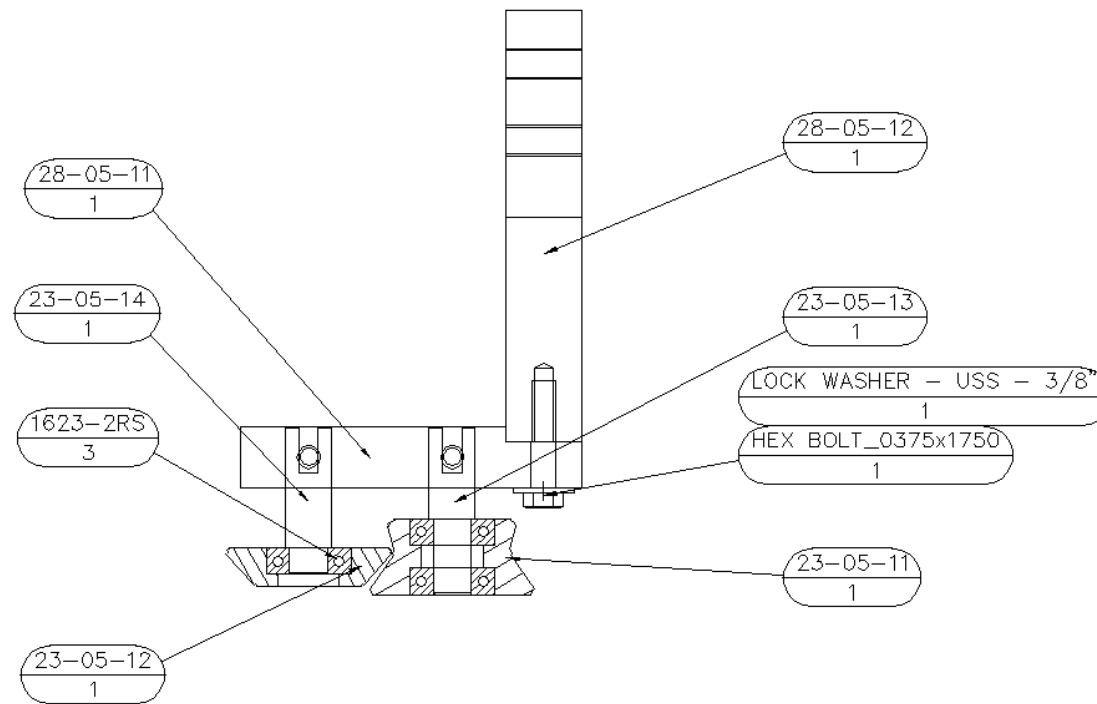


# STATION #5 ASSEMBLY (28-00-05)

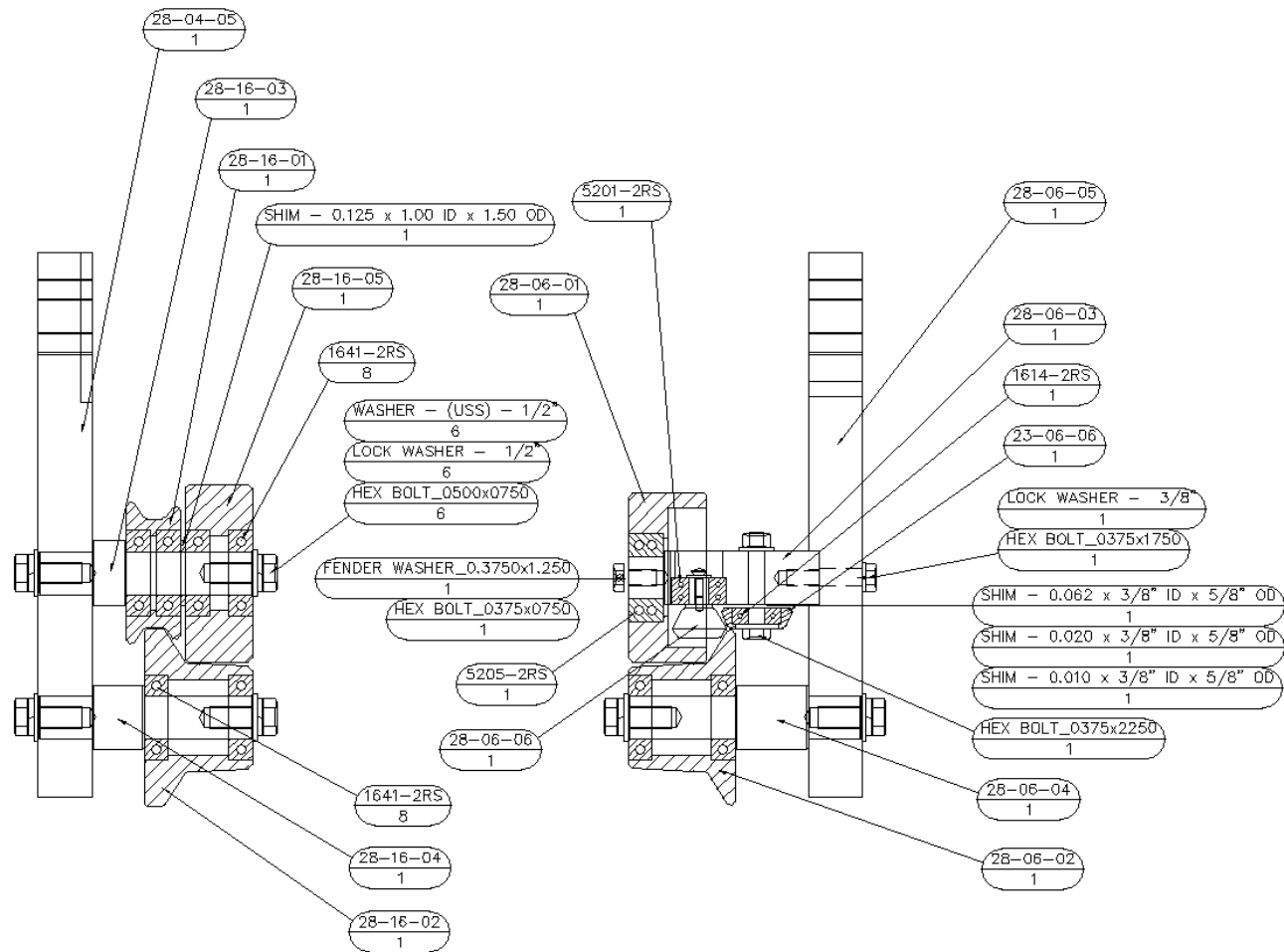




# STATION #5-6 AUXILIARY ASSEMBLY (28-00-05A)

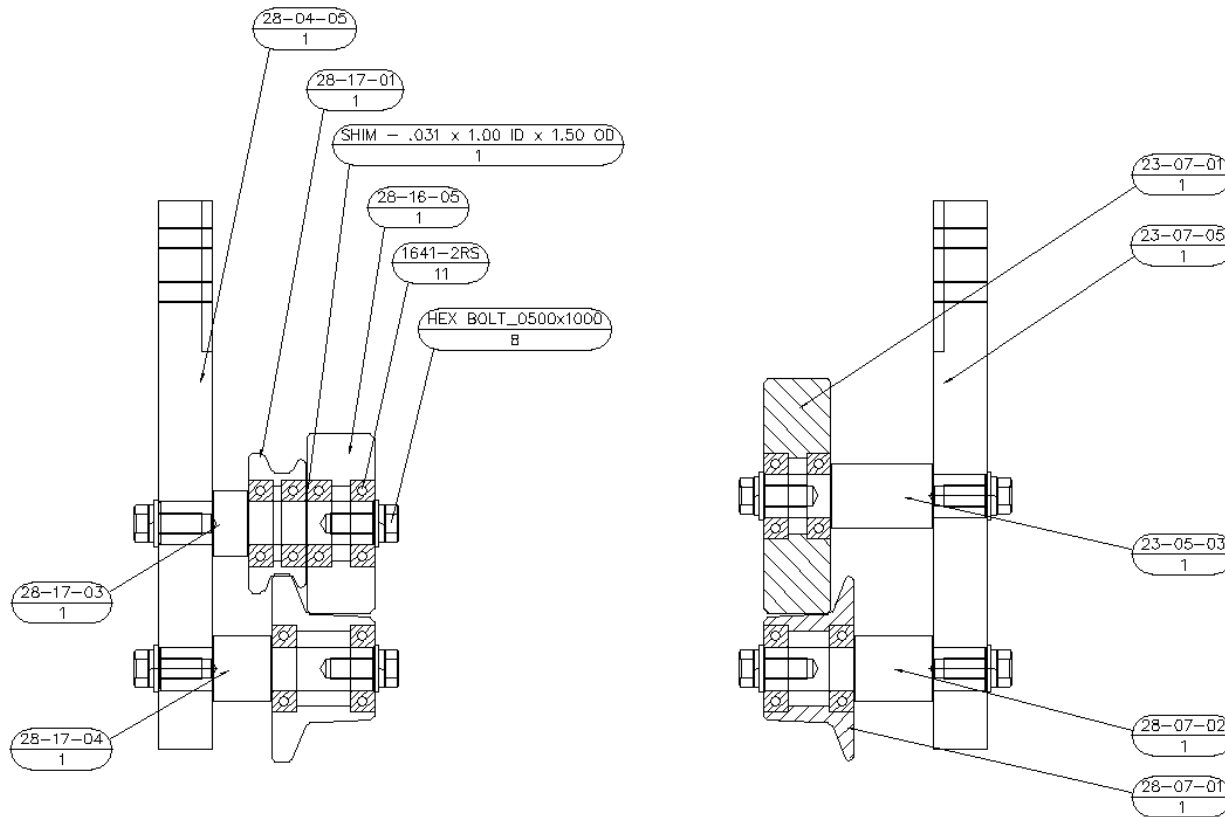


## STATION #6 ASSEMBLY (28-00-06)

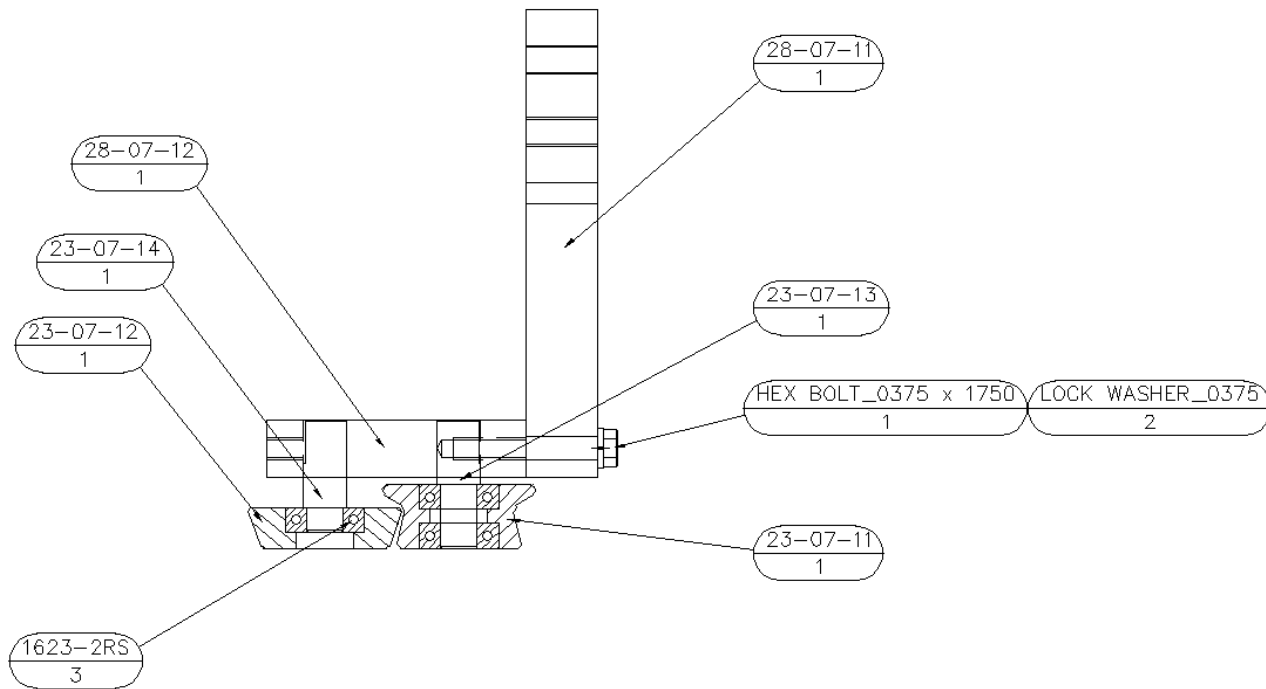


ZIMMERMAN METALS, INC. PROPRIETARY INFORMATION – DO NOT REPRODUCE OR DISTRIBUTE

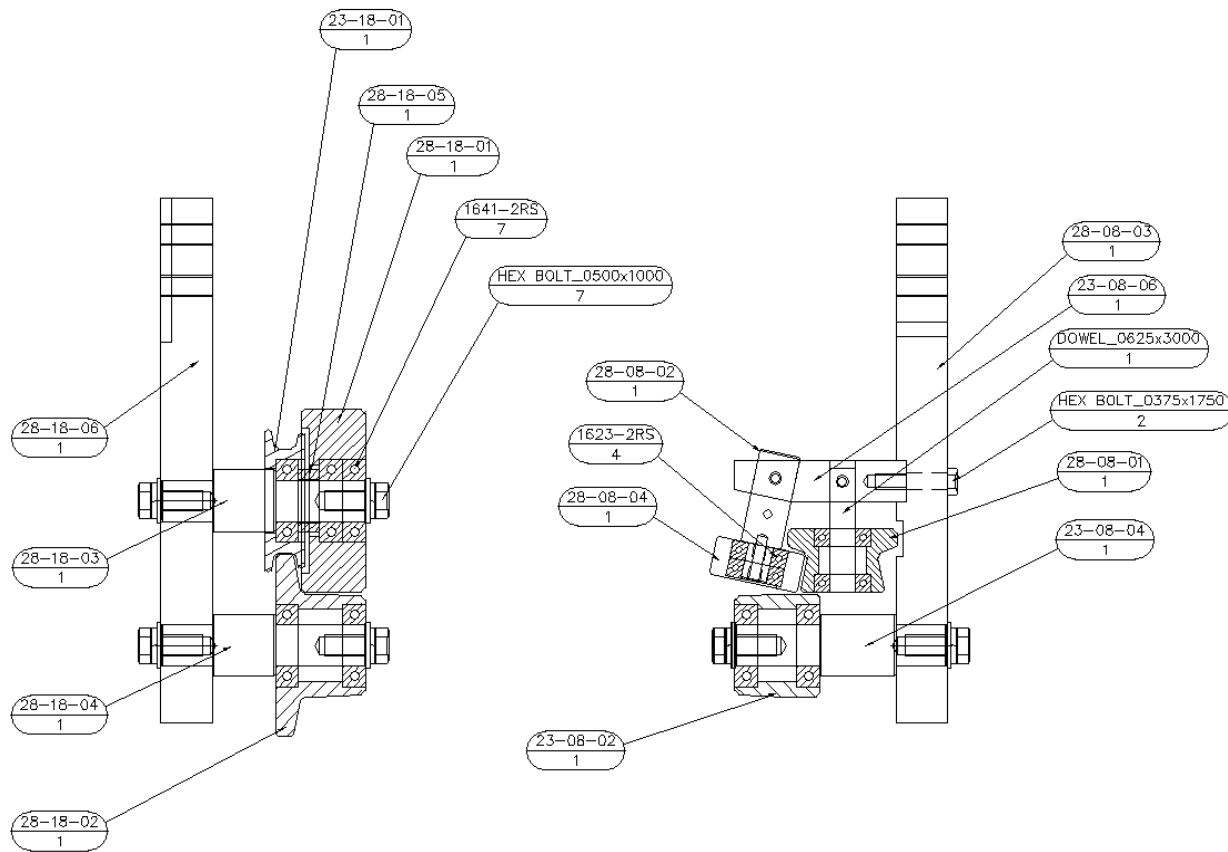
# STATION #7 ASSEMBLY (28-00-07)



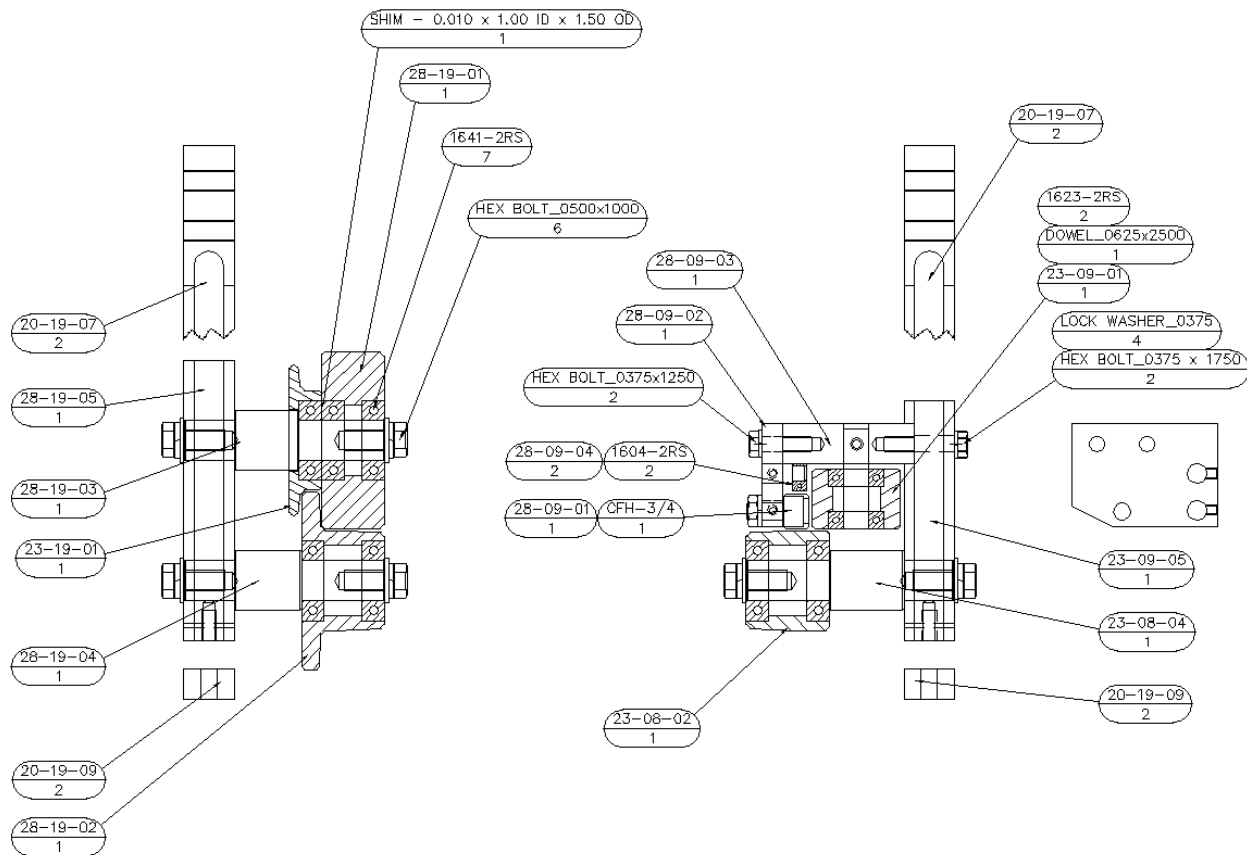
# STATION #7-8 AUXILIARY ASSEMBLY (28-00-07A)



