



6" Disk Style Brush Chippers
Model 1260

Machine Serial # _____
Engine Model & Spec # _____
Engine Serial # _____
PTO/Clutch Model & Spec # _____
Clutch Serial # _____
Purchase Date _____
Dealer _____

Carlton



J.P. Carlton Company
Div. D.A.F. Inc.
121 John Dodd Road
Spartanburg, SC 29303
Ph. (864) 578-9335
Fax (864) 578-0210
www.stumpcutters.com

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 reproduction harm.

⚠ DANGER

 **NEVER TOUCH
MOVING MACHINE
PARTS!** 

0700301

⚠ DANGER

NEVER climb, ride on, or hang from this machine in any position or manner while it is in operation, running, or being transported.

PERSONAL INJURY IS PROBABLE!

0700303

⚠ DANGER

NEVER reach into this area with hands or other objects severe injury, including amputation, could occur.

NEVER attempt to service belts or other machine parts until all machine parts have come to a complete stop.
ALWAYS REMOVE KEY BEFORE SERVICING MACHINE.

0700302

⚠ DANGER

 **AIRBORNE CHIPS
DISCHARGED FROM
MACHINE MAY BE
HAZARDOUS**

NEVER turn discharge spout in the direction of spectators or structures.
NEVER allow anyone to be in or in front of discharge area.
DISCHARGE SPOUT should be secured completely during transport or operation using clamps, pins, or bolts.

0700304

⚠ DANGER

DANGER - REACHING OR KICKING INTO THE FEED HOPPER AREA WHILE MACHINE IS RUNNING WILL CAUSE SEVERE INJURY OR DEATH!

DANGER - FEED ROLLERS PULL WOOD INTO CHIPPER CUTTING AREA AND CAN'T TELL A DIFFERENCE IN BODY PARTS AND WOOD!

NEVER PUSH OR LAY SHORT PIECES OF WOOD, BRANCHES, OR BRUSH INTO THE FEED ROLLER AREA WITH YOUR HAND OR FOOT. USE A WOODEN PADDLE TO PUSH SHORT PIECES OF MATERIAL INTO FEED WHEELS OR LAY IT ON TOP OF LARGER PIECES OF MATERIAL.


ALWAYS BE PREPARED TO STOP OR TO REVERSE THE FEED SYSTEM AND BE IN A POSITION TO DO SO.

OSHA, ANSI AND THE MANUFACTURER HAVE SPECIFIC SAFETY AND OPERATION PROCEDURES - FOLLOW THEM TO PREVENT SEVERE INJURY OR DEATH!

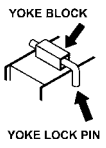
ALL OWNERS AND OPERATORS MUST READ AND UNDERSTAND THE SAFETY AND OPERATING PROCEDURES PROVIDED ON OR WITH THIS MACHINE (DECALS, MANUALS, ETC.)

0700327

⚠ DANGER



NEVER perform service between feed wheels without upper feed wheel being raised, blocked, and chained. **YOKE LOCK PIN MUST BE IN POSITION.**



NEVER depend on the hydraulic cylinder to hold the upper feed wheel in raised position. The hydraulic cylinder is not a secure method to hold the wheel. **Raise the upper feed wheel using the lift cylinder high enough to fit the yoke lock pin in the yoke block.**

NEVER PERFORM SERVICE WITHOUT ENGINE TURNED OFF AND KEY REMOVED.

0720325

⚠ DANGER



MUST FOLLOW THESE GUIDELINES WHEN RUNNING VINE TYPE MATERIAL THROUGH CHIPPER!

NEVER lay vine type material in front of feed hopper!

NEVER allow yourself or your clothing to become tangled in or tripped by vine type material. **SEVERE INJURY COULD OCCUR!**

ALWAYS cut vine type material into shorter, easier to handle pieces, approximately 4 to 5 feet!


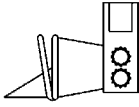
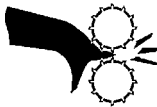

STOP automatic feed system and run short pieces of vine type material through chipper using manual start/stop controls and a wooden push paddle!

STAY ALERT! Stand near feed control handle and be prepared to use if necessary!

0720326

⚠ DANGER

**INJURY OR DEATH CAN BE PREVENTED!
 OPERATE THIS MACHINE ONLY IF:**

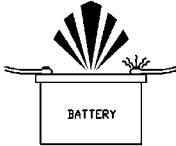





- All personnel are completely trained and understand the operating and shut down procedures.
- ANSI Z133 AND OSHA 29-1910 STANDARDS, concerning personal safety gear and proper clothing, are observed.
- Operators stay alert and are prepared to operate the feed control bar.
- Safety guards and covers are installed and tightened properly.
- Factory supplied or approved parts are installed.
- All safety and machine controls are fully functional.
- Operator reads and fully understands all decals.
- Decals are properly installed, visible, and readable.
- Chipper hood is not opened when machine is running.

BE SAFE! Always read and follow all safety instructions and operating procedures provided in manuals, on decals, video, and ANSI Z133 and OSHA 29-1910 standards. Always keep hands, feet and all other body parts out of feed hopper when feed wheels or machine are running .

0700307

⚠ WARNING



**USE CAUTION IN
EXTREME COLD!
FROZEN BATTERY
WILL EXPLODE!**

NEVER JUMP START A BATTERY IN FREEZING TEMPERATURES. INSPECT BATTERY FOR SIGNS OF FROST BEFORE STARTING IN EXTREME COLD. MOVE EQUIPMENT TO A HEATED, WELL VENTILATED AREA TO ALLOW BATTERY TO THAW BUT NOT NEAR FIRE, SPARKS, OR OTHER SOURCES OF IGNITION.

BATTERY FUMES ARE EXPLOSIVE. NEVER USE JUMPER CABLES OR RECHARGE BATTERY UNLESS IN AN OPEN OR WELL VENTILATED AREA AND AWAY FROM ALL SOURCES OF IGNITION. BATTERY ACID CAN CAUSE SEVERE BURNS. KEEP AWAY FROM EYES, SKIN, AND CLOTHING.

ALWAYS REMOVE BATTERY BEFORE WELDING ON EQUIPMENT. FOLLOW PROCEDURES FOR WELDING AND GROUNDING BEFORE STARTING TO WELD ON THIS MACHINE OR EQUIPMENT DAMAGE AND POSSIBLY SEVERE PERSONAL INJURY WILL OCCUR.

0700314

⚠ WARNING



FLAMMABLE FUEL

THIS MACHINE USES DIESEL FUEL AND HYDRAULIC OIL.

NEVER FILL TANK WHILE ENGINE IS HOT, RUNNING, OR IN A CONFINED AREA. DANGER OF FIRE OR EXPLOSION EXIST.

LEAVE ROOM IN THE TANK FOR EXPANSION FROM HEAT - NEVER FILL TANK COMPLETELY FULL.

KEEP MACHINE AWAY FROM FIRE, SPARKS, AND OTHER SOURCES OF IGNITION DURING USE AND STORAGE.

NEVER PUT MACHINE IN STORAGE WITH FUEL IN THE TANK.

ALWAYS STORE FUEL IN APPROVED (RED) CONTAINERS AND AWAY FROM SOURCES OF IGNITION.

0700316

⚠ WARNING



**LOUD NOISE! FLYING DEBRIS!
HEARING AND EYE PROTECTION
MUST BE WORN WHILE IN
OPERATION!**

PROTECT YOUR HEARING AND SIGHT AND WEAR APPROVED SAFETY AND PERSONAL PROTECTION EQUIPMENT. OSHA AND ANSI SAFETY STANDARDS SHOULD BE FOLLOWED CLOSELY.

0700315

⚠ WARNING

**SEVERE ENGINE DAMAGE
WILL OCCUR IF THIS
ENGINE IS OPERATED AT
AN ANGLE GREATER
THAN 25°**

PROPER ENGINE OIL LEVEL
MUST BE MAINTAINED TO
ACHIEVE MAXIMUM ANGLE OF
OPERATION OF 25°
(SEE ENGINE OWNER'S MANUAL
FOR PROPER OIL LEVEL)

0700075A

⚠ WARNING



KEEP AWAY FROM PRESSURIZED LEAKS

Pressurized leaks are not always visible. Check for pressurized leaks using cardboard or wood. Never use a finger, hand or other body part to check for leaks.

Injuries from pressurized leaks penetrating the skin will lead to serious health problems or death. CONSULT A PHYSICIAN IMMEDIATELY IF PENETRATION OCCURS, SURGICAL REMOVAL REQUIRED.

Release pressure from line before loosening, removing or replacing any hydraulic hoses or equipment.

0700317

NOTICE

**REGULARLY ADJUST
AND GREASE
PTO/CLUTCH PER
MANUFACTURER'S
MANUAL**

0700308

NOTICE

DECALS SHOULD BE PROPERLY
MAINTAINED AND REPLACED. IT
IS THE DUTY OF THE OWNER OF
THIS EQUIPMENT TO KEEP
DECALS IN GOOD CONDITION.

REPLACEMENT DECALS MAY
BE PURCHASED FROM
J. P. CARLTON CO.

0700309

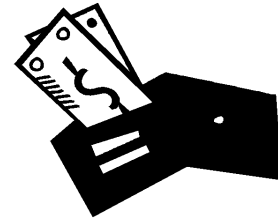
NOTICE

**NEVER ENGAGE OR DISENGAGE CLUTCH AT HIGH
ENGINE SPEEDS IN EXCESS OF 1200 RPM!**

FOLLOW PTO/CLUTCH MANUFACTURER'S MANUAL FOR PROPER
MAINTENANCE PROCEDURES AND LUBRICATION SCHEDULES. DO NOT
OPERATE THIS EQUIPMENT UNLESS PROPER SERVICE IS PERFORMED.
BE SURE TO FOLLOW THE PROCEDURES FOR YOUR BRAND AND MODEL
AS SERVICE AND OPERATION VARIES BY BRAND AND MODEL. NEW
PARTS AND EQUIPMENT MAY REQUIRE SERVICE SOONER AND MORE
OFTEN.

**WELL TRAINED OPERATORS
DON'T COST YOU MONEY!**

POOR MAINTENANCE PRACTICES WILL COST
YOU MONEY, MAKE SURE ANYONE WHO
OPERATES THIS MACHINE IS FAMILIAR WITH
THE MAINTENANCE AND LUBRICATION
PROCEDURES. A WELL MAINTAINED AND
CORRECTLY ADJUSTED CLUTCH SHOULD
PROVIDE MANY YEARS OF SERVICE WITH
LITTLE COST. LACK OF PROPER
MAINTENANCE AND LUBRICATION WILL CAUSE
THE CLUTCH TO FAIL PREMATURELY.



0700312

NOTICE

IMPORTANT MAINTENANCE

- **REPLENISH RADIATOR COOLANT DAILY WHEN ENGINE IS OFF AND COLD. KEEPING THE ENGINE COOL AIDES IN LONG ENGINE LIFE. READ AND FOLLOW ENGINE MANUAL FOR COOLANT TYPE AND OTHER ADDITIVES.**
- **CLEAN ENGINE COOLING SYSTEM REGULARLY. (SUCH AS COOLING FANS, AIR COOLED ENGINE SHROUD, AND FILTER SCREENS, ETC.)**
- **BLOCKED FINS WILL KEEP RADIATOR FROM COOLING ENGINE SUFFICIENTLY. PRESSURIZED WATER SHOULD BE USED ONCE OR TWICE DAILY TO CLEAN RADIATOR FINS COMPLETELY. ALL DEBRIS MUST BE REMOVED FROM FINS. USING AIR PRESSURE WILL NOT CLEAN COMPLETELY.**

ENGINE WILL OVERHEAT AND FAILURE WILL OCCUR IF RADIATOR AND COOLING EQUIPMENT ARE NOT MAINTAINED OR SERVICED CORRECTLY OR IF NEGLECTED.

0700328

NOTICE

LUBRICATION AND HYDRAULICS CHECKLIST

ONLY TEXACO STARPLEX II GREASE OR EQUIVALENT SHOULD BE USED.

FOLLOW THE GUIDELINES IN THE LUBRICATION SECTION AND CHART IN THE MANUAL.

PTO/CLUTCH AND ENGINE SHOULD BE SERVICED AS SPECIFIED IN THE OWNER'S MANUALS FOR EACH.

REPLACE HYDRAULIC FILTER AFTER FIRST 10 HOURS OF OPERATION AND EACH 400 HOURS AFTERWARD.

HYDRAULIC TANK SHOULD ALWAYS BE KEPT 7/8 FULL. INCORRECT OIL TEMPERATURE OR PRESSURE MAY CAUSE CAVITIES TO FORM IN PUMP THUS CAUSING FAILURE AND EXPENSIVE REPAIRS.

PREMATURE FAILURE MAY OCCUR IF HYDRAULICS ARE NOT ALLOWED TO CIRCULATE SLOWLY A MINIMUM OF 5 MINUTES TO WARM UP IN COLD WEATHER.

TIGHTEN BELTS PROPERLY, LOOSE BELTS CAUSE SLIPPING AND HYDRAULIC POWER LOSS AND OVERLY TIGHT BELTS CAUSE BROKEN PUMP SHAFTS. CHECK MANUAL FOR PROPER BELT TENSION.

FAILURE DUE TO POOR HYDRAULIC AND BEARING MAINTENANCE IS VISIBLE AND WILL VOID WARRANTY!

REFER TO MANUAL FOR MORE INFORMATION

0700310

NOTICE

SERVICING BELTS AND BEARINGS

ALWAYS TURN OFF ENGINE AND REMOVE KEY BEFORE SERVICING! ALLOW ALL PARTS TO COME TO A COMPLETE STOP AND COOL BEFORE TOUCHING!

- New belts stretch and get loose. After 2 hours of operation, check tension and tighten belts.
- Check tension and retighten every 4 hours of operation until tension stays consistent.
- See manual for instruction and proper tension.
- Thereafter, check belt tension every month until belts need replacing.

AT LEAST ONCE A MONTH:

- CHECK AND TIGHTEN BOLTS AND LOCK SETSCREWS ON ALL BEARINGS.
- CHECK AND TIGHTEN SCREWS ON ALL BELT PULLEY BUSHINGS.

REFER TO MAINTENANCE SECTION

0700311

NOTICE

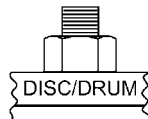
REPLACEMENT KNIFE AND HARDWARE SHOULD BE FACTORY APPROVED

ALWAYS use correct torque when retightening or replacing chipper knife or other hardware as specified in manual.

REPLACE chipper knife bolts and nuts that have been tightened numerous times - tighten no more than 5 times.

ALWAYS replace chipper knife, holders, bolts, and nuts with factory issued or approved parts for this machine (see manual).

ONLY sharpen chipper knife as specified in manual. Never go below minimum width.



INSTALL chipper knife hardware correctly. The nut goes next to the chipper disc/drum with the flat side of the nut next to the disc/drum.

0700313



CHIPPER LIMITED WARRANTY

J. P. Carlton Co. Inc., hereafter referred to as the “Manufacturer”, warrants each new Carlton Chipper to be free of defects in workmanship and material for a period of one year.

This warranty takes effect upon delivery to the original retail purchaser. The manufacturer at its option will replace or repair at a point designated by the manufacturer, any parts which appear to have been defective in material or workmanship. The manufacturer is not responsible for consequential damages.

This warranty will be valid *only* if the chipper is operated in a manner recommended by the manufacturer. The following examples would void warranty:

1. The chipper has been abused. (Such as over extending size limits, not following routine maintenance recommendations, etc.)
2. The machine is involved in or damaged by an accident.
3. Repairs or attempted repairs were made without prior written authorization. Including, but not limited to, repairs made due to normal wear or not using manufacturer approved replacement parts.
4. Chipper damaged by foreign materials. (Such as wire, metals of any kind, etc.)

The owner is responsible for all regular maintenance as explained in the operator’s manual. Neglect in regular maintenance or failure to replace normal wear items such as knives, anvil, lubrication oils, filters, belts, bearings, etc. may void warranty.

This warranty is expressly in lieu of any other warranties, expressed or implied, including any implied warranty or merchantability of fitness for a particular purpose and of any non-contractual liabilities including product liabilities based upon negligence or strict liability. J. P. Carlton Co. Inc. will not be liable for consequential damages resulting from breach of warranty.

IT IS NECESSARY TO RETURN THE WARRANTY VALIDATION FORM AND NOTIFY J. P. CARLTON CO. INC. IN WRITING WITHIN TEN (10) DAYS FROM DELIVERY DATE TO VALIDATE THIS WARRANTY.

NOTE: This warranty applies only to new and unused equipment or parts thereof manufactured by J. P. Carlton Co. Inc. ANY MACHINES USED FOR LEASE OR RENTAL – WARRANTY IS LIMITED TO 90 DAYS FROM FIRST DAY OF INITIAL SERVICE.

NOTICE: All power units and associated components are NOT warranted by J. P. Carlton Co. Inc. or their dealers. It is the customer’s responsibility to return the machine to the local engine distributor.

Information phone numbers to find your local engine & parts service centers:

- Honda 1-770-497-6400
- Kohler Engines..... 1-800-544-2444
- Briggs & Stratton Engines..... 1-800-233-3723
- Lombardini 1-770-623-3554
- Deutz Engines..... 1-800-241-9886
- John Deere Engines 1-800-533-6446
- Caterpillar 1-877-636-7658
- Kubota 1-847-955-2500
- Kawasaki Engines..... 1-616-949-6500
- Wisconsin Engines..... 1-800-932-2858
- Onan Engine 1-800-888-6626

In order to process any claims, it is the owner's responsibility to report claims properly to the manufacturer or the authorized dealer from whom the equipment was purchased. It is necessary to include the following information on any and all request for warranty:

- | | |
|-------------------------------|----------------------------------|
| 1. Dealer from whom purchased | 5. Engine make and serial number |
| 2. Date of delivery | 6. Length of time in use |
| 3. Serial number of unit | 7. Date of failure |
| 4. Model number of unit | 8. Nature of failure |

EXPLANATION OF LIMITED WARRANTY

The manufacturer will not reimburse the customer or dealer labor cost incurred for installing “bolt-on” or “slip-on” items, such as pumps and motors, bearings, belts, pulleys, etc. The manufacturer will provide replacement parts at no cost to the customer for defective parts during the warranty period. Defective parts must be returned to J. P. Carlton Company. It will be the customer’s responsibility to install the replacement parts unless arrangements are made with the selling dealer.

The manufacturer will not reimburse travel cost to servicing dealer. It is the customer’s responsibility to deliver the machine to the dealer’s facility, unless other arrangements have been agreed to between the selling dealer and the customer.

The manufacturer may elect, at its discretion, to reimburse reasonable labor cost to customer or dealer for major defect repairs. Prior approval must be obtained from J. P. Carlton Company Inc.

IMPORTANT NOTICE

1. AIR FILTER MAINTENANCE IS CRITICAL ON CHIPPERS. DIRT INGESTION WILL NOT BE WARRANTED BY THE ENGINE MANUFACTURER OR BY J. P. CARLTON COMPANY.
2. OIL AND OIL FILTER MAINTENANCE ARE CRITICAL ON CHIPPERS. STARVING THE ENGINE FOR OIL WILL NOT BE WARRANTED BY THE ENGINE MANUFACTURER OR BY J. P. CARLTON COMPANY.
3. IF THE CHIPPER IS EQUIPPED WITH A CLUTCH, THE MAINTENANCE AND ADJUSTMENT ARE CRITICAL; FOLLOW THE CLUTCH MAINTENANCE AND ADJUSTMENT SECTIONS IN THIS MANUAL. J. P. CARLTON CO. DOES NOT WARRANT THE CHIPPER CLUTCH. READ THE CLUTCH MANUAL FOR THE MANUFACTURER’S WARRANTY.

Warranty Validation Form

Congratulations on your purchase of a Carlton Chipper. This product has been designed and manufactured to provide years of profitable service while minimizing maintenance and downtime. Please take the time now to complete this warranty validation form. This information is necessary for Carlton to instate your warranty.

