

HYDRA 985

NOTE: Visual inspection of the drive chain and sprockets is required prior to every use, check chain for wear, slack and damage.

MANUEVERING INSTRUCTIONS

One of the main features of the HYDRA 985 is its ability to maneuver under its own power by use of the Powered Idler Wheel and the Steer Go System.

The main intent of the Idler wheel system is to provide for easy maneuverability of the unit around the jobsite, to load and unload the reels, and to aid in the attachment and removal from the tow vehicle. It is NOT designed to move the trailer long distances (example – vault to vault) without the aid of the tow vehicle. It is NOT designed to be used for movement or transportation up or down an incline greater than 2%. Using the Steer Go system in this manner can create extreme stress on the system and could possibly create a failure that could lead to a trailer that can NOT be steered, controlled or stopped.

Any operator MUST be familiar with the control of the trailer when it is being moved with the Idler Wheel System. Familiarize the use of the joystick, engine speed, and the brake controls prior to operating the trailer.

USE OF THE STICK WHICH CONTROLS THE IDELR WHEEL MOTOR AS A BRAKE SHOULD BE AVOIDED

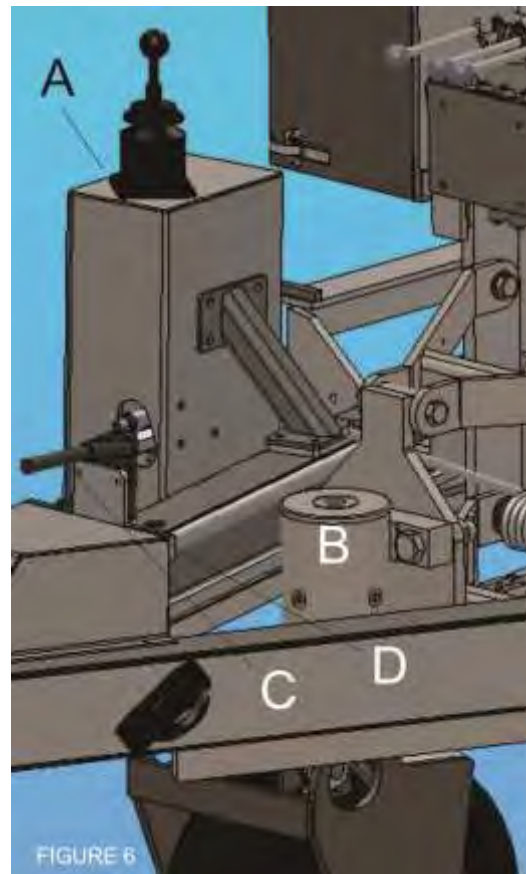
STEER-GO OPERATION

There are two (2) main components in the system.

- A. The Steer-Go Control Box mounted to the right hand (curb) side of the trailer drawbar.
- B. The Rotary Actuator Assembly attached to the Idler Wheel Fork Assembly

Working together, these components allow the operator to easily steer and maneuver the trailer by merely moving the joystick control as desired. The actuator can move the wheel through a 180 degree arc, 90 degrees either side of center.

In the instructions that follow we will often refer to "steering" and "motion" For our purposes, "Steering" will always refer to the action of turning right or left. The word "motion" will always refer to forward or reverse direction of the idler wheel



THE JOYSTICK

The joystick is a two-axis control that controls both steering and motion of the idler wheel functions. The joystick is either mechanically linked or electronically controlled (depending on options) to hydraulic control valves. Mechanical valves are spring return to neutral. Electronic joysticks are also spring return to neutral. Releasing the joystick will cause all movement to stop.

The linkage system, in the mechanical system, provides quick positive response to the operators action. Because the response is quick, steering right or left is usually accomplished by a series of short, momentary movements of the joystick in the desired left or right direction.

NOTE: Refer to the directional decal (Fig. 7) on the top of the control box prior to operating. Become familiar with the feel of the joystick with the engine running. Note the short movement required to move through the full range of direction

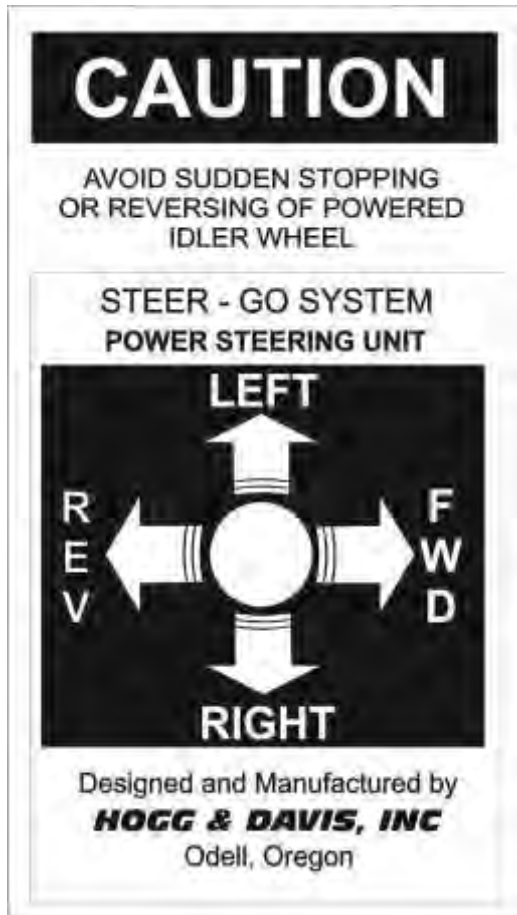


Figure 7

TO STEER AND MOVE

CAUTION: Note the direction the idler wheel is pointing before actuating the joystick. The trailer will move in the direction the wheel is pointing

Start the Engine. With the engine running at **IDLE SPEED**, move the joystick to the right or left. (NOTE: *Steering speed is NOT affected by engine RPM*)

Move the joystick to the FWD position. The trailer now travels forward. By holding the joystick in the forward position and moving it to the RIGHT, the trailer will turn RIGHT. Release the turning motion when the wheel has reached the angle of turn you desire. Trailer will continue to turn until you steer LEFT to straighten out the wheel.

To back the trailer, move the joystick to the REV position. When you turn to face the rear of the trailer as you are backing, the steering directions are reversed.

NOTE: *Idler wheel speed is a function of engine RPM. Idle is enough to provide easy, smooth operation. The higher the RPM the faster the unit will move*