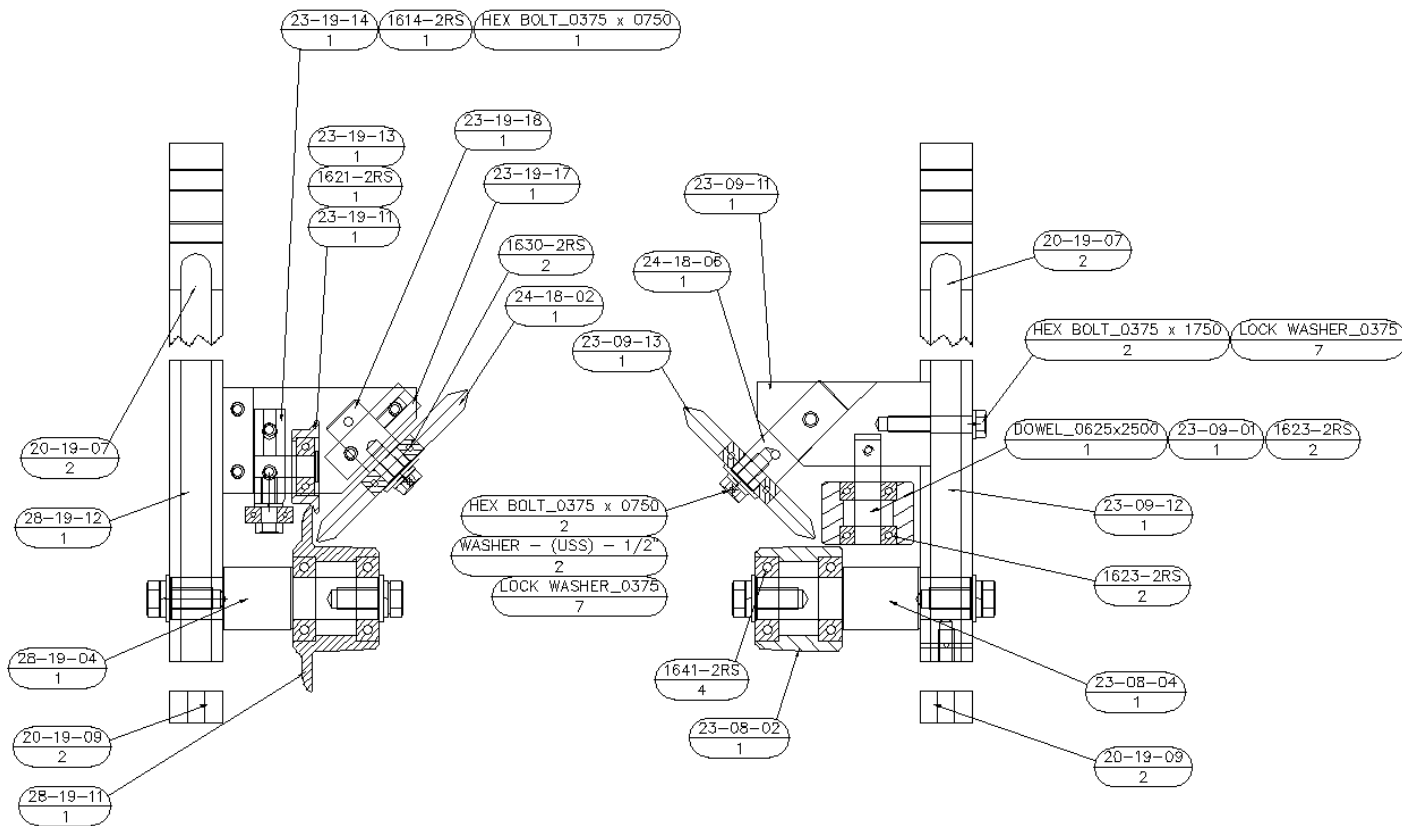
# STATION #8 ASSEMBLY (28-00-08)



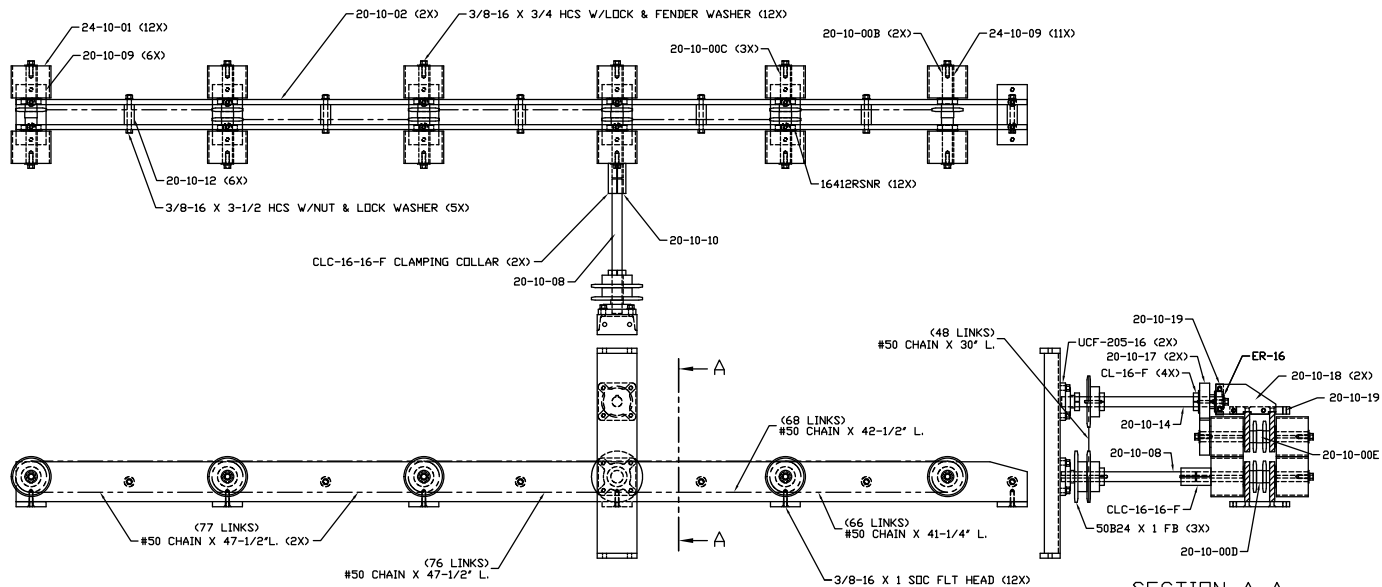
# STATION #9 ASSEMBLY (28-00-09)



# STATION #10 ASSEMBLY (28-00-10)



## BOTTOM SKATE BAR ASSEMBLY (20-10-00BOT)



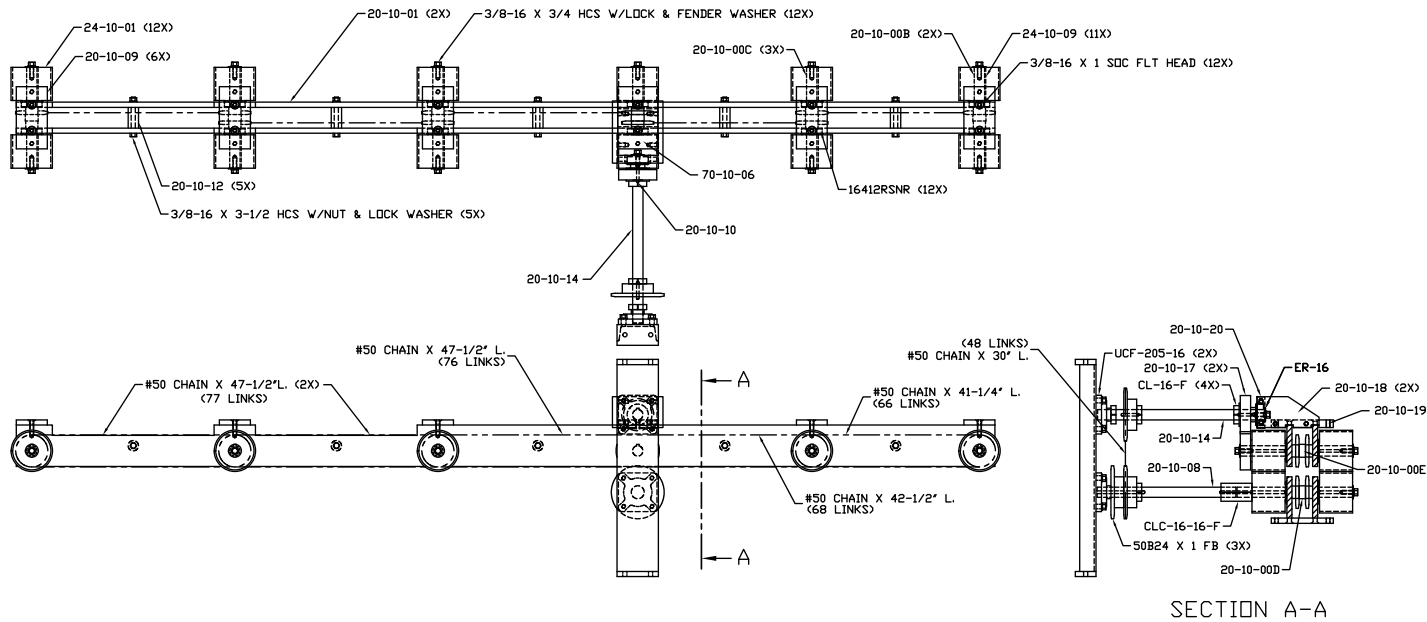
NOTE: BOTTOM SKATE SHOWN ON END VIEW FOR GEAR & SPROCKET LOCATIONS

Commented [RW3]: UPDATED WITH NEW DRAWING



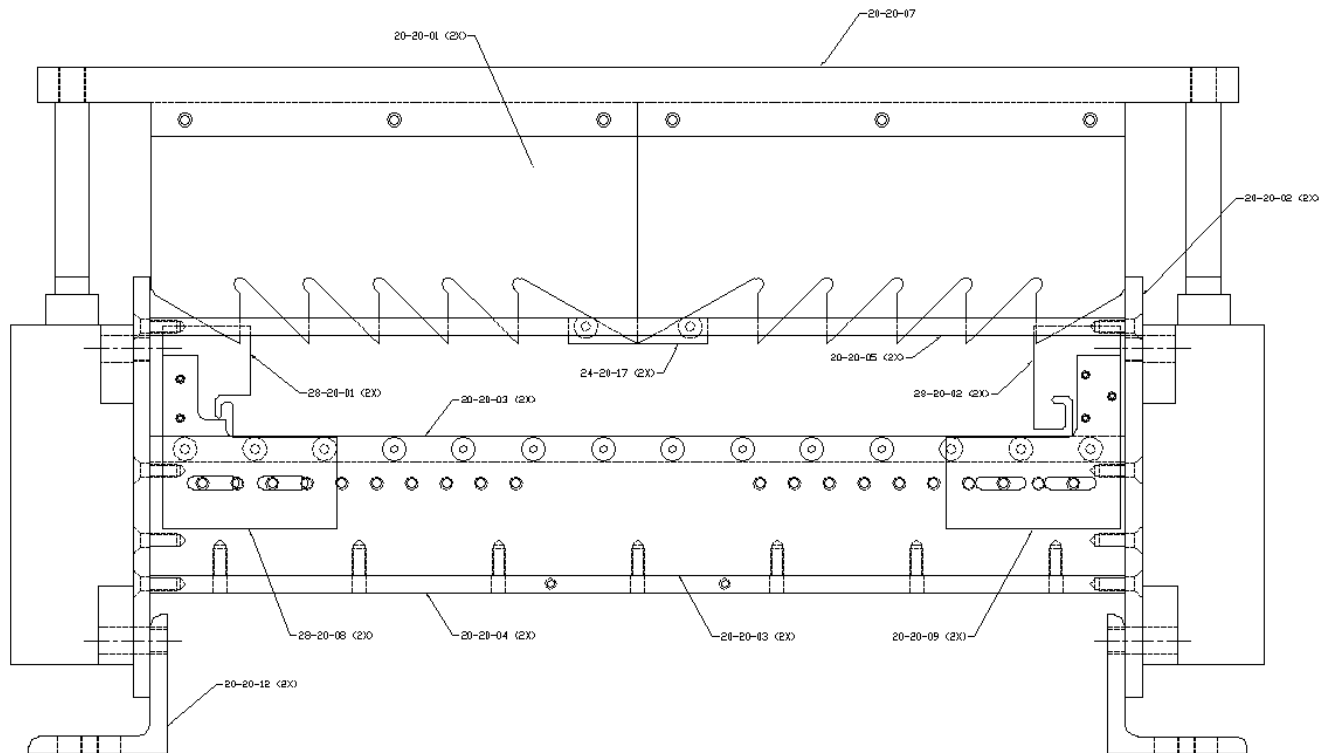
## TOP SKATE BAR ASSEMBLY (20-10-00TOP)

Commented [RW4]: UPDATED WITH NEW DRAWING



NOTE: BOTTOM SKATE SHOWN ON END VIEW FOR GEAR & SPROCKET LOCATIONS

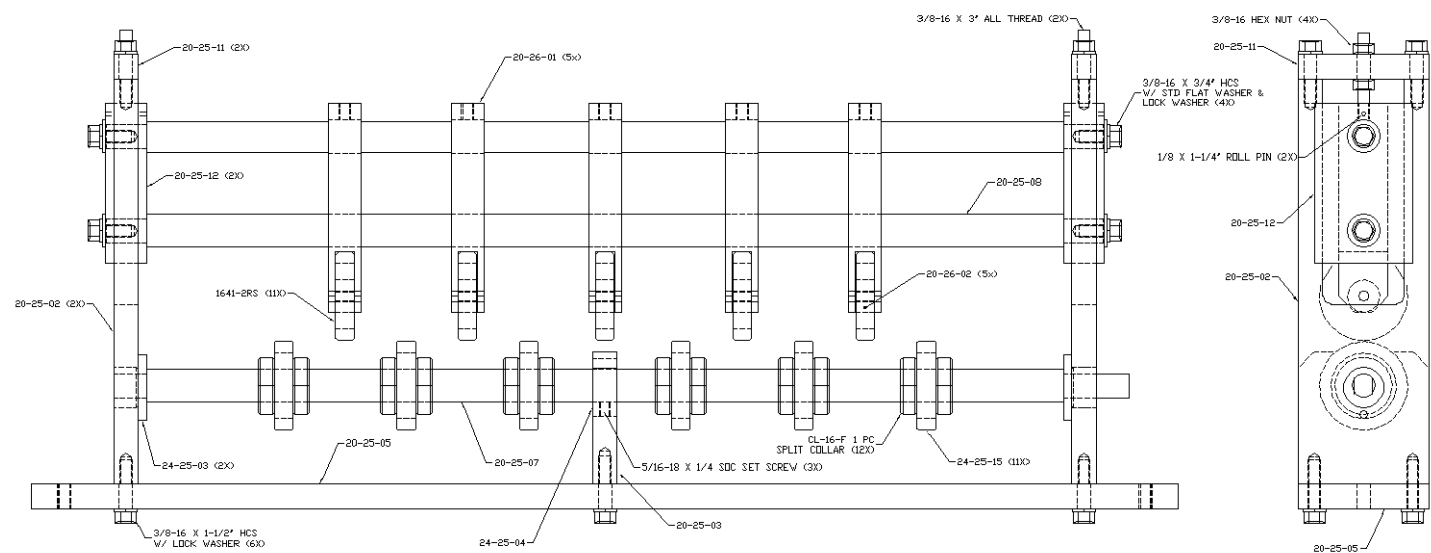
# ***SHEAR ASSEMBLY (28-20-00)***



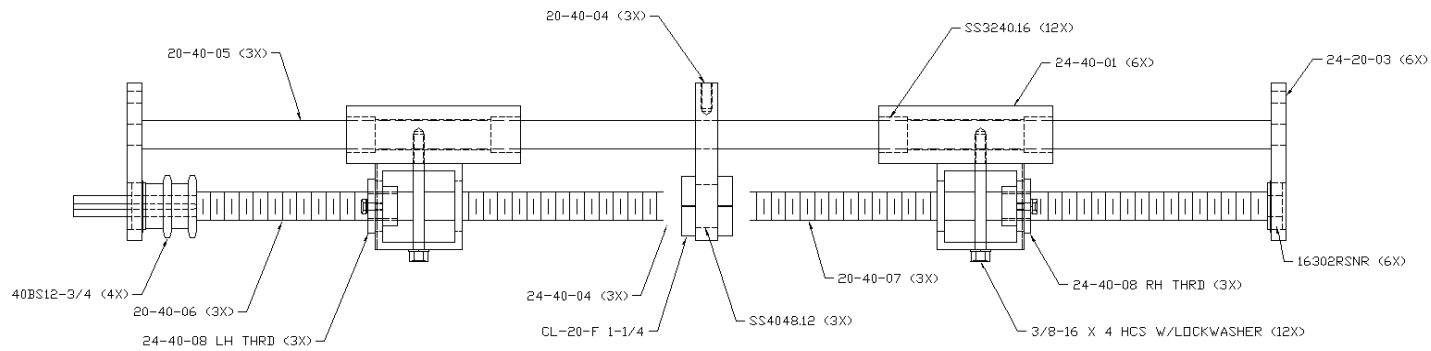
**Commented [RW5]:** UPDATE WITH NEW DRAWING.



