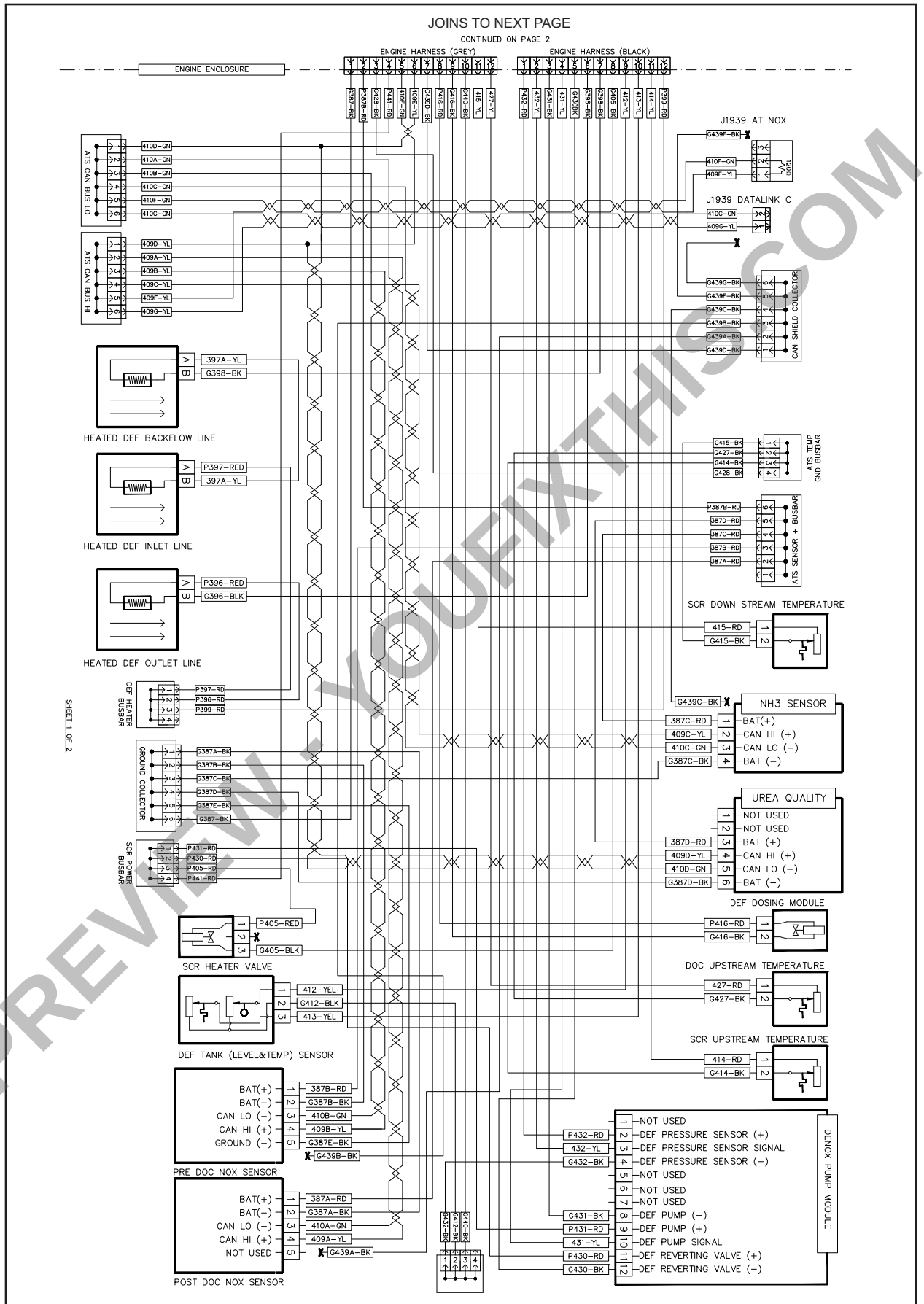
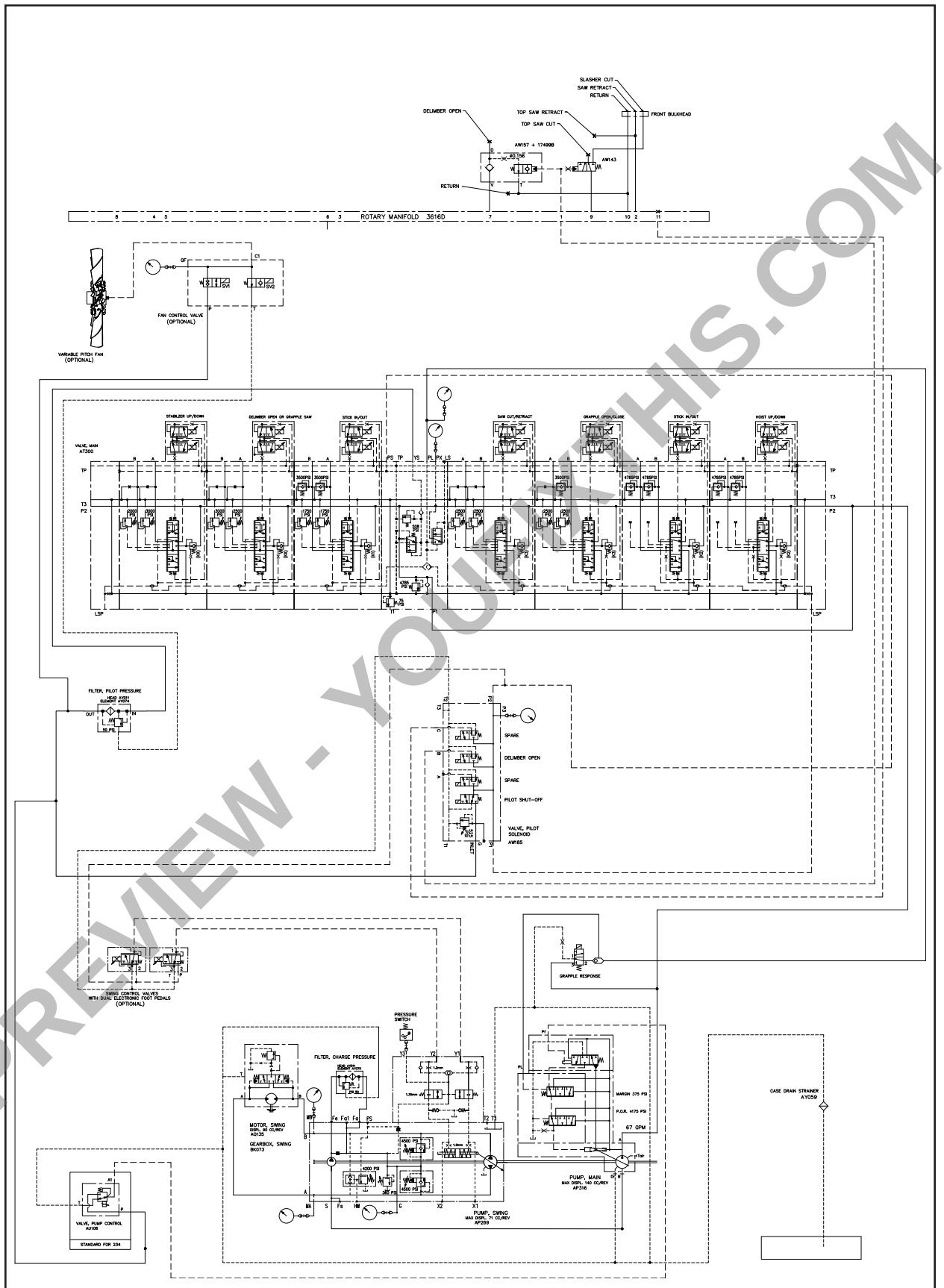


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AFTER TREATMENT SCHEMATIC SHEET 1 OF 2

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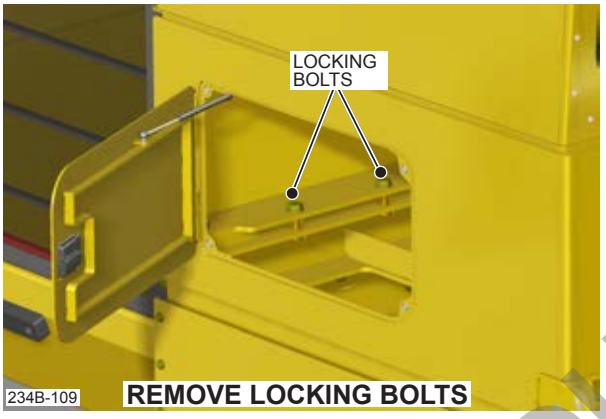


234B-006 **PILOT HYDRAULIC SCHEMATIC (ELECTRONIC FOOT PEDALS)**

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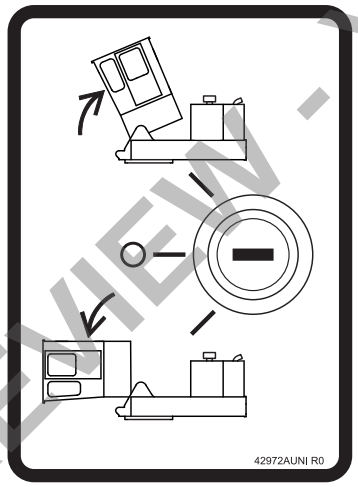
CAB TILTING PROCEDURE, ELECTRIC PUMP (2342101 TO 2342275)

1. Park machine on level ground.
2. Lower the grapple onto the ground ensuring grapple and booms are fully supported.
3. Turn OFF the engine.
4. Remove all loose items from the cab.
5. Close cab door.
6. Remove the 2 x 7/8 locking bolts at the rear of cab riser frame. Doors on the riser frame provide access to the bolts



REMOVE LOCKING BOLTS

7. Insert key in cab tilt pump key switch on electrical box in engine compartment.





8. Ensure that there are no obstacles in front of the cab that would prevent the cab from tilting.

⚠ WARNING

Ensure that no personnel are in front of the cab before tilting.