Return Form To: J. P. Carlton Company, Div. D.A.F. Inc.
121 John Dodd Road; Spartanburg, SC 29303; Phone: 1-864-578-9335

Purchaser Information:

Company Name: _____ Street Address: _____
City: _____ State: _____ Zip Code: _____
Telephone: _____ Contact Name: _____

Machine Information:

Model Number: _____ Engine Model: _____
Serial Number: _____ Serial Number: _____

Dealer Information:

Dealer Name: _____ Street Address: _____
City: _____ State: _____ Zip Code: _____
Telephone: _____ Contact Name: _____

1. _____ Customer has been instructed on the operation and safety of this chipper.
2. _____ Customer understands it is the chipper owners' responsibility to train all operators on all aspects of operator safety and operation of this chipper.
3. _____ Customer has been instructed that every person within a 100 foot radius of the chipper while in operation must be wearing personal safety equipment as specified in the Safety Section of this manual.
4. _____ Customer has been instructed on positioning the discharge chute away from the direction of people and/or property because of the danger of airborne chips.
5. _____ Customer has been **warned that no one should ever reach, kick or lean into the feed intake chute**. Customer has been informed that at least one operator must be in position, at all times, to activate the feed control bar to shut down and reverse the feed wheels any time material is being fed or the feed wheels are running.
6. _____ Customer has been instructed to feed short brush or vine-like material on top of longer material or to use the push paddle, not to reach or kick this material into the chipper feed intake chute.
7. _____ Customer has been warned not to operate the chipper with the chipper hood open or unlocked. The chipper hood must be pad locked and must not be able to come open during operation.
8. _____ Customer has been instructed on the procedures to follow before performing maintenance of any kind on the chipper: turn engine off and remove ignition key; disconnect battery cable; allow the cutter disk to come to a complete stop (which will take several minutes); install cutter disk lock; and allow all parts to cool completely. If working between feed wheels, raise upper feed wheel using the hydraulic lift, insert yoke pin and put wooden block between feed wheels.
9. _____ Customer has been instructed on normal maintenance and lubrication schedules and procedures and has been advised that failure to perform periodic maintenance may void the warranty. Oil and air filters must be maintained properly or the warranty will be voided.
10. _____ Customer has been advised that the engine or power unit that is used on this machine is warranted by the engine manufacturer and **NOT J. P. Carlton Company**. All engine warranty issues should be addressed to the local engine dealer.
11. _____ Customer has been advised that maintenance and adjustment on the clutch are critical. Customer has been advised that J. P. Carlton Co. does not warrant the clutch and the only warranty that applies is in the clutch manufacturer's manual. Contact the clutch manufacturer with warranty issues.
12. _____ All operation and warning decals are properly displayed on equipment and have been reviewed with the customer. All safety devices have been inspected and found to be working properly at this time.
13. _____ Customer has received and reviewed all operators' manuals, warranties, safety instructions, and parts.
14. _____ Customer fully understands all information that has been provided, both written and verbal.

I have inspected this equipment and find it in good working condition. To the best of my knowledge, the customer and his personnel are aware of the above procedures.

Date: _____ Signed: _____
Dealer Representative

The equipment has been thoroughly checked by the above named dealer, and I am satisfied with his instructions.

Date: _____ Signed: _____
Customer

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MISCELLANEOUS

AUTO-FEED PLUS® MANUAL	
E-Z LUBE® MAINTENANCE	
BACK	



Congratulations on your purchase of a new Carlton® Professional Chipper! Carlton® has built its reputation on the superior performance and reliability of their stump grinders and you can be assured your new chipper has the same performance and reliability. A machine is not profitable if it's broken-down and we do our absolute best to help you avoid costly downtime. Each and every machine has been *over* designed and overbuilt to ensure years and years of trouble-free operation. In this, we take pride.

The Carlton® 6" chipper is the heaviest duty 6-inch capacity disk style chipper available. From the ground up, the components and weldments are the strongest on the market.

Read this manual carefully and TAKE RESPONSIBILITY for thoroughly familiarizing yourself with the controls and the concepts behind the operation of this machine before attempting to operate it. Slowly experiment with the controls and gradually work yourself up to the full capabilities of this machine. The Carlton® 6" chipper is a durable and profitable professional chipper. Read the chipper manual, the safety and operational decals on the chipper, and all other operation and safety materials provided for the engine and other components. Use proper safety precautions. Follow the instructions and use common sense and your "OX" will perform like its namesake. If getting more work done in a day, with less trouble, is your idea of good business, then you'll love your new Carlton® Chipper.

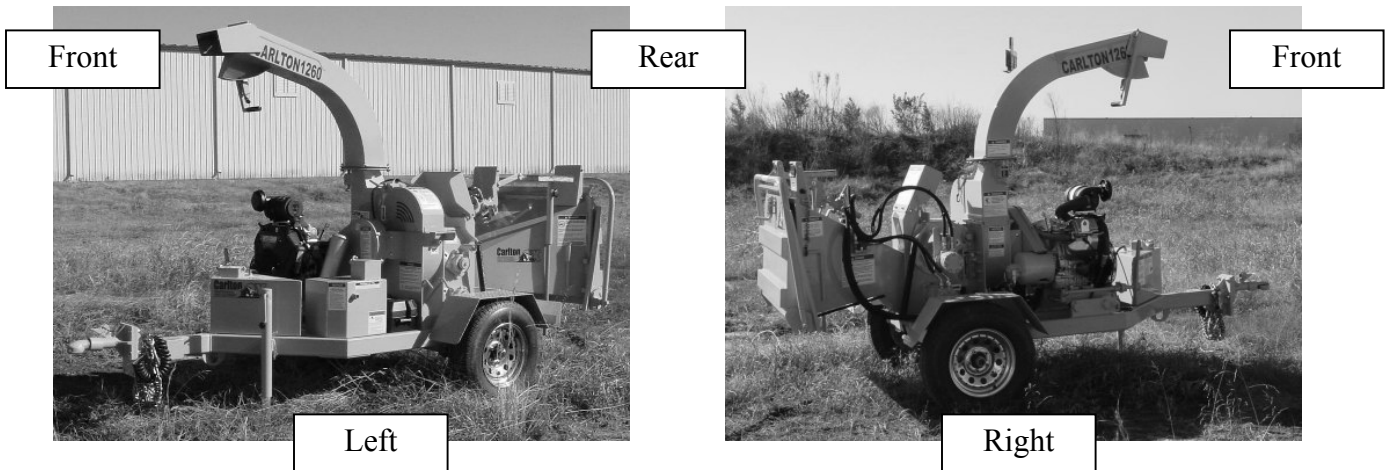
We welcome your suggestions on how we might better build our machines. We solicit any and all questions concerning the safe operation or proper servicing of your new chipper.

Please feel free to write to us with any comments.
We'll enjoy hearing from you!

The J. P. Carlton Company constantly strives to create the best professional tree equipment available in the industry. Therefore, the material in this manual is correct at the time of publication. Carlton® reserves the right to make improvements, modifications, and even discontinue features as we deem necessary to meet our goal. Carlton® also reserves the right to discontinue models without any prior notification or obligation.

Inspect your new Carlton® Chipper as soon as you receive it. Any damages incurred during shipment are not warranted and, therefore, are not covered repairs. You should have the truck driver verify or acknowledge any damages caused during shipment. If not, contact the truck lines as soon as possible with your complaint.

Any reference made to the right, left, front, or rear in relationship to the chipper is illustrated in the following pictures. Please refer to these any time you call your dealer or J. P. Carlton for parts or assistance.





Available Machine Features:

- 35 HP gas engine
- Auto-Feed® Plus system
- Reversing auto feed
- Direct drive hydraulic pump
- 360° adjustable swivel discharge w/adjustable deflector
- Axle 3500# cap
- Lockable tanks
- Electric brakes, optional
- Front jack stand – 7000# Cap, Screw type
- AR400 anvil
- 14" Tires rated 1760 pounds @ 50 PSI
- Tapered roller bearings
- 3/4" thick cutter disk
- 2 knives
- 12" x 6" throat opening
- 44 1/4" wide feed intake opening
- Top feed roller – 10 1/2" x 12"
- Bottom feed roller – 6 1/4" x 12"
- Engine Key start
- High capacity battery
- Marine battery box
- Epoxy primer
- Dupont Imron® paint
- Double wire braid hoses

**We Pride Ourselves
in the strength and quality of each and every machine**

General:

Weight: -----3000 Pounds
 Length:-----132 inches
 Height:-----89 inches
 Tires:-----205/75R14 Ld Rng C 1760 #
 @ 50 PSI
 Axle:-----Dexter Torflex 3500-Pound Cap
 Brakes:-----Electric Available as Option
 Hitch:-----5" Height Adjustable 2" Bulldog
 Fuel Capacity:-----12 Gallons
 Battery:-----29HVD 650 CCA
 Jack Stand:-----7000 # Cap Screw Type Swing Up

Engine:

(Varies depending on selection of engine make & model)

Manufacturer:-----Vanguard 35 HP V-Twin
 Number of Cylinders: Two
 Bore:-----85.5 mm
 Stroke:-----86.5 mm
 Displacement:-----993cc
 Maximum RPM:-----3600 RPM
 Horsepower:-----35 HP
 Torque:-----53 Ft Lbs
 Cooling Medium:----Forced Air
 Air Cleaner:-----Two Stage Dry Type
 Oil Filter:-----Full Flow Spin On
 Oil Capacity:-----2.3 Quarts
 Oil Type:-----Briggs
 Electrical:-----12 Volt
 Gauges:-----None
 Clutch:-----Sliding Positive Lock Engagement

Bearings:

Disk Bearings:-----2 inch Tapered Roller
 Feed Roller Bearings: 2 inch Ball
 Disk Shaft:-----2 1/2 inch Removable
 Feed Roller Shaft: ---2 inches Engagement
 Feed Lift:-----1 inch Flanged Ball

Chipper Disk:

Wheel Diameter:-----26.5 inches
 Wheel Thickness:-----3/4 inches
 Disk Balance:-----Precision High Speed Balanced
 Wheel Speed:-----1850-RPM Nominal
 Number of Knives: ---2
 Knife Dimensions:---8-3/8" x 4 x 1/2"
 Anvil:-----3" x 6"x 1/2" AR400
 Chip Throwers:-----Two 1/4"x 4" x 3" x 9 1/2" long

Cutting Dimensions:

Throat Opening:-----12" x 6"

Hydraulic System:

Hyd Pump Displcmnt: .329 in cu/rev
 Hyd Pump Drv Systm:Direct Drive off Engine Mount
 Flow:-----5.33 GPM
 System Relief:-----2500 PSI
 Oil Tank Capacity: ---8 Gallons
 Oil Type:-----AW32
 Valve:-----Series Type
 Hose:-----16,000 PSI Burst - Exceeds SAE
 100R2
 Oil Filter:-----10-Micron Return with Suction
 Strainer

Drive System:

Engine Sheave:-----2B 4.8
 Jackshaft Sheave:----2B 9.4
 Drive Belt:-----2B90 Kevlar Power-band
 Cutter Head Shaft: ---2 1/2"

Feed System:

Feed Motors:-----Top- 22.8 in cu
 Btm- 14.2 in cu
 Flow:-----5.33 GPM
 Hydraulic Drive:----Live – Driven off engine
 Autofeed:-----Digital Fully Adjustable
 Feed Rate:-----80 Feet Per Minute
 Feed Rollers:-----Top- 10 1/2" x 12"
 Btm- 6 1/4" x 12"
 Springs:-----Two 15" Tight Wound Powder
 Coated
 Slide Bearings:-----Two 1" Flange Mount
 Lift Cylinders:-----None
 Discharge:-----360 Adjustable Swivel w/Deflector

Frame:

Main Trailer Tongue:-2" x 4" with 1/4" wall
 Main Trailer Frame:--2" x 4" with 1/4" wall
 Telescoping Tongue: -N/A
 Engine Mount:-----Sliding Positive Lock Engagement
 Infeed Chute:-----10 Gauge with 1" tube frame
 Folding Infeed Tray: -10 Gauge with 1" tube frame
 Folding Tray Lock: ---3/4" Spring Loaded Pin
 Discharge Chute:-----10 gauge neck with 14-gauge
 discharge
 Discharge Lock:-----3/4" Spring Loaded Pin
 Fuel Tank:-----10 gauge with baffles rubber mtd
 Hydraulic Tank:-----10 gauge with baffles rubber mtd
 Battery Box:-----Marine Battery Box
 Fenders:-----10 gauge checker plate
 Feeder Bar:-----1 1/2" OD x 1/8" wall - removable
 Radiator Guards:-----None
 Light Brackets:-----3/16" with hidden wiring
 Axle Mounts:-----1/2" Plate
 Hitch Plate:-----3/4" Plate adjustable 5" Up/Down

Before operating the chipper, read this manual, the engine manual, and all the safety decals on the machine. Know all parts of the machine and their functions, especially the shut down procedures in case of emergency. No inexperienced person may operate the chipper. Inexperience may cause injury. It is the owner's responsibility to ensure all operators are trained and fully understand all safety and operational aspects of the chipper.

This machine was built with safety in mind. The guards and other safety devices only work when kept in place and secured properly. Safety decals are placed on the machine as reminders of how to operate the machine safely, pay attention to the instructions.

SAFETY FIRST ALWAYS!

This is the **Safety-Alert Symbol**. This symbol is placed on the machine and in the manual to alert the operator to the potential for bodily injury or death. The operator should pay close attention to the instructions whenever they see this symbol.





The **Safety-Alert Symbol** will be accompanied by one of the following words: **DANGER, WARNING, or CAUTION**

- A **DANGER** symbol means that if the instructions are not followed the possibility of serious personal injury or death is probable.
- A **WARNING** symbol means that if the instructions are not followed there is a possibility of serious personal injury or death.
- A **CAUTION** symbol means there is an unsafe condition or practice that may cause personal injury or property damage.

PERSONAL PROTECTION:

- ❖ All personnel must wear eye and ear protection, hard hat, short fitted gloves without cuffs, long sleeve shirt, long pants without cuffs, and over the ankle work boots with skid resistant soles
- ❖ Do not wear loose-fitting clothing
- ❖ Tie long hair back
- ❖ Do not wear jewelry or long dangling clothing; i.e. neckties, long belts, or chains
- ❖ Stay away from feed wheels
- ❖ Keep away from moving parts
- ❖ Only run in a well ventilated area because of carbon monoxide poisoning

	⚠ WARNING (AVISO)
	<p>TO PREVENT SERIOUS INJURY OR DEATH FROM MOVING PARTS:</p> <ul style="list-style-type: none"> * KEEP HANDS, FEET, AND CLOTHING AWAY FROM MOVING PARTS. * CLOSE ALL GUARDS AND SHIELDS BEFORE OPERATING MACHINERY. <p>PARA EVITAR LA LESION O LA MUERTE:</p> <ul style="list-style-type: none"> * MANTENGANSE A DISTANCIA LAS MANOS, LOS PIES Y LA ROPA DE LAS PARTES MOVIENTOS DE LA MAQUINA. * CIERRAN TODAS LAS PROTECTORAS QUE HAY ANTES QUE HAGAN FUNCIONAR.

P/N 070000A

⚠ DANGER



No inexperienced person may operate machine. Inexperience may cause injury.
Read operation manual.

P/N 0700008

⚠ WARNING



Loud noise. Flying debris.
Hearing and eye protection must be worn while in operation.

P/N 0700010

Be Safe and Practice Safe Operation using the following guidelines.

⚠ DANGER



- Any individual operating this chipper **must** first read and understand this manual, the engine and other component manuals supplied with the chipper, and all safety and operational decals on machine.
- DO NOT permit children to operate machinery or to play near machinery during operation.
- DO NOT allow spectators to stand and watch chipper in operation.
- DO NOT allow people to pass by discharge zone while chipper is in operation.
- Keep hands, feet, legs, clothing, hair and all other body parts away from feed intake wheels, chipper knives, and other moving parts.
- Do not hang from, ride, sit, stand, lay, or climb anywhere on this chipper while it is in operation, running, or being transported.
- Do not move, position, or transport this chipper with the engine running.
- Keep away from pressurized leaks. Never check for leaks using hand or finger, use cardboard or wood. Pressurized fluid can penetrate the skin and cause injury or even death. Seek immediate medical attention if penetration occurs. Always wear eye protection.
- DO NOT operate any machinery while under the influence of alcohol or drugs (prescription, over the counter, or otherwise).
- DO NOT modify or change any part without written approval from J. P. Carlton Company.

⚠ DANGER



- No one should ever reach, lean, or kick into the feed intake chute when the chipper or the engine is running. Feed wheels will pull in anything in the path of operation and **will** cause **severe** personal injury if a person is pulled into feed intake wheels.
- Always load shorter pieces of wood or brush on top of longer pieces or use push paddle, **never** reach into the feed intake chute to load these pieces.



- Stay clear of discharge zone when running chipper. Never allow anyone to stand near or to walk close to the discharge zone, even if being discharged into a bin or truck.
- Airborne debris may cause severe injury. If inspection of chipped material is required, shut down the chipper and the engine first.
- Discharge spout should not be pointed toward people, buildings, or other personal property that may be injured or damaged. Airborne debris is as dangerous as any powerful projectile.
- Never position, adjust, or move the discharge chute while the chipper or the cutter disk are running

⚠ DANGER

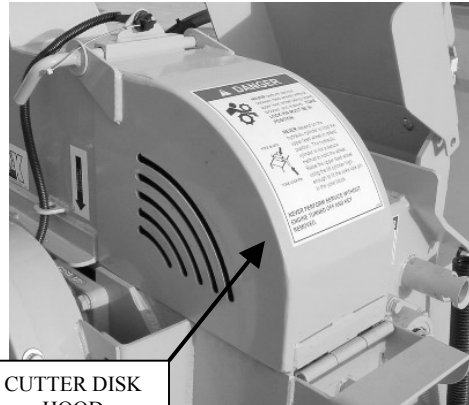
- Always have at least 2 operators at the job site running the chipper. One to load the brush into the feed wheels and the other to maintain the feed control bar in case of an accident.
- Always feed trees and brush butt end first and walking to the right side of the chipper, material being fed should be to the operator's left side. The material being fed tends to kick to the left and could injure anyone on that side.
- Never lean over material being loaded into the feed wheels; especially small diameter, short length material that is still long enough to be fed into the feed wheels alone. The material is not heavy enough to hold down when the feed wheels first grab it and will kick up hitting the operator in the chin or head causing injury.

⚠ DANGER



- Never lay vine type material in front of feed intake chute.
- Never allow yourself or your clothing to become tangled in or tripped by vine type material. SEVERE INJURY COULD OCCUR.
- Always cut vine type material into shorter, easier to handle pieces, approximately 4 to 5 feet.
- Don't feed the vines into the chipper unless they have been cut!!!
- STOP automatic feed system and run vine type material through using manual start/stop controls and a wooden push paddle.

⚠ DANGER



CUTTER DISK HOOD

- **KEEP CUTTER DISK HOOD CLOSED WHILE CHIPPER IS RUNNING.** Always make sure the cutter disk hood latch pin is in place and locked securely using a padlock before starting chipper. The cutter disk hood must be locked using the factory issued lock pin and padlock.
- Never open the cutter disk hood while engine is running. After the engine is turned off, allow the cutter disk to come to a complete stop before opening the cutter disk hood. This will take several minutes
- Never run the chipper or the engine with the cutter disk hood open or unlocked at any time or for any reason.
- If the cutter disk hood or hinge is damaged, replace immediately.

⚠ WARNING

- Always have the trees and brush cut to size for the chipper before the chipper arrives at the job site.
- It is very dangerous to run a chain saw and the chipper at the same time.
- If a tree gets jammed and has to be trimmed, shut down the chipper first.

⚠ DANGER

DO NOT PERFORM MAINTENANCE OF ANY KIND ON THIS MACHINE UNLESS:

- ◆ The engine is turned off
- ◆ The ignition key is removed
- ◆ Positive battery cable is disconnected
- ◆ The clutch is disengaged
- ◆ Feed control bar is in neutral
- ◆ All machine parts have come to a complete stop – NOTE: The cutter disk takes several minutes to come to a complete stop
- ◆ All machine parts have had sufficient time to cool down
- ◆ The cutter disk lock pin is installed in the disk lock tube
- ◆ No operator is in position at the controls to accidentally start machine
- ◆ At least 2 people are at the site where maintenance is performed

More accidents occur while performing maintenance than any other time! Use extra caution.

Never perform maintenance with the engine running, not even with the clutch disengaged. The pilot bearing could seize or freeze to the clutch shaft and permit the clutch to engage even though the operator thought the clutch had been disengaged.

ALWAYS REPLACE GUARDS AND OTHER PROTECTIVE EQUIPMENT BEFORE STARTING CHIPPER AFTER PERFORMING MAINTENANCE.

⚠ WARNING

- Keep a well-stocked First Aid Kit with the chipper at all times.
- Keep a full Fire Extinguisher with the chipper at all times.

⚠ DANGER



- YOKE LOCK PIN MUST BE IN POSITION before performing maintenance between the feed wheels. Use a manual jack to raise upper feed wheel high enough to insert yoke lock pin as shown above.
- **Chipper must be attached to tow vehicle before raising the upper feed wheel.** This will stabilize the chipper during service to keep it from turning over and causing severe injury to workers and damage to the chipper.
- Upper feed wheel springs must be disconnected to raise feed wheel using jack.
- See the Service Cutter System Section for further instruction.



- Stop engine, remove key, and disconnect battery cable when repairing or adjusting machine or drive belts.
- Keep engine in good condition, service as instructed in engine manual. Do not touch engine while running or hot (serious burns may result).
- Allow all machine parts to cool sufficiently before servicing or making adjustments. Hot machine parts can cause severe burns.