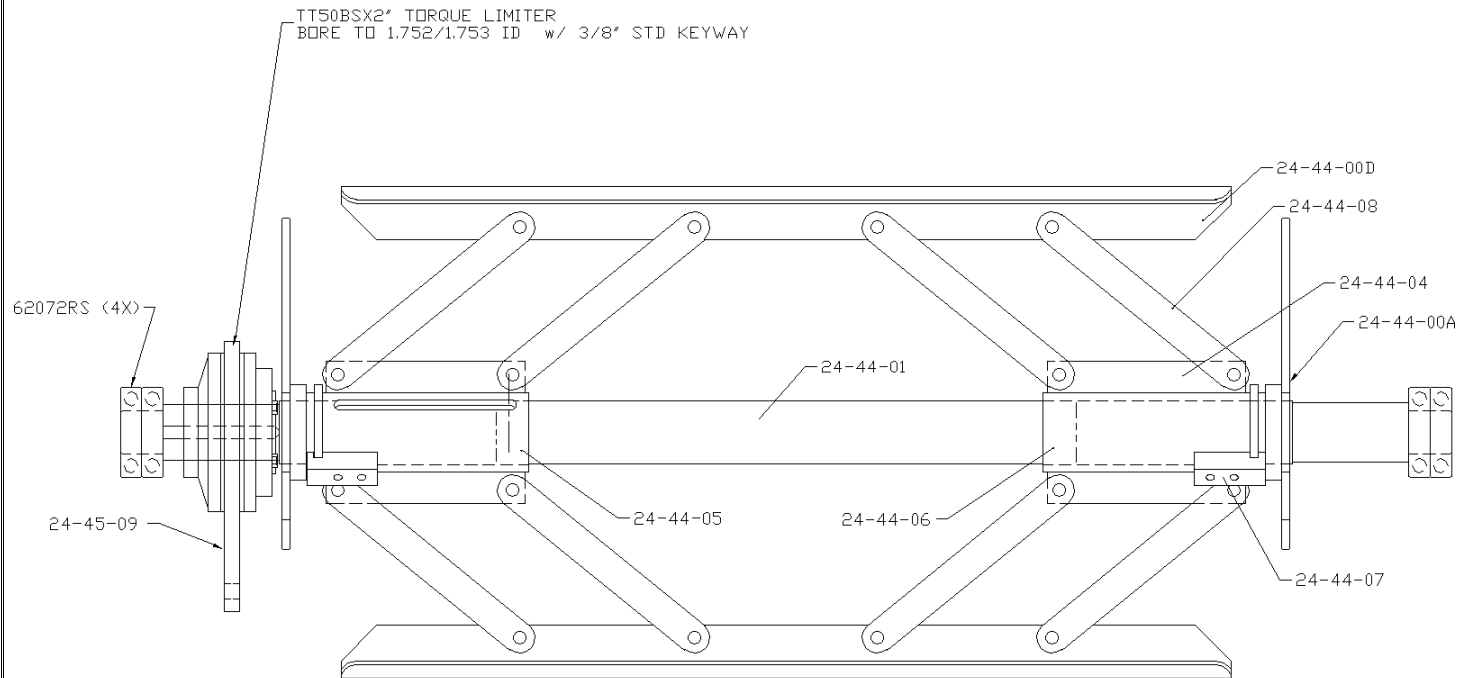
STRIATION ROLLER ASSEMBLY (20-26-00)



# **WIDTH ADJUSTMENT ASSEMBLY (20-40-00)**



## EXPANDABLE SPOOL ASSEMBLY (24-44-00)



***MACHINE GENERAL LAYOUT***

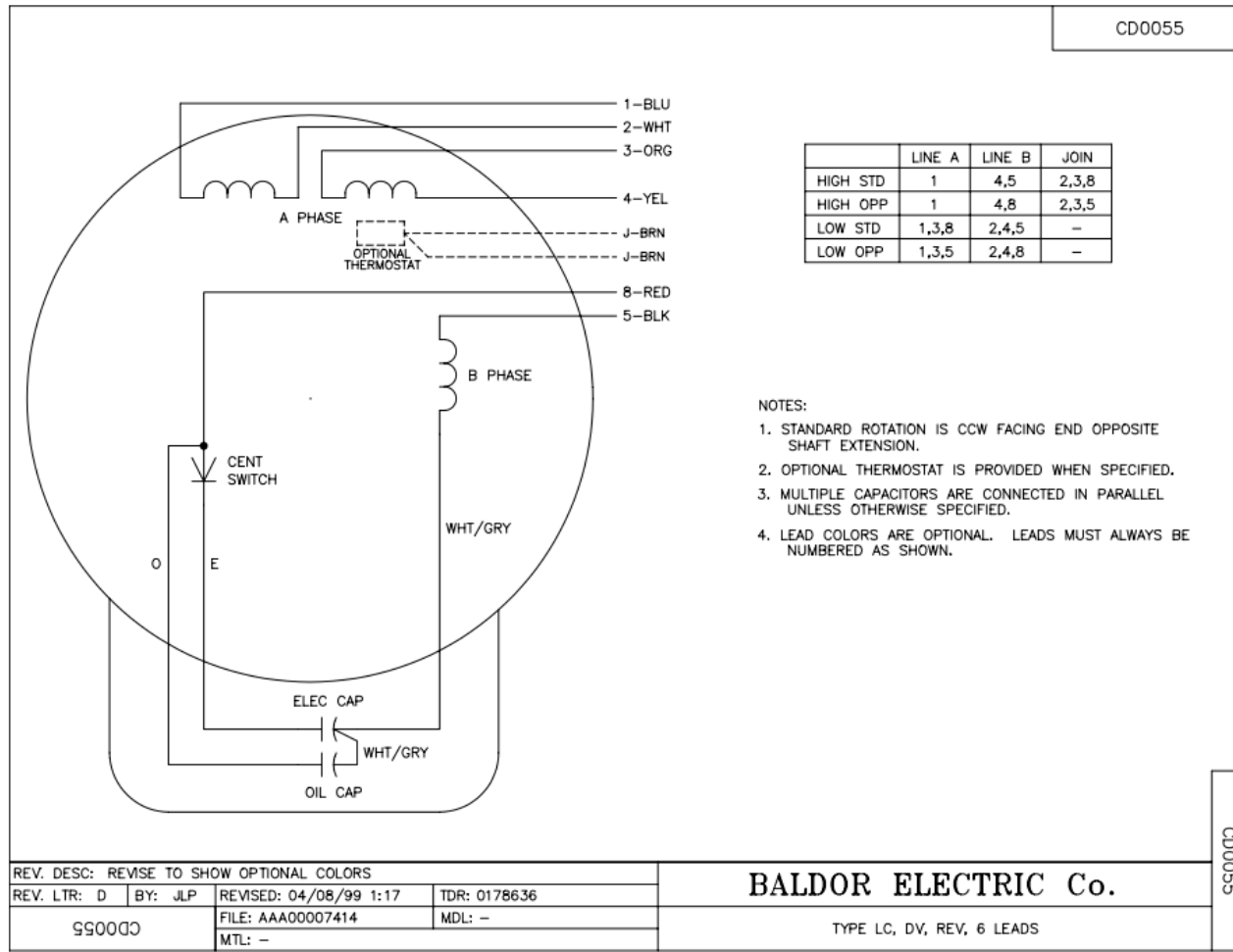
## SECTION 2

### HYDRAULIC / GENERAL INFORMATION



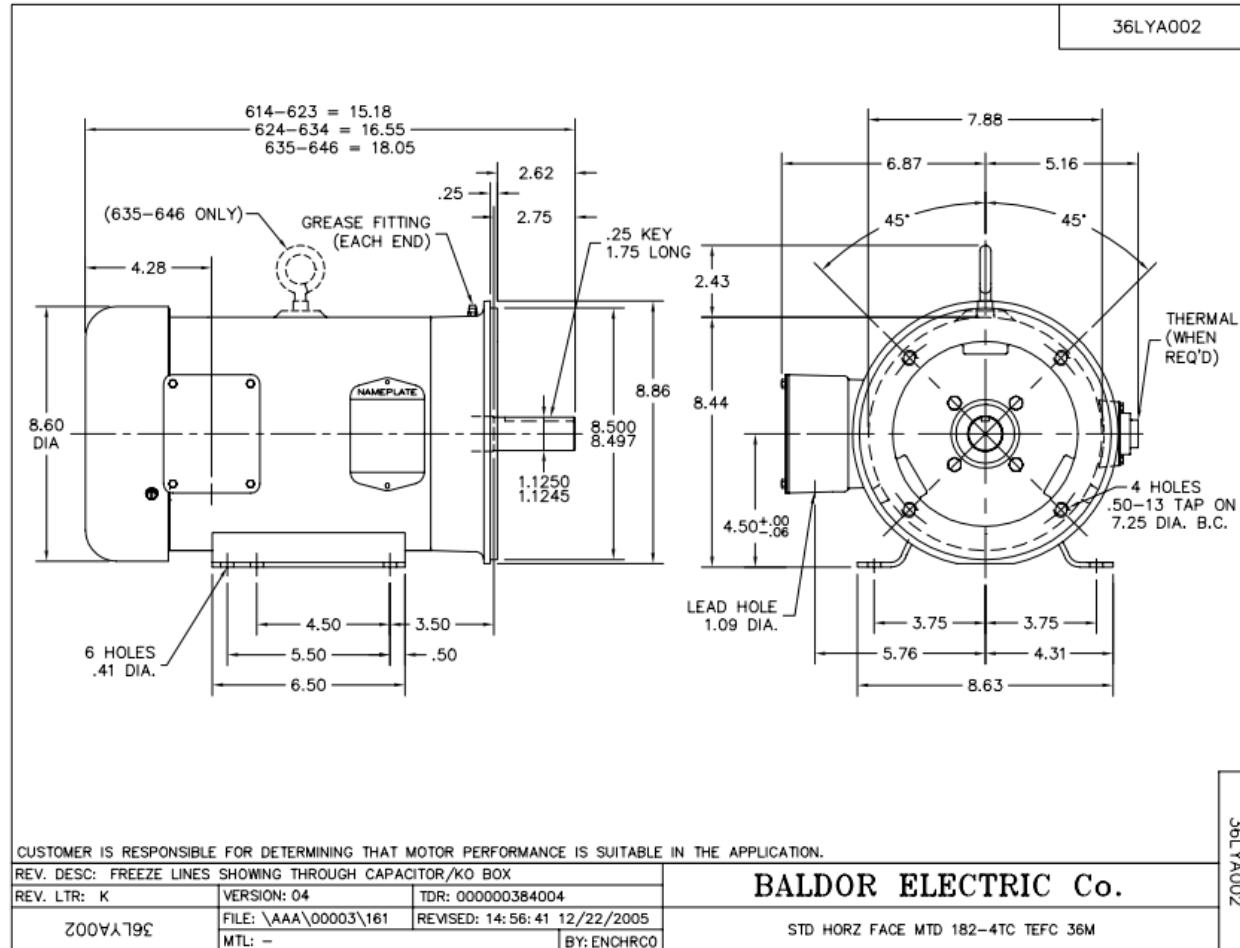


# **ELECTRIC MOTOR** **CONNECTION DIAGRAM**



## PHYCICAL DIMENSIONS

**BALDOR • RELIANCE** Product Information Packet: CEM3615T - 5HP,1750RPM,3PH,60HZ,184TC,3642M,TEFC,F1

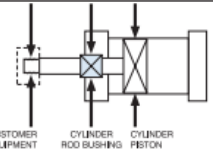


## HYDRAULIC CYLINDER

### PARTS LIST – SERIES “HH” (NFPA CYLINDER)

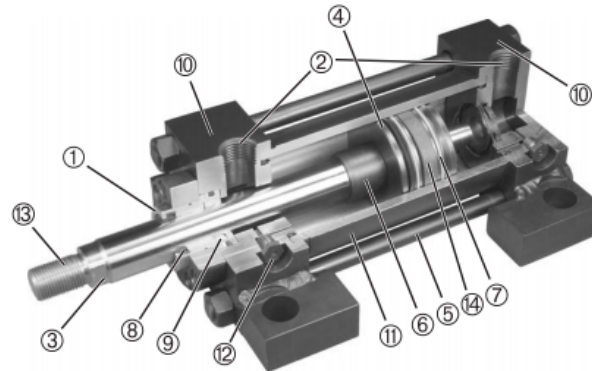
**Floating Rod Bushing**

**SELF ALIGNMENT FEATURE**  
Rod Bushing is designed to float .002", improving bearing surface alignment.



CUSTOMER EQUIPMENT  
CYLINDER ROD BUSHING  
CYLINDER PISTON

- Reduces cylinder drag and erratic operation
- Reduces cylinder wear
- Provides a minimum of 25% longer life than "fixed" Rod Bushing designs



### HEAVY-DUTY DESIGN FOR RELIABLE, CONSISTENT OPERATION

- FLOATING ROD BUSHING** – Precision machined from 150,000 PSI rated graphite filled ductile iron and PTFE coated to reduce friction and extend cycle life. Bushing design "traps" lubrication in effective bearing area. Bronze bushings also available.
- PORTS** – NPTF and SAE ports available standard. Non-standard locations, sizes, and other port styles can be made to order to fit any application needs.
- PISTON ROD** – Steel piston rod provides high strength and damage resistance. Induction hardened and chrome plated for maximum wear resistance and long life. (100K min. yield up to 5" rod; 75K min. yield for 5½" rod)
- PISTON** – Precision machined ductile iron provides high strength and an excellent bearing surface for extended cylinder life.
- TIE RODS** – Pre-stressed high carbon steel tie rod construction eliminates axial loading of cylinder tube and maintains compression on tube. (100K min. yield)
- CUSHION** – Precision machined cushions are available at either end and provide smooth deceleration which helps reduce end of stroke shock.
- PISTON SEALS** – Heavy lip design Carboxylated Nitrile seals with back-up rings are pressure activated and wear compensating for extended life. Cast ring, EP, PTFE, and fluorocarbon designs available.
- ROD WIPER** – Flocked nitrile wiper removes contaminants on retract stroke, helping insure long life for all internal components.
- ROD SEALS** – Polyurethane seals offer high abrasion resistance and strength. Pressure activated double lip and wear compensating for extended life.
- HEAD & CAP** – Precision machined steel head and cap are held to tight tolerances and insure accurate alignment for a truly "square" cylinder.
- TUBE** – Precision machined steel tube with hard chrome I.D. is honed and micro finished for extended seal life and improved cycle rates.
- CUSHION ADJUSTMENT NEEDLE** – Adjustable steel needle design has fine thread metering and is positively captured to prevent needle ejection during adjustment.
- PISTON ROD STUD** – Standard on KK1 and KK2 threads for ¼" - 2" rods (125K min. yield). Available up to 2 times standard "A" thread length.
- WEAR BAND** – Wear Guard Nylon (standard); reinforced PTFE for E and V seal option.

#### OPERATING PRESSURE

3000 PSI HYD (207 BAR)  
Refer to page 51 for specific PSI

#### OPERATING TEMPERATURE

Standard Seals: -20°F to 200°F (-29°C to 93°C)  
Fluorocarbon: 0°F to 400°F (-18°C to 204°C)

#### Performance options:

- RLH** – Rod locks are used to hold linear cylinder loads stationary in any mounting orientation during "power off" condition. See pages 22-26 for more information.
- ST** – Stop tubes are used to reduce rod bearing and piston stress (refer to page 34 for cylinder design guidance).
- CS** – Center Supports are recommended for cylinders with long strokes in horizontal applications to prevent buckling of the cylinder and extend cylinder life.
- SSR** – 17-4 Chrome Plated Stainless Steel Piston Rod provide corrosion resistance in outdoor applications and wet environments. (100K min. yield up to 5" rod; 75K min. yield 5½" rod)
- HP** – High impact pistons use a high strength steel nut retained piston for fatigue resistance and additional strength in demanding applications.

## HOW TO ORDER<sup>1</sup>

**HH - MF1 - 250 x 10 - H2C6 - 100 - KK1 - P15 = N375 - S S S S -**

**SERIES**  
HH HEAVY DUTY HYDRAULIC

**STYLE**  
(BLANK) SINGLE ROD  
D DOUBLE ROD

**STROKE**  
0" to 120"  
Made to Order.  
(Use decimals for fractional strokes)

**ROD SIZE**  
063 0.625" Rod Dia.  
100 1.000" Rod Dia.  
137 1.375" Rod Dia.  
175 1.750" Rod Dia.  
200 2.000" Rod Dia.  
250 2.500" Rod Dia.  
300 3.000" Rod Dia.  
350 3.500" Rod Dia.  
400 4.000" Rod Dia.  
450 4.500" Rod Dia.  
500 5.000" Rod Dia.  
550 5.500" Rod Dia.