9. Using the cab tilt pump key switch, turn the key counterclockwise to tilt the cab forward (DOWN) until the tilt cylinder stops.

   NOTE: Never leave the cab partially tilted. It should always be either fully forward or fully upright.

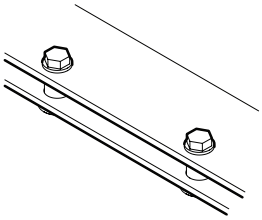
10. Using the cab tilt pump key switch, turn the key clockwise to tilt the cab (UP) back to its upright operating position.
11. Reinstall the 2 x 7/8 locking bolts at the rear of the cab riser frame.

⚠ WARNING

Failure to install the cab locking bolts will render the machine unsafe.

⚠ NOTICE

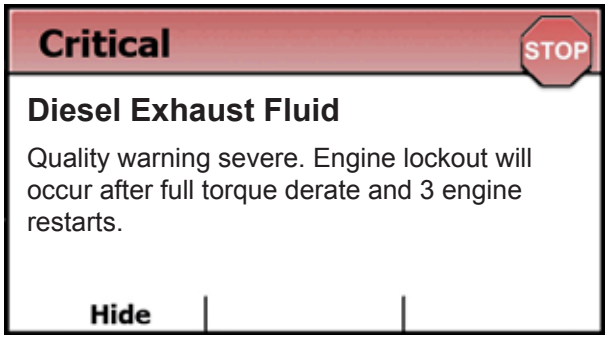
PRIOR TO OPERATION OF MACHINE, FIRMLY SECURE CAB IN POSITION WITH LOCKING BOLTS AT REAR OF TILTING CAB FRAME.



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DIESEL EXHAUST FLUID QUALITY



This message will be displayed, alarm light will flash and alarm will sound when a diesel fluid quality problem is detected. Action to correct the problem should be taken immediately to avoid affecting engine performance and damage to the Selective Catalytic Reduction (SCR) after-treatment system components.

This message results in the following derate and engine lockout sequence if no action is taken to correct the problem:

- Beginning 1 hour after a Diesel Exhaust Fluid (DEF) quality message, there will be a ramp down of Engine Speed by 60% and Torque by 65% over 40 minutes.
- After 2 hours at derated engine speed and torque the engine is derated to idle within 30 minutes.
- A total of 3 restarts are allowed after any derate has started. Refer to COMPUTER – MESSAGES – CRITICAL–ENGINE LOCKED OUT and ENGINE RESTARTS REMAINING UNTIL ENGINE LOCKOUT in THIS SECTION.

To correct the DEF quality problem, clean the area around the DEF tank then drain and refill the tank with clean DEF which meets ISO 22241 specifications. Additional messages from the Denox Module will also be displayed. Refer to Engine Manuals for code information.

Note that an Engine Torque Derate Active message will also be triggered as the engine begins to derate. Refer to COMPUTER – MESSAGES – ALERT – ENGINE TORQUE DERATE ACTIVE.

Refer to DIESEL EXHAUST FLUID TANK in THIS SECTION and DRAINING DIESEL EXHAUST FLUID TANK in SECTION 3.

Refer also to AFTERTREATMENT SYSTEM in SECTION 3 for more information regarding the use of DEF and its function in the SCR aftertreatment system.

⚠ WARNING

Use only diesel exhaust fluid (DEF) which meets ISO 22241 specifications. NEVER fill the DEF tank with any other fluid.
DEF is injected into the exhaust gas stream during normal operation of the Selective Catalytic Reduction (SCR) aftertreatment system.
Use of other fluids may cause component damage, or a fire risk which could result in death or serious injury.

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CRITICAL MESSAGES (RED)

Critical messages advise the operator that a critical machine fault is about to occur or a system fault has occurred.

Critical messages have the highest level of priority and are used to alert operator that immediate action must be taken to prevent damage to machine or to ensure operator safety.

When a critical message is displayed, the master alarm and alarm light will sound and flash continuously. The message remains on the screen until the operator hides it.



The message will give brief details of the fault and advise what action is necessary.

In some instances the machine requires immediate action to correct the problem which requires the operator to STOP machine operation, SHUT THE ENGINE OFF and service the machine to correct the problem.

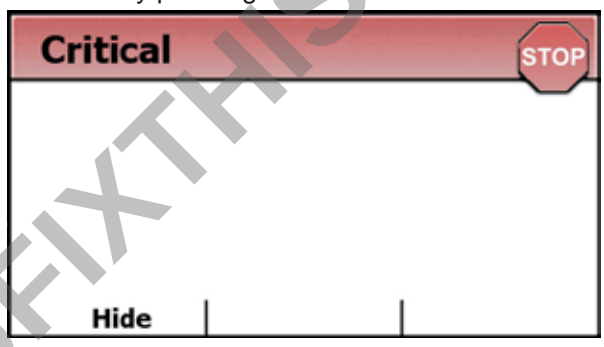
However, if the machine cannot be stopped immediately for safety reasons, the operator can hide the message. In this instance the machine should only be operated long enough to make the machine safe, then STOP machine operation and SHUT THE ENGINE OFF before serious machine damage can occur!

Messages can be hidden by pressing the F2 button (Hide).



Critical messages flash the critical symbol above the F4 button when active messages are hidden. The symbol will continue to flash until the problem is resolved and the fault becomes inactive.

Active messages that have been hidden can be reviewed by pressing the F4 button.



A list of some **CRITICAL MESSAGES** is as follows:

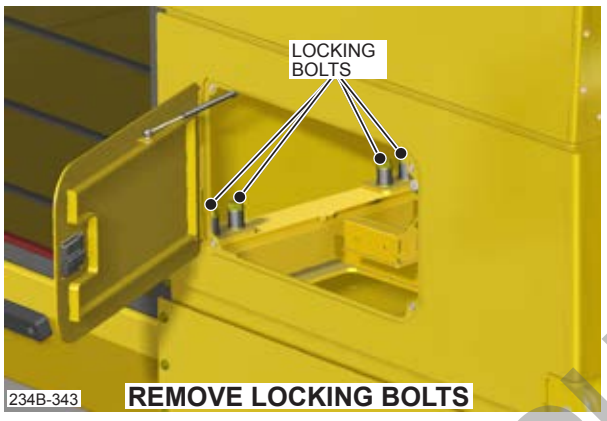
- Engine Air Filter.
- Hydraulic Oil Level Low.
- Hydraulic Oil Temperature High
- Engine Coolant Temperature High
- Engine Oil Temperature High
- Engine Coolant Level low
- Engine Oil Pressure Low
- Engine Fault Code Messages - Critical
- Hardware Fault – MD3
- Hardware Fault – Engine
- Hardware Fault – XA2
- Hardware Fault – XS2
- Hardware Fault - Denox module
- Engine Restarts Remaining Until Engine Lockout
- Engine Locked Out
- Aftertreatment System Engine Idle Too Long
- Aftertreatment System Messages
- Diesel Exhaust Fluid Quality

NOTE: Not all messages are shown.

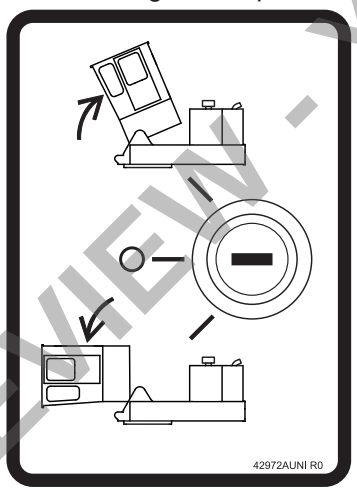
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CAB TILTING PROCEDURE, ELECTRIC PUMP (2342276 TO 2344000)

1. Park machine on level ground.
2. Lower the grapple onto the ground ensuring grapple and booms are fully supported.
3. Turn OFF the engine.
4. Remove all loose items from the cab.
5. Close cab door.
6. Remove the 4 x 1" locking bolts at the rear of cab riser frame. Doors on the riser frame provide access to the bolts



7. Insert key in cab tilt pump key switch on electrical box in engine compartment.



8. Ensure that there are no obstacles in front of the cab that would prevent the cab from tilting.

⚠ WARNING

Ensure that no personnel are in front of the cab before tilting.



9. Using the cab tilt pump key switch, turn the key counterclockwise to tilt the cab forward (DOWN) until the tilt cylinder stops.

   NOTE: Never leave the cab partially tilted. It should always be either fully forward or fully upright.

10. Using the cab tilt pump key switch, turn the key clockwise to tilt the cab (UP) back to its upright operating position.
11. Reinstall the 4 x 1" locking bolts at the rear of the cab riser frame.

⚠ WARNING

Failure to install the cab locking bolts will render the machine unsafe.

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ERROR MESSAGES (RED)

Error messages advise the operator that a critical machine fault is about to occur or a system fault has occurred.

Error messages are computer system generated and are generally triggered by computer system error and fault related conditions.

Error messages have the second highest level of priority and are used to alert the operator that immediate action must be taken to prevent damage to machine or to ensure operator safety.

Error messages are activated whenever a fault such as an electrical connection is broken/ disconnected. Most error messages are due to computer system hardware or connection faults.