⚠ WARNING

- During operation of the chipper, all people within a 100-foot radius should wear protective equipment, including eye and ear protection and hard hats.
- If unusual noise or vibration occurs, stop engine immediately and correct the problem before continuing operation, consult authorized dealer if necessary.
- Keep all guards in place and properly secured during operation. Never operate the chipper with guards missing or loose.
- Keep all safety devices working properly and all other machine parts in good condition.
- Never leave the controls unattended while in operation. Be sure machine is not capable of operation when left unattended. Remove key and disconnect battery, if necessary.
- **DO NOT OPERATE THE ENGINE AT AN ANGLE GREATER THAN 25° OR SEVERE ENGINE DAMAGE WILL OCCUR. PROPER ENGINE OIL LEVEL MUST BE MAINTAINED TO ACHIEVE MAXIMUM ANGLE OF OPERATION OF 25°. (See Engine Owner's Manual for proper oil level.)**

⚠ CAUTION

- Do not operate chipper in dim lit, dark, or concealed areas. Do not operate or run machine or engine in enclosed area due to carbon monoxide poisoning hazard.
- Keep machine clean and clear of debris to eliminate fire hazard. It is especially important to clean any oil or fuel spills to prevent the danger of fire.
- Keep safety and instructional decals clean and replace any that are damaged, difficult to read, or missing. Decals may be purchased from J. P. Carlton or an authorized dealer.
- Remove all foreign objects from the chipper before starting, i.e. jackets, gloves, tools, etc.

⚠ WARNING



- Gasoline, diesel fuel and their vapors are highly flammable and explosive. **Handle with care.** Only use approved (red) fuel containers for storage.
- Do not store machine with fuel inside tank or fuel containers near any open flames, sparks, or other sources of ignition.
- Do not store equipment with fuel in the tank for long periods.
- Battery fumes are explosive. Recharge battery in an open area away from fire, sparks, or other sources of ignition.
- Use caution in extreme cold! Frozen battery will explode! Allow battery to thaw in heated area away from fire or sparks.
- Battery acid can cause severe burns. Keep away from eyes, skin, and clothing.
- Remove battery before welding on equipment.

⚠ CAUTION

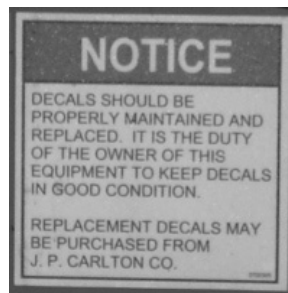
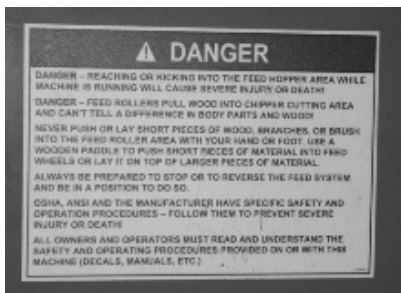
- If operating chipper uncoupled from tow vehicle, the tires and tongue must be blocked. Use but do not depend on jack stands to hold machine steady.
- Always store tools safely away from moving machine parts, especially the feed intake wheels.
- There should be no obstacles in the path of operation behind the chipper or around the chipper to allow trip free movement of all personnel.
- Keep unauthorized persons away from the chipper operation area.

It is vital that the owner and operators inspect the chipper each day before operation. This inspection will help identify potential problems that may arise during the workday. The operators must get in the habit of performing this inspection each and every day. By performing this inspection each day, the operators will help minimize downtime and costly repairs. This inspection will also help to minimize risks associated with the operation of this brush chipper.

SAFETY:

DO NOT PERFORM MAINTENANCE OF ANY KIND (including routine inspections) ON THIS MACHINE UNLESS:

- **The engine is turned off**
 - **The ignition key has been removed**
 - **The engine belt is disengaged and the lock is in position (see Machine Control section)**
 - **All moving parts have come to a complete stop – NOTE: The cutter disk takes several minutes to come to a complete stop**
 - **The cutter disk lock pin is installed in the disk lock tube**
 - **All machine parts have cooled completely**
 - **There is no operator at the controls to accidentally start the machine**
 - **At least 2 people are at the site where the maintenance is to be performed**
-
- **Inspect Decals making sure all are in place, secure, and legible.** (Not all decals are shown here just a small representation)



- Make sure all personnel are equipped with all applicable safety equipment:
 - Eye protection
 - Hearing protection
 - Hard hat
 - Short, fitted gloves
 - Long sleeve shirt
 - Long pants
 - Over the ankle work boots with skid resistant soles

PERSONAL PROTECTION:

- ❖ **All personnel must wear eye and ear protection, hard hat, short fitted gloves without cuffs, long sleeve shirt, long pants without cuffs, and over the ankle work boots with skid resistant soles**
- ❖ **Do not wear loose-fitting clothing**
- ❖ **Tie long hair back**
- ❖ **Do not wear jewelry or long dangling clothing; i.e. neckties, long belts, or chains**
- ❖ **Stay away from cutter disk**
- ❖ **Keep away from moving parts**
- ❖ **Only run in a well ventilated area because of carbon monoxide poisoning**



BECAUSE OF MACHINE VIBRATION, ALL EQUIPMENT ATTACHED USING SCREWS OR BOLTS AND NUTS SHOULD BE CHECKED REGULARLY FOR TIGHTNESS. ALL SCREWS, BOLTS, AND NUTS NEED TO BE INSPECTED FOR TIGHTNESS AND WEAR. ALL SCREWS, BOLTS, AND NUTS THAT WON'T STAY TIGHTENED OR THAT HAVE WORN, CHIPPED, OR MISSING THREADS SHOULD BE REPLACED.

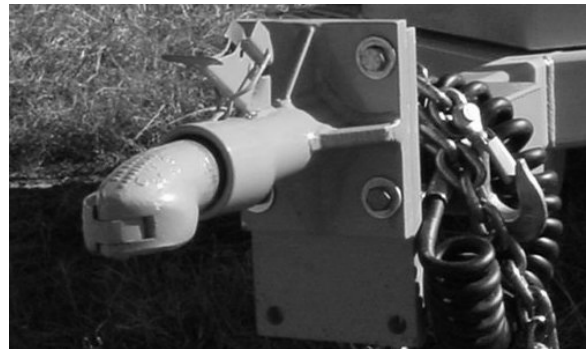
- Inspect bolts, hydraulic fittings, wiring harnesses, hoses, and equipment for tightness, wear, or leakage. Replace if necessary. DO NOT inspect for hydraulic leaks with your hand or finger.
- FLUID UNDER PRESSURE CAN PENETRATE THE SKIN AND CAUSE SEVERE INJURY. CHECK FOR LEAKS USING A BOARD OR CARDBOARD; DO NOT USE HAND OR FINGER. SEEK IMMEDIATE MEDICAL ATTENTION IF SKIN IS PENETRATED. ALWAYS WEAR EYE PROTECTION.



- Check air pressure in tires daily. Inflate to tire manufacturers recommended maximum inflation pressure for temperature and climate.
- Inspect tires for wear.
- Inspect axle caps, replace if necessary. Grease axles as suggested by manufacturer. (Dexter Axle information provided in back of manual.)



- Inspect hitch and hitch bolts. (Bulldog hitch shown; Pintle hitch also available.)



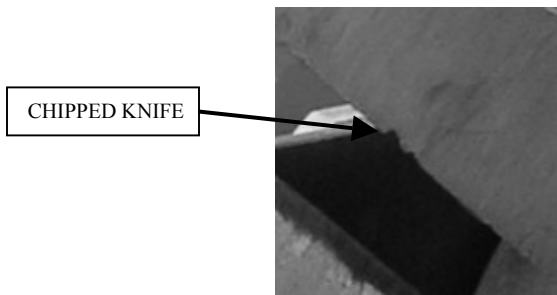
- Make sure all guards are in place and properly secured.



- Check tail and brake lights for proper operation.



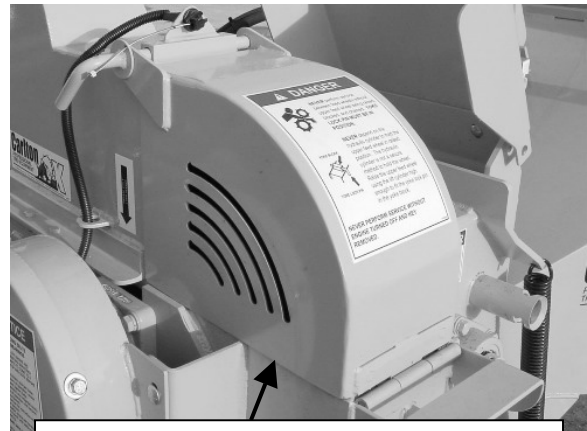
- Inspect cutter disk knives and anvil for wear. Do not operate the machine without a full set of undamaged knives in place. Worn or chipped knives will cause improper operation of the chipper. (See Servicing Cutter Disk Section to change or sharpen knives and anvil.)



- Cutter disk must rotate freely. This will help insure there are no foreign objects inside the cutting chamber and there is ample knife to anvil clearance. (The cutter disk lock pin will have to be pulled out of cutter disk to check rotation. Replace pin after checking rotation to perform further inspections.)



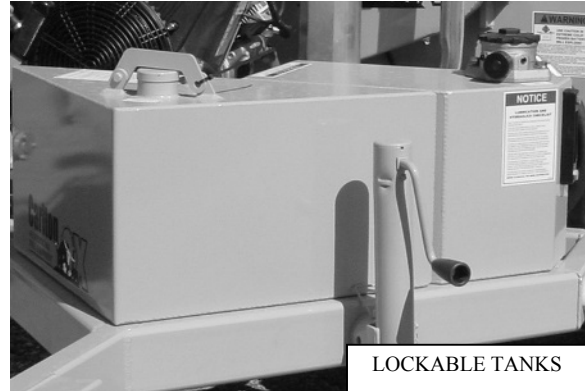
- When inspection of cutter disk is complete, close cutter disk hood, insert hood lock pin and padlock. Make sure hood will not open. Check cutter disk hood and hinges for damage and fit, replace immediately if there is any damage or misalignment.



CHECK FOR GAPS OR DENTS AROUND HOOD

- Inspect the inside of the infeed chute. Check to make sure there are no foreign objects inside the infeed chute. Anything that is inside of the infeed chute may go through the chipper. There should never be anything or anyone inside the infeed chute when starting the chipper, damage or injury could occur.



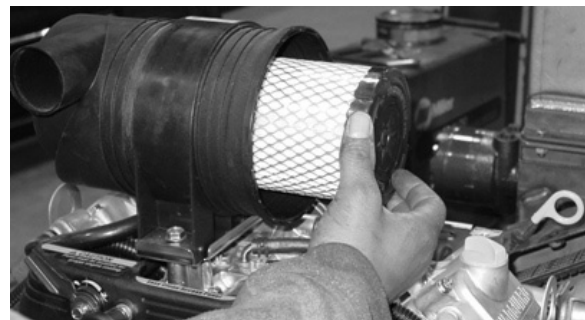
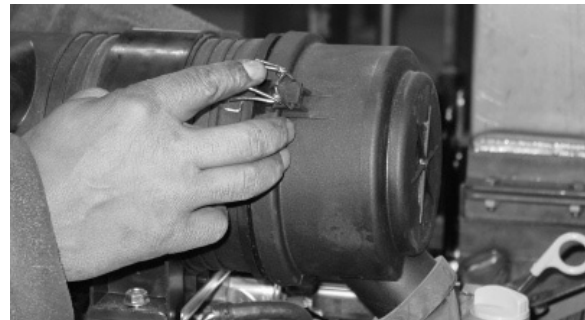


- Check and maintain proper engine oil, fuel tank, and hydraulic oil tank levels. Make sure engine is cool before checking. Replenish engine oil, fuel, and hydraulic oil every morning before starting the machine so there is no danger of fire from hot machine parts or sparks. Do not fill fuel or hydraulic oil tanks more than 7/8 full to allow for heat expansion.

NEVER REFUEL OR ADD OIL: WHILE ENGINE IS RUNNING, WHILE IN AN ENCLOSED AREA, OR WHILE ENGINE IS HOT.



- Inspect air filters for dirt and damage, clean or replace as necessary. Open clamp and remove end to remove air filters. Use caution to not allow engine to ingest dirt and debris when changing or inspecting air filters.
REPLACE WITH MANUFACTURER RECOMMENDED AIR FILTERS ONLY.



The proper repair or replacement procedures, if required, are further illustrated in the Maintenance or Service Sections of this manual. Other periodic inspections and maintenance are covered in other sections of this manual.

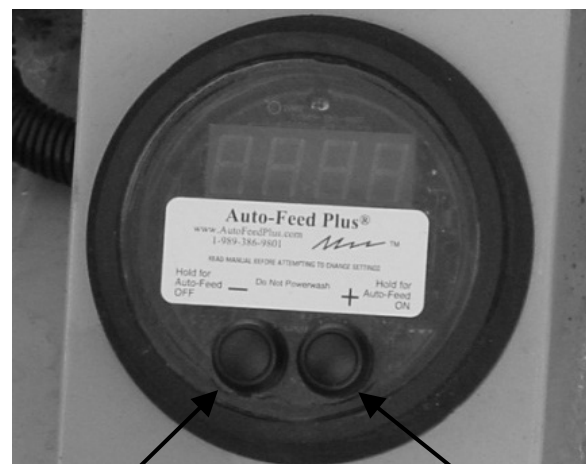
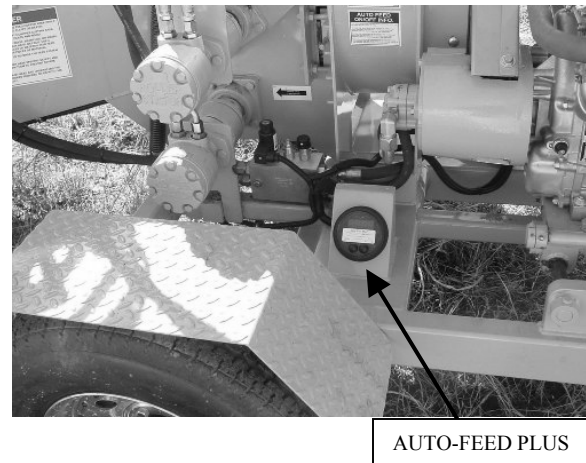
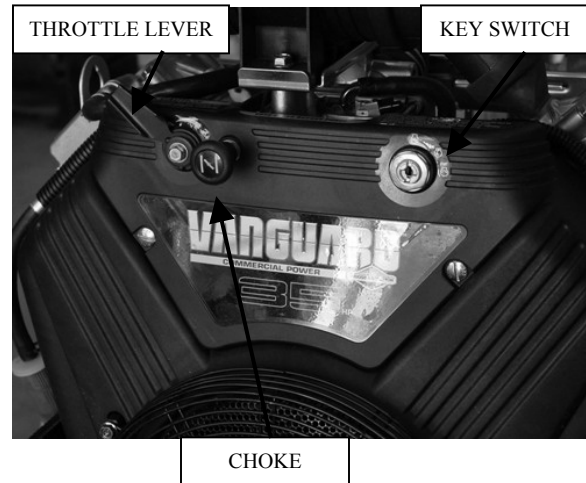
It is imperative that all operators are familiar with all controls of the chipper. This will make for a much more productive and safer work period. (The actual controls may differ depending on the engine supplied with your chipper.)

ENGINE CONTROLS:

- The Vanguard engine is started using the key switch located on the engine. The switch has 3 positions: Stop, Run, & Start. (The engine supplied with your chipper may be different, refer to the engine manual for starting information.)
- The engine also has Choke and Throttle controls. For further information about engine operation and service, please read the engine manual supplied with the chipper.

DO NOT OPERATE THE ENGINE AT AN ANGLE GREATER THAN 25° OR SEVERE ENGINE DAMAGE WILL OCCUR. PROPER ENGINE OIL LEVEL MUST BE MAINTAINED TO ACHIEVE MAXIMUM ANGLE OF OPERATION OF 25°. (See Engine Owner's Manual for proper oil level.)

- The Auto-Feed Plus® monitors the engine RPM and controls the feed system based on this information. The Auto-Feed is calibrated when installed in the chipper with a high and low RPM setting for the feed wheels to operate. When the engine RPM is low and the Auto-Feed is on, the hydraulics will not work. If large diameter wood is being chipped and the engine RPM drops below the Auto-Feed Low setting, the Auto-Feed will stop the feed wheels. After the engine RPM is high enough to handle the force required to chip this material without causing the engine to lug down, the Auto-Feed restarts the feed wheels.
- The Auto-Feed Plus® control is calibrated to automatically come on when the chipper is started. If you need to turn on the Auto-Feed Plus® control, press and hold the right button down for 4 seconds and release.
- The Auto-Feed must be turned off to operate the hydraulics at low engine RPM or idle. When the Auto-Feed is on the hydraulics only work when the engine RPM is high. To operate the feed wheels at low engine RPM, turn off the Auto-Feed by pressing and holding the left button for 4 seconds and release.
- Read the Auto-Feed Plus® manual supplied at the end of this chipper manual if programming is required.

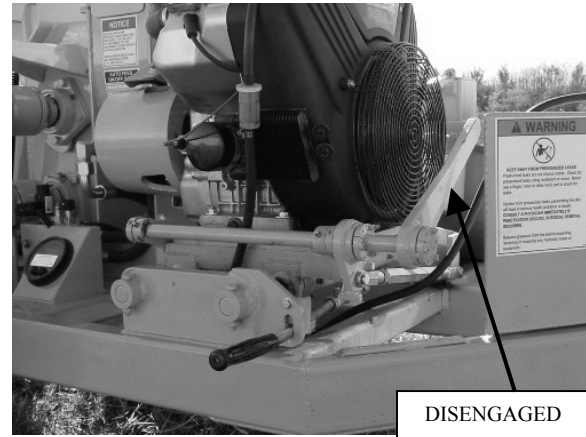


AUTO-FEED OFF
 (PRESS AND HOLD FOR 4 SECONDS TO TURN OFF)

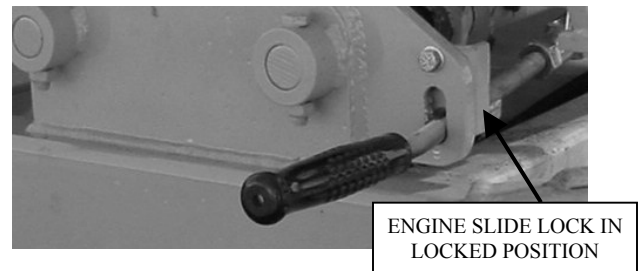
AUTO-FEED ON
 (PRESS AND HOLD FOR 4 SECONDS TO TURN ON)

ENGAGEMENT HANDLE & ENGINE SLIDE LOCK

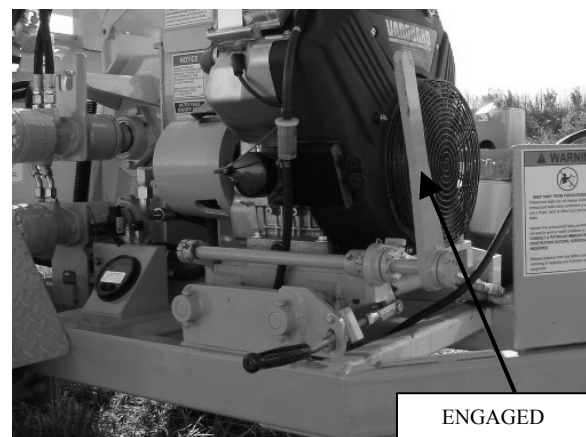
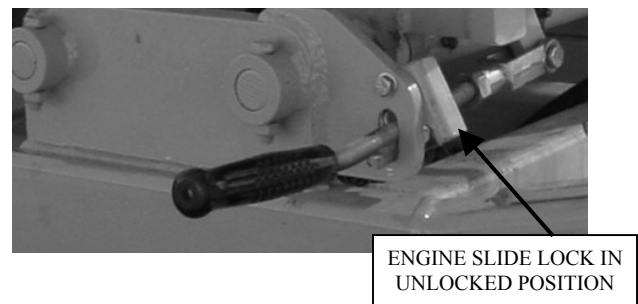
- The cutter disk is disengaged when the engagement handle is pushed forward and the engine slide lock is in the locked position.
- After disengaging the cutter disk, allow several minutes for the disk to come to a complete stop before performing any maintenance or service to the machine, even routine inspections.



- Make sure the engine slide lock is in the locked position when the cutter disk is disengaged. This is to prevent the cutter disk from accidentally becoming engaged and is an important safety feature.



- To engage the cutter disk, lift the engine slide lock and pull the engagement handle back.
- Engage and disengage the cutter disk with the engine at idle or just above idle. **ALWAYS ENGAGE OR DISENGAGE THE CUTTER DISK WITH THE ENGINE AT IDLE.** Engagement or disengagement of the cutter disk at elevated engine speeds can cause severe engine damage. This type of damage will not be covered by the engine warranty.



CUTTER DISK DOOR LOCKOUT

- The cutter disk door lockout is a safety device that prevents the cutter disk from being engaged if the cutter disk door is not closed or not secured properly. If the pin is not inserted in the door lock, the safety switch cannot be connected and the cutter disk cannot be engaged.