**PORT LOC**  
P 1 N062 1/16" NPTF  
2 N125 1/8" NPTF  
3 N250 1/4" NPTF  
4 N375 3/8" NPTF  
5 N500 1/2" NPTF  
6 N750 3/4" NPTF  
7 N1000 1" NPTF  
8 N1500 1 1/2" NPTF  
9 #8 SAE  
S10 #10 SAE  
S12 #12 SAE  
S16 #16 SAE  
S24 #24 SAE

**PORT SIZE**  
See Below for Seal Ordering Instructions

**SEALS**  
Call out "Y" for head cushion, "C" for cap cushion, followed by the desired location(s).

**ROD END**  
KK1 Small Male Thread  
KK2 Large Male Thread  
KK3 Female Thread  
KK4 Full Dia. Male Thread  
KK5 Plain End  
KK10 Rod Coupler End  
KKM Metric Thread  
KKK Non-Std Thread

**HOW TO ORDER SEALS**  
S S S S

**PISTON SEAL**  
S STANDARD (Carbonitrided)  
C Cast-Ring  
E EP  
V Fluorocarbon  
T PTFE  
V Fluorocarbon

**ROD SEAL**  
S STANDARD (Polyurethane)  
E EP  
V Fluorocarbon

**TUBE SEAL**  
S STANDARD (Buna)  
E EP  
V Fluorocarbon

**ROD WIPER\***  
S STANDARD (Flashed Lip)  
M Metallic Scraper  
T PTFE  
V Fluorocarbon

**OPTIONS**  
A= EXTENDED PISTON ROD THREAD (Example: A = 2")  
(MAX = 2 TIMES STD "A" DIA.)  
AS= ADJUSTABLE STROKE - RETRACT (SPECIFY LENGTH, Example: AS = 4")  
C= EXTENDED PISTON ROD (Example: If C = 0.50", THEN 1" ROD EXTENSION IS C = 1.50")  
CS CENTER SUPPORT  
EK EXTENDED KEYPLATE (Refer to page 17 and 21 for specifications)  
EN ELECTROLESS NICKEL PLATED (Refer to page 31 for specifications)  
HP HIGH IMPACT PISTON  
NR NONROTATING (Refer to page 32 for specifications)  
RBB ROD BUSHING MATERIAL: BRONZE  
RLH "ROD LOCK READY" CYLINDER  
RLH= ROD LOCK MODEL NUMBER (Refer to page 23-26 for ordering instructions for assembled rod locks)  
SSR STAINLESS STEEL PISTON ROD  
ST= STOP TUBE (SPECIFY STOP TUBE LENGTH AND EFFECTIVE STROKE)  
Example: (P1-M52-250x485-H2C6-ST=3")  
4WF FOUR WRENCH FLATS (ROD SIZES: 1 1/2" - 3")  
XX= SPECIAL VARIATION (SPECIFY)

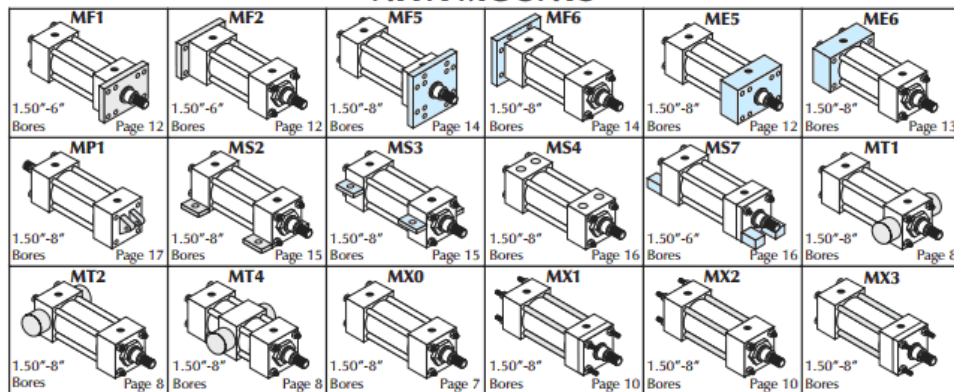
**MAXIMUM STROKE RECOMMENDATIONS**

BORE	NO CENTER SUPPORT	WITH CENTER SUPPORTS (CS OPTION)	
		ONE SUPPORT	TWO SUPPORTS
1.50"	44 INCHES	STROKES OVER 44 INCHES	STROKES OVER 89 INCHES
2.00"	74 INCHES	STROKES OVER 74 INCHES	STROKES OVER 99 INCHES
2.50"	84 INCHES	STROKES OVER 84 INCHES	NOT REQUIRED
3.25" - 8.00"	99 INCHES	STROKES OVER 99 INCHES	

Location 9 is center of cap face.

\*Note: When cylinder design calls for all EP seals, use PTFE rod wiper.

## NFPA MOUNTS



<sup>1</sup> CYLINDER P/N: HH-MS2-250X5-100-KK1-P15-S8-TSSS

## HYDRAULIC PUMP

### SPECIFICATIONS<sup>1 2</sup>

#### 11 GPM/1800 PSI to 1/2 GPM/3000 PSI

##### Bi-Rotational • Use as a Pump or Motor

Includes bi-rotational check valves to allow it to be used either as a pump or a hydraulic motor in either direction of rotation. The maximum back pressure is 400 PSI on the low pressure port. Inboard bearings will accept a maximum of 150 lbs. of overhung load, an outward thrust of 60 lbs.; and an inward thrust of 76 lbs. Oil viscosity of 100 to 1000 SSU.



Pump body is cast iron with hardened steel gears running on needle bearings and with Viton seals. Listed below in the tables are some of the more popular pumps. The dimensions are: 3½" wide × 3½" high × the body length shown in table. Shaft dimension is: 1/2" diameter × 1½" length with a 1/8" key. These pumps come with a four bolt flange on a 2" hole pattern. Pilot diameter is 1.780".

##### Performance as a Pump

Model No.	Disp./ Rev. in <sup>3</sup> /rev.	GPM @ 1750 RPM	Max. PSI Cont.	Max. PSI Inter.	Port Size, SAE	Max. Recom. RPM	Body Length, Inches
1300093	.065	1/2	3000	4000	9/16-18	4000	3.16
1300094	.129	1	3000	4000	3/4-16	4000	3.16
1300095	.194	1½	3000	4000	3/4-16	4000	3.16
1300096	.258	2	2300	4000	3/4-16	4000	3.16
1300097	.323	2½	1900	3000	7/8-14	4000	3.69
1300098	.388	3	1600	2500	7/8-14	3550	3.69
1300099	.453	3½	1300	2250	7/8-14	3000	3.69
1300100	.517	4	1200	2000	7/8-14	2500	3.69

##### Performance as a Hydraulic Motor

Model No.	Disp./ Rev. in <sup>3</sup> /rev.	Displ., C.I.R.	GPM* per 1000 RPM	Torque** in-lbs. per 100 PSI	Max. PSI	HP @ Max. PSI & per 1000 RPM
1300093	0.065	0.065	0.280	1.03	3000	0.39
1300094	0.129	0.129	0.556	2.05	3000	0.77
1300095	0.194	0.194	0.883	3.09	3000	1.15
1300096	0.258	0.258	1.110	4.12	2300	1.54
1300097	0.323	0.323	1.390	5.14	1900	1.64
1300098	0.388	0.388	1.670	6.18	1600	1.62
1300099	0.453	0.453	1.940	7.21	1300	1.62
1300100	0.517	0.517	2.220	8.25	1200	1.54

\*Idle GPM. Allow about 15% more for operation at maximum PSI.

\*\*Theoretical Torque. Starting torque is about 60% of theoretical. Running torque is about 90% of theoretical.

<sup>1</sup> Gas machine uses G.C. Series Pump P/N: 1300100

<sup>2</sup> Electric machine uses G.C. Series Pump P/N: 1321401

## PUMP DATA <sup>12</sup>

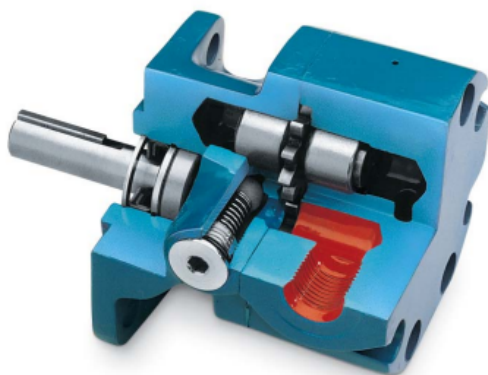
Concentric G.C. Series Hydraulic Pumps are compact, external gear models for use in pumping fluids with lubricating qualities. Suitable for use in a wide variety of material handling, agricultural, and construction equipment in addition to machine tools, robotics, and other types of machinery.

Designed to provide reliable, long-life service under rugged conditions, G.C. Series pumps are built with cast iron bodies and hardened steel gears. Among their other standard, extra-value features are:

- ☐ Speeds to 4000 RPM
- ☐ Pressures to 4000 PSI
- ☐ Superior volumetric efficiency
- ☐ Needle bearing construction
- ☐ High mechanical efficiency
- ☐ Temperature ratings to 250°F (120°C)\*
- ☐ Wide variety of options

\* Higher temperatures, consult factory.

See the chart on this page for basic sizes. Dimensional and option information is listed on pages 3-5 and performance curves are shown on pages 6 & 7. See page 8 for complete ordering information.



Order Code (Gear)	Displacement Revolution		Flow				Pressure Rating			
			At 1800 RPM		At 3600 RPM		Continuous		Intermittent	
	cu. in.	cc.	GPM	L/Min.	GPM	L/Min.	PSI	BAR	PSI	BAR
04	0.065	1.07	0.50	1.93	1.00	3.86	3000	207	4000	275
06	0.097	1.59	0.75	2.86	1.50	5.72	3000	207	4000	275
08	0.129	2.11	1.00	3.80	2.00	7.60	3000	207	4000	275
▲10	0.161	2.64	1.25	4.75	2.50	9.50	3000	207	4000	275
12	0.194	3.18	1.50	5.72	3.00	11.44	3000	207	4000	275
▲14	0.226	3.70	1.75	6.66	3.50	13.32	2600	179	4000	275
16	0.258	4.23	2.00	7.61	4.00	15.22	2300	159	4000	275
▲18	0.291	4.77	2.25	8.59	4.50	17.18	2100	145	3500	241
20	0.323	5.29	2.50	9.52	5.00	19.04	1900	131	3000	207
24	0.388	6.36	3.00	11.45	6.00	22.90	1600	110	2500	172
28	0.453	7.42	3.50	13.36	7.00	26.72	1300	90	2250	155
32	0.517	8.47	4.00	15.25	8.00	30.50	1200	83	2000	138
†36	0.581	9.52	4.50	17.17	9.00	34.34	2250	155	2475	171
†40	0.647	10.59	5.00	19.07	10.0	38.15	2000	138	2200	152
†44	0.711	11.65	5.50	20.98	11.0	41.97	1800	124	2000	138

Flow listed in U.S. gallons. 200 SSU oil.

▲ Available, but not standard (100-piece minimum order).

† For speed above 2400 RPM, 1-in. dia. inlet tube must be used.

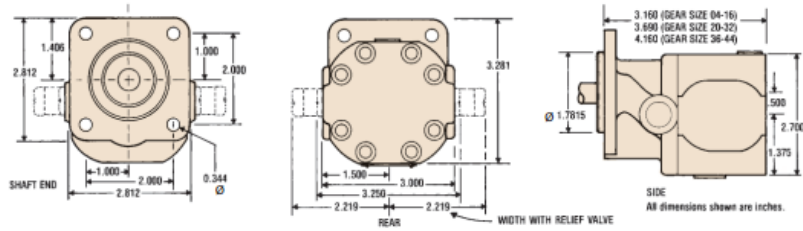
<sup>1</sup> Gas machine uses order code # 32



## OPTIONS

### DIMENSIONAL INFORMATION

Pumps use one of two basic castings: One size for gear faces 04 through 16 and a slightly larger size for gear faces 20 to 32. See the drawings for details.

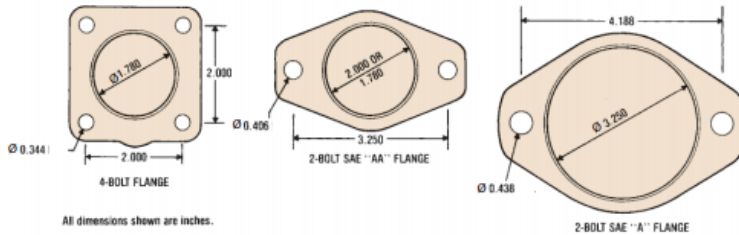


### FLANGE OPTIONS

Standard options include three basic flanges: 4-Bolt with 1.78-inch Pilot, 2-Bolt SAE "AA" with 2-inch or 1.78-inch Pilot, and 2-Bolt SAE "A" with 3.25-inch Pilot. Consult factory for other flange requirements.

Order Code	Mounting Flange Options
1	4-Bolt w/1.78" Pilot
2	2-Bolt SAE "AA" w/2.0" Pilot
▲ 3	2-Bolt SAE "AA" w/1.78" Pilot
4	2-Bolt SAE "A" w/3.25" Pilot

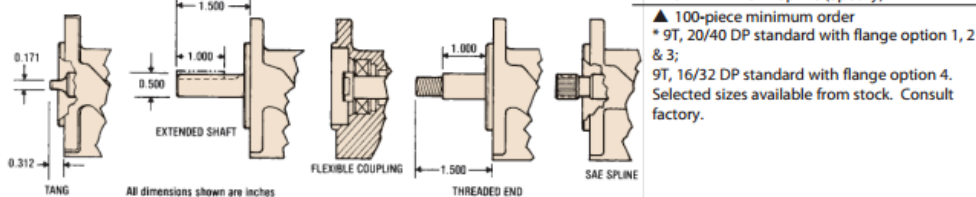
▲ 100-piece minimum order



### SHAFT OPTIONS

Five shaft options are standard: 0.171-inch Tang, 1/2-inch diameter x 1 1/2-inch Extension, Flexible Coupling, Threaded End, and SAE Spline. Consult factory for other shaft options.

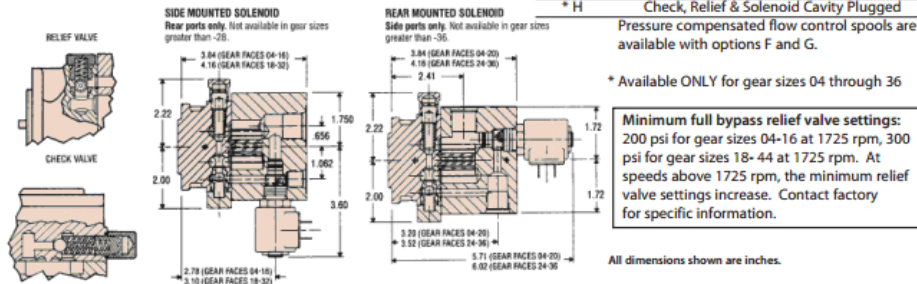
Order Code	Mounting Flange Options
1	0.171" Tang
2	0.50" Diameter x 1.50" Extension, 1/8" Square Key
▲ 3	Flexible Coupling
▲ 4	Threaded End (Specify Thread)
* 5	SAE Spline (Specify)



## OPTIONS

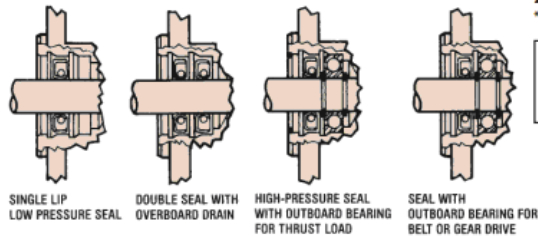
### VALVE OPTIONS

A variety of integral valves and valve combinations are available as standard. Options include: Relief, Check, and Check/Relief combination. A Check, Relief & Solenoid Release valve combination provides the lift-hold-lower function for power up and gravity down applications. Another unique option, for lift-hold-lower applications, incorporates an adjustable needle valve in the pump for controlling the lowering speed of the load.



### SEAL & BEARING OPTIONS

Five basic seal & bearing configurations are available as shown here. Oil seals are either Buna-N or Viton. Outboard ball bearings are available for "radial load" (bolt or gear drives and thrust loads). High-pressure seals are rated up to 25 PSI at 3000 RPM. Viton seals are rated at 350°F (176°C). Consult factory for other types of sealing materials and mechanical seals. Higher pressure seals available, consult factory.



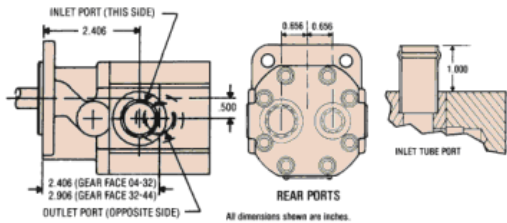
Order Code	Seals & Bearings Options
1	Single Lip Buna-N Low Pressure Seal
2	Viton Seal
*3	Viton High-Pressure Seal w/Outboard Ball Bearing
▲*4	Double Seal w/Overboard Drain
*5	Buna-N Seal w/Outboard Ball Bearing

▲ 100-piece minimum order.  
\* Not available with shaft option 3.

**Outboard ball bearing settings:**  
Maximum overhang load: 150 lbs.  
Maximum inward thrust: 75 lbs.  
Maximum outward thrust: 50 lbs.

### PORT LOCATION OPTIONS

Standard porting is SAE Straight Thread O'Ring Ports. Depending on gear size, porting size varies as shown in the chart below. NPTF and Inlet Tube Ports are not standard, but can be supplied. The second chart shows the Order Code for port type and location.



\* NOTE: Based on CCW rotation.

Gear Size	SAE Port Size	
	Unirotational	Birotational
Order Code	Low Pressure Port	High Pressure Port
04 & 06	9/16-18 (9/16-18)	9/16-18 (9/16-18)
08, 12 & 16	3/4-16 (3/4-16)	9/16-18 (3/4-16)
20, 24 & 28	7/8-14 (7/8-14)	3/4-16 (7/8-14)
36, 40 & 44	7/8-14 (7/8-14)	7/8-14 (7/8-14)
Order Code	Port Location Options	
A	SAE Side Ports	
▲ B	SAE Rear Ports	
▲ C	NPTF Side Ports	
▲ D	NPTF Rear Ports	
▲* E	Inlet Tube, 1.0" w/SAE Side Outlet Port	

NOTE: If ordering NPTF Ports, specify sizes (1/4, 3/8 or 1/2 in.) 100-piece minimum order. \* For gear order codes 3, 40 and 44, 1 in. diameter Inlet Tube must be used for speeds above 2400 RPM.



## HOW TO ORDER

### ORDERING INFORMATION

Each option has been assigned an order code -- listed in the tables below -- for placement in the sequence shown to the right.

2

Order Code	Mounting Flange Options
1	4-Bolt w/1.78" Pilot
2	2-Bolt SAE "AA" w/2.0" Pilot
▲ 3	2-Bolt SAE "AA" w/1.78" Pilot
4	2-Bolt SAE "A" w/3.25" Pilot

▲ 100-piece minimum order

3

Order Code	Shaft Options
1	0.171" Tang w/ Short Coupling (.5" long) (For DC Motors)
2	0.50" Diameter x 1.50" Extension, 1/8" Square Key
▲ 3	Flexible Coupling
▲ 4	Threaded End (Specify Thread)
5	SAE Spline (9 tooth, 20/40DP standard with flange options 1, 2 and 3; 9 tooth, 16/32 DP standard for flange option 4.)
6	0.171" Tang w/Long Coupling (.8" long) (For AC Motors)

▲ 100-piece minimum order

4 & 5

Order Code	Gear Size Width, Inches	Displacement Cu. In./Rev. (cc)
04	0.125	0.065 (1.07)
06	0.188	0.097 (1.59)
08	0.250	0.129 (2.11)
▲ 10	0.312	0.161 (2.64)
12	0.375	0.194 (3.18)
▲ 14	0.437	0.226 (3.70)
16	0.500	0.258 (4.23)
▲ 18	0.562	0.291 (4.77)
20	0.625	0.323 (5.29)
24	0.750	0.388 (6.36)
28	0.875	0.453 (7.42)
32	1.000	0.517 (8.47)
36	1.125	0.581 (9.52)
40	1.250	0.647 (10.60)
44	1.375	0.711 (11.65)

▲ 100-piece minimum order

NOTE: Duplex and triple pumps available in minimum 100-piece order.