When an error message is displayed, the master alarm and alarm light will sound and flash continuously. The message remains on the screen until the operator hides it.

The message will give brief details of the fault and advise what action is necessary.

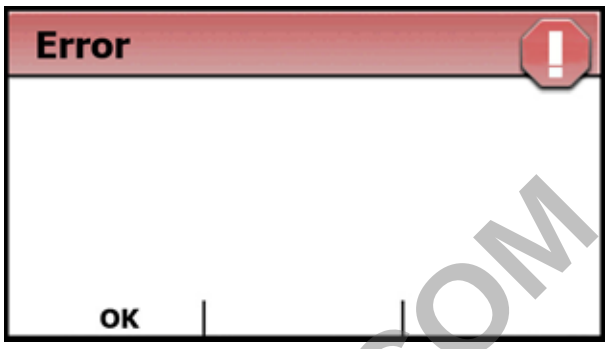
In some instances the machine requires immediate action to correct the problem which requires the operator to stop machine operation, shut the engine off and service the machine to correct the problem.

However, if the machine cannot be stopped immediately for safety reasons, the operator can hide the message. In this instance the machine should only be operated long enough to move the machine to a safe location then stop machine operation and shut the engine off before serious machine damage can occur!

Messages are acknowledged by pressing the F2 button (OK). To recall active messages turn key off and on. On screen messages will indicate to the operator that an active hardware fault has been hidden.

Error messages flash the Critical symbol or the Alert above the F4 button when active messages are hidden depending on the type of error message. The symbol will continue to flash until the problem is resolved and the fault becomes inactive.

Active messages that have been hidden can be reviewed by pressing the F4 button.



A list of some types of **ERROR MESSAGES** is as follows:

Module VREF Error

Voltage Input Error (VIN)

Digital Input Error (DIN)

Digital Output Error (DOUT)

Current Output Error (COUT)

Module No Contact Error

* Note that not all error messages are shown.

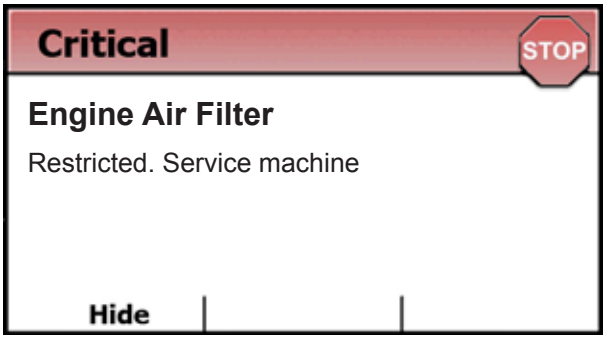


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CRITICAL MESSAGES

ENGINE AIR FILTER RESTRICTION

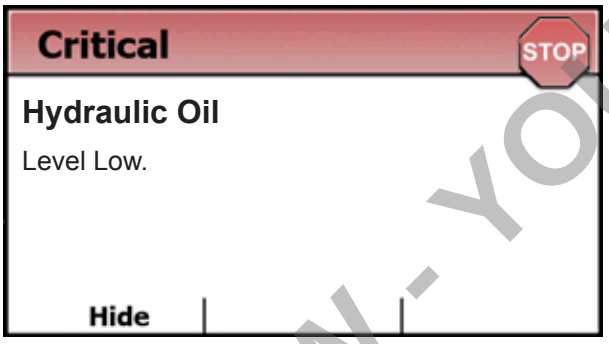


This message will be displayed, alarm light will flash and alarm will sound when the engine air filter has reached maximum restriction.

To prevent damage to the engine, stop the engine immediately and replace the air filters.

NOTE: Replace the safety element every third primary filter change.

HYDRAULIC OIL LEVEL LOW

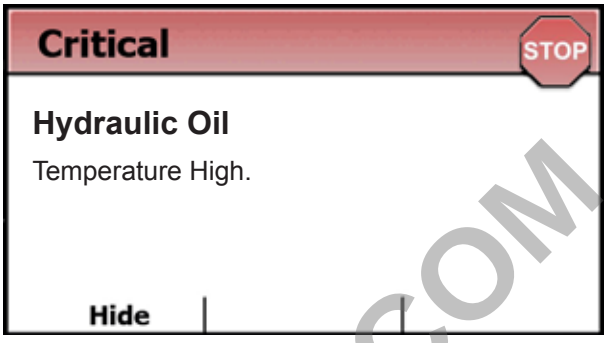


This message will be displayed, alarm light will flash and alarm will sound when the main hydraulic tank oil level is low.

Stop the engine immediately when this alarm is activated. Operating machine with a low hydraulic oil level can cause hydraulic pumps to fail.

When this alarm is activated stop the engine and look for signs of broken hoses or other leaks. Repair leaks and refill the main hydraulic tank to FULL mark on the sight gauge. Restart engine and inspect for leaks.

HYDRAULIC OIL TEMPERATURE HIGH



This message will be displayed, alarm light will flash and alarm will sound when the oil temperature exceeds the recommended operating range for the type of hydraulic oil in use.

If the temperature rises above the recommended operating range for the type of hydraulic oil in use check the following:

- Plugged oil cooler
- Malfunction in a hydraulic system
- High loads on the hydraulic system
- Malfunction of the cooling fan
- Low hydraulic oil level
- Correct Hydraulic Oil Grade Selection

If hydraulic oil temperature rises above the recommended operating range DO NOT continue to operate the machine.

This alarm must not be used to monitor the hydraulic oil. The operator must use the hydraulic oil temperature gauge on the main menu, together with the operating range chart in SECTION 3 to prevent damage to the hydraulic system.

Hydraulic oil grade information is shown on the main menu below the hydraulic oil temperature gauge.

Operating outside the recommended operating range will shorten hydraulic component life.

Refer to COMPUTER – ADJUSTMENT MENU - SERVICE SETTINGS – HYDRAULIC OIL GRADE in THIS SECTION for hydraulic oil grade selection settings information.

Refer also to APPROVED HYDRAULIC OILS in SECTION 3 for hydraulic oil operating range information.

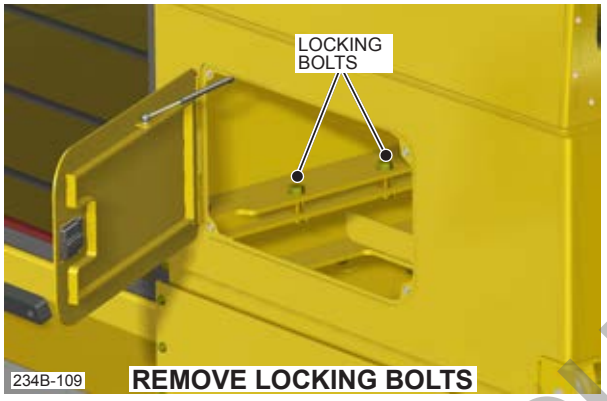
Refer to COMPUTER – INFORMATION MODE MENU – HYDRAULIC OIL TEMPERATURE in THIS SECTION for hydraulic oil temperature information display.

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CAB TILTING PROCEDURE, HAND PUMP (2342101 TO 2342275)

1. Park machine on level ground.
2. Lower the grapple onto the ground ensuring grapple and booms are fully supported.
3. Stop the engine.
4. Remove all loose items from the cab.
5. Close cab door.
6. Remove the 2 x 7/8 locking bolts at the rear of cab riser frame. Doors on the riser frame provide access to the bolts



REMOVE LOCKING BOLTS

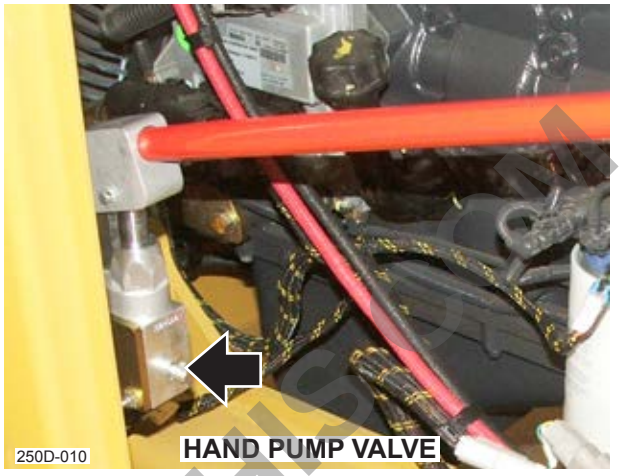
7. The cab tilt hand pump handle is stored on the inside of the engine enclosure removable door. Insert the handle into the hand pump located in the engine compartment by the cab.



CAB TILT HAND PUMP



8. Ensure that there are no obstacles in front of the cab that would prevent the cab from tilting.



HAND PUMP VALVE

⚠ WARNING

Ensure that no personnel are in front of the cab before tilting.

9. Ensure the pump valve is turned all the way clockwise. Operate the hand pump to tilt the cab forward (DOWN) until the tilt cylinder stops.

   NOTE: Never leave the cab partially tilted. It should always be either fully forward or fully upright.

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Tigercat 234B LOADER

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CALIFORNIA

Proposition 65 Warning

Diesel engine exhaust and some of its constituents are known to the State of California to cause cancer, birth defects and other reproductive harm.

234B Loader Available Literature

Operator's Manual	Part No. 45700AENG
Service Manual (This Manual)	Part No. 45701AENG
Parts Catalog	Part No. 45703A
Engine Operation and Maintenance Manual, N45/N67 T2	Part No. 45045AMUL
Engine Operation and Maintenance Manual, N45/N67 T4f	Part No. 42939AMUL

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SAFETY SYMBOLS



This safety alert symbol means ATTENTION! BECOME ALERT! YOUR SAFETY IS INVOLVED!