DISCHARGE FLAP

- There is an adjustable flap on the end of the discharge chute. This flap is adjustable in the vertical direction to help control the height and distance of the chips being discharged. To adjust this flap pull down on the handle spring lock and rotate the flap up or down to desired position. **NEVER ADJUST THIS FLAP WHILE THE CHIPPER IS IN OPERATION OR WHILE THE CHIPPER DISK IS SPINNING!**



SWIVEL DISCHARGE

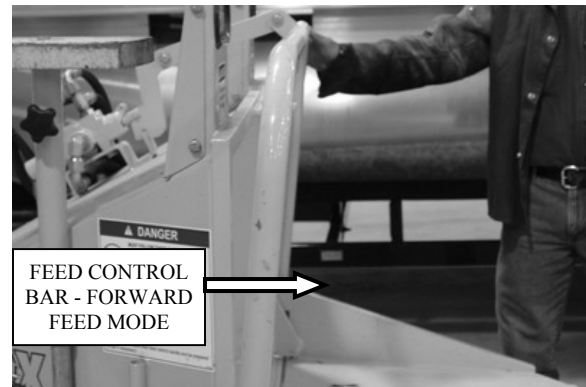
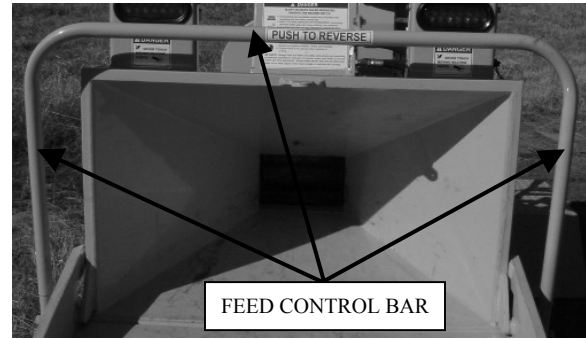
- Carlton Chippers are equipped with a rotating discharge chute. To rotate the chute to the desired position
 1. Pull down and unlock the rotation lock pin.
 2. Use the handle on the end of the chute (the discharge flap adjustment handle shown above) and pull or push the chute in a safe direction to discharge chips or to position the chute for towing.
 3. Release the lock pin making sure it engages in one of the locking slots on the discharge chute securing the chute in desired position.

ALWAYS MAKE SURE THE DISCHARGE IS POINTED IN A CLEAR DIRECTION FOR DISCHARGE OF CHIPS



FEED CONTROL BAR

- The feed control bar is located on three sides of the infeed chute; across the top and down each side.
- The feed control bar has three distinct positions
 - In the out position pulled towards the rear of the machine the bar is now in the feed position. In this position the feed wheels are engaged and will pull material into the chipper
 - In the middle position the bar is in the stop position. With the bar in this position the feed wheels are stopped and do not rotate.
 - In the in position pushed towards the front of the chipper the feed control bar is in the reverse mode. This position reverses the feed wheels and attempts to back material out of the chipper.
- **ALWAYS VERIFY CORRECT FUNCTION OF THE FEED CONTROL BAR BEFORE BEGINNING TO CHIP MATERIAL**
- **NO ONE SHOULD EVER REACH, LEAN, OR KICK INTO THE FEED INTAKE CHUTE WHEN MACHINE OR ENGINE IS RUNNING**



FRONT JACK STAND

- Use the front jack stand anytime the chipper is removed from the tow vehicle for storage or rest.
- This chipper cannot be operated as stand-alone. The chipper must be attached to the tow vehicle and the tires chocked when in use.
- The front jack stand can be attached and stored on the left front side of the chipper, as shown.



FEED WHEEL CLEAN OUT DOOR

- There is a drop-down door to clean excess debris out from under the bottom feed wheel. This will help to keep the chipper from getting clogged or stopped up. Use the handle, located under the infeed chute, and drop the door down to remove debris, then close and secure the door.
- This area should be cleaned frequently to prevent damage to clean out door and to prevent clogging the chipper.
- **DO NOT** open the clean out door until the chipper has been shut down and all parts have come to a complete stop, danger of flying debris could cause injury.



BRAKES & REAR LIGHTS

- The chipper's lights are connected to the tow vehicle actuator to be activated by the tow vehicle operation.

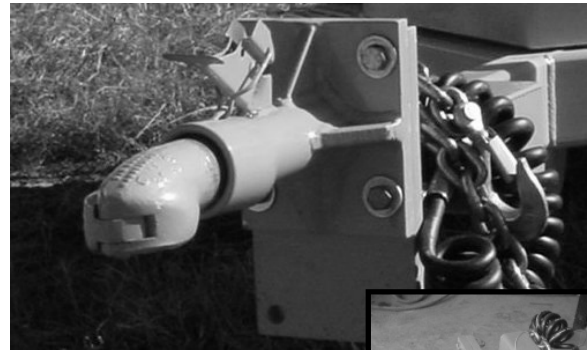
See the Machine Wiring section of this manual for wiring diagram.



SAFETY:

- **NEVER ALLOW INEXPERIENCED DRIVERS TO TOW MACHINERY.**
- **ALWAYS MAKE SURE THE TRUCK HITCH AND THE CHIPPER HITCH ARE OF MATCHING STYLE AND SIZE.**
- **ALWAYS MAKE SURE THE TOW VEHICLE AND THE CHIPPER ARE ON LEVEL GROUND AND THE WHEELS ARE CHOCKED BEFORE CONNECTING OR DISCONNECTING THE CHIPPER.**
- **MAKE SURE THE TOW VEHICLE IS OF ADEQUATE SIZE AND HAS THE TOWING CAPABILITY TO SAFELY TOW THE CHIPPER.**
- **NEVER TOW A MACHINE WHILE IT IS RUNNING.**

- Make sure the truck hitch and the chipper hitch are of matching style and size and not worn.
- Check all hitch bolts to make sure they are tight on the chipper and the truck.
- Make sure the hitch on the chipper and the ball on the truck are greased for smoother pivots and to reduce the wear on both parts.
- Make sure the tow vehicle is of adequate size and has the towing capacity to safely tow the chipper. Make sure the truck hitch is heavy enough and built strong enough to tow the equipment.



HITCH AVAILABLE IN 2" OR 2 5/16" COUPLER OR 2 1/2" PINTLE RING, PICTURED AT RIGHT.

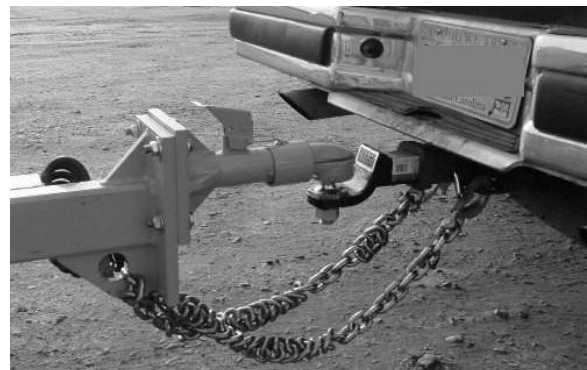


- Adjust both the truck hitch and chipper hitch so the chipper sits as close to level as possible when connected to the truck. A proper amount of tongue weight is required to allow the machine to tow properly. Too little tongue weight will result in wandering, fishtailing, or axle damage.



CHIPPER SHOULD RIDE AS CLOSE TO LEVEL AS POSSIBLE WHEN TOWING

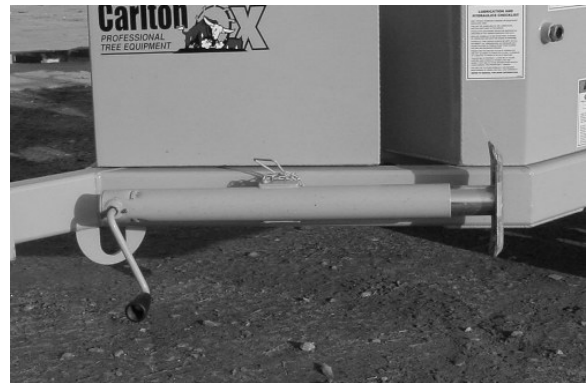
- Connect safety chains to a secure position on the tow vehicle. Crisscross safety chains for support in the event of hitch failure. Chains may be twisted to shorten to compensate for excessive length. If the tongue should contact the ground at highway speeds, the machine may dig in and catapult the machine into traffic. **USE YOUR SAFETY CHAINS.**



- Connect chipper lights to the tow vehicle. Observe light operation to insure correct electrical connections.



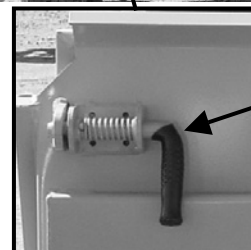
- Secure the jack stand to the machine for towing.



- The chipper infeed tray must be closed and locked when towing.
- First, check the lock pins behind the infeed chute frame to make sure they are in their storage position.
- Then close the tray and make sure the spring lock pins are in position and the tray is secured.



INFEEED TRAY LOCK PIN
 IN STORAGE POSITION
 (ONE ON EACH SIDE OF
 CHIPPER)



SPRING LOCK PINS

- Make sure the discharge chute is over the chipper front for towing. Position the deflector, on the end of the discharge chute, down when towing to reduce the chance of debris flying out of the chute.



- Always chock the wheels when the chipper is parked, even when attached to the tow vehicle. Make sure the chock blocks have been removed before towing the chipper.
- Towing will affect handling, allow for extra stopping distances.
- Start and stop gradually.
- Tow at a safe, reasonable speed. Obey posted speed limits.
- Slow down over rough terrain.



STARTING – READ THIS MANUAL, THE ENGINE OWNERS’ MANUAL, THE CLUTCH MANUAL, AND ALL SAFETY DECALS ON CHIPPER BEFORE STARTING.

SAFETY:

- **DO NOT ALLOW CHILDREN OR OTHER SPECTATORS TO STAND AND WATCH THE CHIPPER IN OPERATION. ALL OPERATORS MUST WEAR RECOMMENDED PROTECTIVE EQUIPMENT.**
- **DO NOT ALLOW ANYONE TO BE IN CHIP DISCHARGE ZONE WHILE MACHINE IS RUNNING.**
- **NEVER REACH OR KICK INTO THE INFEED CHUTE FOR ANY REASON.**
- **KEEP CHIPPER HOOD CLOSED WHILE MACHINE IS RUNNING. ALWAYS MAKE SURE CUTTER DISK HOOD HAS LATCH PIN IN POSITION AND LOCKED WITH A PADLOCK, AND IS NOT CAPABLE OF BEING OPENED.**
- **AN OPERATOR MUST ALWAYS BE IN POSITION AND BE PREPARED TO OPERATE THE FEED CONTROL BAR TO REVERSE OR STOP THE FEED WHEELS IF NECESSARY.**
- **ALWAYS BE ATTENTIVE AND AWARE OF THE CHIPPERS OPERATION AND NEVER ALLOW YOURSELF OR ANYONE TO BECOME PULLED INTO THE FEED WHEELS.**
- **ALWAYS LOAD SHORT PIECES OF BRUSH ON TOP OF LONGER PIECES OF WOOD AND BRUSH. NEVER FEED LONG VINE TYPE MATERIAL INTO CHIPPER. ALWAYS CUT INTO SHORT PIECES TO FEED VINE TYPE MATERIAL. THIS MATERIAL COULD TANGLE AND WRAP AROUND SOMEONE OR SOMETHING AND PULL IT INTO THE CHIPPER.**
- **NEVER OPERATE MACHINERY WHILE UNDER THE INFLUENCE OF ALCOHOL OR DRUGS, (PRESCRIPTION, OVER THE COUNTER OR OTHERS).**



START-UP PROCEDURES:

- Check all fluids before starting.
- Daily Checklist must be completed before starting.
- Cutter disk **must be disengaged** before starting (see Machine Control section).
- Cutter disk hood and all other guards must be in place and secured properly before starting.
- All personnel must be wearing protective equipment: eye and ear protection; hard hat; short fitted gloves without cuffs; long sleeve shirt; long pants without cuffs; and over the ankle work boots with skid resistant soles.
- Use wheel chocks to block the chipper tires so that the chipper doesn’t move, shift, or roll during operation.

ALWAYS KEEP A FIRST AID KIT AND A FIRE EXTINGUISHER WITH CHIPPER

LOWER THE INFEED TRAY

- During transportation the infeed tray will be closed and locked using the spring lock pins attached. At the job site, pull the pins in and lower the tray.



- There are two removable lock pins located at the back of the infeed frame; there is a pin on each side of the frame.
- Once the tray is fully lowered, remove the pins and lock the tray into position as shown in these pictures. Make sure there is no brush or other obstruction between the tray and the hopper so that the tray will lower fully.
- Locking the tray will prevent the tray being jerked closed by the brush being chipped and causing damage and possible injury.



AIM DISCHARGE CHUTE

- Carlton Chippers are equipped with a rotating discharge chute. To rotate the chute to the desired position
 1. Pull down and unlock the rotation lock pin.
 2. Use the handle on the end of the chute (the discharge flap adjustment handle shown at lower right) and pull or push the chute in a safe direction to discharge chips.
 3. Release the lock pin making sure it engages in one of the lock grooves on the discharge chute securing the chute in desired position.

ALWAYS MAKE SURE THE DISCHARGE IS POINTED IN A CLEAR DIRECTION FOR DISCHARGE OF CHIPS
 NEVER ROTATE DISCHARGE CHUTE WHILE CHIPPER IS IN OPERATION OR WHILE THE CUTTER DISK IS SPINNING



- Stay clear of discharge zone when running chipper. Never allow anyone to stand near or to walk close to the discharge zone, even if being discharged into a bin or truck.
- Airborne debris may cause severe injury. If inspection of chipped material is required, shut down the machine first.
- Discharge spout should not be pointed toward people, buildings, or other personal property that may be injured or damaged. Airborne debris is as dangerous as any powerful projectile.
- Never position, adjust, or move the discharge chute while the chipper or the cutter disk is running

- There is an adjustable flap on the end of the discharge chute. This flap is adjustable in the vertical direction to help control the height and distance of the chips being discharged. To adjust this flap pull down on the handle and rotate the flap up or down to desired position.

NEVER ADJUST THIS FLAP WHILE CHIPPER IS IN OPERATION OR WHILE THE CUTTER DISK IS SPINNING

START ENGINE

- The Key Switch is located on the Vanguard engine.
- Key switch has 3 positions
 - Stop, Run and Start
- Start engine at idle speed and allow sufficient time for oil to circulate before proceeding.
- The Vanguard engine is equipped with a throttle and choke, see engine manual for correct operation and starting procedures. (See engine manual for detailed instruction and service requirements. Be sure to follow the engine manual instructions for cold weather operation.)



DO NOT OPERATE THE ENGINE AT AN ANGLE GREATER THAN 25° OR SEVERE ENGINE DAMAGE WILL OCCUR. PROPER ENGINE OIL LEVEL MUST BE MAINTAINED TO ACHIEVE MAXIMUM ANGLE OF OPERATION OF 25°. (See Engine Owner's Manual for proper oil level.)

- Test the controls for proper operation, especially the feed control bar. (The engine speed must be high enough for the Auto-Feed® to engage the hydraulics or the Auto-Feed® must be off. Press down the left button and hold for 4 seconds to turn Auto-Feed® off.)
 - Pull feed control bar to the rear of the machine to test forward (pulling) feed wheel motion
 - Push feed control bar to the middle position to test off position (feed wheels should not turn at all)
 - Push feed control bar all the way toward the front of the machine to test the reverse feed wheel motion



TURN AUTO-FEED PLUS ON

- The Auto-Feed Plus® monitors the engine RPM and controls the feed system based on this information. The Auto-Feed® is calibrated when installed in the chipper with a high and low RPM setting for the feed wheels to operate. When the engine RPM is low and the Auto-Feed® is on, the hydraulics will not work. If large diameter wood is being chipped and the engine RPM drops below the Auto-Feed® Low setting, the Auto-Feed® will stop the feed wheels. After the engine RPM is high enough to handle the force required to chip this material without causing the engine to lug down, the Auto-Feed® restarts the feed wheels.
- The Auto-Feed Plus® control is calibrated to automatically come on when the chipper is started. If for some reason you need to turn on the Auto-Feed Plus® control, press and hold the right button down for 4 seconds and release.
- Read the Auto-Feed Plus® manual supplied at the end of this chipper manual if programming is required.



AUTO-FEED OFF
(PRESS AND HOLD FOR 4 SECONDS TO TURN OFF)

AUTO-FEED ON
(PRESS AND HOLD FOR 4 SECONDS TO TURN ON)

ENGAGE CUTTER DISK

- The cutter disk is to be engaged and disengaged at low engine speeds only. **ALWAYS ENGAGE OR DISENGAGE THE CUTTER DISK WITH THE ENGINE AT IDLE.** Engagement or disengagement of the cutter disk at elevated engine speeds can cause severe engine damage. This type of damage will not be covered by the engine warranty.
- Raise the engine slide lock and pull back on the engagement handle to engage the cutter disk.



ENGINE SLIDE LOCK RAISED

ENGAGEMENT HANDLE SHOULD BE PULLED ALL THE WAY BACK TO THIS POSITION TO ENGAGE THE CUTTER DISK.

INCREASE ENGINE SPEED

- Once the cutter disk has been fully engaged, the engine can be run at full speed. Use the throttle to increase engine speed.
- The engine should always be run at high RPM while material is being chipped. This will help keep the discharge chute from clogging. High engine speed increases the throwing power.



PERSONAL SAFETY

- All personnel must be wearing protective equipment: eye and ear protection; hard hat; short fitted gloves without cuffs; long sleeve shirt; long pants without cuffs; and over the ankle work boots with skid resistant soles.



FEED MATERIAL

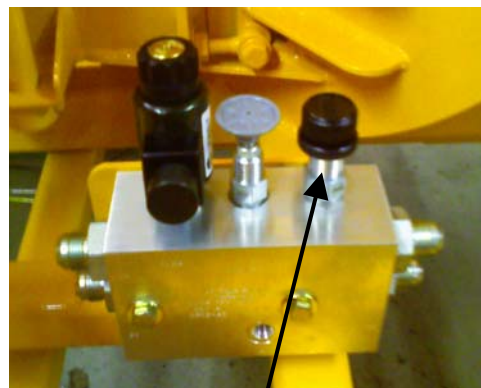
- You are now ready to start feeding material into the chipper.
- **Always have at least two operators at the job site.** One to load the trees and brush into the chipper and one to always stand and operate the feed control bar. It is imperative to have someone operate the feed control bar in case of an accident where someone is pulled into the feed wheels.
- Always have the trees and brush cut to size for the chipper before the chipper arrives at the job site.
- It is very dangerous to run a chain saw and the chipper at the same time.



- If a tree gets jammed and has to be trimmed, shut down the chipper.
- Always feed trees and brush walking to the right side of the chipper, material being fed should be to the operators' left side. When the material is being fed into the feed wheels it tends to kick to the left and an operator could be injured if loading the material from the left side.
- Start feeding smaller diameter trees and brush first and work your way up to the full capacity of the chipper, which is 6" diameter material. Feed pieces long enough for the feed wheels to pick up without endangering yourself by reaching into the infeed chute. **No one should ever reach or kick into the infeed chute for any reason when the feed wheels or engine are running.** Feed shorter pieces of brush and limbs on top of longer material. Machine is equipped with a feed compensated flow control that allows the operator to control the flow to the feed wheels. Factory setting is the flow control completely turned clockwise. Counterclockwise will slow feed wheels down.
- Pay close attention to feeding the small diameter material that is long enough, 6' or shorter, to be fed into the feed wheels but doesn't have enough weight to be held down when the wheels first grab onto it. This material could kick straight up and hit the operator causing injury. Hold the material away from the body using both hands and never lean over the material in case the feed wheels cause it to kick up.
- Do not hold onto or try to force the material through the chipper. Once the material has been grabbed by the feed wheels and is being chipped, release it and let the chipper do its job. When the chipper feed wheels are feeding the material, turn away from the material and walk away to get more material.



ALWAYS FEED MATERIAL FROM THE RIGHT SIDE
AND BUTT END FIRST



Flow Control

- Keep an eye on the surrounding area and don't allow anyone to come up too close to the chipper or to be in the chip discharge area. Maintain a clear area of at least 100 ft. in every direction around the chipper.
- **Do not lean, reach, or kick past the safety zone when feeding material.**



SAFETY ZONE

SHUT DOWN PROCEDURES

- With engine RPM still high, push the feed control bar to the middle (off) position. Feed wheels should not be turning.



Push the throttle over into the low position so that the engine can slow down (idle) and the cutter disk can be disengaged.



- Once the engine has had time to slow down to idle, disengage the cutter disk by pushing the engagement handle forward as far as it will go. Make sure the engine slide lock is in position to prevent the cutter disk accidentally being engaged. **ALWAYS ENGAGE OR DISENGAGE THE CUTTER DISK WITH THE ENGINE AT IDLE.**

CAUTION: Chipper disk will continue to spin even though it is disengaged!