6

Order Code	Valve Options
A	No Valves
B	Relief Valve
† C	Direction Checks (Not Shown)
* D	Check Valve
* E	Check & Relief Valves (Not Shown)
* F	Check, Relief & Normally Closed Solenoid
* G	Check, Relief & Normally Open Solenoid
* H	Check, Relief & Solenoid Cavity Plugged

† Available only with option "3" of section 9

\* Available ONLY for gear sizes 04 through 36

1	2	3	4 & 5	6	7	8	9	10 & 11	12	13 & 14	Example
Pump Type	Mounting Flange	Shaft	Gear Size (Displacement)	Valve	Seals & Bearings	Porting	Rotation	Relief Valve Setting	Solenoid Valve Location	Solenoid Valve Voltage	Your Options
G	2	2	08	F	1	A	10	R	12		

7

Order Code	Seals & Bearings Options
1	Single Lip Buna-N Low Pressure Seal
2	Viton Seal
* 3	Viton High-Pressure Seal w/Outboard Ball Bearing
▲ * 4	Double Seal w/Overboard Drain
* 5	Buna-N Seal w/Outboard Ball Bearing

▲ 100-piece minimum order.

\* Not available with shaft option 3.

8

Order Code	Port Location Options
A	SAE Side Ports
▲ B	SAE Rear Ports
▲ C	NPTF Side Ports
▲ D	NPTF Rear Ports
▲ * E	Inlet Tube, 1.0" w/SAE Side Outlet Port

▲ 100-piece minimum order.

NOTE: If ordering NPTF Ports, specify size: 1/4, 3/8 or 1/2 in.

\* For gear order codes 36, 40 & 44, 1-in. Diameter Inlet Tube must be used for speeds above 2400 RPM.

9

Order Code	Rotation Options
1	Clockwise
2	Counterclockwise
* 3	Birotational

\* Must specify option "C" in section 6

10 & 11

Order Code	Relief Valve Setting
02-40	Full bypass pressure in hundreds of PSI. (Example: 00 = No Relief; 09 = 900 PSI (Full Bypass Pressure); 40 = 4000 PSI (Full Bypass Pressure).)

NOTE: The maximum relief valve full bypass setting for each gear size as listed on page 2, "Intermittent rating" pressure chart.

Minimum full bypass relief valve settings: 200 psi for gear sizes 04-16 at 1725 rpm, 300 psi for gear sizes 18-44 at 1725 rpm. At speeds above 1725 rpm, the minimum relief valve settings increase. Contact factory for specific information.

12

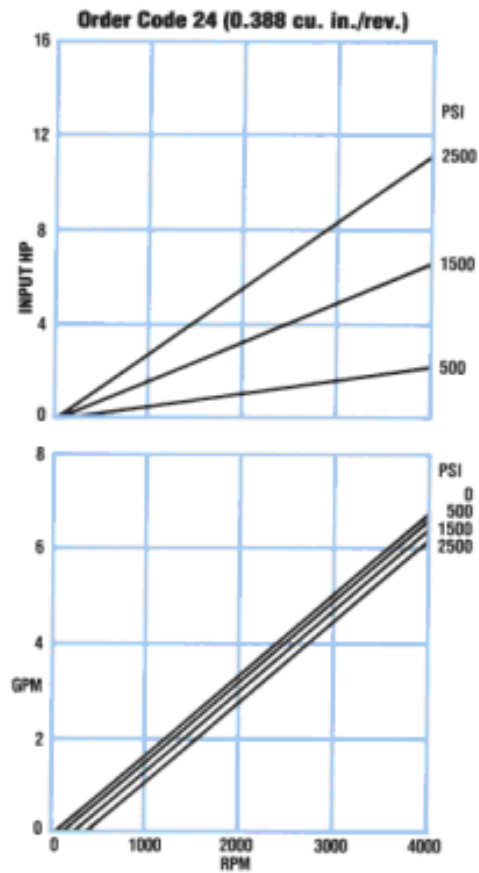
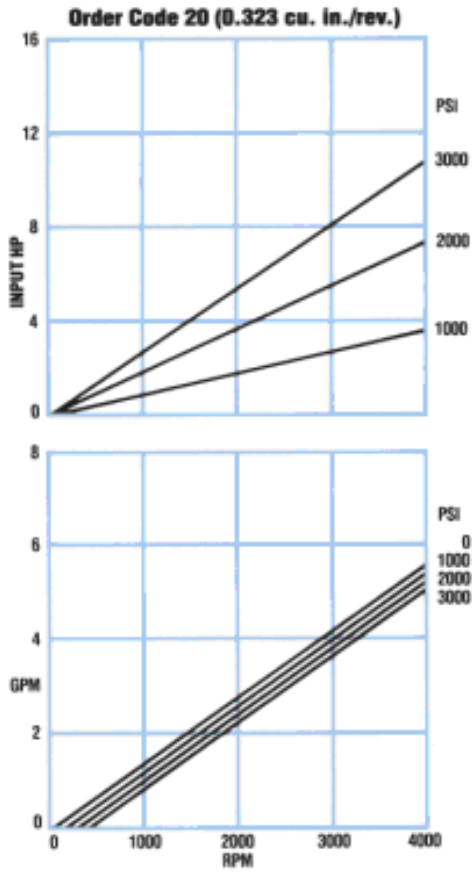
Order Code	Solenoid Valve Location
R	Rear Mounted Solenoid Valve
S	Side Mounted Solenoid Valve
N	No Solenoid Valve

13 & 14

Order Code	Solenoid Valve Voltage
12	12 Volts DC
24	24 Volts DC
15	115 Volts AC
* PG	Solenoid Valve Cavity Plugged
00	No Solenoid Valve Cavity

\* Must specify option "H" in section 6

## PUMP CURVES



## FLOW DIVIDER

### HOW TO ORDER<sup>1</sup>

## Stock Concentric Flow Dividers

### GC Series (U.S. Version) Flow Dividers

Sections	Ports (SAE)		Relief Valve	Displacement in. <sup>3</sup> Per Section	Model Code X-Ref	Stock P/N
	Inlet	Outlet				
2	3/4-16	9/16-18	Included	.097	FG1110021	1303574
2	3/4-16	3/4-16	Included	.129	FG1220021	1300634
2	7/8-14	7/8-14	Included	.258	FG1440021	1300635
2	7/8-14	7/8-14	Included	.388	FG1770021	1300636
2	7/8-14	7/8-14	Included	.517	FG1990021	1300637
4	3/4-16	3/4-16	Included	.129	FG3222221	1303139
4	7/8-14	9/16-18	Included	.258	FG3444421	1303140
4	7/8-14	3/4-16	Included	.388	FG3777721	1303142
4	7/8-14	7/8-14	Included	.517	FG3999921	1303143

## How To Order Concentric GC Series Flow Dividers

Concentric stocks a selection of GC Series two section and four section flow dividers, which include a built-in adjustable differential relief valve in each section. See page 9 for a list of stock available. If the GC Series flow divider required is not a stock item at Concentric, it may be ordered by following the ordering code show below. **Non-stock options require a 100-piece minimum.**

Determine the number of sections needed.

Determine gear size of sections required:

Fill in all blanks in model code below:

1 2 3 4 5 6 7 8 9  
F G \_ \_ \_ \_ \_ \_ \_ \_

1.	Type
F	Flow Divider
2.	Series
G	GC Series Flow Divider
3.	Number of Sections
1	Two Sections
2	Three Sections
3	Four Sections

4.	Gear Size(s) (each section)
5.	0 None
6.	1 .097 in. <sup>3</sup> /rev.
7.	2 .129 in. <sup>3</sup> /rev.
	3 .194 in. <sup>3</sup> /rev.
	4 .258 in. <sup>3</sup> /rev.
	5 .291 in. <sup>3</sup> /rev.
	6 .323 in. <sup>3</sup> /rev.
	7 .388 in. <sup>3</sup> /rev.
	8 .453 in. <sup>3</sup> /rev.
	9 .517 in. <sup>3</sup> /rev.
8.	Relief Valve
1	None
2	One Each Section
9.	Porting
1	SAE (Standard)
2	NPTF

#### EXAMPLE: FG1440021

Two section flow divider, .258 in.<sup>3</sup>/rev. gear first section, .258 in.<sup>3</sup>/rev. gear second section, no 3rd or 4th section, relief valve in each section, SAE ports.

<sup>1</sup> STOCK P/N: 1300635

## PERFORMANCE DATA

### GC Series Rotary Gear Flow Dividers

Order Code	Gear Face Width	Displacement		SAE Ports		Minimum Flow/Sec		Maximum Flow/Sec		Cont. Diff. Pressure Between Inlet/Outlet		Maximum Outlet Pressure Any Section	
		In. <sup>3</sup>	Cm. <sup>3</sup>	Inlet	Outlet	GPM	L/M	GPM	L/M	PSI	BAR	PSI	BAR
06	3/16	.097	1.59	9/16-18	9/16-18	0.8	3.0	1.7	6.4	1800	124	3500	241
* 08	1/4	.129	2.12	3/4-16	3/4-16	1.2	4.5	2.5	9.5				
12	3/8	.194	3.18	3/4-16	9/16-18	1.7	6.4	4.5	13.2				
* 16	1/2	.258	4.24	7/8-14	7/8-14	2.5	9.5	5.0	18.9				
20	5/8	.323	5.30	7/8-14	7/8-14	3.0	11.4	6.0	22.7				
* 24	3/4	.388	6.36	7/8-14	7/8-14	3.5	13.2	7.0	26.5	1600	110		
28	7/8	.453	7.42	7/8-14	7/8-14	4.0	15.1	8.0	30.3	1300	90		
* 32	1	.517	8.48	7/8-14	7/8-14	4.5	17.0	9.0	34.1	1200	83		

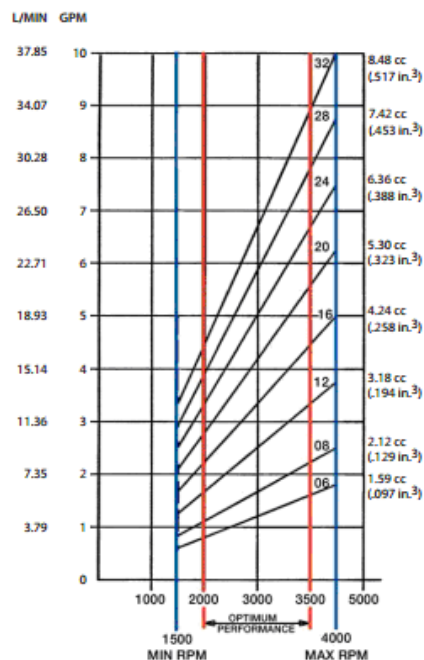
NOTE: Flows listed above are per section.

For European Style GC Flow Dividers, all inlet and outlet ports are 1/2-14 BSPP.

\* Stock units available in two and four section versions, see page 9.

MAXIMUM inlet pressure 3000 psi (207 bar) • MAXIMUM outlet pressure 3500 psi (241 bar). For 3 section flow dividers or flow dividers with unequal sections, contact the factory. Recommended operating range 2000 rpm to 3500 rpm.

## Performance



The curve on the left and the chart above can be useful in selecting the proper size flow divider sections. The curve shows speed vs. flow per section.

#### For equal sized sections:

Assume four section dividers with a total flow of 12 GPM (45.4 L/M) in and 3 GPM (11.4 L/M) per section out. From the chart, an order code 12 or 20 would be suitable for this flow. However, the nearer the mid-range, the better the efficiency. From the curve, order code 16 crosses the 3 GPM (11.4 L/M) line at 2750 RPM. The best selection is the order code 16 gear section.

#### For proportional flow, the curve is used as follows:

Assume a four section divider with an input flow of 19 GPM (71.9 L/M) and an outlet flow of 7 GPM (26.5 L/M), 5 GPM (18.9 L/M), 4 GPM (15.1 L/M), and 3 GPM (11.4 L/M). With a straight edge on the 3000 RPM line, proper flow for 7 GPM (26.5 L/M) is given with an order code 32 gear section, 5 GPM (18.9 L/M) with an order code 24 gear section, 4 GPM (15.1 L/M) with an order code 20 gear section and 3 GPM (11.4 L/M) with an order code 16 gear section.

The chart above also shows the allowable differential pressures. The differential relief valve setting is determined by the maximum pressure needed by the circuit minus the inlet pressure without exceeding the allowable differential pressure. Either the continuous or intermittent differential pressures are used, depending on the circuit requirement. The differential relief valve is adjustable through a range of 500 - 1000 PSI (34.5 - 69 BAR). Our standard setting for the differential relief valves is 750 PSI (51.7 BAR).

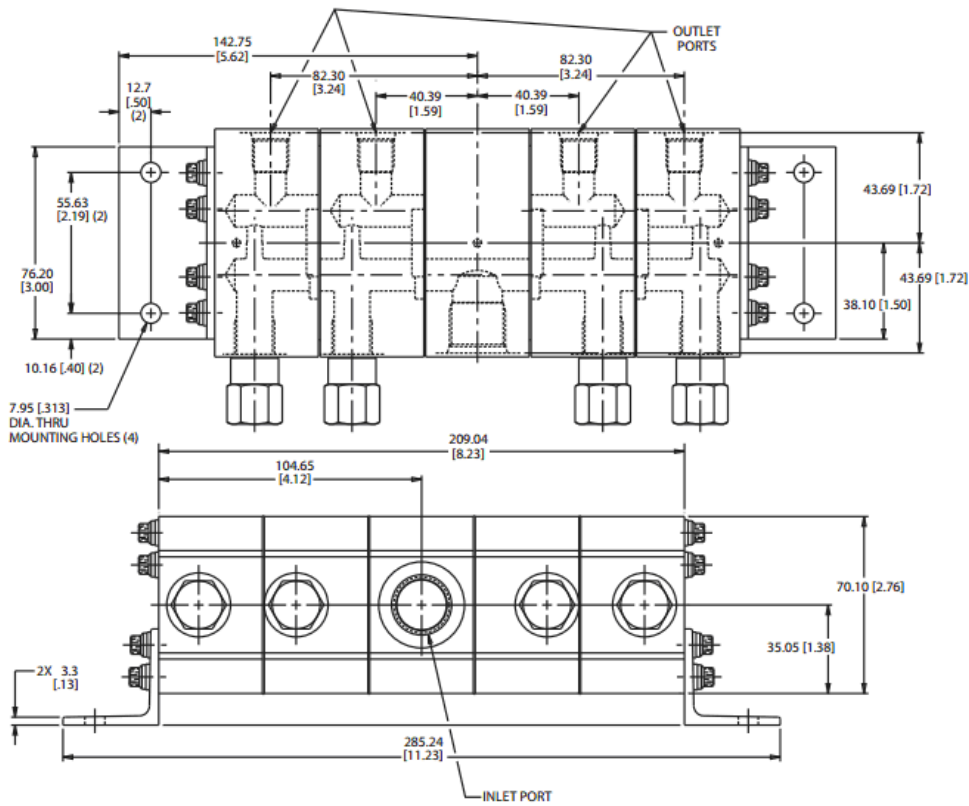
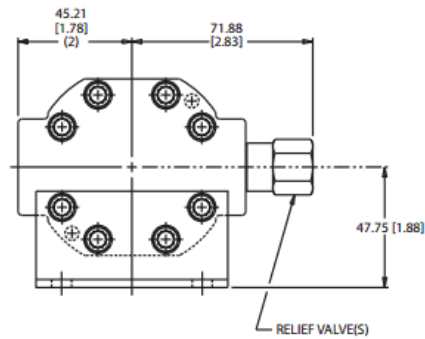
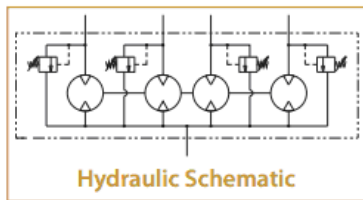
Concentric AS-FLOW DIV-USA-2012-06

## DIMENSIONS

### GC Series Flow Divider U.S. & European Style

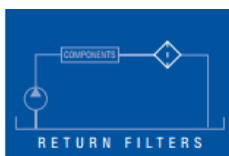
**NOTE:** The only difference between the U.S. version and European version is the porting configuration.  
The U.S. version has SAE standard ports (refer to page 3) and the European version has 1/2-14 BSPP ports.