The safety alert symbol identifies important safety messages on machines, safety signs, in manuals, or elsewhere. When you see this symbol, be alert to the possibility of personal injury or death. Follow the instructions in the safety message.

Understanding Signal Words

DANGER

DANGER – Indicates an imminently hazardous situation which, if not avoided, will result in death or serious injury.

WARNING

WARNING – Indicates a potentially hazardous situation which, if not avoided, could result in death or serious injury.

CAUTION

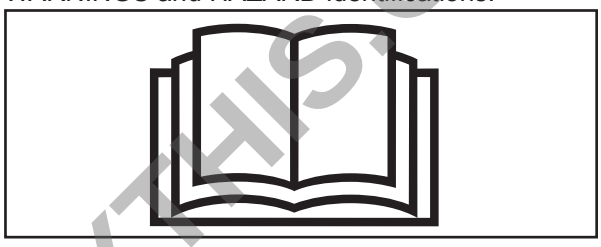
CAUTION – Indicates a potentially hazardous situation which, if not avoided, may result in minor or moderate injury.

GENERAL SAFETY PRECAUTIONS

Remember that safety is a prime responsibility of all.

To minimize the risks and promote safety at all times, this section of the operator's manual details a number of safety rules which should always be followed and obeyed.

Always read the operator's manual before operating the machine. Pay close attention to WARNINGS and HAZARD identifications.



Follow all instructions from safety inspector and supervisors.

You must be fully trained to operate this piece of equipment. Know the capabilities and the limitations of the equipment. Learn the most efficient operating techniques.

Do not let untrained persons operate the machine.



Use recommended protective clothing and safety devices such as gloves, safety boots, safety hat, goggles, and ear protection when necessary. These safety rules highlight both general and specific measures that the operator should be familiar with and adhere to. More specific measures are illustrated with pictograms which may also be attached to the machine in locations pertinent to their respective message. Keep safety labels in good condition. Repair or replace damaged labels.

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Tigercat 234B Loader
INTRODUCTION

An Operator's manual, Service manual and a Parts catalog are made available by **Tigercat** to assist the dealer, customer and operator in becoming familiar with the features of the 234B Loaders

Serial numbers: 2342101 to 2344000.

The 234B Loader is designed for log processing, sorting, log transferring and loading.

The operator's manual will assist the operator with the techniques of proper and safe operation of the 234B Loader. There is also important information regarding the safe operation of the attachment. The service manual contains safety and servicing procedures and a preventive maintenance schedule to ensure optimum machine performance.

Section 1 in both the operator's manual and the service manual contains safety information that must be followed. As well, throughout the rest of the manuals, WARNING and CAUTION notices are displayed where necessary, drawing attention to possible hazards when performing certain procedures.

Only trained personnel should be allowed to operate or work on the machine.

The information contained in this manual is current at time of printing. Improvements to the machine are on-going and may not be covered, therefore in these cases contact your **Tigercat** dealer for the appropriate information.

The phrase **"and up"** appearing in this manual after the serial number implies that the related information is current for any machine serial number HIGHER than the serial number preceding the **"and up"**.

Tigercat reserves the right to make changes to the machine after this manual release date that may not immediately appear in this manual.

Every effort is made to send out updates on a regular basis. If the machine in question was built after the release date of this manual and there is a discrepancy, call Tigercat service department. The release date appears on the first page.

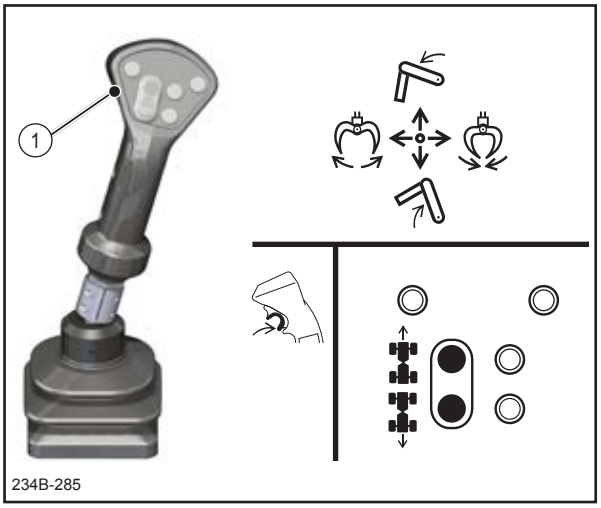
The Company reserves the right to change information contained herein at any time without prior notice.

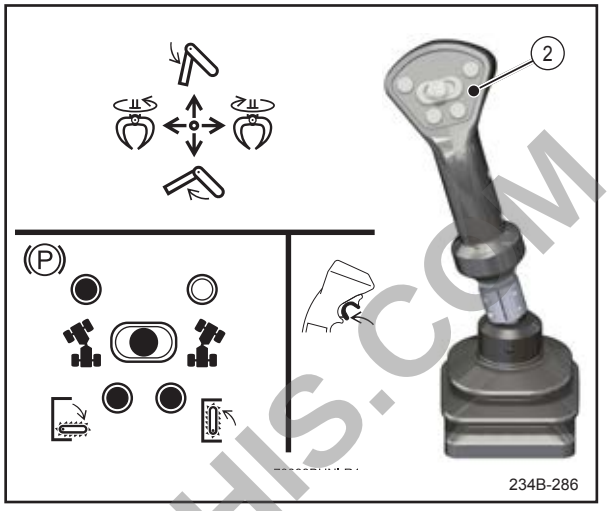
Tigercat Industries Inc.

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Self Propelled machines with slasher saw.





1C. JOYSTICK LEVER - LEFT HAND

Hoist Boom

Push the joystick lever forward to LOWER the Hoist Boom.

Pull the joystick lever back to RAISE the Hoist Boom.

Grapple Open

Move the joystick lever to the left to OPEN the grapple arms.

Grapple Close

Move the joystick lever to the right to CLOSE the grapple arms.

LEFT HAND JOYSTICK BUTTONS (SWITCHES)

The functions associated with the left hand joystick buttons vary depending on the optional equipment installed on the machine.

BOTTOM LEFT ROCKER SWITCH - Forward or Reverse Enable

Push the rocker switch forward to enable forward drive and push the rocker switch back to enable reverse drive.

2C. JOYSTICK LEVER - RIGHT HAND

Stick (Jib) Boom

Push the joystick lever forward to move the Stick Boom IN.

Pull the joystick lever back to move the Stick Boom OUT.

Grapple Rotate Counterclockwise

Move the joystick lever to the left to rotate the grapple COUNTERCLOCKWISE.

Grapple Rotate Clockwise

Move the joystick lever to the right to rotate the grapple CLOCKWISE.

RIGHT HAND JOYSTICK BUTTONS (SWITCHES)

The functions associated with the right hand joystick buttons vary depending on the optional equipment installed on the machine.

TOP LEFT BUTTON - Emergency Park Brake

Push the top left button to apply park brake.

MIDDLE SLIDER SWITCH - Left and Right Steer

Slide the switch to the left to steer left and slide the switch to the right to steer right.

BOTTOM LEFT BUTTON - Slasher Saw or Top Saw Extend

Push the bottom left button to EXTEND (cut) with the slasher saw when the delimber is open and with the top saw when the delimber is closed.

BOTTOM RIGHT BUTTON - Slasher Saw and Top Saw Retract

Push the bottom right button to RETRACT the slasher saw and top saw.

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SCREEN SAVER ADJUSTMENT



Select F3 to open the screen saver adjustment screen. Use the Arrow Up and Arrow Down buttons to scroll through the choices. Three choices are available:

- SCREEN SAVER OFF
- DIMMED – Timeout 5 seconds
- BLACK – Timeout 5 seconds



After making a selection press the OK button to confirm selection and press the back button to return to the main menu screen.

DATE/TIME ADJUSTMENT



Press F2 to select the DATE/TIME adjustments in the PREFERENCES menu.



The DATE/TIME menu screen turns on. Two choices are available for adjustment:

DATE – select F1

TIME – select F2

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STOPPING THE ENGINE

IMPORTANT!
Stopping the engine immediately after it has been working under load can result in overheating and premature wear of the engine components. Follow the stopping procedure outlined below to allow the engine to cool.

Always follow this engine shut down procedure. The important benefits are:

- **Extended life of engine, cooling and exhaust systems.**
- **Reduced risk of post shutdown fires.**
- **Interior of machine cools significantly reducing risk of touching hot surfaces.**

1. Ensuring grapple and booms are fully supported by lowering grapple onto the trailer, carrier or stable ground.
2. Reduce engine speed to LOW IDLE and continue to run for about three minutes to allow gradual dissipation of heat and also to reduce turbo speed. This will prevent loss of coolant by after boil and possible hot spot damage to the engine.
3. Ensure all controls are in neutral positions and that all accessories and functions are turned off.
4. Do not race engine before shut-off
5. Stop engine by turning Key switch to the OFF position.
6. Ensure grapple and booms are fully supported and that all functions are turned off. Remove key from switch, lock up cab and turn battery disconnect switch to OFF prior to leaving the machine.
7. Perform daily maintenance at the end of the shift (greasing, clean engine compartment etc.). This allows the machine time to cool down while under the watchful eye of the operator.

Note that whenever the engine is stopped all DEF solution is pumped back to tank before the engine power system is turned off. This process takes approximately 90 seconds. Refer to AFTERTREATMENT SYSTEM in SECTION 3 for more information.