- Allow the engine to idle for 5 minutes. This allows the engine to cool.
- When the cutter disk has been fully disengaged and the engine has had time to cool down, you can turn the ignition key to the off position.
- Allow the cutter disk and belt to come to a complete stop, which will take several minutes.
- **Remove the ignition key.**



- The chipper infeed tray must be closed and locked when towing.
- First the lock pins behind the infeed chute frame will have to be removed and put back into their storage position. Make sure there is no other obstruction, such as limbs, bark, or leaves, in between the infeed chute and the tray.
- Close and lock the infeed chute. Make sure the spring lock pins are in position and the tray is secured.
- **NEVER STORE OR TRANSPORT ANYTHING INSIDE THE CLOSED INFEED CHUTE!**



STORED POSITION OF LOCK PINS;
ONE ON EACH SIDE OF INFEED CHUTE



SPRING LOCK PINS

- Secure the discharge chute. Pull down the spring lock pin and use flap adjustment handle to position the chute over the chipper front. When discharge is in position, release the pin in the closest groove to lock. Make sure the discharge chute is locked in position.
- The flap on the end of the discharge chute needs to be lowered as far as possible so that no debris comes out during travel.



Remove the wheel chocks before moving the chipper.

⚠ DANGER

DO NOT PERFORM MAINTENANCE OF ANY KIND ON THIS MACHINE UNLESS:

- ◆ The engine is turned off
- ◆ The ignition key has been removed
- ◆ The positive battery cable has been disconnected
- ◆ The engine slide assembly is in the disengaged position and the engine slide stop is locked
- ◆ The feed control bar is in neutral
- ◆ All machine parts have come to a complete stop – NOTE: The cutter disk takes several minutes to come to a complete stop
- ◆ All machine parts have had sufficient time to cool down
- ◆ The cutter disk lock pin is installed in the disk lock tube
- ◆ No operator is in position at the controls to accidentally start machine
- ◆ At least 2 people are at the site where maintenance is performed

More accidents occur while performing maintenance than any other time! Use extra caution.

Never perform maintenance with the engine running, not even with the belt(s) disengaged.

ALWAYS REPLACE GUARDS AND OTHER PROTECTIVE EQUIPMENT BEFORE STARTING CHIPPER AFTER PERFORMING MAINTENANCE.

ENGINE

- The air filters, the radiator screens and fans, and the oil and fuel filters are extremely important in chipper operation. (For all other engine maintenance follow the engine manufacturer's manual.)

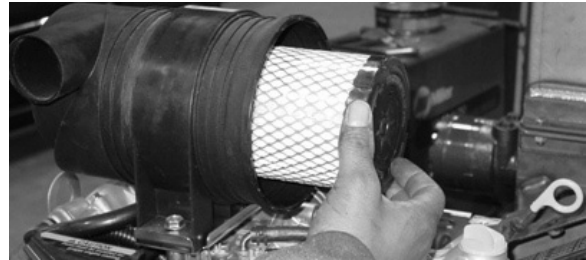
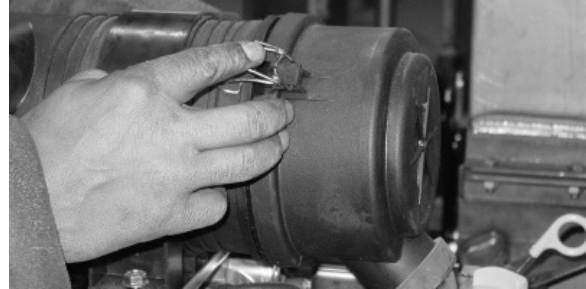
AIR FILTERS – MAIN & SAFETY

- Inspect the main and safety air filters daily.
- Do not tap or hit the main air filter on ground to clean it. Do not wash the main air filter. Follow the engine manual for cleaning the main air filter. Replace the air filter when it cannot be cleaned or after cleaning six times or if damaged.

NOTICE

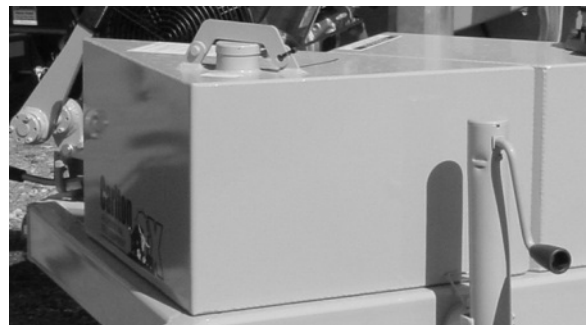
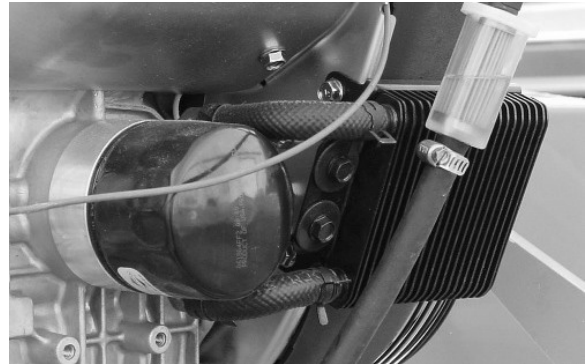
Never run the engine without the air filter installed or with a damaged air filter. Replace air filters if there is damage to the pleats, gaskets, or seals. The air filter is used to prevent airborne debris from getting into the engine. If dirt is allowed to get into the engine it will greatly reduce engine life and/or cause damage. Never service the air cleaner with the engine running.

- Do not clean the safety filter. Replace the safety filter if dirty or when the main air filter has been **cleaned** 3 times.
- When cleaning or changing the air filters, place tape over the air inlet hole to reduce the chance of any dirt getting inside the engine. Use a clean dry cloth to wipe down the inside of the air cleaner housing and cover.
- Check the general condition of the air cleaner housing and components. Make sure there are no dents, cracks, or other damage to these parts that could allow unfiltered air to enter the engine.



OIL & OIL FILTER

- Change engine oil and filter after the first 50 hours of operation and then every 100 hours thereafter. Follow the engine manufacturer owner's manual for changing the oil & filter. Only use engine manufacturer recommended oil filter. Some engine manufacturers require special break-in oil to be run for a certain period of time. Refer to engine manual supplied with your chipper.
- Check fuel level daily and replenish as necessary. Carlton chipper fuel tanks are equipped with lockable cap covers.



FUEL FILTER

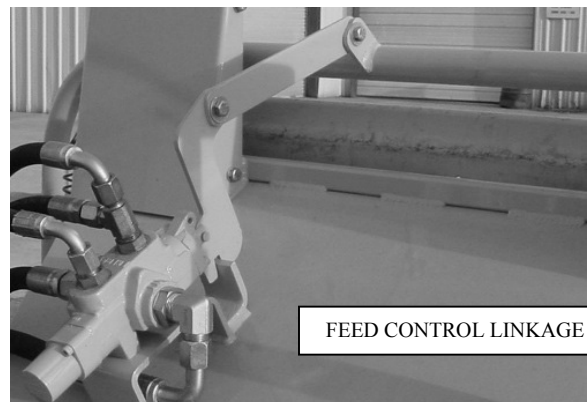
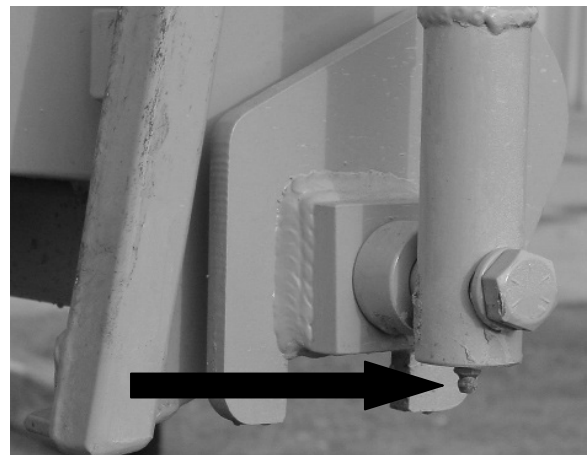
Replace the fuel filter every 500 hours of operation or 6 months. Follow the engine owner's manual on how to remove the filter. Make sure to clean the area around the fuel filter before removing any parts; do not take a chance on contaminating the fuel line. Do not leave spilled fuel on the machine; spilled fuel on hot engine parts can cause fires.



FEED CONTROL BAR

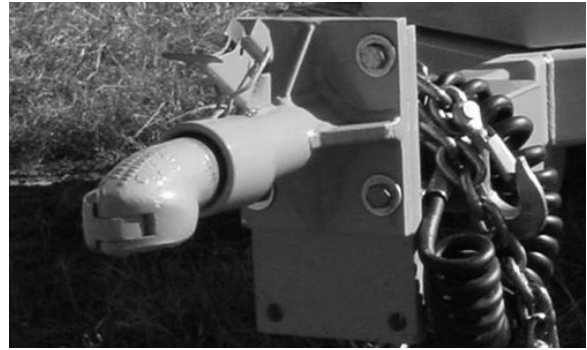
- Before starting to chip any wood, always test the feed control bar. Make sure the reverse, stop, and forward feed positions work properly.
- Contact Carlton or an authorized dealer immediately if the control bar doesn't work properly in any of the three positions.
- **ALWAYS VERIFY CORRECT FUNCTION OF THE FEED CONTROL BAR BEFORE BEGINNING TO CHIP MATERIAL**
- **NO ONE SHOULD EVER REACH, LEAN, OR KICK INTO THE FEED INTAKE CHUTE WHEN THE MACHINE OR THE ENGINE IS RUNNING**
- Grease the feed control bar every 30-40 hours of operation as needed. There is a grease fitting on the end of each side of the feed control bar.

Apply a light coating of oil to the feed control linkage **weekly**.



HITCH

- Make sure the bolts on the chipper hitch are tightened. Torque the 5/8" bolts and nuts to 230 ft.-lbs. Also, make sure the hitch bolts on the tow vehicle are tightened properly.
- Check the bolts and nuts for wear. If bolt or nut threads are chipped or worn down, or if the bolts and nuts won't stay tight after tightening them, the bolts and nuts need to be replaced. Check the bolt holes for wear also. If the holes are stretched or distorted, the hitch will need to be replaced.
- The 6" chipper is equipped with a Bulldog hitch. (Pintle hitch also available.)



LIGHTS WIRING

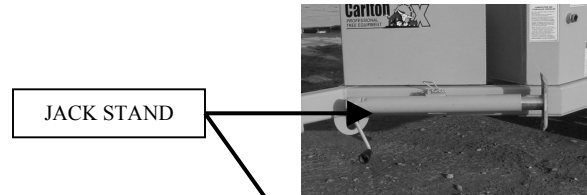
- Check lighting wire connections for damage, and loose or broken wires.
- Make sure the lights are working properly at all times when towing.

See the Machine Wiring section of this manual for wiring diagram.



JACK STAND – FRONT

- Check the lock pins to make sure they are fitting properly and in good shape. Replace any pins that are worn, bent or damaged in any way.
- Check general condition of the jack stand. Make sure the holes are not worn or elongated. Check the bottom of the jack to make sure it will sit level on level ground. Replace the jack stand if it is warped, has unusual wear, or if it won't hold position when supporting the chipper.
- Grease the jack stand as necessary.



TIRES AND AXLES

- Check air pressure in tires daily. Inflate tires as necessary. Keep tire air pressure adjusted based on the temperature and the load.
- When towing, make sure the chipper is sitting as close to level as possible to ensure proper tire wear and axle alignment.
- Check lug nuts for proper tightness. Tighten when necessary. Replace lug nuts if the threads are worn, chipped, or missing.
- Check tire rims for damage that could cause improper air pressure. If rims are damaged beyond repair, replace.
- See Dexter information for E-Z Lube® or Nev-R-Lube® Axles supplied in this manual. Remember to inspect axles regularly.
- Check and replace dust caps as needed.



FRAME

Periodically check the chipper frame and other permanent parts for cracks, bends, failed welds, or other damage that needs repair. Repair as necessary or contact an authorized dealer.



- All of Carlton’s machines are built to be rugged performers. Our design goals are sturdiness, simplicity and reliability.
- A regularly scheduled maintenance program will pay big dividends in machine life, performance, and avoided downtime.
- Check grease fittings regularly and replace any that are clogged or missing.
- Below you will find a Lubrication Schedule that will give you the recommended frequency for lubrication.
- Next you will find specific locations of the grease points.
- Use a hand operated grease gun.

Lubrication Schedule

- **Use Texaco® Starplex II grease.**
- **Always clean tip of grease gun fitting and grease fitting on machine before attaching hose to prevent dirt from being forced into machine parts.**

CARLTON MODEL 1260	8 HRS	30-40 HRS	100 HRS	300 HRS	500 HRS	SPECIAL COMMENTS
FEED WHEELS ROLLER BEARINGS (4)	▨					ONE PUMP OF GREASE DAILY ON EACH BEARING
FEED WHEELS CONTROL BAR (2)		▨				GREASE AS NECESSARY
CUTTER DISK BEARINGS (2)	▨					PURGE BEARINGS, DAILY, UNTIL NEW GREASE IS SEEN
TOP FEED WHEEL LIFT BEARING (2)		▨				2 PUMPS OF GREASE WEEKLY
ENGINE SLIDE ASSEMBLY (6)		▨				1 - 2 SHOTS EVERY 15 - 20 HOURS
ENGAGEMENT HANDLE (2)		▨				1 - 2 SHOTS EVERY 15 - 20 HOURS
WHEEL AXLE BEARING (2)						SEE DEXTER INFORMATION FOR E-Z LUBE OR NEV-R-LUBE AXLES (ENCLOSED IN MANUAL)
DISCHARGE CHUTE						
SWIVEL PLATES			▨			EVERY 3 MONTHS GREASE THE SWIVEL PLATES
ENGINE REFER TO ENGINE MANUFACTURERS MANUAL FOR PROPER ENGINE SERVICING						

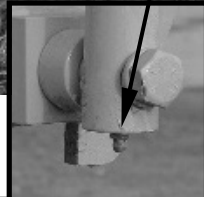
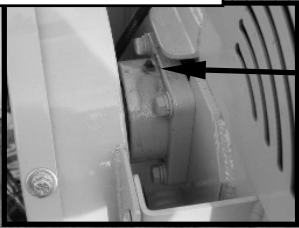
1260-B (AB/12/05)

CHIPPER – LEFT SIDE



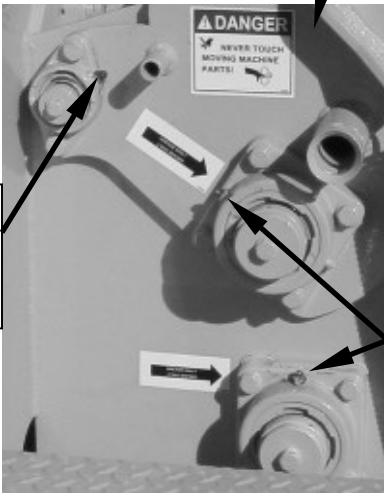
CUTTER DISK BEARING
 GREASE FITTING
 * PURGE BEARINGS
 DAILY, UNTIL NEW
 GREASE IS SEEN

EQUIPPED WITH DEXTER
 AXLES, EITHER E-Z LUBE®
 OR NEV-R-LUBE® – SEE
 DEXTER INFORMATION
 ENCLOSED IN MANUAL



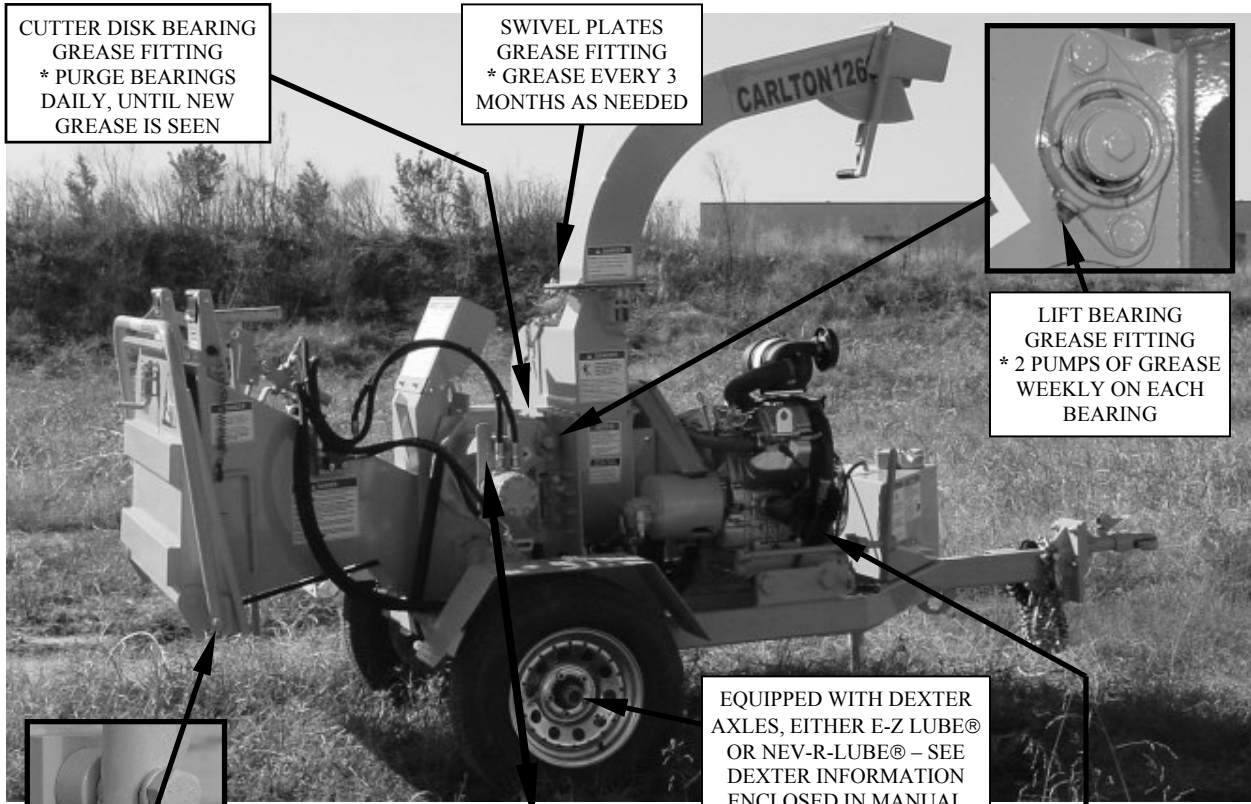
FEED CONTROL BAR
 GREASE FITTING
 * GREASE AS NECESSARY
 EVERY 30-40 HOURS OF
 OPERATION

LIFT BEARING
 GREASE FITTING
 * 2 PUMPS OF GREASE
 WEEKLY ON EACH
 BEARING



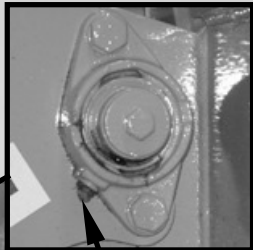
FEED WHEEL BEARINGS
 GREASE FITTING
 (2 PLACES)
 * 1 PUMP OF GREASE
 DAILY ON EACH
 BEARING

CHIPPER – RIGHT SIDE



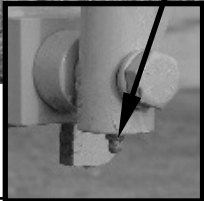
CUTTER DISK BEARING
 GREASE FITTING
 * PURGE BEARINGS
 DAILY, UNTIL NEW
 GREASE IS SEEN

SWIVEL PLATES
 GREASE FITTING
 * GREASE EVERY 3
 MONTHS AS NEEDED

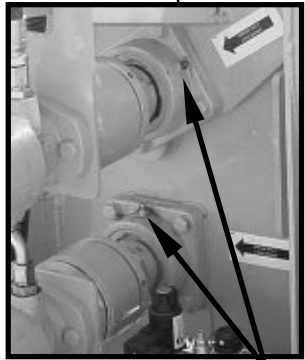


LIFT BEARING
 GREASE FITTING
 * 2 PUMPS OF GREASE
 WEEKLY ON EACH
 BEARING

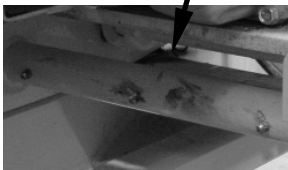
EQUIPPED WITH DEXTER
 AXLES, EITHER E-Z LUBE®
 OR NEV-R-LUBE® – SEE
 DEXTER INFORMATION
 ENCLOSED IN MANUAL



FEED CONTROL BAR
 GREASE FITTING
 * GREASE AS NECESSARY
 EVERY 30-40 HOURS OF
 OPERATION



FEED WHEEL BEARING
 GREASE FITTING
 (2 PLACES)
 * 1 PUMP OF GREASE
 DAILY ON EACH
 BEARING



ENGINE SLIDE
 GREASE FITTING
 (6 PLACES-3 EACH SIDE)
 * 1-2 PUMPS OF GREASE
 EVERY 15-20 HOURS OF
 OPERATION



ENGAGEMENT HANDLE
 GREASE FITTING
 (2 PLACES)
 * 1-2 PUMPS OF GREASE
 EVERY 15-20 HOURS OF
 OPERATION

DO NOT PERFORM ANY INSPECTION OR SERVICE ON THE CHIPPER WITHOUT MAKING SURE: THE CUTTER DISK IS DISENGAGED AND HAS COME TO A COMPLETE STOP; THE CUTTER DISK LOCK PIN IS INSTALLED; THE ENGINE HAS BEEN TURNED OFF, THE IGNITION KEY HAS BEEN REMOVED AND THE BATTERY CABLE HAS BEEN DISCONNECTED; THE FEED WHEELS HAVE BEEN RAISED; AND THERE ARE AT LEAST TWO OPERATORS AT THE SITE.