(inches are in brackets)



## RETURN FILTER

### SPECIFICATIONS



# RA

#### MATERIALS

Head and cover:  
Aluminium alloy

Bowl :  
Polyamide for FRA21-31-32-33-41  
Zinc plated steel for FRA11-42-51-52-53-5D

Bypass valve:  
Polyamide

Seals:  
NBR Nitrile  
FKM Fluoroelastomer on request

Indicator housing:  
Brass

#### PRESSURE (ISO 10771-1:2002)

Max working:  
300 kPa (3 bar)

Test:  
500 kPa (5 bar)

Bursting:  
1 MPa (10 bar)

Collapse, differential  
for the filter element (ISO 2941):  
300 kPa (3 bar)

#### BYPASS VALVE

Setting:  
170 kPa (1,7 bar)  $\pm 10\%$

#### WORKING TEMPERATURE

From  $-25^{\circ}$  to  $+110^{\circ}$  C

#### COMPATIBILITY (ISO 2943:1999)

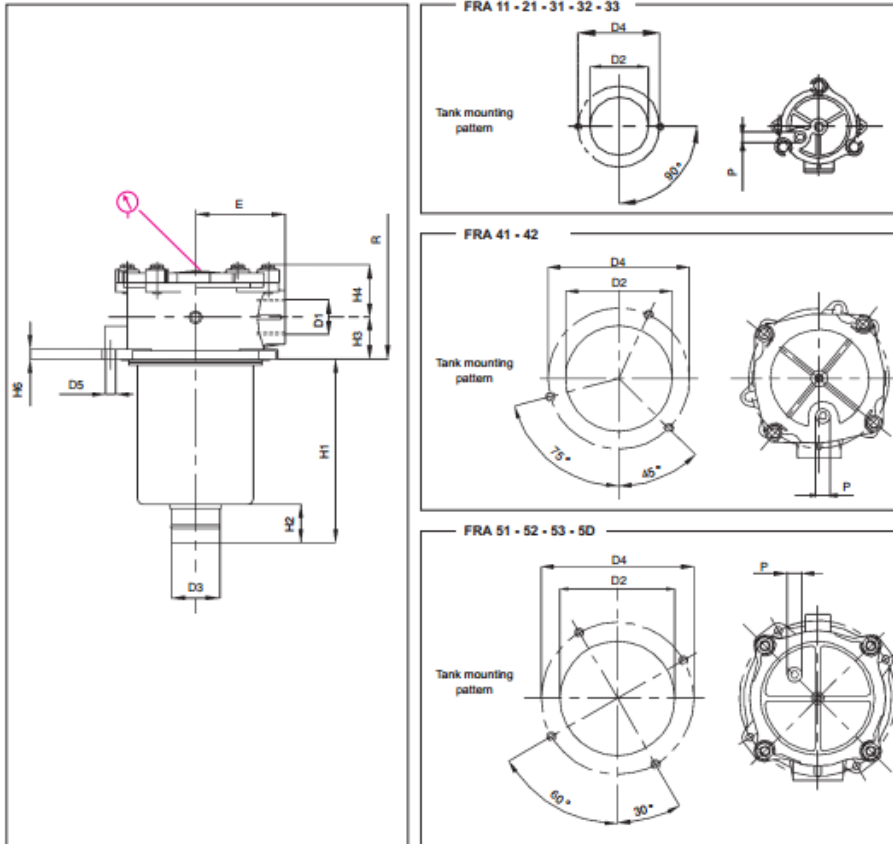
Full with fluids: HH-HL-HM-HV-HTG  
(according to ISO 6743/4)  
For fluids different than the above mentioned, please contact our Sales Department.



#### APPLICATION EXAMPLE



## INSTALLATION DRAWING




### FILTER HOUSING

	D1	min D2	max D2	D3	D4	D5	E	H1	H2	H3	H4	H6	P	R	kg
FRA11	3/8"	50	50	12	80	6,5	40	59	16	12	33	9	1/8"	90	0,30
FRA21	1/2"	67	68	24	90	6,5	50	80	20	22	33	9	3/8"	120	0,45
FRA31	1/2" - 3/4"	89	90	28	115	9	67	102	25	28	47	10	3/8"	150	0,80
FRA32	3/4" - 1"	89	90	28	115	9	67	150	25	28	47	10	3/8"	190	0,95
FRA33	3/4" - 1"	89	90	40	115	9	67	234	30	28	47	10	3/8"	270	1,10
FRA41	1" - 1 1/4" - 1 1/2"	126	131	40	175	10,5	95	248	50	35	56	13	1/2"	289	2,10
FRA42	1" - 1 1/4" - 1 1/2"	126	131	40	175	10,5	95	265	30	35	56	13	1/2"	306	2,30
FRA51	1 1/4" - 1 1/2" - 2" - 2 1/2"	174	180	50	220	10,5	115	178	50	55	69	13	1/2"	250	3,10
FRA52	1 1/4" - 1 1/2" - 2" - 2 1/2"	174	180	63,5	220	10,5	115	240	50	55	69	13	1/2"	315	3,60
FRA53	2" - 2 1/2"	174	180	63,5	220	10,5	115	285	50	55	69	13	1/2"	355	4,10
FRA5D	2" - 2 1/2"	174	180	63,5	220	10,5	115	300	50	55	69	13	1/2"	370	4,30



FILTER ELEMENT						
	A	B	C	kg	Area (cm <sup>2</sup> )	
					Media F+	Media C+
ERA11	38	13	50	0,05	270	345
ERA21	52	24	70	0,10	310	380
ERA31	70	28	85	0,20	620	990
ERA32	70	28	130	0,25	1.000	1.600
ERA33	70	40	210	0,40	1.660	2.670
ERA41	99	40	211	0,75	3.800	4.280
ERA42	99	40	250	0,90	4.550	5.100
ERA51	130	51	140	1,00	4.140	4.360
ERA52	130	63	200	1,35	6.190	6.520
ERA53	130	63	251	1,50	7.930	8.350
ERA50	130	63	266	1,60	8.400	8.800



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## SPARE PARTS

### CLOGGING INDICATOR

A visual or electrical indicator is available as an option and allows monitoring of the element condition. The port for the indicator is a standard feature.

### FILLING PLUG

The filling plug option gives the possibility of easily and efficiently filtering the oil from the drum.

### EASY REPLACEMENT

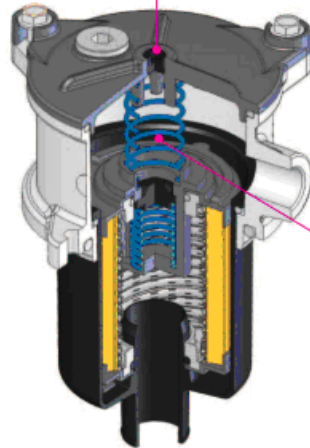
The top end cap includes a handle allowing an easy removal of the element and a complete cleaning of the bowl.

### NO LEAKS

The end cap with captive O-ring ensures a perfect seal between filter element and bowl.

### CLOGGING INDICATOR

For further technical informations and other options see page 184.



### SPARE SEAL KIT

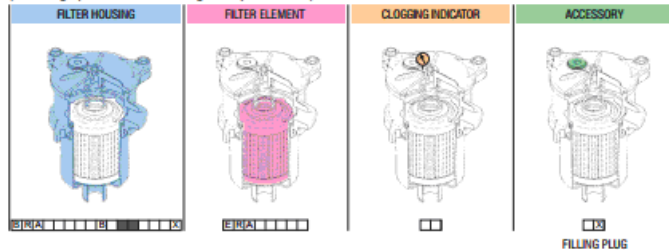
	NBR	FKM
FRA11	521.0032.2	521.0039.2
FRA21	521.0012.2	521.0040.2
FRA31	521.0013.2	521.0041.2
FRA32	521.0013.2	521.0041.2
FRA33	521.0013.2	521.0041.2
FRA41	521.0014.2	521.0043.2
FRA42	521.0014.2	521.0043.2
FRA51	521.0015.2	521.0044.2
FRA52	521.0015.2	521.0044.2
FRA53	521.0015.2	521.0044.2
FRA5D	521.0015.2	521.0044.2

### SPARE SPRING

FRA11	008.0032.1
FRA21	008.0149.1
FRA31	008.0003.1
FRA32	008.0003.1
FRA33	008.0003.1
FRA41	008.0151.1
FRA42	008.0151.1
FRA51	008.0028.1
FRA52	008.0028.1
FRA53	008.0028.1
FRA5D	008.0028.1

### SPARE PARTS ELEMENTS

(For filling up see table "Ordering and option chart")



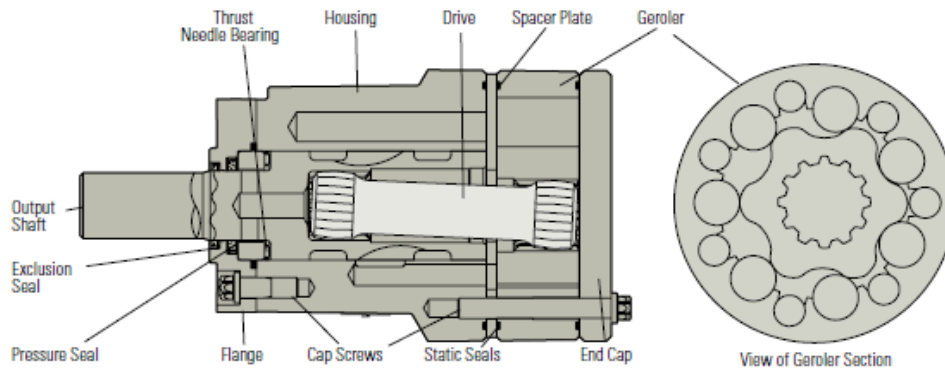
Is this datasheet the latest release? Please check on our website.



Technical data subject to variations without prior notice. RA - EN - 09/2011

## HYDRAULIC MOTOR: S-SERIES (103-)

### SPECIFICATIONS



#### SPECIFICATION DATA – S MOTORS

Displ. cm <sup>3</sup> /r [in <sup>3</sup> /r]		59 [3.6]	75 [4.6]	97 [5.7]	120 [7.3]	144 [8.8]	166 [10.1]	187 [11.4]	225 [13.7]	298 [18.2]	372 [22.7]
Max. Speed (RPM) @ Continuous Flow		963	792	607	472	394	343	304	253	190	153
Flow LPM (GPM)	Continuous	57 [15]	57 [15]	57 [15]	57 [15]	57 [15]	57 [15]	57 [15]	57 [15]	57 [15]	57 [15]
	Intermittent	68 [18]	76 [20]	76 [20]	76 [20]	76 [20]	76 [20]	76 [20]	76 [20]	76 [20]	76 [20]
Torque Nm [lb-in]	Continuous	115 [1021]	150 [1325]	183 [1623]	237 [2010]	265 [2347]	301 [2662]	333 [2950]	372 [3290]	491 [4345]	528 [4672]
	Intermittent	144 [1271]	186 [1649]	225 [1992]	292 [2582]	324 [2870]	360 [3191]	399 [3533]	434 [3843]	505 [4467]	587 [5200]
Min. Starting Torque Nm [lb-in]	@ Cont. Pressure	90 [800]	113 [1000]	148 [1310]	184 [1630]	212 [2050]	232 [2330]	263 [2670]	302 [2990]	338 [3270]	369 [3270]
	@ Int. Pressure	116 [1030]	146 [1290]	190 [1680]	236 [2090]	271 [2400]	289 [2560]	329 [2910]	374 [3310]	417 [3690]	438 [3880]
Pressure Δ Bar [Δ PSI]	Continuous	138 [2000]	138 [2000]	138 [2000]	138 [2000]	131 [1900]	131 [1900]	128 [1850]	117 [1700]	103 [1500]	90 [1300]
	Intermittent	172 [2500]	172 [2500]	172 [2500]	172 [2500]	162 [2350]	159 [2300]	155 [2250]	141 [2050]	124 [1800]	103 [1500]

**A simultaneous maximum torque and maximum speed NOT recommended.**

#### Note:

To assure best motor life, run motor for approximately one hour at 30% of rated pressure before application to full load. Be sure motor is filled with fluid prior to any load applications.

#### Maximum Inlet Pressure:

172 Bar [2500 PSI] without regard to Δ Bar [Δ PSI] and/or back pressure ratings or combination thereof.

6B Splined or Tapered shafts are recommended whenever operating above 282 NM [2500 lb-in] of torque, especially for those applications subject to frequent reversals.

#### Δ Pressure:

The true Δ bar [Δ PSI] between inlet port and outlet port

#### Continuous Rating:

Motor may be run continuously at these ratings

#### Intermittent Operation:

10% of every minute

#### Recommended Fluids:

Premium quality, anti-wear type hydraulic oil with a viscosity of not less than 70 SUS at operating temperature.

#### Recommended System Operating Temp.:

-34°C to 82°C [-30°F to 180°F]

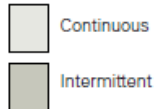
#### Recommended Filtration:

per ISO Cleanliness Code 4406, level 20/18/13

## PERFORMANCE DATA

Motors run with high efficiency in all areas designated with a number for torque and speed, however for best motor life select a motor to run with a torque and speed range printed in the light shaded area.

Performance data is typical at 120 SUS. Actual data may vary slightly from unit to unit in production



### S Motor 187 cm<sup>3</sup>/r [11.4 in<sup>3</sup>/r]

Δ Pressure Bar [PSI]

	[200]	[400]	[600]	[800]	[1000]	[1200]	[1400]	[1600]	[1800]	[1850]	[2250]
	14	28	41	55	69	83	97	110	124	138	172
[2]	298	627	944	1244	1532	1805	2030	2250	2478		
7.6	34	71	107	141	173	204	229	254	280		
	37	34	31	25	22	18	10	9	7		
[4]	298	640	969	1291	1607	1919	2219	2511	2799	2889	3411
15.1	34	72	109	146	182	217	251	284	316	324	385
	78	75	70	65	60	53	47	41	35	33	19
[6]	279	621	953	1283	1608	1930	2243	2551	2850	2922	3502
22.7	32	70	108	145	182	218	253	288	322	330	396
	119	115	110	104	97	89	82	74	66	64	50
[8]	252	593	928	1257	1579	1905	2224	2542	2855	2932	3539
30.3	28	67	105	142	178	215	251	287	323	331	400
	160	156	151	144	137	129	120	110	101	99	78
[10]	211	555	888	1217	1546	1872	2193	2516	2831	2909	3518
37.9	24	63	100	138	175	211	248	284	320	329	397
	201	196	193	187	180	173	164	154	143	141	114
[12]	162	502	835	1164	1490	1818	2139	2463	2780	2857	3476
45.4	18	57	94	131	168	205	242	278	314	323	393
	243	240	235	229	222	214	206	196	184	181	154
[14]	118	452	786	1117	1443	1772	2095	2417	2736	2814	3438
53.0	13	51	89	126	163	200	237	273	309	318	388
	283	280	276	270	262	254	245	235	224	221	194
[15]	91	425	759	1089	1418	1747	2068	2389	2708	2786	3410
56.8	10	48	86	123	160	197	234	270	306	315	385
	304	301	296	290	283	274	265	256	243	240	214
[20]		259	590	925	1255	1585	1907	2229	2552	2633	3265
75.7		29	67	105	142	179	216	252	288	297	369
		403	400	394	387	379	370	359	347	344	319

### S Motor 225 cm<sup>3</sup>/r [13.7 in<sup>3</sup>/r]

Δ Pressure Bar [PSI]

	[200]	[400]	[600]	[800]	[1000]	[1200]	[1400]	[1600]	[1700]	[2050]
	14	28	41	55	69	83	97	110	124	138
[2]	358	765	1139	1498	1842	2163	2474	2738	2894	
7.6	40	86	129	169	208	244	280	309	327	
	32	29	27	23	20	16	12	10	8	
[4]	367	774	1177	1577	1955	2325	2680	3022	3191	3753
15.1	41	87	133	179	221	263	303	341	361	424
	66	63	60	55	50	46	40	34	31	23
[6]	348	758	1161	1567	1960	2344	2716	3083	3264	3863
22.7	39	86	131	177	221	265	307	348	369	437
	99	96	92	88	82	76	70	63	59	45
[8]	313	721	1124	1529	1921	2312	2696	3073	3265	3894
30.3	35	81	127	173	217	261	305	347	369	440
	133	132	127	123	117	111	104	96	92	76
[10]	262	669	1069	1473	1859	2247	2627	2997	3184	3810
37.9	30	76	121	166	210	254	297	339	360	430
	167	165	161	157	152	146	139	130	126	107
[12]	203	609	1006	1400	1782	2160	2531	2912	3098	3721
45.4	23	69	114	159	201	244	286	329	350	420
	202	199	196	191	186	180	173	165	160	141
[14]	143	544	938	1324	1700	2079	2452	2824	3008	3639
53.0	16	62	106	150	192	235	277	319	340	411
	236	233	230	225	219	214	207	199	194	177
[15]	106	504	897	1281	1653	2027	2393	2761	2944	3576
56.8	12	57	101	145	187	229	270	312	333	404
	253	251	248	243	237	231	224	215	211	192
[20]		503	897	1091	1477	1854	2214	2581	2765	3399
75.7		34	79	123	167	210	250	292	312	384
		336	334	330	325	318	312	304	298	282

504 } Torque [lb-in]  
57 } Nm  
251 } Speed RPM

## OUTER DIMENSIONS

### S Series (103-)

#### Dimensions

(Refer to pages B-4-19 thru B-4-22 for shaft and port dimensions.)