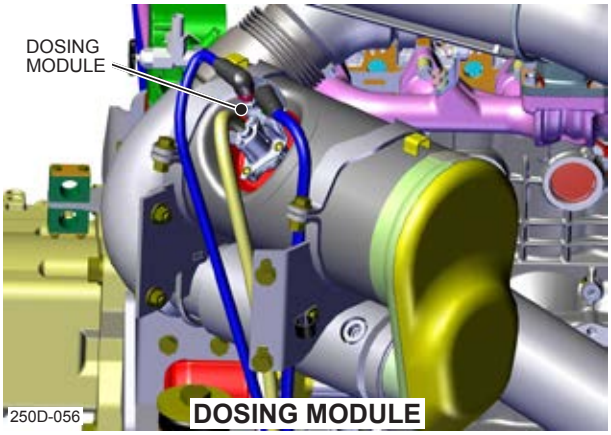
Note also that this machine is equipped with an After Run/ Accessory Relay which delays by 90 seconds the power disconnect to engine related fuses and relays (ECM /ATS relay, NOx Sensor relay, NOx Sensor fuse, ECM Power fuse, DCU fuse).

IMPORTANT!
Only use the master disconnect to shut off a running machine in an emergency. A fault code will be logged by the ECM on the engine for improper shut down and power down.

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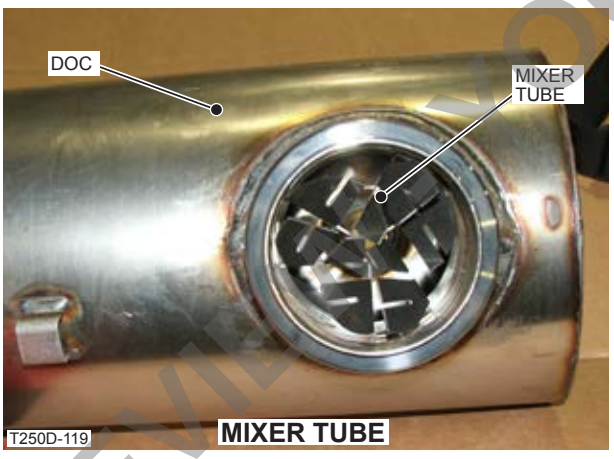
DOSING MODULE (DEF INJECTOR)



The dosing module is mounted on the DOC outlet upstream of the catalytic converter. The dosing module injects DEF into the exhaust pipe. Note that this module must be mounted at the correct specified angle to function properly.

The dosing module is cooled by a constant flow of engine coolant supplied by the heater valve to maintain optimum temperature for the aftertreatment process.

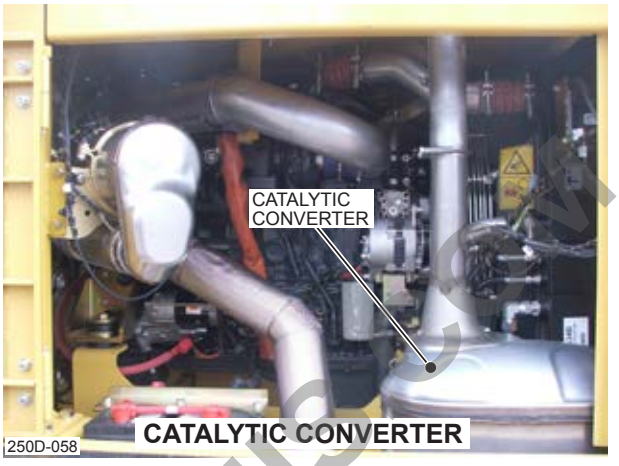
MIXER TUBE



The mixer tube is incorporated into the outlet of the DOC upstream from the catalytic converter.

The insulated high-turbulence mixer tube is used to mix the DEF solution and exhaust gases together before they enter the catalytic converter.

CATALYTIC CONVERTER



The catalytic converter is located on the left side of the engine compartment. Chemical reactions inside the catalytic converter reduce nitrogen oxides (NOx) in the exhaust gas.

The catalytic converter is equipped with sound-proofing material and replaces the exhaust silencer. It incorporates both the selective catalytic reduction (SCR) and the cleanup catalyst (CUC) components of the aftertreatment system.

The first phase of the SCR process takes part in the first part of the catalytic converter: high temperature exhaust gas evaporates the DEF solution instantly and, by hydrolysis, converts it into ammonia ($2NH_3$) and carbon dioxide (CO_2).

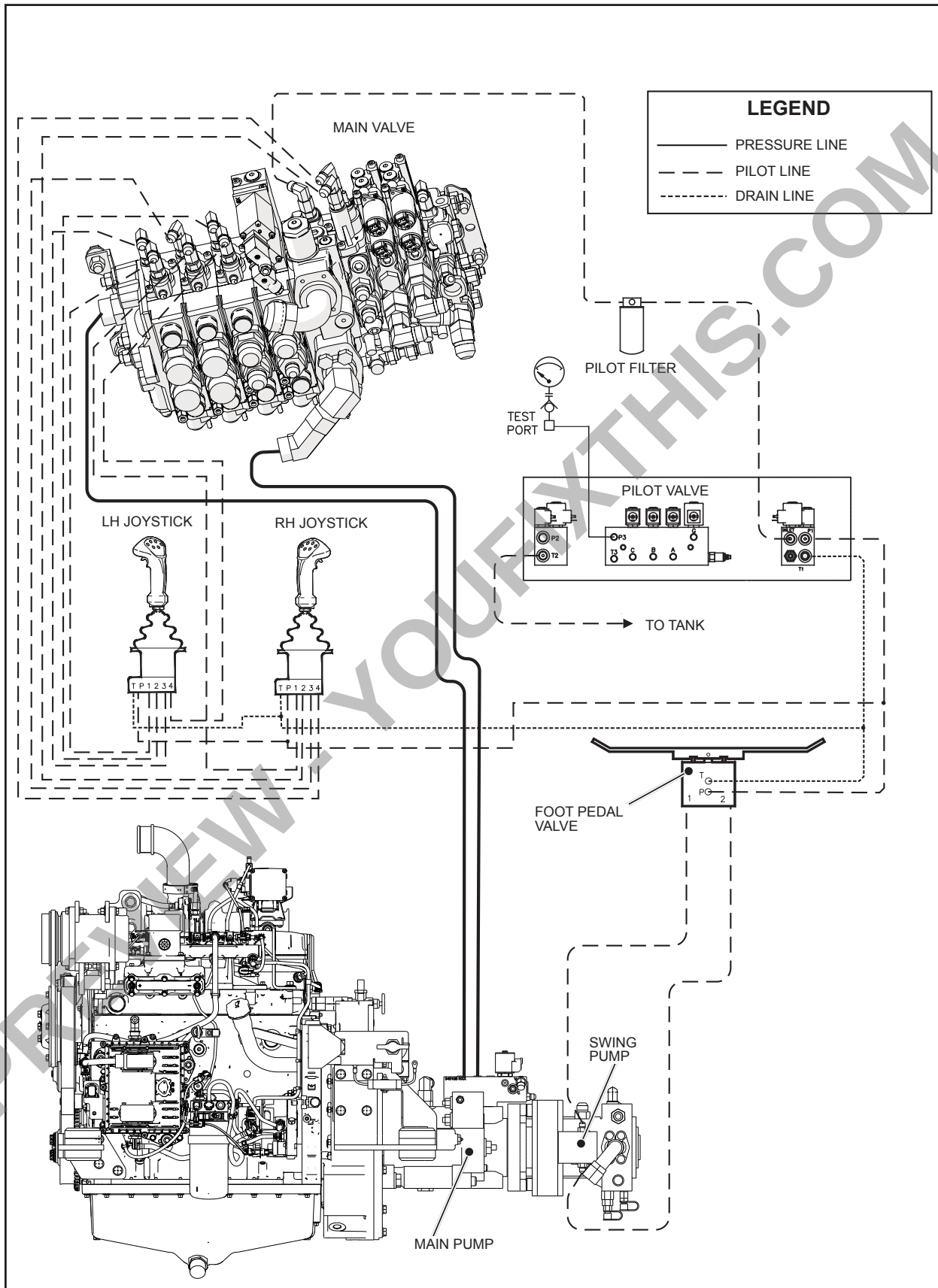
Evaporation of the solution lowers exhaust gas temperature, bringing it closer to the optimum temperature required by the process.

The exhaust fumes and ammonia at the proper reaction temperature, are introduced into the catalytic converter, where the second phase of the process takes place: by reacting with the oxygen in the exhaust gasses the ammonia is converted into free nitrogen (N_2) and water vapour (H_2O).

Finally the high efficiency catalytic converter incorporates a clean up catalyst (CUC) which reduces any excess ammonia (NH_3) which may result from the SCR process.

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234B-048 **PILOT SYSTEM HYDRAULIC CIRCUIT DIAGRAM (HYDRAULIC JOYSTICKS)**

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DATE ADJUSTMENT



Press F1 to select DATE. Use the Arrow Up or Arrow Down to scroll through the YEAR list to select the year. Press OK to confirm year selected.



When the year has been confirmed the display will highlight the MONTH. Use the Arrow Up or Arrow Down to select the month. Press OK to confirm month selected.