FOLLOW PROPER MAINTENANCE PROCEDURES IN SERVICE SECTIONS TO REPAIR OR REPLACE PARTS OR CONTACT YOUR DEALER.

COMPLAINT	CAUSE	CORRECTION
Discharged chips are not correct size: too large or too fine	<ul style="list-style-type: none"> • Knives have lost their edge • Knife anvil worn • Check for wear in the throat/base area (non-cutting areas) • Knife angle is not correct • Material being chipped is very small, dry or rotting 	<ul style="list-style-type: none"> • DO NOT operate chipper with dull knives or with mismatched knives (see Servicing Cutter System section) • Rotate, repair, or replace (see Servicing Cutter System section) • Outer, non-cutting edges that are exposed to chipper knives must be built up with weld to maintain surface to original integrity • Make sure knives are ground at correct angle (see Servicing Cutter System section) • This type of material does not produce good chip quality
Cutter disk knife hits anvil	<ul style="list-style-type: none"> • Anvil to knife clearance is not correct • Check the chipper bearing retainer cap for tightness 	<ul style="list-style-type: none"> • See Servicing Cutter System section for adjustment • Retighten bolts or setscrews as tight as possible
Discharge chute clogs or chips are not discharging properly	<ul style="list-style-type: none"> • Lugging engine on large material • Obstruction in discharge chute • Chipping rotting material that has little substance can also plug the discharge chute 	<ul style="list-style-type: none"> • Keep engine speed up and use feed control bar to reverse material if engine lugs down, check Auto-Feed Plus setting and adjust (see Auto-Feed Plus Manual) • Any object that protrudes inside the chute may cause clogging; replace discharge chute, if necessary • Use care when running this type of material; “flush” the discharge chute using other material with more substance

COMPLAINT	CAUSE	CORRECTION
Auto-Feed not working properly or at all	<ul style="list-style-type: none"> • Faulty or broken wiring • Settings not correct 	<ul style="list-style-type: none"> • Repair or replace wires – wiring diagram enclosed in this manual • Reset following Auto-Feed manual instructions enclosed in this manual
Chipper bearings are overheating	<ul style="list-style-type: none"> • Bearings are dry • Check the chipper bearing retainer cap for tightness • Bearings worn out • Setscrews on sheave side bearing not tight 	<ul style="list-style-type: none"> • Grease bearings daily using Texaco® Starplex II grease • Retighten bolts or setscrews as tight as possible • Replace • Tighten
Feeding material causes feed wheels to slow down or stop	<ul style="list-style-type: none"> • Dull knives • Relief valve is worn or dirty • Hydraulic pump has excessive wear • Feed wheel motor(s) not working properly • Feed wheel springs to tight 	<ul style="list-style-type: none"> • Replace knives (see Servicing Cutter System section) • Clean or replace; reset pressure • Replace • Check & replace • Adjust
One or both feed wheels don't turn or turn too slow to feed material	<ul style="list-style-type: none"> • Feed wheel motor(s) not working properly • Safety switch not in position • Relief valve opens too easily or stuck open • Feed wheel valve (control valve) worn & leaking internally • Feed wheel relief pressure off • One or more hoses may be crimped or leaking • Hydraulic oil level low • Pump has excessive wear • Feed wheels binding • Control lever improperly shifting valve • Worn or dirty flow divider 	<ul style="list-style-type: none"> • Reverse hoses at flow divider - if same motor still doesn't turn, motor is probably bad; if other motor is now the one not turning, the flow divider is probably bad. Repair or replace • Make sure the safety switch is attached properly • Valve needs to be cleaned or replaced; reset pressure • Check & Replace • Reset pressure to 2500 PSI • Replace (see Servicing Hydraulics section) • Keep oil level about 7/8 full • Replace pump • Check bearings, lubricate properly • Readjust; valve must open completely • Clean or replace

COMPLAINT	CAUSE	CORRECTION
Engine won't turn over	<ul style="list-style-type: none"> • Battery is dead • Cutter disk is engaged • Cutter disk hood safety switch is not in position 	<ul style="list-style-type: none"> • Recharge or replace battery • Disengage the cutter disk and lock the engine slide lock • Cutter disk hood lock pin and safety switch must be in position for the engine to start
Hydraulic oil overheating and causing chipper to operate slower than normal	<ul style="list-style-type: none"> • Pump has excessive wear or not working properly • Hose crimped or leaking • Relief valve opens too easily or stuck open • Feed wheels binding • Hydraulic tank oil level is too low, hydraulic oil is contaminated, or hydraulic filter is dirty • Hydraulic oil viscosity is wrong for atmospheric temperature 	<ul style="list-style-type: none"> • Check & replace pump, if necessary • Replace (see Servicing Hydraulics section) • Valve needs to be cleaned or replaced; reset pressure • Check bearings, lubricate properly • Keep oil tank about 7/8 full; follow proper maintenance schedule and change oil and filter as suggested (see Servicing Hydraulics section) • Contact JP Carlton or local dealer for recommended oil type for the situation
Hydraulic pump making loud noise or a lot of noise (pump is cavitated)	<ul style="list-style-type: none"> • Hydraulic oil viscosity is wrong for atmospheric temperature • Oil operating temperature too low • Pump has excessive wear 	<ul style="list-style-type: none"> • Contact JP Carlton or local dealer for recommended oil type for the situation • Allow system to warm up • Replace pump

Any other problems contact your local dealer or J. P. Carlton Co.

ONLY USE QUALIFIED PERSONNEL TO WORK ON HYDRAULIC SYSTEMS FOR REPAIRS OR REPLACEMENT OF PARTS!!

⚠ DANGER

DO NOT PERFORM MAINTENANCE OF ANY KIND ON THIS MACHINE UNLESS:

- ◆ The engine is turned off
- ◆ The ignition key has been removed
- ◆ The positive battery cable has been disconnected
- ◆ The engine slide assembly is in the disengaged position and the engine slide stop is locked
- ◆ The feed control bar is in neutral
- ◆ All machine parts have come to a complete stop – NOTE: The cutter disk takes several minutes to come to a complete stop
- ◆ All machine parts have had sufficient time to cool down
- ◆ The cutter disk lock pin is installed in the disk lock tube
- ◆ No operator is in position at the controls to accidentally start machine
- ◆ At least 2 people are at the site where maintenance is performed

More accidents occur while performing maintenance than any other time! Use extra caution.

Never perform maintenance with the engine running, not even with the belt(s) disengaged.

ALWAYS REPLACE GUARDS AND OTHER PROTECTIVE EQUIPMENT BEFORE STARTING CHIPPER AFTER PERFORMING MAINTENANCE.

WARNING:

- **RELEASE HYDRAULIC PRESSURE BEFORE PERFORMING ANY SERVICE TO HYDRAULIC LINES OR OTHER COMPONENTS.**
- **FLUID UNDER PRESSURE CAN PENETRATE THE SKIN AND CAUSE SEVERE INJURY. SEEK IMMEDIATE MEDICAL ATTENTION IF SKIN IS PENETRATED. CHECK HOSES AND FITTINGS USING A BOARD OR CARDBOARD; DO NOT USE HAND OR FINGER. ALWAYS WEAR EYE PROTECTION.**

HYDRAULIC OIL & FILTER

- This Carlton chipper has an in-tank hydraulic filter and a level/temp gauge. Check hydraulic oil daily, before and during use. Use AW-32 hydraulic oil same as supplied by the manufacturer.
- Carlton chippers are equipped with lockable cap guards.



HYDRAULICS

- Check hydraulic oil level daily. This Carlton chipper is equipped with a gauge that shows the level of oil and the temperature of the oil. When filling the tank with oil, the window of the gauge will also fill with oil, as the level gets higher in the tank. Never fill the oil tank above the **BLACK** line at the top of the gauge. Do not run the machine with the oil level below the **RED** line at the bottom of the gauge.
- On a new chipper, change the hydraulic oil filter when the chipper has been operating for 10 hours. Replace with the same type of in-tank filter element supplied originally, available through Carlton or Carlton dealers. From this point on, change the filter every 200 hours of operation.
- Change hydraulic oil every 500 hours of operation or at least once a year depending on use. Flush the hydraulic tank when changing the hydraulic oil. Replace oil if it has a burnt odor or if it is contaminated. Replace oil if the chipper has been stored for a long period of time (all winter).
- Drain the hydraulic tank using the drain plug located on the bottom of the tank. Dispose of used oil according to state regulations.



THE OIL COOLER ON THE 6" CHIPPER IS LOCATED ON THE RIGHT SIDE NEAR THE FENDER AS SHOWN HERE



HYDRAULIC OIL COOLER

- There is a hydraulic oil cooler on this Carlton chipper to keep the hydraulic oil from over heating. There is a temp sensor in the bottom of the oil cooler and if the oil temperature rises to 140° or higher the fan comes on to cool the oil. The fan may go on and off as the temperature of the oil changes depending on the environment and the chipper operation.
- Keep the fins clean. Use a garden hose and a mild detergent. Do not use a power washer as it may cause the fins to bend. Do not use an industrial strength detergent that may cause the metal to deteriorate.



HOSES AND FITTINGS

- Inspect hoses and fittings for leaks, tightness, wear, or damage. Replace any hoses and fittings that need replacing.
- **FLUID UNDER PRESSURE CAN PENETRATE THE SKIN AND CAUSE SEVERE INJURY. CHECK HOSES AND FITTINGS USING A BOARD OR CARDBOARD; DO NOT USE HAND OR FINGER. SEEK IMMEDIATE MEDICAL ATTENTION IF SKIN IS PENETRATED. ALWAYS WEAR EYE PROTECTION.**
- The overall pressure setting is 2500 PSI, set at the factory. Do not adjust the pressure setting. If you feel the pressure needs adjusting, contact JP Carlton or you local Carlton dealer.



ONLY USE QUALIFIED PERSONNEL TO WORK ON HYDRAULIC SYSTEMS FOR REPAIRS OR REPLACEMENT OF PARTS!!

⚠ DANGER

DO NOT PERFORM MAINTENANCE OF ANY KIND ON THIS MACHINE UNLESS:

- ◆ The engine is turned off
- ◆ The ignition key has been removed
- ◆ The positive battery cable has been disconnected
- ◆ The engine slide assembly is in the disengaged position and the engine slide stop is locked
- ◆ The feed control bar is in neutral
- ◆ All machine parts have come to a complete stop – NOTE: The cutter disk takes several minutes to come to a complete stop
- ◆ All machine parts have had sufficient time to cool down
- ◆ The cutter disk lock pin is installed in the disk lock tube
- ◆ No operator is in position at the controls to accidentally start machine
- ◆ At least 2 people are at the site where maintenance is performed

More accidents occur while performing maintenance than any other time! Use extra caution.

Never perform maintenance with the engine running, not even with the belt(s) disengaged.

ALWAYS REPLACE GUARDS AND OTHER PROTECTIVE EQUIPMENT BEFORE STARTING CHIPPER AFTER PERFORMING MAINTENANCE.

INSPECT/CHANGE KNIVES

- Cutter disk knives need to be kept sharp and free of chips to keep the chipper running smoothly. Visually inspect knives daily for dull edges, chips, and other damage. Dull or chipped knives do not cut well adding stress to the engine and requiring more power to cut through the wood. This can cause heat to build up and cause knife failure.
- Check the knives if the wood chips are too large, if the material will not feed properly, or if the engine lugs down.
- **Always wear leather gloves when handling knives. Edges are extremely sharp and could cause severe injury.**



KNIFE EDGE

CUTTER SYSTEM

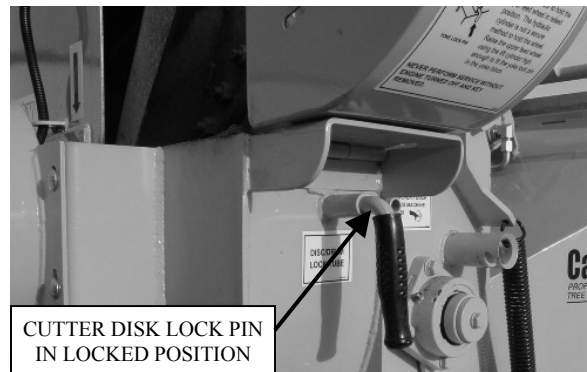
DANGER: Make sure the ignition key has been removed and machine can't be started before servicing any part of the chipper.

DANGER: Do not open the cutter disk hood until the cutter disk has come to a complete stop. Do not perform service on the cutter disk or knives without installing the disk lock pin.

- Remove the padlock and lock pin from the cutter disk hood and open.
- The cutter disk lock pin will have to be removed to rotate the cutter disk and inspect the knives. Use extra care when rotating the cutter disk to prevent injury. **Always wear leather gloves when performing any service on the cutter disk system.**

DANGER – KNIVES ARE EXTREMELY SHARP

- Inspect knives. If knives are still in good shape, proceed with other inspections or maintenance. To change knives, follow these procedures.
- Install the cutter disk lock pin. Rotate the cutter disk slowly to line up holes and insert the pin.
- Remove the three bolts and nuts holding each knife in place on the cutter disk. There are two knives 180° from each other on the wheel.
- Inspect the bolts and nuts carefully for worn, chipped, or stripped threads.
- Do not remove and replace knife bolts and nuts more than 3 times before replacing with new bolts and nuts.
- **Knife bolts are of a particular design and nuts are security lock nuts. DO NOT USE ANY OTHER STYLE OF BOLTS AND NUTS. You must purchase these bolts and nuts from Carlton or an authorized dealer.**



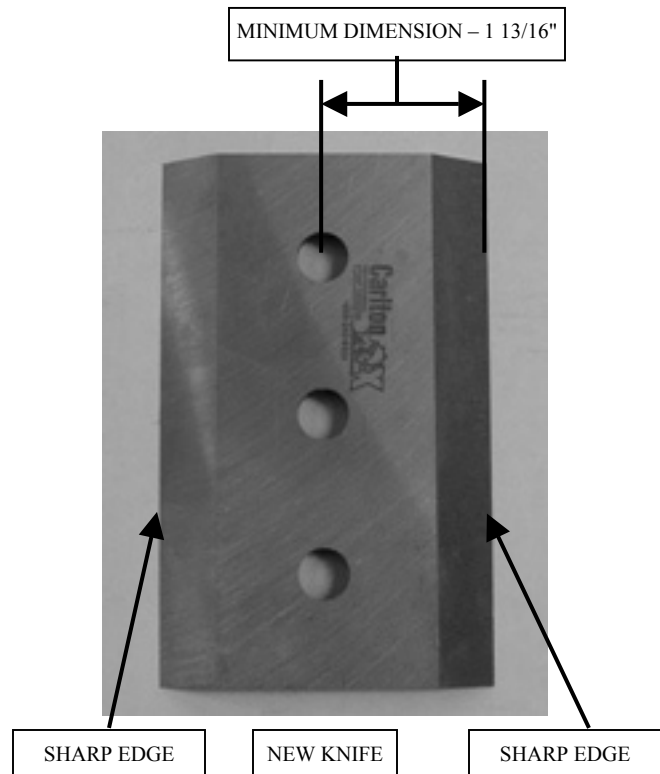
CUTTER SYSTEM

- After knives have been removed, clean the pocket to remove any debris that may keep the knife from seating properly.

DANGER – KNIVES ARE EXTREMELY SHARP



- Inspect both edges of knives; **wear leather gloves while handling knives.** If knives still have one good edge, rotate each knife and reassemble. Both knives should be the same distance from center of hole to outside edge to properly adjust anvil clearance and balance cutter disk.
- Inspect knife bolt holes for cracks or distortion. Check knife for distortion using a straight edge and a light, replace the knife if distorted. Replace knives if any problems are found.
- If both edges are worn or chipped, have knives ground to sharpen.
- **Never** use knives that are below 1 13/16" from center of hole to outside edge of knife. Keep sets of knives together that are ground to the same distance from center of hole to outside edge. This will keep the cutter disk balanced reducing chipper vibration and improving cutting. There are two knives 180° from each other on the same side of the wheel.
- **ONLY** have knives sharpened by an authorized dealer using the proper equipment.
- **Improper sharpening may affect knives hardness resulting in knife failure.**
- If knives are too narrow to grind, replace with a complete set of new knives.
- Knives are hardened steel made to Carlton's specifications. Use only Carlton chipper knives as replacements.



CUTTER SYSTEM

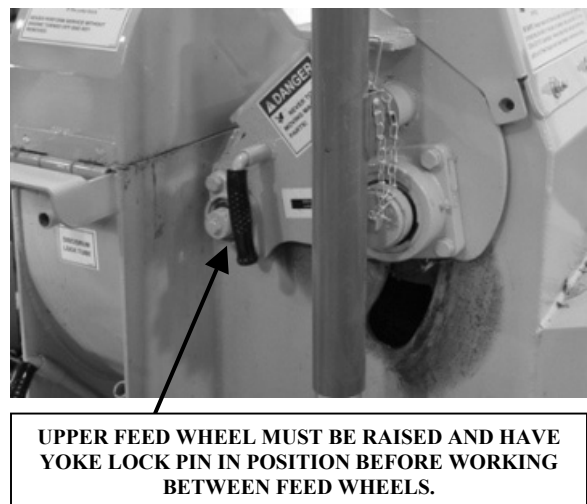
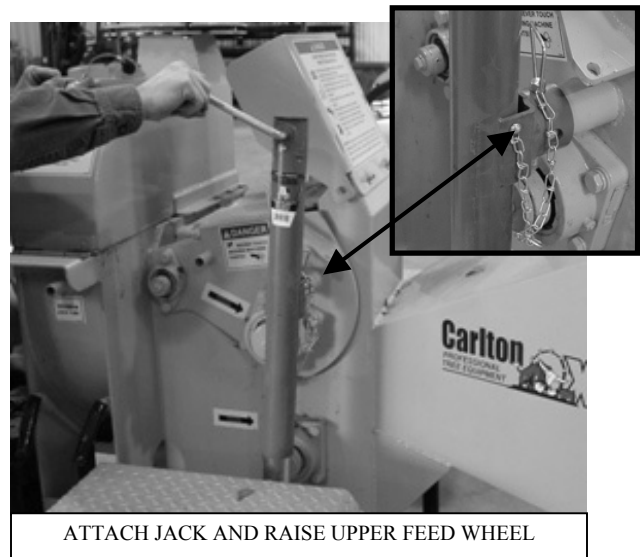
- Reassemble knives in the pocket making sure they seat flat.
- Tighten knife bolts and torque the nuts to 90 ft. lbs.
- Do not over tighten knife bolts. Torque only to the recommended amount. Knives that are overly tight can crack or bow around the hole. This could cause chipped material to pack between the knife and cutter disk causing knife failure. Check knife for distortion using a straight edge and a light, replace the knife if distorted.



CHECK/ADJUST CLEARANCE

ALWAYS CHECK AND SET KNIFE TO ANVIL CLEARANCE AFTER REMOVING AND REPLACING KNIVES OR ANVIL.

- Disconnect feed wheel springs on both sides of the chipper before raising the upper feed wheel.
- Raise the upper feed wheel using a jack, attached as shown at right. **THE CHIPPER MUST BE SECURELY ATTACHED TO TOW VEHICLE BEFORE USING JACK TO RAISE UPPER FEED WHEEL.**
- Crank the jack until the upper feed wheel has been raised high enough to insert the yoke lock pin.
- **The yoke lock pin must be inserted in the yoke lock hole after the upper feed wheel has been raised.**



CUTTER SYSTEM

- Inspect the anvil working edge for wear or damage before you check the clearance. If the anvil needs to be changed to a new work surface or to be replaced, follow the instructions in Anvil Replacement later in this section. The anvil has four working edges that can be used before replacing.
- Check the clearance between the knives and the anvil. The clearance for the knife to anvil should be between .045" and .065" (1.14 – 1.65 mm). Use a feeler gage that measures within that range. The gage should fit easily between the knife and the anvil without force and without too much free space on either side. Check clearance at the top and bottom of each knife assembly.