#### Ports

7/8-14 SAE O-Ring

6-1/2 (BSP) Straight thread manifold

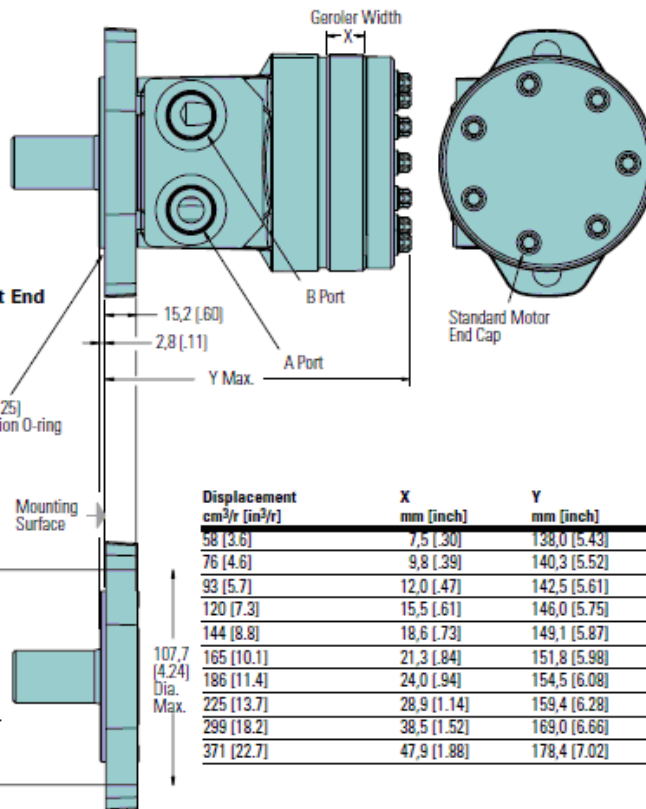
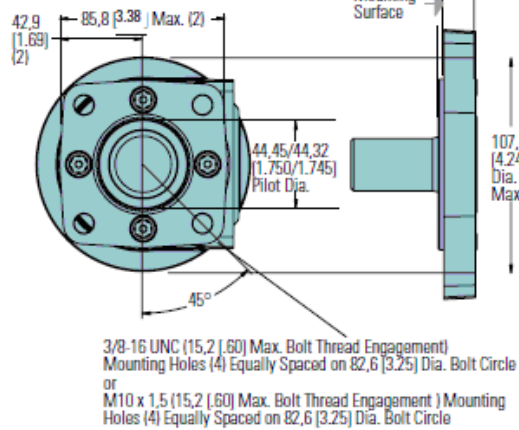
#### Standard Rotation Viewed from Shaft End

Port A Pressurized — CW

Port B Pressurized — CCW

Groove Provided for 82,6 [3.25]  
I.D. x 2,62 [.103] Cross Section O-ring  
(Dash No. 152)

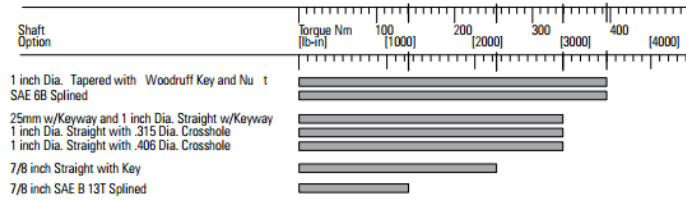
#### 4 Bolt Flange



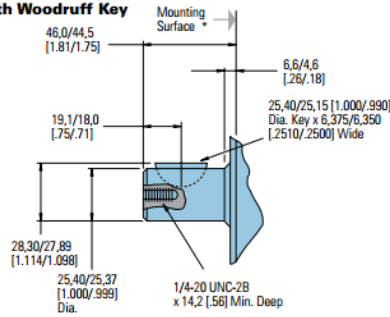
Displacement cm <sup>3</sup> /r [in <sup>3</sup> /r]	X mm [inch]	Y mm [inch]
58 [3.6]	7,5 [.30]	138,0 [5.43]
76 [4.6]	9,8 [.39]	140,3 [5.52]
93 [5.7]	12,0 [.47]	142,5 [5.61]
120 [7.3]	15,5 [.61]	146,0 [5.75]
144 [8.8]	18,6 [.73]	149,1 [5.87]
165 [10.1]	21,3 [.84]	151,8 [5.98]
186 [11.4]	24,0 [.94]	154,5 [6.08]
225 [13.7]	28,9 [1.14]	159,4 [6.28]
299 [18.2]	38,5 [1.52]	169,0 [6.66]
371 [22.7]	47,9 [1.88]	178,4 [7.02]

## SHAFT DIMENSIONS

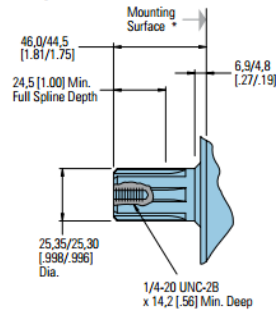
### Shaft Size Motor Torque Combination Limit Guide



### 1 in. Dia. Straight with Woodruff Key



### SAE 6B Splined Shaft



## PRODUCT NUMBERS

### 4 Bolt Flange

SHAFT	PORT SIZE	DISPL. cm <sup>3</sup> /r [in <sup>3</sup> /r] / PRODUCT NUMBER									
		59 [3.6]	75 [4.6]	93 [5.7]	120 [7.3]	144 [8.8]	166 [10.1]	187 [11.4]	225 [13.7]	298 [18.2]	372 [22.7]
1 in. Straight w/Woodruff Key	7/8-14 O-Ring	103-1570	-1010	-1011	-1571	-1572	-1012	-1013	-1014	-1015	-1016
	1/2 NPTF	103-1573	-1002	-1003	-1574	-1575	-1004	-1005	-1006	-1007	-1008
	Manifold	103-1576	-1018	-1019	-1577	-1578	-1020	-1021	-1022	-1023	-1024
1 in. SAE 6B Splined	7/8-14 O-Ring	103-1579	-1058	-1059	-1580	-1581	-1060	-1061	-1062	-1063	-1064
	1/2 NPTF	103-1582	-1050	-1051	-1583	-1584	-1052	-1053	-1054	-1055	-1056
	Manifold	103-1585	-1066	-1067	-1586	-1587	-1068	-1069	-1070	-1071	-1072

103-1069

## HOW TO ORDER<sup>1</sup>

### S Series (103-)

Model Code

The following 25-digit coding system has been developed to identify all of the configuration options for the S motor. Use this model code to specify a motor with the desired features. All 25-digits of the code must be present when ordering. You may want to photocopy the matrix below to ensure that each number is entered in the correct box.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
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<p><b>1 Product</b> <b>M – Motor</b></p> <hr/> <p><b>2, 3 Series</b> <b>S0 – S Series Motor</b></p> <hr/> <p><b>4, 5, 6 Displacement</b> <b>cm<sup>3</sup>/r [in<sup>3</sup>/r]</b></p> <p>036 – 58 [3.6] 046 – 76 [4.6] 057 – 93 [5.7] 073 – 120 [7.3] 088 – 144 [8.8] 101 – 165 [10.1] 114 – 186 [11.4] 137 – 224 [13.7] 182 – 299 [18.2] 227 – 371 [22.7]</p> <hr/> <p><b>7, 8 Mounting Type</b> <b>AA – 2 Bolt Std: 82.50</b> <b>[3.248] Dia. x 3.05 [1.20]</b> <b>Pilot, 13.59 [535] Dia.</b> <b>Mounting Holes on 106.35</b> <b>[4.187] Dia. B.C.</b> <b>BA – 4 Bolt Std: 44.40</b> <b>[1.748] Dia. x 3.05 [1.20]</b> <b>Pilot, .375-16 UNC-2B</b> <b>Mounting Holes on 82.55</b> <b>[3.250] Dia. B.C.</b> <b>CA – 2 Bolt Std: 82.50</b> <b>[3.248] Dia. x 6.10 [2.40]</b> <b>Pilot, 10.41 [410] Dia.</b> <b>Mounting Holes on 106.35</b> <b>[4.187] Dia. B.C. (SAE A)</b> <b>DD – 2 Bolt Std: 101.60</b> <b>[4.000] Dia. x 6.10 [2.40]</b> <b>Pilot, 14.35 [565] Dia.</b> <b>Mounting Holes on 146.05</b> <b>[5.750] Dia. B.C. (SAE B)</b> <b>(Ductile)</b> <b>EA – 4 Bolt Magneto: 82.50</b> <b>[3.248] Dia. x 3.05 [1.20]</b> <b>Pilot, 13.59 [535] Dia.</b> <b>Mounting Holes on 106.35</b> <b>[4.187] Dia. B.C.</b> <b>FA – 4 Bolt Std: 44.40</b> <b>[1.748] Dia. x 3.05 [1.20]</b></p>	<p><b>Pilot, M10 x 1.5-6h</b> <b>Mounting Holes on 82.55</b> <b>[3.250] Dia. B.C.</b> <b>LA – 2 Bolt Std: 44.45</b> <b>[1.750] Dia. x 3.05 [1.20]</b> <b>Pilot, 13.59 [535] Dia.</b> <b>Mounting Holes on 106.35</b> <b>[4.187] Dia. B.C.</b> <b>MA – 2 Bolt (Standard)</b> <b>82.50 [3.248] Dia. x 8.13</b> <b>[3.20] Pilot, 13.59 [535] Dia.</b> <b>Mounting Holes on 106.35</b> <b>[4.187] Dia. B.C., w/o O-ring</b> <b>Groove</b></p> <hr/> <p><b>9, 10 Output Shaft</b> <b>01 – 25.4 [1.00] Dia.</b> <b>Straight, Woodruff Key,</b> <b>.250-20 UNC-2B Hole in</b> <b>Shaft End</b> <b>02 – 25.4 [1.00] Dia. SAE</b> <b>6B Spline, .250-20 UNC-2B</b> <b>Hole in Shaft End</b> <b>07 – 25.4 [1.00] Dia. Straight,</b> <b>8.03 [316] Dia. Crosshole</b> <b>11.2 [44] From End, 5.6 [22]</b> <b>Extra Length</b> <b>08 – 25.4 [1.00] Dia.</b> <b>Straight, 10.31 [406] Dia.</b> <b>Crosshole 15.7 [62] From</b> <b>End, .250-20 UNC-2B Hole</b> <b>in Shaft End</b> <b>16 – 22.22 [.875] Dia. SAE</b> <b>13 Tooth Spline (SAE B)</b> <b>17 – 22.22 [.875] Dia.</b> <b>Straight, 6.4 [25] x 19.0</b> <b>[.75] Square Key (SAE B)</b> <b>18 – 25.4 [1.00] Dia. Tapered,</b> <b>Woodruff Key and Nut,</b> <b>34.92 [1375] Taper Length</b> <b>24 – 25.00 [.984] Dia.</b> <b>Straight, 8.00 [.315] Key,</b> <b>M8 x 1.25-6H Hole in Shaft</b> <b>End</b> <b>39 – 25.00 [.984] Dia.</b> <b>Straight (k6), 8.00 [.315]</b> <b>Key, M8 x 1.25-6H Hole in</b> <b>Shaft End</b></p>	<p><b>11, 12 Port Type</b> <b>AA – .875-14 UNF-2B SAE</b> <b>O-Ring Ports</b> <b>AB – .500-14 NPTF Dryseal</b> <b>Pipe Thread Ports</b> <b>AC – Manifold Ports</b> <b>(.3125-18 UNC-2B</b> <b>Mounting Holes)</b> <b>AD – Manifold Ports (M8 x</b> <b>1.25-6H Mounting Holes)</b> <b>AF – G 1/2 BSP Straight</b> <b>Thread Ports</b></p> <hr/> <p><b>13 Case Flow Options ††</b> <b>0 – None Specified</b> <b>1 – 4375-20 UNF-2B SAE</b> <b>O-Ring Port (End Cap)</b> <b>2 – G 1/4 BSP Straight</b> <b>THD Port (End Cap)</b> <b>3 – Manifold Case Drain</b> <b>†† – Internal check valves</b> <b>are standard features.</b></p> <hr/> <p><b>14 Geroler Options</b> <b>0 – None Specified</b></p> <hr/> <p><b>15 Shaft Options</b> <b>0 – None Specified</b> <b>N – Electroless Nickel Plated</b></p> <hr/> <p><b>16, 17 Seal Options</b> <b>00 – Standard Seals</b> <b>02 – Seal Guard</b> <b>03 – Viton Seals</b> <b>04 – Viton Shaft Seal</b> <b>05 – Vented Two-Stage Seal</b> <b>07 – High Pressure Shaft</b> <b>Seal</b></p> <hr/> <p><b>18 Speed Sensor Options</b> <b>0 – None</b> <b>A – Speed Sensor Options</b> <b>12mm Digital Speed Pickup</b> <b>(15 pulse) without lead wire</b> <b>B – Magnetic Speed Pickup</b> <b>(60 Pulse by Quadrature),</b></p>	<p>No lead wire with M12 connector (A=Power, B=Common, C=Signal)</p> <hr/> <p><b>19 Manifold Block</b> <b>Options</b> <b>0 – None</b>  <b>* Contact your Eaton</b> <b>sales representative for</b> <b>available options.</b></p> <hr/> <p><b>20, 21 Special Features</b> <b>(Hardware)</b> <b>00 – None Specified</b> <b>AB – Low Speed Valving</b> <b>SS – Stainless Steel Flange</b> <b>Bolts</b></p> <hr/> <p><b>22 Special Assembly</b> <b>Instructions</b> <b>0 – None</b> <b>1 – Reverse Rotation</b> <b>2 – Flange Rotated 90°</b> <b>3 – Reverse Rotation, Flange</b> <b>Rotated 90°</b></p> <hr/> <p><b>23 Paint/Packaging</b> <b>Options</b> <b>0 – No Paint</b> <b>A – Low Gloss Black</b> <b>Primer</b> <b>D – Environmental Coated</b> <b>Gloss White</b> <b>F – Environmental Coated</b> <b>Black</b></p> <hr/> <p><b>24 Eaton Assigned Code</b> <b>When Applicable</b> <b>0 – Assigned Code</b></p> <hr/> <p><b>25 Eaton Assigned Design</b> <b>Code</b> <b>M – Twelve (12)</b></p>
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Feature in **bold** are preferred and allow for shorter lead time.

<sup>1</sup> Gas and electric machines use P/N: 103-1013-012

## TROMBETTA SOLENOID THROTTLE CONTROL KIT

### INSTALLATION INSTRUCTIONS

**Trombetta**   
ELECTROMAGNETICS

Trombetta Corporation  
13901 Main Street  
Menomonee Falls, WI 53051  
(414)251-5454 Fax: 251-5757  
<http://www.trombetta.com>

### Installation Instructions

#### Patented Throttle Control Solenoid Kit

**P613 - K Series (12 VDC Systems)**

**P613 - K Series (24 VDC Systems)**

#### Parts List

Item No.	Replacement Part No.	Description
1	EO7195	Cable Pivot
2	NA	Wire Core
3	NA	Cable Bulkhead Fitting
4	NA	Cable Bracket
5	Specify Kit No.	Cable Assembly
6	NA	Jam Nut UNF 3/8-24
7	NA	Aluminum Adjustment Nut 1.00 Inch Hex
8	S500-A6	Control Module

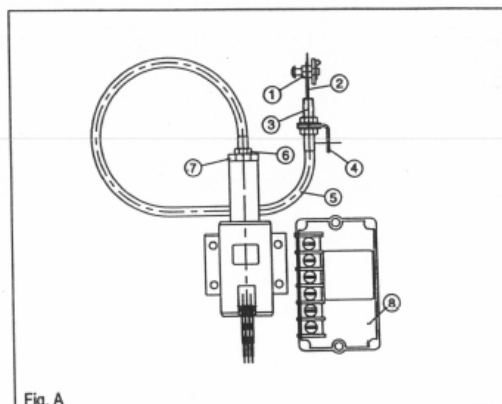


Fig. A

#### S500 - A6 Control Module Specifications

Specification	Note
Operating Temperature Range	-40 to 185° F (-40 to 85° C)
Maximum (Jump Start) Voltage	32 VDC
Maximum Solenoid Wattage (12 VDC System)	1000 Watts
Pull-In Coil Activation Duration	0.5 Seconds
Module Recycle Time	0.1 Seconds
Maximum Module Cycle Rate	6 per minute
Minimum Operating Voltage	8.8 VDC at 68° F (20° C)
Voltage Loss Through Module	0.35 VDC Maximum

## SPECIFICATIONS

### Notes:

1. The output of the control module must be connected to the contactor/relay in 24 VDC systems. See wiring diagram.
2. Do not leave the module connected if you use over 32 VDC to jump-start a vehicle
3. If the load exceeds 1000 watts or if the voltage exceeds 32 VDC, use an external contactor as an interface between the module and the load.
4. Recycle time is the time the module must be de-energized before it will re-initiate the pull-in cycle.
5. Although the module can tolerate higher cycle rates, the solenoid may overheat in these situations. Consult the factory if you anticipate a high cycle rate.
6. This is the voltage drop anticipated between the input voltage and output voltage to the solenoid.

### Solenoid Assembly Specifications

Specifications	P613-A41V12	P613-A41V24
Rated voltage	12 VDC	24 VDC
Pull-In Current	70.5 Amps	36.4 Amps
Hold-In Current	0.9 Amps	0.5 Amps
Pull-In Force (at 68° F [20° C])	20 lb.	20 lb.
Hold-In Force (at 68° F [20° C])	40 lb.	40 lb.
Maximum Ambient Temperature	257° F (125° C)	257° F (125° C)
Maximum Coil Temperature	380° F (193° C)	380° F (193° C)
Maximum Solenoid Cycle Rate	6/min. - see note 5 above	6/min. - see note 5 above

### Safety First

Trombetta has made every effort to provide you with a safe solenoid kit, but wishes to point out information on safe installation and operation



#### WARNING

To avoid control module damage, always disconnect the module when you jump-start the vehicle with voltages that exceed 32 VDC.



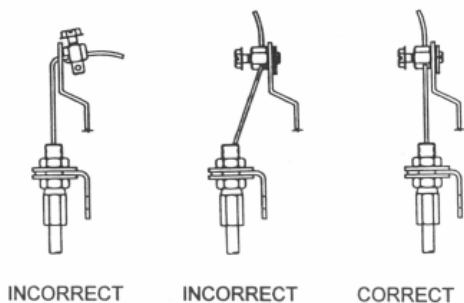
#### CAUTION

To avoid eye and/or face injury, eye and/or face protection must be worn when installing this device.

### Improper installation of cable pivot can result in premature wire cable failure.

Consult the diagram below for proper installation.

Contact Trombetta service representatives at (414) 251- 5454 with questions regarding your application.





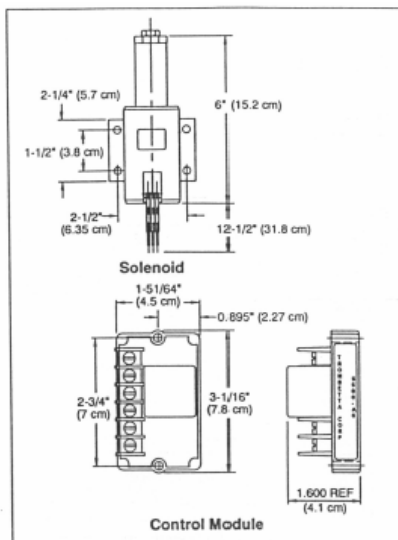
## STEP BY STEP INSTRUCTIONS

### Installing Your Throttle Control Solenoid

#### Location

Follow these simple rules to properly locate your throttle control kit:

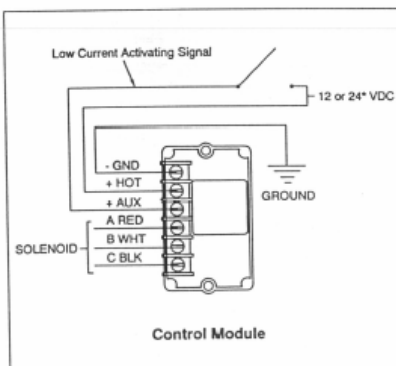
- Mount the solenoid off the engine but within 46 inches (116.8 cm) of the throttle lever, to avoid engine vibration and high temperature components (more than 257° F [125° C]).
- Mount Control Module out of the engine compartment if possible. If not possible, mount the module as far away from high temperature components as possible. Maximum temperature range is 185° F (85° C).
- Route the Flexible cable away from high temperature (220° F [105° C]) components such as exhaust manifolds.
- Avoid sharp bends in flexible cable. Bends should form a smooth arc (360° maximum) with a radius of 5 inches (12.7 cm) minimum.