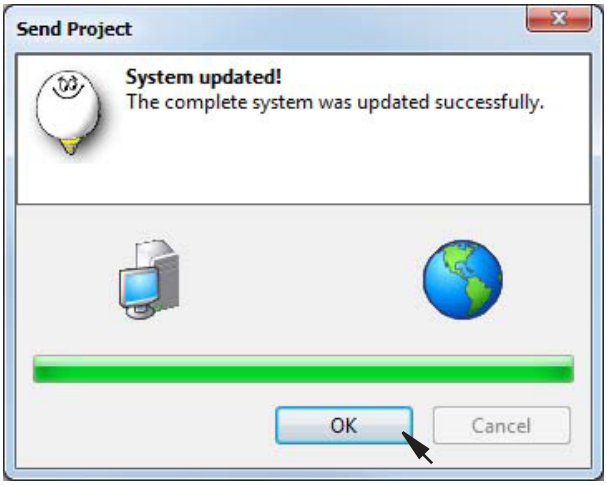
When the month has been confirmed the display will highlight the DAY. Use the Arrow Up or Arrow Down to select the day. Press OK to confirm day selected.



The display will return to the DATE TIME menu.

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12. Once the application (project file) is loaded successfully, the dialog box will indicate the application was successfully sent.



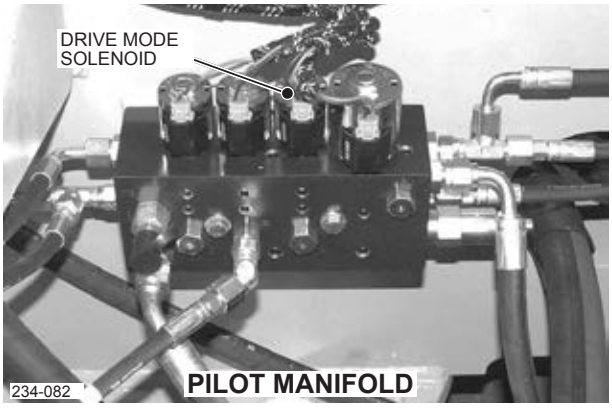
The MD3 will restart and show the main screen of the application.

The Update is now complete.

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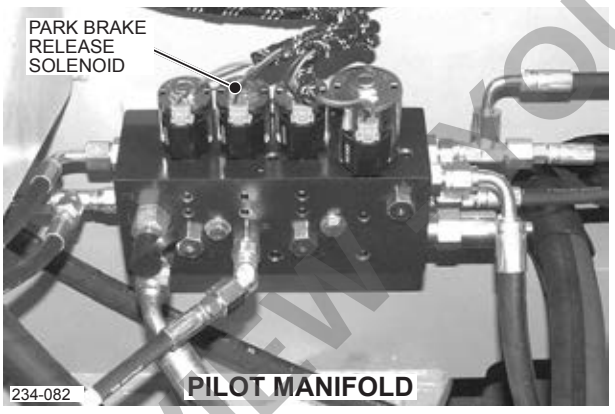
DRIVE MODE VALVE



The drive mode valve is a pilot operated three way directional valve consisting of an aluminium valve body and a screw-in poppet type, pilot operated valve cartridge. This valve is located in the pilot manifold on the upper frame.

When the drive mode switch is placed in the drive mode position this valve is activated and a pilot signal is provided to the drive diverter valves to divert oil from the main valve to the drive motors.

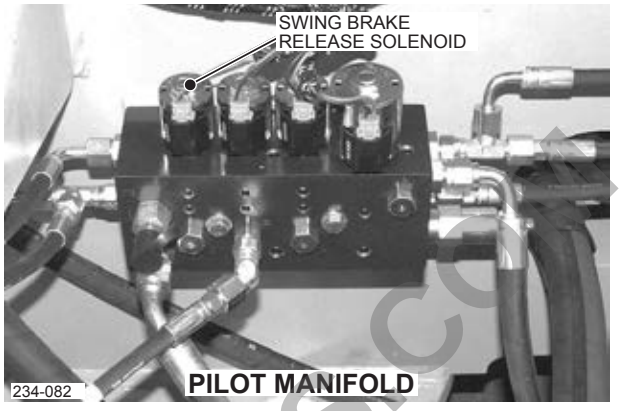
PARK BRAKE RELEASE VALVE



When the drive mode switch is placed in the drive mode position this valve is activated and a pilot signal is provided to the carrier to release the park brake.

The carrier must have a spring applied, hydraulic release park brake system. The park brake release pressure is factory set to 70 psi and is adjustable 50 to 400psi by the small relief valve located next to the pilot manifold.

SWING BRAKE RELEASE VALVE



On a self propelled machine when the swing function is active this valve will be activated to release the swing brake. If the swing function is inactive for 4 seconds or more this valve will be deactivated and the swing brake will be applied.

SHUTTLE CHECK VALVE

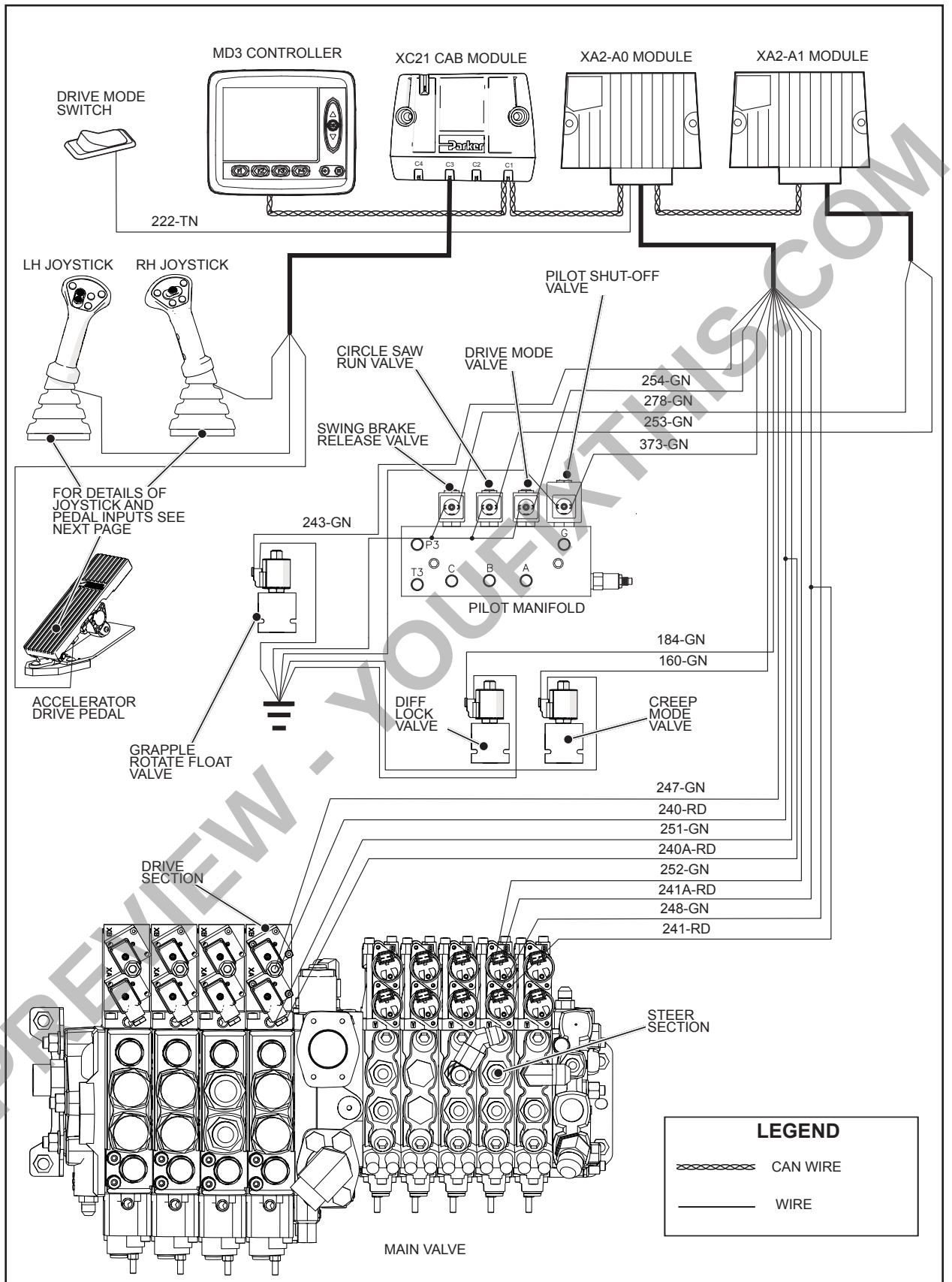
There is a shuttle check valve situated inline with the pilot signals of the stabilzer up/down valve on the main control valve and the steering diverter valves. When the stabilzer up/down valve is activated a pilot signal will be sent to the steering diverter valves ensuring that oil is diverted to the stabilizer functions.

ROTARY MANIFOLD

The rotary manifold provides a 360˚ continuous rotation hydraulic connection between the upper frame and lower frame. The rotary manifold provides for 11 connections.