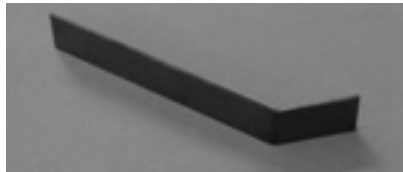


ANVIL WORKING EDGE



CHECKING KNIFE/ANVIL CLEARANCE

FEELER
GAGE



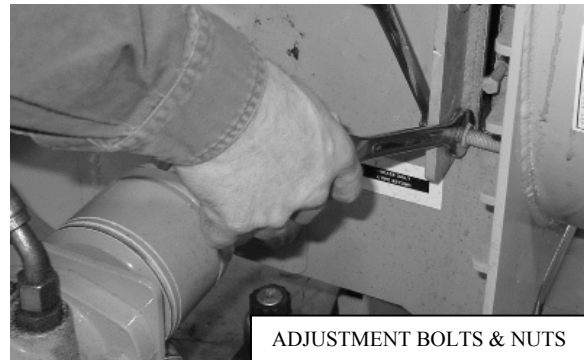
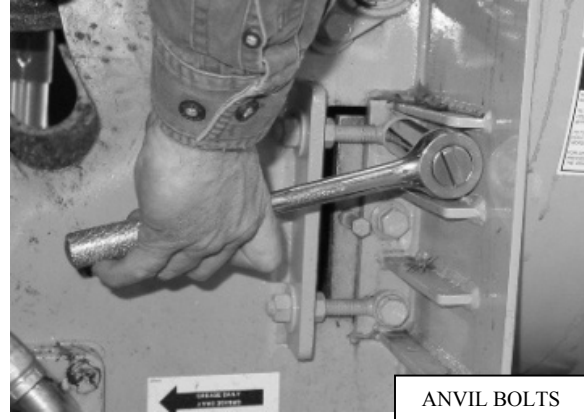
- One person will need to be in the infeed chute area to check the clearance between the anvil and the knives. While another person is outside to make the adjustments and to turn the cutter disk. The disk will have to be rotated fully to check both knife settings at top and bottom of each knife.
- **This is one time that the cutter disk lock pin will not be in position so extreme care needs to be taken for safety. Before allowing anyone to be in the infeed chute, make sure there is no obstruction or binding in the cutter disk by turning it by hand from the outside first. If the cutter disk does not turn freely, find and remove the obstruction and then proceed.**



ROTATE CUTTER DISK TO CHECK FOR BINDING

CUTTER SYSTEM

- If clearance needs to be adjusted, loosen the anvil bolts; just loose enough to be able to move the anvil with the adjuster bolts.
- Loosen the nuts on the adjustment bolts that are on the far side of the plate (as shown). There are two adjustment bolts.
- Using the nuts on the inside of the plate, turn the nuts up toward the machine to move the anvil closer to the knife. This will shorten the clearance if it was too wide. Make slight adjustments on each bolt as the clearance is being checked.
- Or, you will need to loosen the nuts on the inside of the plate and turn the outside nuts down if the clearance is too narrow for the feeler gage to go in easily. This will move the anvil farther away from the knife.

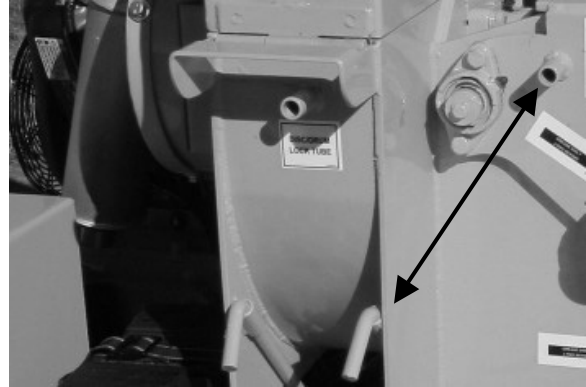


- After the clearance has been set, tighten the anvil bolts (1/2"-13, Grade 8) and torque to 75 ft. lbs.
- Retighten the nuts on the adjustment bolts that were loosened earlier.
- Recheck the anvil/knife clearance to make sure nothing changed when tightening the bolts.
- Checking and setting the clearance by the knife that is the closest to the anvil will be the best place to start.
- Both knives must be checked and clearance should be .045" - .065" (1.14 – 1.65 mm) on each knife at top and bottom.



CUTTER SYSTEM

- After clearance has been set and all bolts and nuts have been tightened properly, remove the yoke lock pin and put it back in its holder.



REMOVE YOKE LOCK PIN AND RETURN TO HOLDER

- Lower the jack returning the upper feed wheel to its working position.



LOWER THE UPPER FEED WHEEL USING THE JACK

- Reconnect the upper feed wheel springs on both sides of the chipper.

- **ALWAYS REMEMBER TO CLOSE THE CUTTER DISK HOOD AFTER SERVICING CUTTER DISK.**
- **INSTALL THE HOOD LOCK PIN, SAFETY CLIP, AND PADLOCK.**
- Check condition of cutter disk hood. Make sure the hinges are not damaged and that the hood closes completely with no gaps or openings; check both sides. If there are any problems go to Servicing Cutter Disk Hood later in this section.



NO GAPS OR OPENINGS

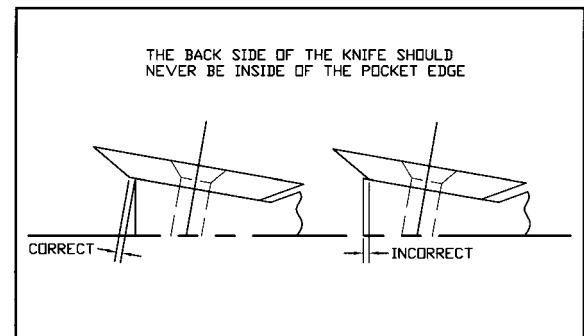
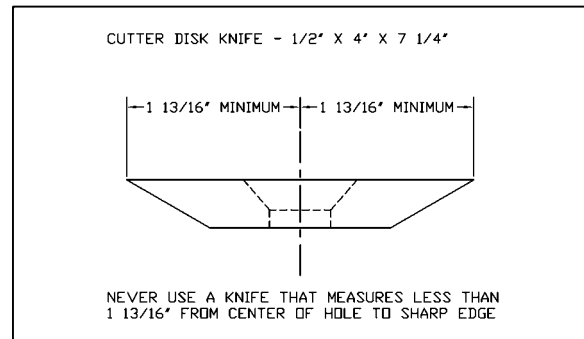
CUTTER SYSTEM

SHARPEN KNIVES

- Have knives ground by a qualified grinder.
- Grind knives at 29° to 31°.
- Before and after grinding the knife-edge, check the width of the knife from the center of the hole to the sharp edge of the knife. Never use a knife with this measurement below 1 13/16".

- **Three factors for a good cutting system are:**

- 1. Never use a knife with the distance from the cutting edge to the center of the bolt hole less than 1 13/16".**
- 2. Always use knives in sets of two with the dimension from the cutting edge to the center of the bolt hole as close as possible to each other.**
- 3. Never use a knife if the back edge is inside the knife pocket edge.**



KNIVES

PART NO	DESCRIPTION	QTY
0900114	Knife – 1/2" x 4" x 7 1/4"	2
0900124Z	1/2" Knife Bolt – Special Design – Purchase from JP Carlton or Dealer	6
0900126	1/2" Security Lock Nuts – Purchase from JP Carlton or Dealer	6

CUTTER SYSTEM

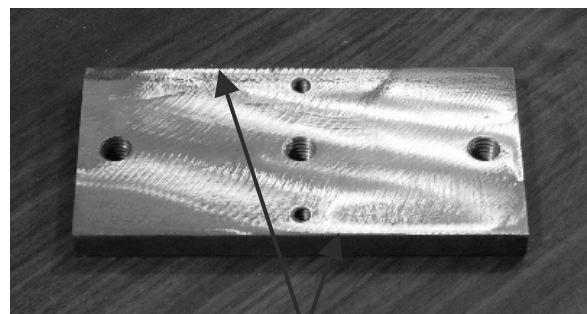
DANGER:

- **TURN ENGINE OFF**
- **REMOVE IGNITION KEY**
- **DISENGAGE CLUTCH**
- **PUT FEED CONTROL BAR IN NEUTRAL**
- **ALLOW CUTTER DISK TO COME TO A COMPLETE STOP**
- **ALLOW ALL PARTS TO COOL COMPLETELY**
- **INSTALL CUTTER DISK LOCK PIN**



ANVIL REPLACEMENT

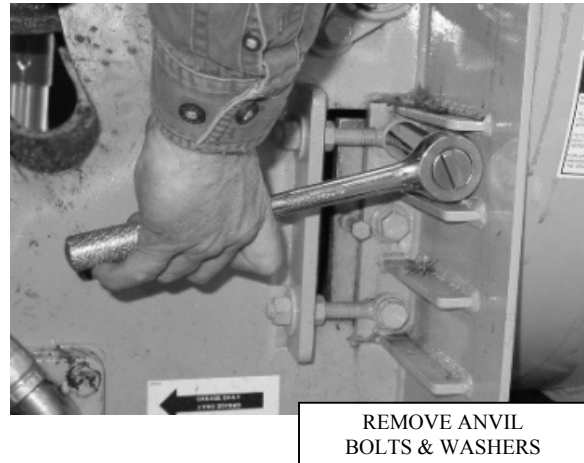
- **THE UPPER FEED WHEEL MUST BE RAISED AND HAVE YOKE LOCK PIN IN POSITION BEFORE WORKING BETWEEN FEED WHEELS.** (See information earlier in this section for raising the upper feed wheel)
- Check the anvil for wear when knives have been changed and clearance is being set. The anvil has four working edges that can be used before having to be replaced. Rotate the anvil to a new working edge unless all edges are worn and the anvil needs replacing.
- **Do not** grind the anvil to get more life. There is only a certain amount of adjustment available for clearance and if the anvil is ground you will lose that adjustment capability.
- The anvil is hardened steel made to Carlton's specifications. Use only Carlton anvils as replacements or damage may occur. Purchase the new anvil from Carlton or an authorized dealer.



THE ANVIL HAS FOUR WORKING EDGES. TWO OF THESE EDGES ARE SHOWN ABOVE. FLIP THE ANVIL OVER FOR THE OTHER TWO EDGES.

CUTTER SYSTEM

- To rotate to a new edge or to replace the anvil, remove the anvil bolts and adjuster bolts. There are three anvil bolts, two with adjuster bolts attached.
- First, remove the nut on the outside of each adjuster bolt and loosen the inside nut. Then remove the anvil bolts.



- Keep all hardware together for easier replacement.
- Replace any worn or damaged bolts, nuts or other hardware at this time.
- Use the handle on the anvil to rotate the anvil 90° and pull it through the slot.



- Remove the handle from the anvil and turn the anvil to a good working edge. The working edge that was being used is on the back opposite side from the handle.
- Replace the handle either in the same hole on the other side of the anvil or remove the setscrew and insert the handle in the hole on the opposite side of the anvil. Use LocTite® Red 262 on the handle when replacing and torque jam nut to 25 ft. lbs. (5/16"-18 bolt).

CURRENT WORKING EDGE

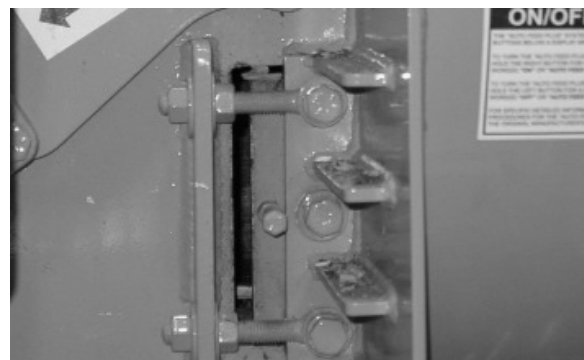
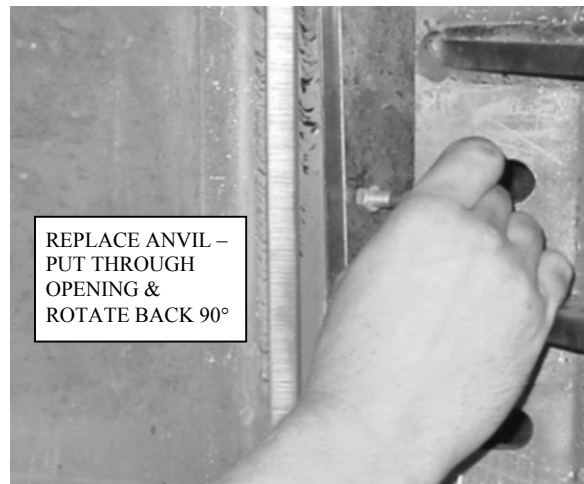


CUTTER SYSTEM

- A setscrew must always be in the hole next to the working edge to keep debris out of the hole (see picture at right). Insert the setscrew on the handle side of the anvil to prevent clogging the wrench slot. Use LocTite® Red 262 on the setscrew when replacing to keep the setscrew from working out of hole or damage will occur because of tight tolerances.
- Replace with a new anvil if all working edges are worn or damaged. **Do not** grind the anvil to get more life. There is only a certain amount of adjustment available for clearance and if the anvil is ground you will lose that adjustment capability.



- Use the handle and put the anvil back through the slot. Rotate the anvil back 90° to insert the anvil bolts.
- Make sure the hardware is replaced in the correct order. The lock washer will go on first, closest to the head of the bolt, and then a flat washer for the top and bottom bolts. Put the adjuster eyebolt on last for the top and bottom bolts.
- The middle anvil bolt has the lock washer and then two flat washers put on in that order.
- It may be a good idea to insert the middle bolt first to hold the anvil in place while putting in the bolts with the adjuster bolts. The adjuster bolts must be inserted through the slot provided to make clearance adjustments. A flat washer goes between the nut on the adjuster bolt and the plate on both sides.



CUTTER SYSTEM

- Tighten the anvil bolts loosely. Put a flat washer and a nut back on the outside of each adjuster bolt. Do not tighten the nut until clearance has been set.
- **ALWAYS CHECK & SET KNIFE TO ANVIL CLEARANCE AFTER REMOVING AND REPLACING KNIVES OR ANVIL.**
- Go back to the CHECK/ADJUST CLEARANCE information earlier in this section.
- **THE UPPER FEED WHEEL MUST BE RAISED AND HAVE YOKE LOCK PIN IN POSITION BEFORE WORKING BETWEEN FEED WHEELS.**
- After the clearance has been set, tighten the anvil bolts (1/2"-13, Grade 8) and torque to 75 ft. lbs.
- Retighten the nuts on the adjustment bolts.
- Recheck the anvil/knife clearance to make sure nothing changed when tightening the bolts.
- Both knives must be checked and clearance should be .045" - .065" (1.14 – 1.65 mm) on each knife at top and bottom.
- **ALWAYS REMEMBER TO CLOSE THE CUTTER DISK HOOD AFTER SERVICING CUTTER DISK.**
- **INSTALL THE HOOD LOCK PIN, SAFETY CLIP, AND PADLOCK.**
- Check condition of cutter disk hood. Make sure the hinges are not damaged and that the hood closes completely with no gaps or openings; check both sides. If there are any problems go to Servicing Cutter Disk Hood later in this section.



CUTTER SYSTEM

SERVICING CUTTER DISK HOOD

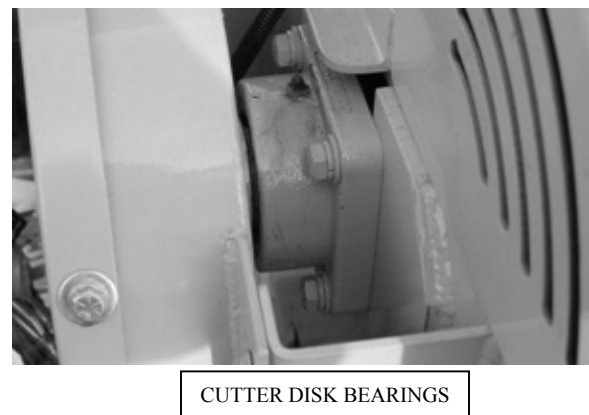
- Inspect cutter disk hood for fit and damage daily. Check for cracks around welds.
- Check hood hinges making sure hood closes completely with no gaps or openings; check both sides.
- Hood lock pin must go through locking plates easily and completely allowing room for padlock. Check pin for distortion and cracks.
- The safety clip must be attached and working properly to ensure the chipper cannot be started if it is not in place.
- If any problems are discovered, contact Carlton or your local dealer for repair or replacement.



THE CUTTER DISK HOOD IS ONE OF THE MOST IMPORTANT PIECES OF SAFETY EQUIPMENT ON THIS CHIPPER. MAKE SURE IT IS KEPT IN GOOD WORKING CONDITION.

CUTTER DISK BEARINGS

- Check cutter disk bearing bolts **weekly** for tightness. Replace any bolts that have worn, chipped or missing threads.
- If bolts are loose and need tightening, use LocTite® 262 (Red) and torque the bolts to the normal spec listed in the torque wrench chart for the correct size and Grade 8 bolts.



BELTS AND SHEAVES

⚠ DANGER

DO NOT PERFORM MAINTENANCE OF ANY KIND ON THIS MACHINE UNLESS:

- ◆ The engine is turned off
- ◆ The ignition key has been removed
- ◆ The positive battery cable has been disconnected
- ◆ The engine slide assembly is in the disengaged position and the engine slide stop is locked
- ◆ The feed control bar is in neutral
- ◆ All machine parts have come to a complete stop – NOTE: The cutter disk takes several minutes to come to a complete stop
- ◆ All machine parts have had sufficient time to cool down
- ◆ The cutter disk lock pin is installed in the disk lock tube
- ◆ No operator is in position at the controls to accidentally start machine
- ◆ At least 2 people are at the site where maintenance is performed

More accidents occur while performing maintenance than any other time! Use extra caution.

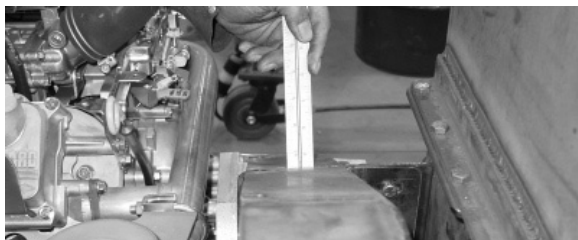
Never perform maintenance with the engine running, not even with the belt(s) disengaged.

ALWAYS REPLACE GUARDS AND OTHER PROTECTIVE EQUIPMENT BEFORE STARTING CHIPPER AFTER PERFORMING MAINTENANCE.

BELT TENSION

CHECK BELT TENSION

- New belts will stretch and become loose as machine runs. Check belt tension often when belt is new.
- Belt should deflect 1/2" when a force of 12-14 ft. lb. is applied to new belt or 10-12 ft. lb. to used belt. Check belt tension using slot on belt guard.



⚠ DANGER

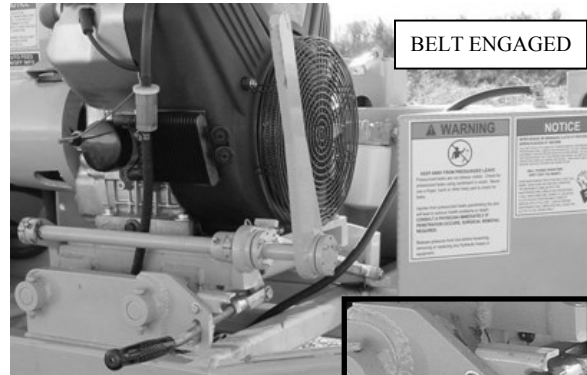
NEVER reach into this area with hands or other objects severe injury, including amputation, could occur.

NEVER attempt to service belts or other machine parts until all machine parts have come to a complete stop. ALWAYS REMOVE KEY BEFORE SERVICING MACHINE.

0700302

BELTS AND SHEAVES

- **ENGINE MUST BE OFF AND IGNITION KEY REMOVED BEFORE CHECKING BELT TENSION.**
- **ALL PARTS MUST BE COMPLETELY STOPPED.**
- **THE CUTTER DISK LOCK PIN MUST BE INSTALLED IN THE DISK LOCK TUBE.**
- The belt must be engaged to check tension. Unlock the engine slide stop and raise the slide lock handle. Then pull the engagement handle back as far as possible and engage the belt.

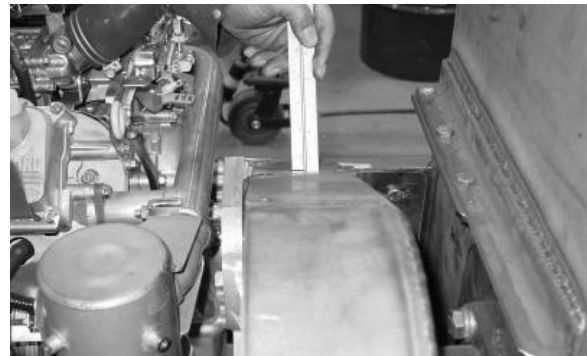


BELT ENGAGED

ENGINE SLIDE UNLOCKED



- Insert a screwdriver or metal bar (a metal ruler would be good) through the slot to check belt tension.
- Make a mark on the screwdriver or metal when it touches the belts without any force applied and then apply force as specified and make another mark.
- Measure the distance between the two marks. If the measurement is more than 1/2", the belt tension needs to be adjusted. If the measurement is much less than 1/2", the belt tension is too tight.
- **Do not** over tighten the engine belt. Overly tight belts will cause damage to the engine and cutter disk bearings.