### Controlling the Solenoid Throttle Kit

The throttle kit can be controlled remotely by applying a low current 12 or 24 VDC signal to the module "AUX" terminal.

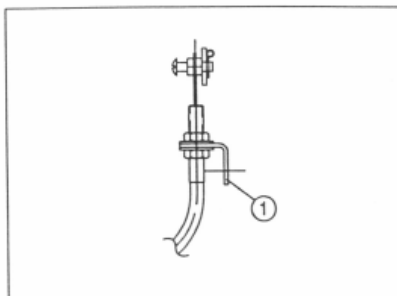
Examples of activating signals are the air compressor pressure switch or air conditioning switching circuits.



### Mounting Procedures

Use the following procedure to mount your throttle controller:

1. Mount the solenoid and control module according to the recommendations on the "Location" instructions.
2. Electrically connect the solenoid to the control module and power source according to the wiring diagram.
3. Mount the cable bracket (1) and fasten the cable sheath to the bracket using the collar nut so the sheath does not turn during idle adjustment.



## WIRING DIAGRAM

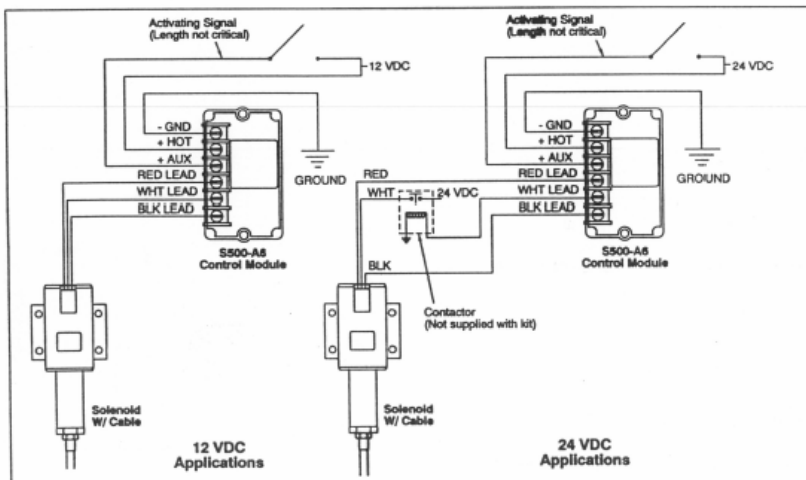
Use the following table to determine all wire lengths except "AUX" terminal:

**Note:** The wire size and length to "AUX" terminal of the control module is not critical because of low current; 16-18 gage wire may be used.

**Maximum Lead Length - In Feet\***

System Voltage	Wire Gage						
	18 AWG	16 AWG	14 AWG	12 AWG	10 AWG	8 AWG	6 AWG
12 VDC	2.5 ft.	4 ft.	6 ft.	10 ft.	16 ft.	25 ft.	40 ft.
24 VDC	10 ft.	16 ft.	25 ft.	40 ft.	64 ft.	100 ft.	160 ft.

\* Total of "-GND" and "+HOT" wire lengths plus "B WHT" and "C BLK" wire length.



## SET NORMAL/HIGH SPEED

### Set Normal Engine Idle Speed

Use the following procedure to set the "normal" engine idle speed with the solenoid de-energized:

1. With the engine "off", attach the cable pivot assembly (1) to the throttle lever.  
Note: DO NOT tighten the wire core pivot setscrew (1A). The wire core (2) must be free to move through the pivot until step 2.
2. Insert the wire core (2) into the wire core pivot (1).
3. If the cable adjuster is not fully retracted into the solenoid, loosen the jam nut (6) and turn the aluminum adjustment nut (7) counterclockwise until the cable adjustment nut (7) is flush with the solenoid (8).
4. With all connections made to the throttle control systems, apply 12 VDC to "AUX" terminal of the control module. Make sure the wire core (2) is free to move through the cable pivot (1) with out restriction.
5. Adjust "normal" engine idle speed using the "standard method" required for your engine.
6. Eliminate the slack in the cable (2).
7. Tighten the cable pivot setscrew (1A).

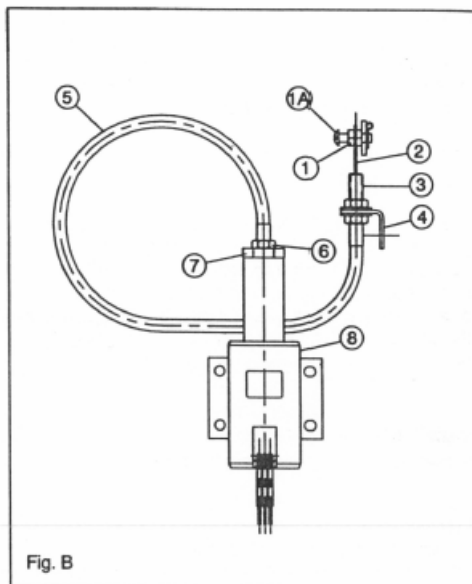


Fig. B

### Set High Idle Speed

Use the following procedure to set the "high" engine idle speed with the solenoid activated:

1. Set the "normal" engine idle speed per the previous procedure.
2. With the engine running, apply 12 VDC to the "AUX" terminal of the control module.
3. Make sure the jam nut (6) is loose and turn the aluminum adjustment nut (7) clockwise until the high engine idle speed is reached.
4. Tighten the jam nut (6).
5. Check the throttle speed controller operation rechecking the "normal" engine idle speed with the solenoid deactivated and high engine idle speed with the solenoid activated. If necessary, repeat the "normal" idle speed and high idle speed adjustments.

Note: Do not leave the aluminum adjustment nut (7) tight against the solenoid body since this does not allow the cable (5) to float.

## SYSTEM OPERATION

Trombetta's P613-K1 throttle control solenoid kit consists of a "three wire," dual coil solenoid, electromechanical control module and stainless steel sheathed pull cable. The sheathed pull cable allows the solenoid to be mounted away from hostile environments, such as engine vibration and high temperature.

The throttle solenoid can be activated automatically for "on demand" or bring the idle speed to a pre-set high idle position.

The control module allows the solenoid to operate as a continuous duty device. When the module is wired as recommended, applying 12 VDC to the "AUX" terminal applied voltage to the hold-in and pull-in coil of the solenoid. After 0.5 seconds to 0.75 seconds, power is automatically removed from the pull-in coil. Power will remain at the hold-in coil until the 12 VDC signal is removed from the "AUX" terminal.

### Control Module Voltage Measurements

Terminal Designation	Voltage
- GND	Chassis Ground
+ HOT	12 or 24 VDC at all times
+ AUX	12 or 24 VDC required to activate solenoid
A RED	12 or 24 VDC when signal is present at "AUX" terminal
B WHT	12 or 24 VDC for 0.5 to 0.75 seconds after signal at "AUX" terminal
C BLK	Common for solenoid

### Troubleshooting Hints

If the solenoid will not engage, check the following:

1. Check the stranded pull cable for damage (e.g., melted or crimped sheath).
2. Check the stranded pull cable for binding.
3. Check system voltage at the "+HOT" and "AUX" terminals.
4. Check module terminals for proper voltage and operation. If the module does not meet these specifications, replace it.
5. Check solenoid resistance (remove wires from module). If resistance is not within specifications listed below, replace the solenoid.
6. Make sure you have the recommended wire length and gage (refer to wire chart).
7. Be sure cable is not bent beyond guidelines.
8. Check for proper adjustments.
9. Contact the factory if you are unable to resolve the problem.

12 VDC System	24 VDC System
0.17 ohms White to Black wire	0.66 ohms White to Black wire
0.13 ohms Red to Black wire	0.48 ohms Red to Black wire

## ***SHORTENING INSTRUCTIONS***

Use the following procedures to shorten pull cables supplied with Trombetta products.

### **IMPORTANT!**

DO NOT cut wire core (2) until step #11! Remove wire core (2) from cable sheath (5) *before* cutting the sheathing.

1. Remove the cable assembly (1-7) from the solenoid body (8) by loosening the jam nut (6) and turning the large aluminum adjusting nut (7) "clockwise".

**Note:** The solenoid "plunger" located inside the solenoid body can be removed at this point. Take care not to damage or contaminate the plunger while it is out of the solenoid body (8). Be sure to keep the inside of the solenoid body (8) "clean" while the plunger is removed.

2. Remove the wire core (2) from the cable sheath (5).
3. Lightly fixture the cable sheath (5) in a vise or other suitable holding device.

**Note:** Over tightening the vise may deform the cable sheath (5) and cause the wire core (2) to bind!

### **!! CAUTION !!**

Safety Goggles must be worn before proceeding!

4. Use an abrasive "cut-off wheel" (eg. A Dremel tool and Dremel abrasive disk), to cut the cable sheath (5) to the desired length. Deburr and clean the "cut end" of the sheath (5).
5. Mark the cable sheath (5) 1" from the end with a wrap of masking tape (see Fig. C).
6. If the threaded-on bulkhead connector is to be reused, remove it from the cut-off piece of cable sheathing by unthreading it in a counter-clockwise direction. Wipe the connector clean and reuse it for step #8.
7. Wipe the wire core (2) clean and then re-insert this core (2) through the cable sheath (5).

**Note:** Make sure the wire core (2) moves "freely" inside the cable sheath (5). If it does not, discard the whole cable assembly and replace.

8. Turn the "cable bulkhead fitting" (see fig. A) onto the sheathing (5). Torque to maximum 8 pound - inches. At this point, the fitting should be approximately  $\frac{1}{4}$ " or less from the tape mark on the sheath.

**!! CAUTION !!**

Cable bulkhead fitting must engage at least  $\frac{3}{4}$ " of the cable sheath to be properly attached. Over tightening the fit may strip the threads.

9. Re-install the cable assembly.
10. Using the "throttle solenoid" setting instructions, proceed with setting the throttle solenoids.
11. After the throttle solenoid is set and connections are tightened, cut the excess wire core approximately "one" inch beyond the cable pivot (1).

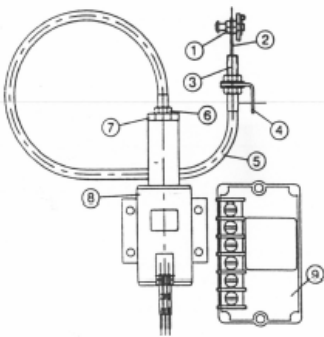


Fig. A

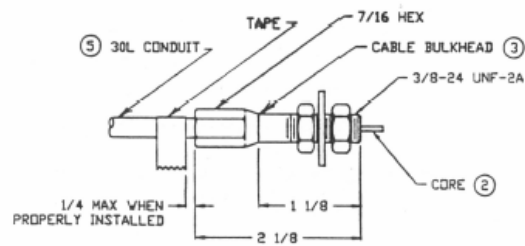
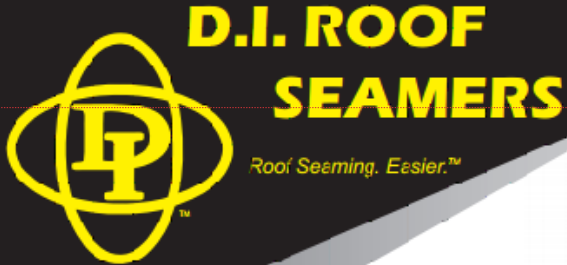


Fig. C

**If you have problems or questions, please contact the  
Factory Service Department at (414) 251-5454.**



Commented [RW6]: EDIT TO REMOVE PRICING INFORMATION.

## Contractor Series Roof Seamer "Universal Kit" PRODUCT INFORMATION SHEET

Looking for one roof seamer to meet all your needs? This Universal Kit comes with tooling conversion kits to fit 1", 1.5", and 2" roof panels as shown and can be formed into a 90° or 180° seamed profile.



- Bi-directional operation when working with a 90° seamed profile.
- Always available when you need it; no waiting for machine availability.
- Self-propelled, hands free operation.
- Durable 115v/10amp motor with quick-release plug for added safety.

### FAST FACTS

Weight: 37.0 lbs. (16.78kg)

Speed: 34.2 ft./min.

Dimensions: 13.5" (34.29cm) x 13.5"  
(34.29cm) x 12" (30.48cm)

Capability: .032 Aluminum -  
24 ga. Steel

D.I. Roof Seamers  
915 Highway 45 Corinth, MS 38834  
1-888-343-0456  
Office: (662) 287-6626  
Fax: (662) 287-6744  
[www.diroofseamers.com](http://www.diroofseamers.com)





# D.I. ROOF SEAMERS

*Roof Seaming. Easier.™*



## 3 Station Contractor Series Roof Seamer PRODUCT INFORMATION SHEET

The Contractor Series Roof Seamer is designed for contractors and builders who own their own portable roll former. The competitive pricing allows them to have access to a quality seamer without a large investment.

The 3 Station Contractor Series Roof Seamer completes a 90° seam.



- Requires hand crimper for proper use.
- Always available when you need it; no waiting for machine availability.
- Performance guaranteed for your job!

### FAST FACTS

Weight: 31.7 lbs.

Speed: 34.2 ft./min.

Dimensions: 10.75" x 13.5" x 12" (engaged on seam)

Power: 115v/10amp

Capability: .032 Aluminum -  
24 ga. Steel

D.I. Roof Seamers  
915 Highway 45 Corinth, MS 38834  
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Office: (662) 287-6626  
Fax: (662) 287-6744  
[www.diroofseamers.com](http://www.diroofseamers.com)







# D.I. ROOF SEAMERS

*Roof Seaming. Easier.™*



## 4 Station Contractor Series Roof Seamer

### PRODUCT INFORMATION SHEET

The Contractor Series Roof Seamer is designed for contractors and builders who own their own portable roll former. The competitive pricing allows them to have access to a quality seamer without a large investment.

The 4 Station Contractor Series Roof Seamer completes a 180° seam.



- Requires TWO hand crimpers for proper use.
- Always available when you need it; no waiting for machine availability.
- Performance guaranteed for your job!

### FAST FACTS

Weight: 37.0 lbs.

Speed: 34.2 ft./min.

Dimensions: 13.5" x 13.5" x 12" (engaged on seam)

Power: 115v/10amp

Capability: .032 Aluminum -  
24 ga. Steel

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# D.I. ROOF SEAMERS

*Roof Seaming. Easier.™*



## 3 Station Industrial Series Roof Seamer PRODUCT INFORMATION SHEET

The Industrial Series Roof Seamers make up D.I.'s rental fleet. The machines are time-tested and rugged for years of field use.

The 3 Station Industrial Series Roof Seamer completes a 90° seam in one pass and is available for rental or purchase.



- Requires a hand crimper for proper use.
- Bi-Directional operation is available.
- Always available when you need it; no waiting for machine availability.
- Performance guaranteed for your job!

### FAST FACTS

Weight: 35.4 lbs.

Speed: 44.3 ft./min.\*

Dimensions: 11" x 15" x 16"

Power: 115v/10amp  
(220v Available)

Capability: .032 Aluminum -  
20 ga. Steel

D.I. Roof Seamers  
915 Highway 45 Corinth, MS 38834  
1-888-343-0456  
Office: (662) 287-6626  
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\*Average speed of available models. Speeds vary by roof panel style and application.



# D.I. ROOF SEAMERS

Roof Seaming. Easier.™



## 4 Station Industrial Series Roof Seamer

### PRODUCT INFORMATION SHEET

The Industrial Series Roof Seamers make up D.I.'s rental fleet. The machines are time-tested and rugged for years of field use.

The 4 Station Industrial Series Roof Seamer completes a full 180° seam in one pass and is available for rental or purchase.



- Requires TWO hand crimpers for proper use.
- Single-Directional operation only.
- Always available when you need it; no waiting for machine availability.
- Performance guaranteed for your job!

### FAST FACTS

Weight: 50.6 lbs.

Speed: 42.6 ft./min.\*

Dimensions: 11" x 15" x 16"

Power: 115v/10amp  
(220v Available)

Capability: .032 Aluminum -  
20 ga. Steel

D.I. Roof Seamers  
915 Highway 45 Corinth, MS 38834  
1-888-343-0456  
Office: (662) 287-6626  
Fax: (662) 287-6744  
[www.diroofseamers.com](http://www.diroofseamers.com)

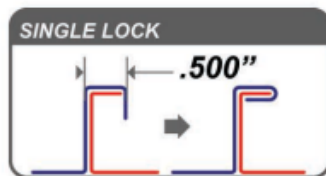


\*Average speed of available models. Speeds vary by roof panel style and application.



**PRODUCT INFORMATION FOR:**  
**ESE 001 Hand Seamer**

more detailed information and support at  
[www.esemachines.com](http://www.esemachines.com)



**DETAILS**

- single lock hand seamer
- forms the 90 degree bend
- for hard to reach places
- to start or finish (or an entire roof)
- unique leverage design
- lightweight and easy to use
- will not scratch or peel paint
- this tool can be used on profiles that measure 1/2" or 9/16" accross the top
- for a double lock, pair up with the ESE 099 finish hand seamer

**SPECIFICATIONS**

*Maximum Gauges*

- |            |        |
|------------|--------|
| - steel    | 24 GA. |
| - aluminum | 0.032  |
| - copper   | 20 Oz. |

*Dimensions*

- |          |        |
|----------|--------|
| - weight | 5 lbs. |
| - length | 19"    |
| - width  | 10"    |

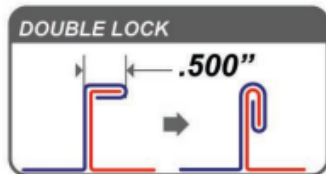
ESE Machines, Inc. 21 S. Caln Rd., Coatesville, PA 19320 800.854.7361 [www.esemachines.com](http://www.esemachines.com)



**PRODUCT INFORMATION FOR:**

**ESE 099 Hand Seamer**

more detailed information and support at  
[www.esemachines.com](http://www.esemachines.com)



**DETAILS**

- double lock hand seamer
- forms the 180 degree bend
- for hard to reach places
- to start or finish (or an entire roof)
- lightweight and easy to use
- will not scratch or peel paint
- note: before using this tool prepare the seam with the 001 or 001C to a single lock bend

**SPECIFICATIONS**

*Maximum Gauges*

- steel 24 GA.
- aluminum 0.032
- copper 20 Oz.

*Dimensions*

- weight 7 lbs.
- length 24"
- width 11.5"