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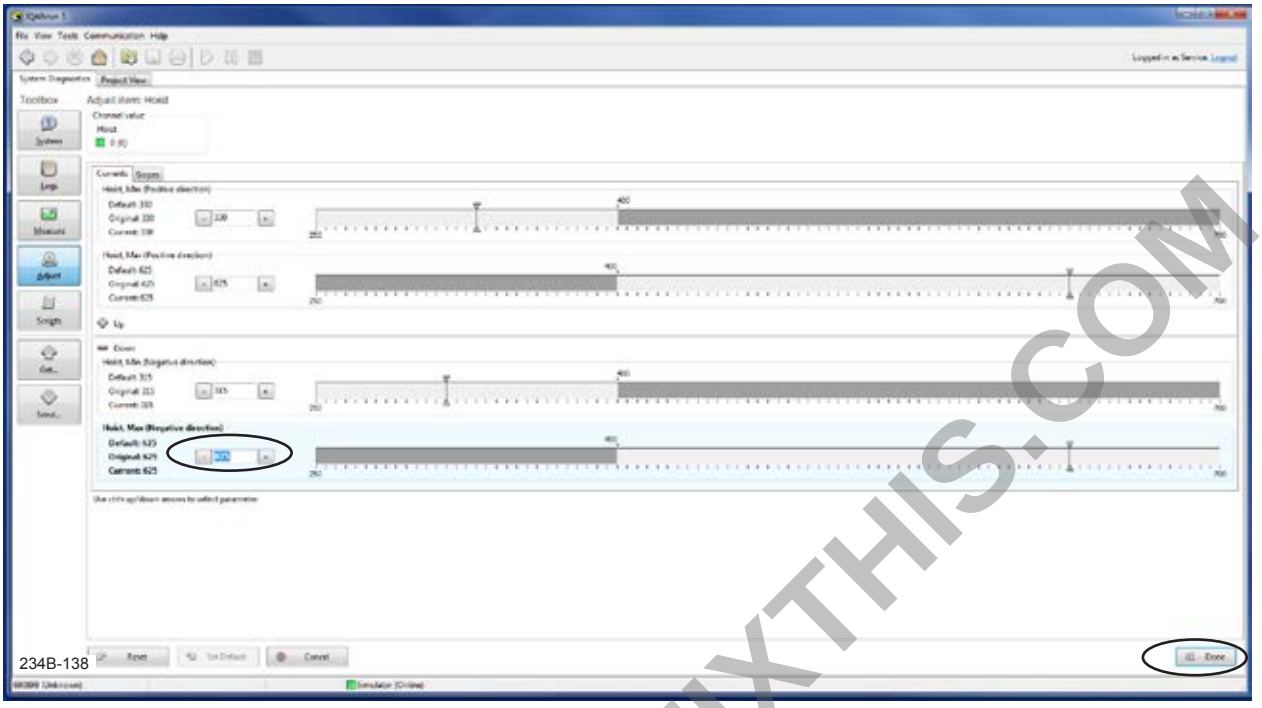
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234B-073

AC16 (CIRCLE SAW) ELECTRICAL CIRCUIT DIAGRAM

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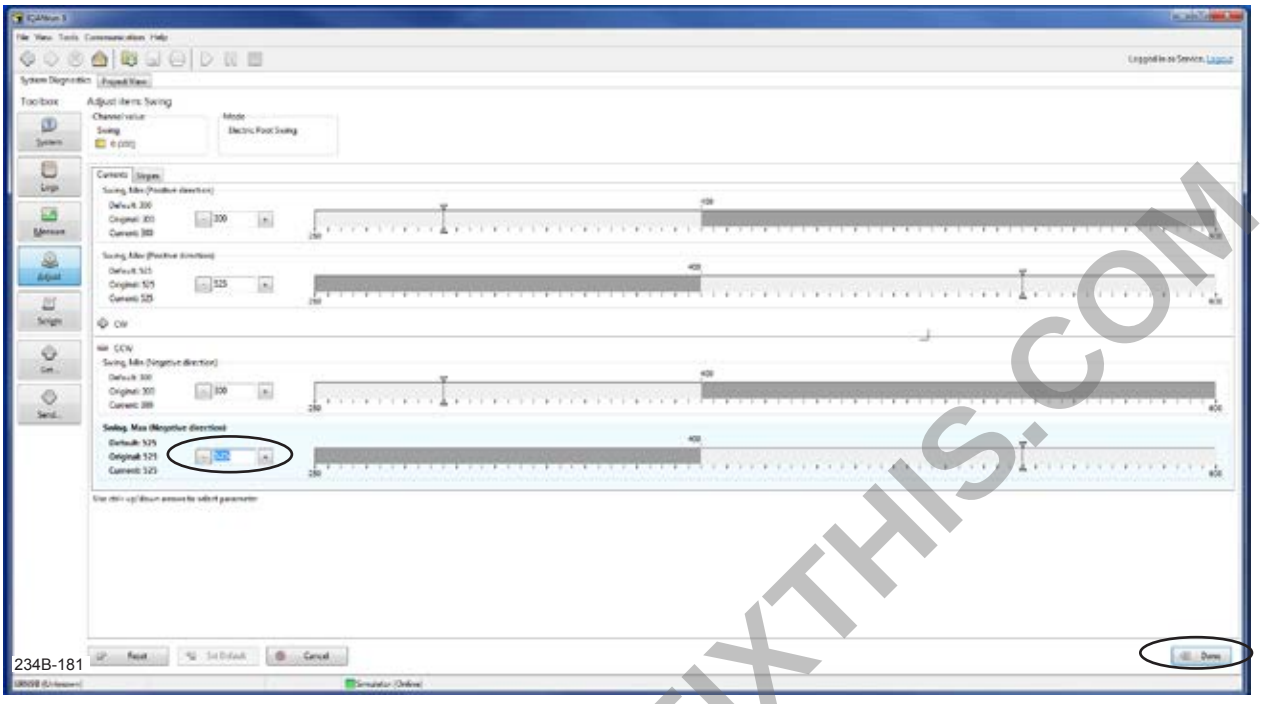
Click on the Hoist Max (Negative direction) mA number to highlight this setting. The setting determines the hoist down cylinder speed. Once in the Max menu only the Max current will be applied to the hoist down solenoid. Push forward slowly on the left hand joystick to full travel to activate the hoist down function and using the + or - icons adjust this setting so that the time to lower the hoist is within specification.(See PRESSURE AND SPEED SETTINGS in SECTION 3 of THIS MANUAL). It is important to use the + or - icons instead of attempting to type in the value since the hoist will react instantly to any value typed and may lower at full speed unexpectedly. It may be necessary to toggle between hoist up and hoist down on the joystick to get an accurate setting of the hoist down speed.

Return the joystick to the neutral position.

Click on Done to confirm the settings.

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Click on the Swing Max CCW (Negative direction) mA number to highlight this setting. This setting determines the swing CCW speed. Once in the Max menu only the Max current will be applied to the swing CCW solenoid. Push down slowly on the left hand foot pedal to full travel to activate the swing CCW function and using the + or - icons adjust this setting to the the desired swing CCW speed. It is important to use the + or - icons instead of attempting to type in the value since the upper structure will react instantly to any value typed and may swing at full speed unexpectedly.

NOTE: The maximum swing speed is 9 ½ rpm with the engine speed at 2200 rpm.

Return the foot pedal to the rest position.

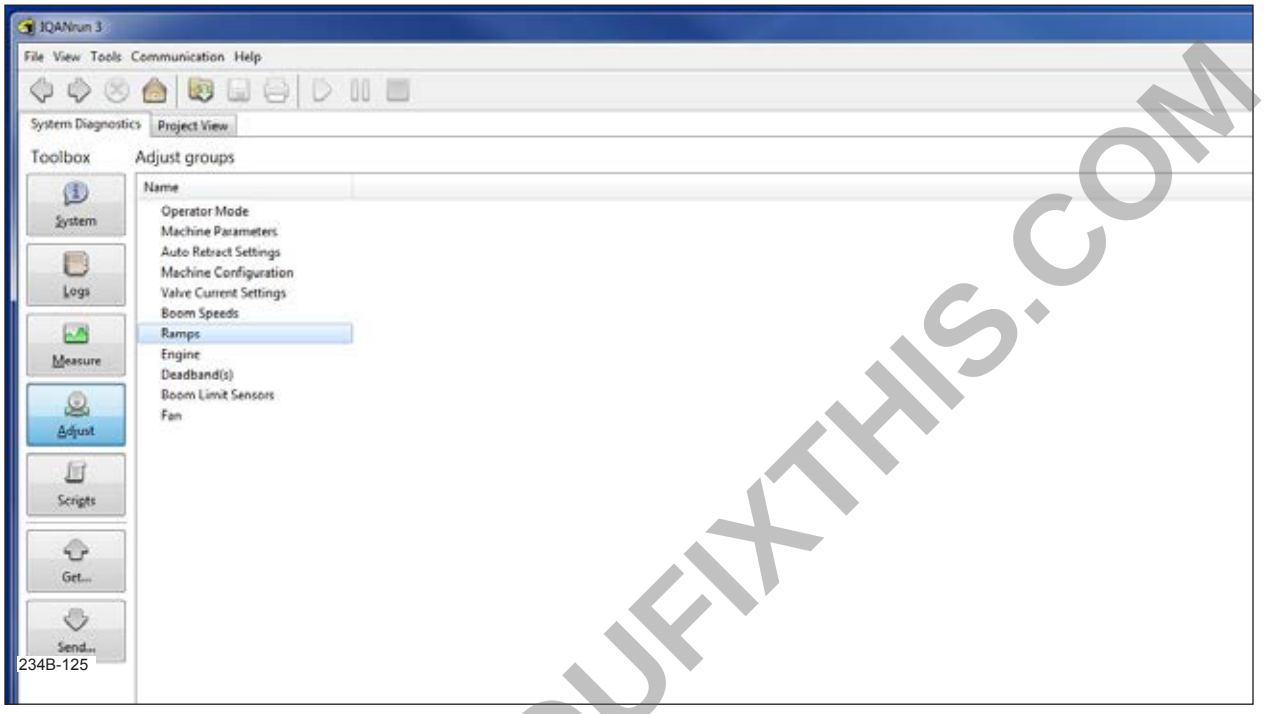
Click on Done to confirm the settings.

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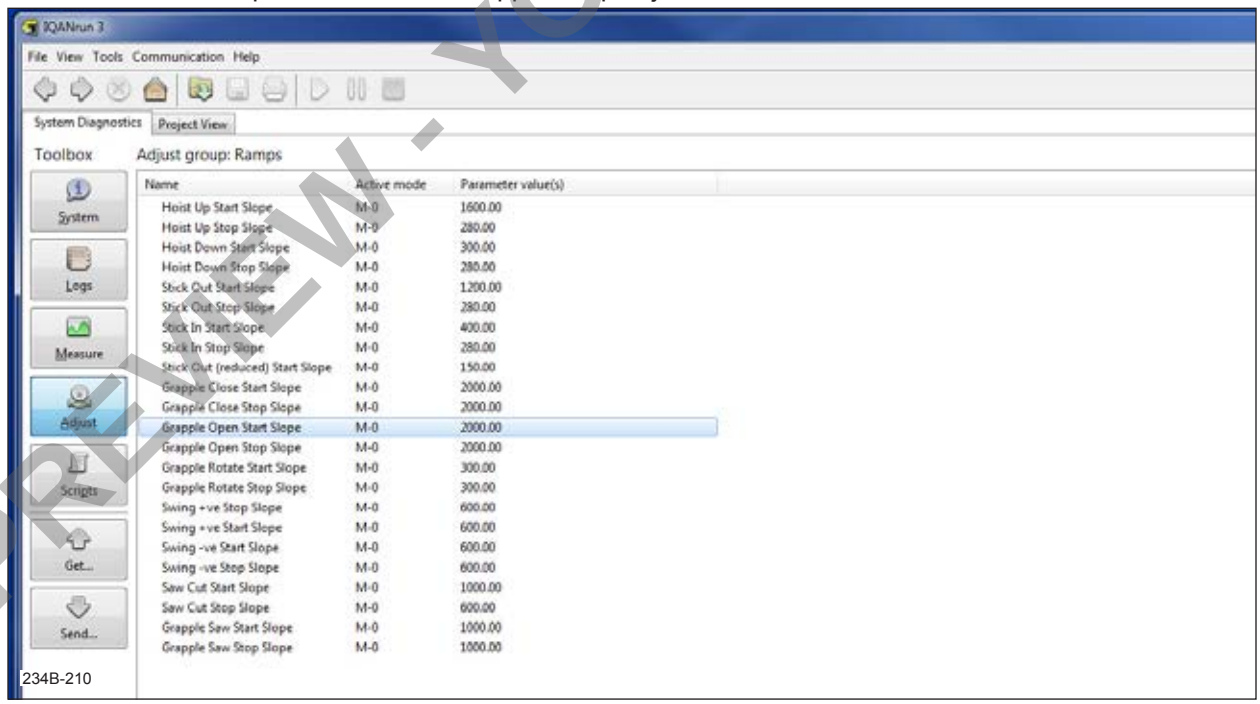
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GRAPPLE OPEN/CLOSE RAMP ADJUSTMENTS

Before any adjustments are made to the ramps it is important to understand that the adjustments will only apply to the active operator mode. To change the operator mode see OPERATOR MODE ADJUSTMENT SELECTION in SECTION 2 of THIS MANUAL or OPERATOR MODE ADJUSTMENT in THIS SECTION.



Double click on Ramps to access the Grapple ramp adjustments.



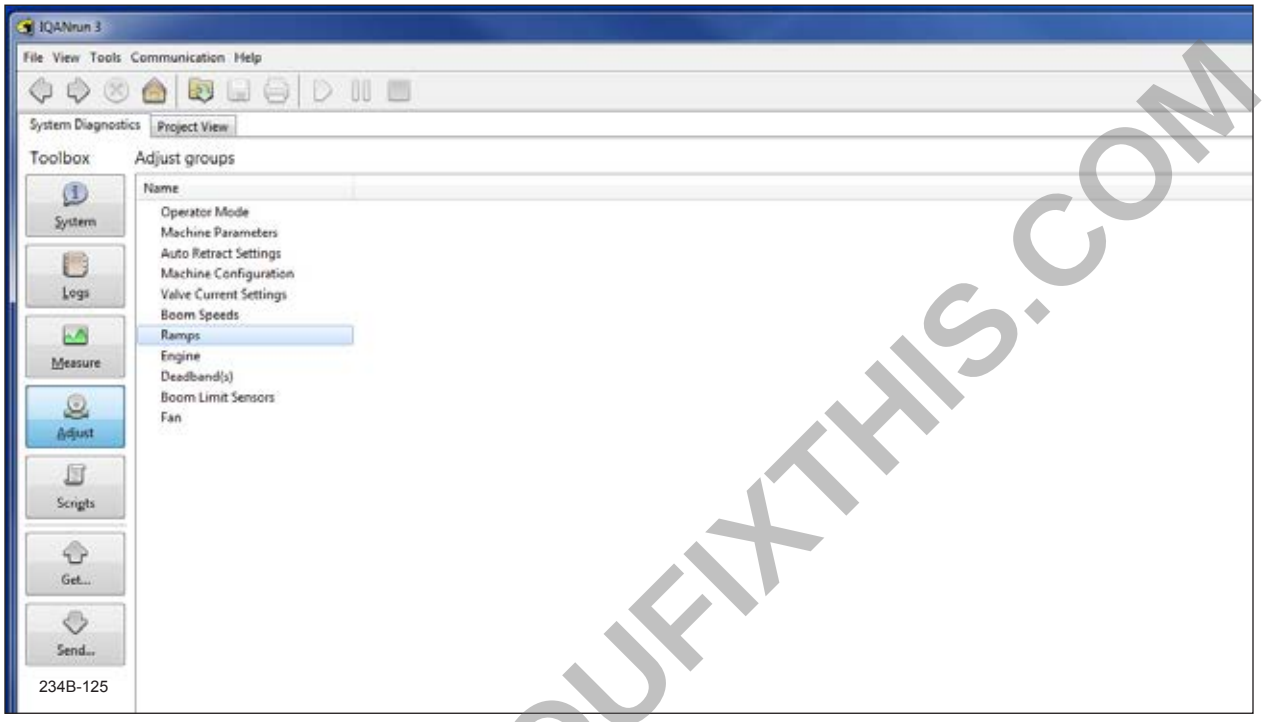
Double click on Grapple Open Start Slope to access the ramp adjustment.

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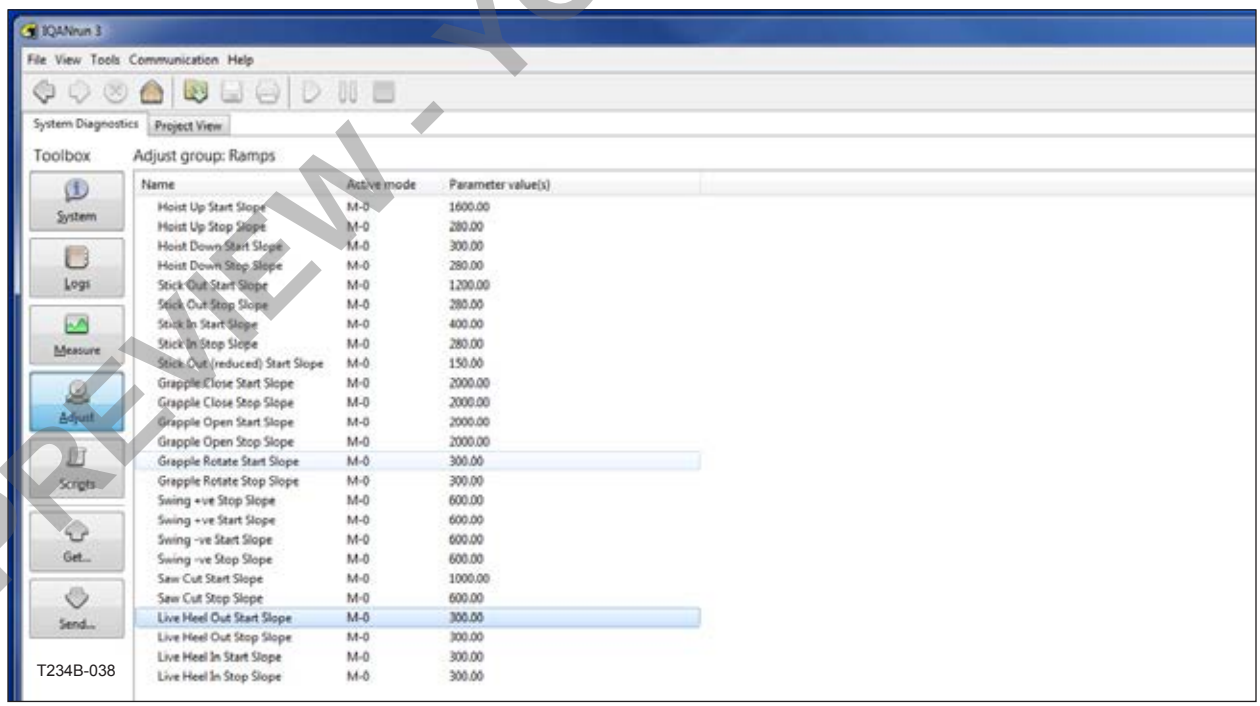
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LIVE HEEL RAMP ADJUSTMENTS

Before any adjustments are made to the ramps it is important to understand that the adjustments will only apply to the active operator mode. To change the operator mode see OPERATOR MODE ADJUSTMENT SELECTION in SECTION 2 of THIS MANUAL or OPERATOR MODE ADJUSTMENT in THIS SECTION.



Double click on Ramps to access the Live Heel ramp adjustments.



Double click on Live Heel Out Start Slope to access the ramp adjustment.

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