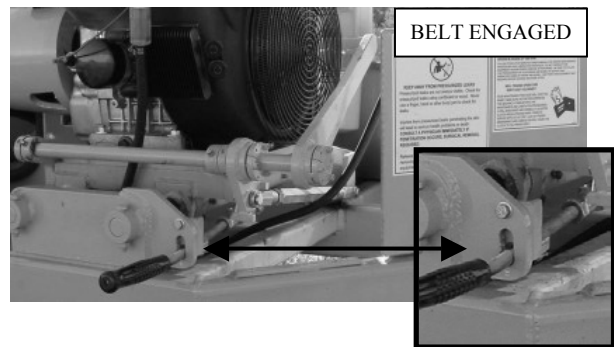
BELTS AND SHEAVES

ADJUST BELT TENSION

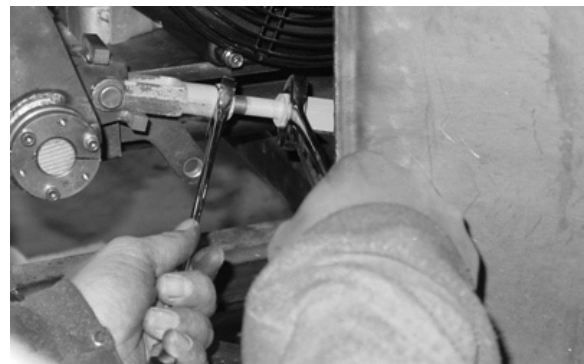
- If belt tension needs to be adjusted, the clevis on the engine slide must be adjusted.



- The belt must be disengaged. Disengage belt by pushing the engagement handle forward till the engine slide stop goes back into position.



- To apply more belt tension, loosen the jam nut slightly and turn the clevis counter-clockwise to increase the assembly length. Turn only one rotation at a time and then recheck the belt tension.



HOLD JAM NUT WITH ONE WRENCH AND ADJUST CLEVIS USING ANOTHER WRENCH. TURN COUNTER-CLOCKWISE TO TIGHTEN BELT TENSION AND CLOCKWISE TO LOOSEN BELT TENSION.

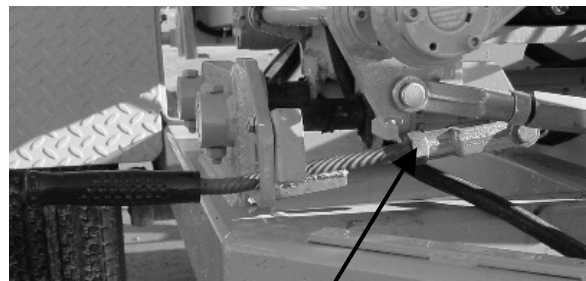
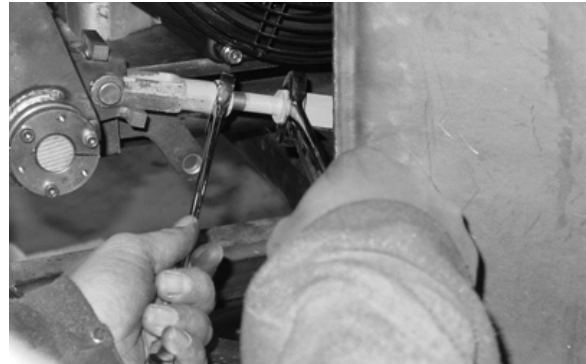
- To recheck the tension, engage the belt. Check belt tension using a screwdriver or metal bar inserted into the slot on the belt guard and measure belt tension as described earlier in the CHECK BELT TENSION section

- If belt tension still needs adjusting, repeat the adjustment procedure and tension check procedure until tension is correct. Remember to disengage the belt before each adjustment and then engage the belt to check tension.
- **Do not** over tighten the engine belt. Overly tight belts will cause damage to the engine and cutter disk bearings.



BELTS AND SHEAVES

- If belt tension is too tight, relieve the excess tension by performing the same procedure except turn the clevis clockwise to shorten the linkage and reduce belt tension. Always make slight adjustments and then recheck tension.
- Normally a slight adjustment is all that's necessary to adjust belt tension. If you find you have to make several adjustments to get the proper tension, the belt may be worn and need to be replaced. To replace belt, go to REPLACING ENGINE BELT section.
- When the belt tension is adjusted, the engine slide lock handle will also have to be adjusted. This locks the engine in the disengaged position so that the cutter disk can't accidentally be engaged.
- Loosen the jam bolt next to the clevis.
- When adjusting the engine slide lock, turn the handle clockwise to shorten the length of the engine slide lock if the engagement linkage was lengthened. The engagement linkage would be lengthened to put more tension on the belt. Lengthen the engine slide lock, by turning handle counter-clockwise, if the engagement linkage was shortened.
- **ALWAYS REMEMBER TO REPLACE BELT GUARD COVER BEFORE STARTING MACHINE. ROTATING BELTS AND SHEAVES ARE DANGEROUS AND COULD SEVERELY INJURE SOMEONE.**



LOOSEN THE JAM NUT AND ADJUST THE SLIDE LOCK HANDLE



BELTS AND SHEAVES

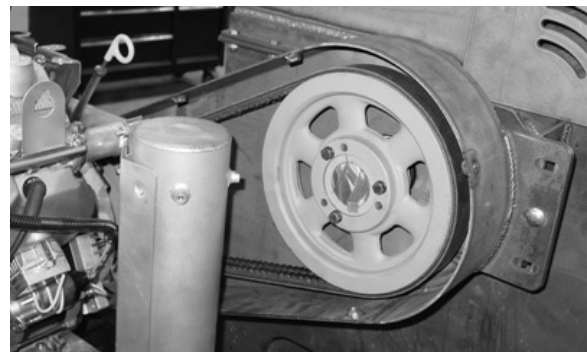
CHECK BELT GUARD

- Check and retighten bolts daily.
- Check condition of bolt and nut threads when belt guards are removed or if a bolt won't tighten or won't stay tightened.
- Replace any bolts or nuts that are worn or damaged. Replace bolts or nuts with stripped threads.
- **ALWAYS REMEMBER TO REPLACE BELT GUARD COVER BEFORE STARTING MACHINE. ROTATING BELTS AND SHEAVES ARE DANGEROUS AND COULD SEVERELY INJURE SOMEONE.**



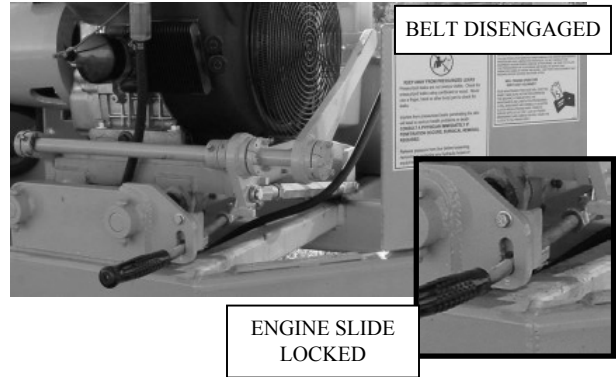
REPLACING ENGINE BELT

- **ENGINE MUST BE OFF AND IGNITION KEY REMOVED BEFORE CHECKING BELT TENSION.**
 - **ALL PARTS MUST BE COMPLETELY STOPPED.**
 - **THE CUTTER DISK LOCK PIN MUST BE INSTALLED IN THE DISK LOCK TUBE.**
-
- Replace belt when it is worn or regularly needs adjustment.
 - If equipped with more than one belt, replace belts as a complete set. Old or worn belts will not tension the same as new belts and will slip.
 - Remove belt guard bolts and remove belt guard cover.

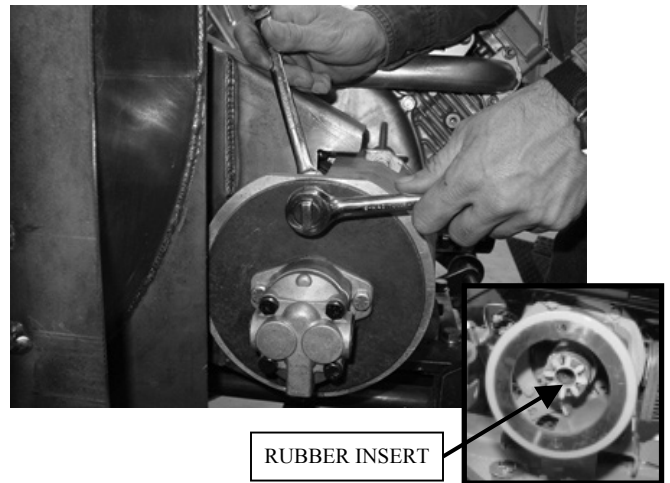


BELTS AND SHEAVES

- Belt should be disengaged. If it isn't, disengage by pushing the engagement handle forward till the engine slide stop goes back into position. Engine slide must be locked when the belt is disengaged. Belt will be loose when disengaged.

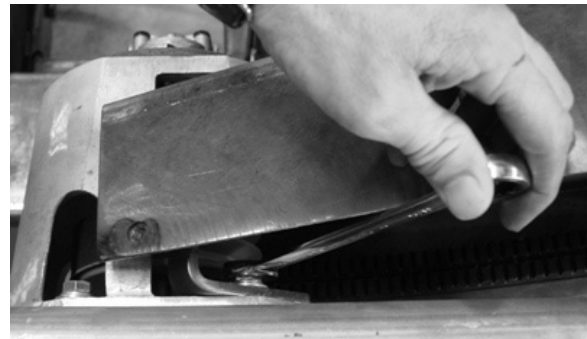


- Remove pump drive. **Only remove the bolts at 12 o'clock and 6 o'clock.** Remove the pump plate with the pump still attached, not necessary to remove and cap hoses.

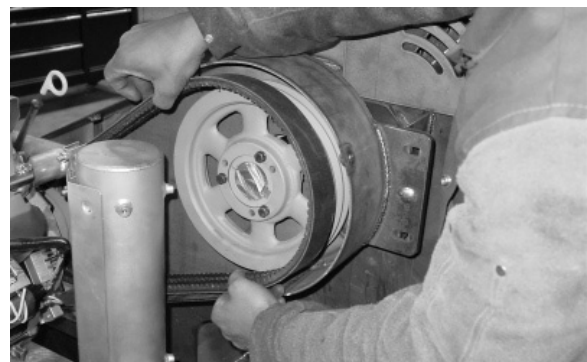


- When you pull the pump off, the pump coupler and a rubber insert will come off with it. Take note of the insert and do not lose it.

- Loosen belt keepers in beehive to remove belts. There are two belt keepers, one on top and one on bottom.

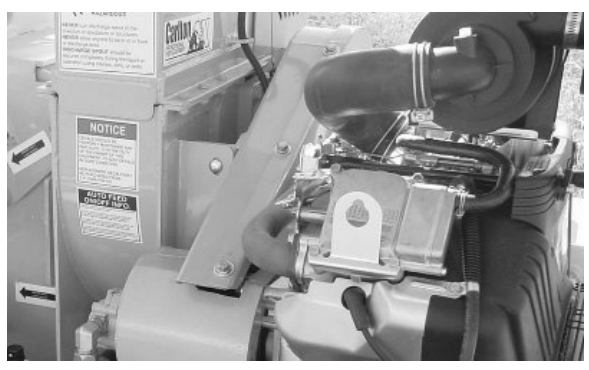
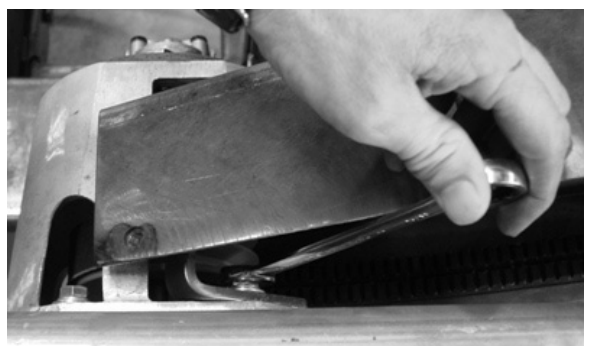
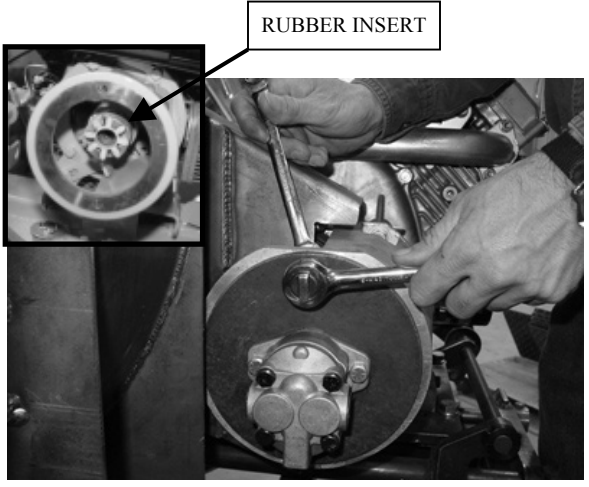
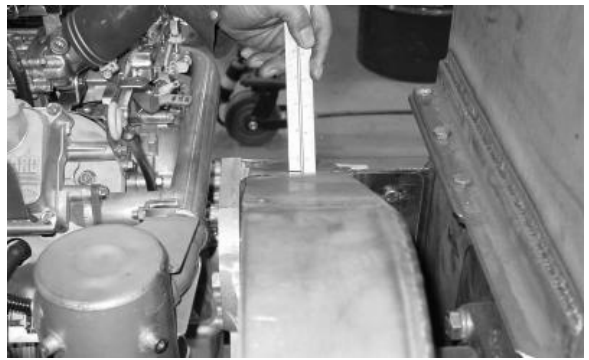


- Remove old belt and install new belt.
- Never pry new belts onto the sheave!



BELTS AND SHEAVES

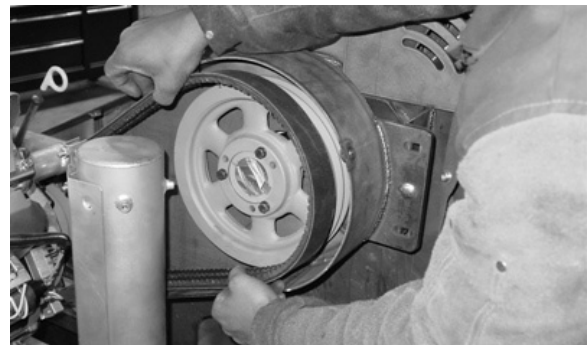
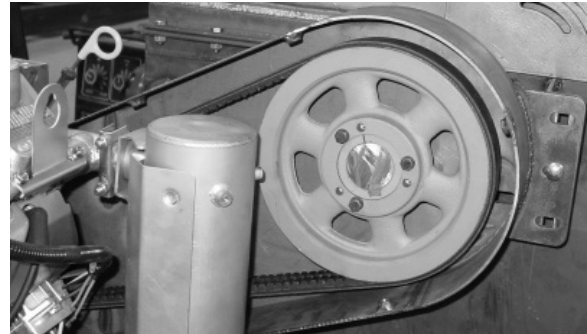
- When just replacing the belt, it will not be necessary to check sheave alignment. The belt engagement adjustment is a straight and parallel operation that will not take sheaves out of alignment.
- Go back to the **BELT TENSION** section and check and adjust belt tension. You may need to reduce belt tension a good amount for a new belt if the old belt had been adjusted several times.
- Remember new belts will stretch and become loose as machine runs. Check belt tension often when belts are new.
- Replace the pump drive making sure the rubber insert is in place.
- Adjust and retighten the belt keepers.
- **ALWAYS REMEMBER TO REPLACE BELT GUARDS BEFORE STARTING MACHINE. ROTATING BELTS AND SHEAVES ARE DANGEROUS AND COULD SEVERELY INJURE SOMEONE.**



BELTS AND SHEAVES

REPLACING SHEAVE OR BUSHING

- If it becomes necessary to replace a sheave or bushing, replace only one at a time. Never remove both sheaves at the same time.
- This section covers removing and replacing the cutter disk sheave. Follow the same procedure for removing the engine sheave.
- Remove belt guard bolts and remove guard.
- Mark position of bushing on shaft before removing sheave to check bushing position when replaced.
- Remove belts as described in REPLACING BELTS section.
- Remove the three bolts holding the sheave to the bushing.
- Screw a 1/4"-20 bolt into each of the three threaded holes to push sheave off bushing. Screw bolts in equally to prevent damaging the bushing or the sheave, especially if you plan to use either one again.
- Remove the sheave and replace with new sheave.



BELTS AND SHEAVES

- Replace bolts in the sheave and tighten lightly.
- Check the mark you made earlier next to the bushing. If bushing was not moved in replacing the sheave, tighten screws.
- If bushing is replaced or moved on the shaft, realign the sheaves using a 2-foot straight edge across the engine and cutter disk sheaves.



- Go to REPLACING ENGINE BELT section to replace belt and adjust tension.



- **ALWAYS REMEMBER TO REPLACE BELT GUARD COVER BEFORE STARTING MACHINE. ROTATING BELTS AND SHEAVES ARE DANGEROUS AND COULD SEVERELY INJURE SOMEONE.**



FEED WHEEL MOTOR

⚠ DANGER

DO NOT PERFORM MAINTENANCE OF ANY KIND ON THIS MACHINE UNLESS:

- ◆ The engine is turned off
- ◆ The ignition key has been removed
- ◆ The positive battery cable has been disconnected
- ◆ The engine slide assembly is in the disengaged position and the engine slide stop is locked
- ◆ The feed control bar is in neutral
- ◆ All machine parts have come to a complete stop – NOTE: The cutter disk takes several minutes to come to a complete stop
- ◆ All machine parts have had sufficient time to cool down
- ◆ The cutter disk lock pin is installed in the disk lock tube
- ◆ No operator is in position at the controls to accidentally start machine
- ◆ At least 2 people are at the site where maintenance is performed

More accidents occur while performing maintenance than any other time! Use extra caution.

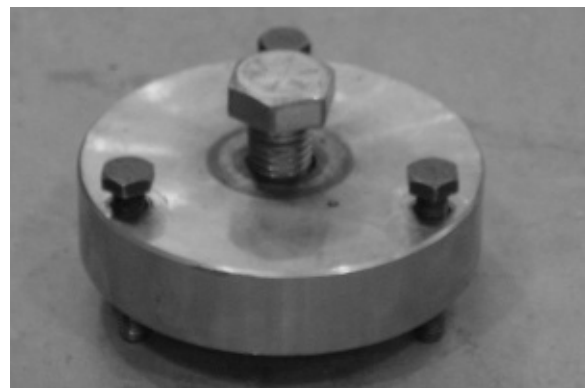
Never perform maintenance with the engine running, not even with the belt(s) disengaged.

ALWAYS REPLACE GUARDS AND OTHER PROTECTIVE EQUIPMENT BEFORE STARTING CHIPPER AFTER PERFORMING MAINTENANCE.

There is a special tool required to separate the motor and coupling once it is off the machine, contact J. P. Carlton or your local dealer to purchase the puller.

CHANGE MOTORS ONE AT A TIME.

- The following instructions are for the upper feed wheel motor but the lower feed wheel motor has the same configuration. The only difference is the design and direction of the torque arm.



PULLER

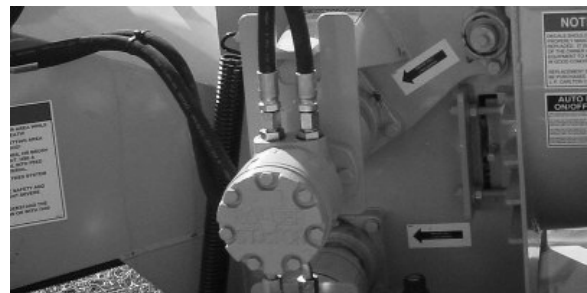
FEED WHEEL MOTOR

WARNING:

- **RELEASE HYDRAULIC PRESSURE BEFORE PERFORMING ANY SERVICE TO HYDRAULIC LINES OR OTHER COMPONENTS.**
- **FLUID UNDER PRESSURE CAN PENETRATE THE SKIN AND CAUSE SEVERE INJURY. SEEK IMMEDIATE MEDICAL ATTENTION IF SKIN IS PENETRATED. CHECK HOSES AND FITTINGS USING A BOARD OR CARDBOARD; DO NOT USE HAND OR FINGER. ALWAYS WEAR EYE PROTECTION.**

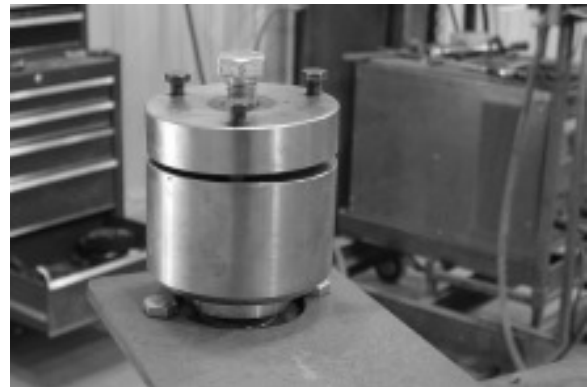
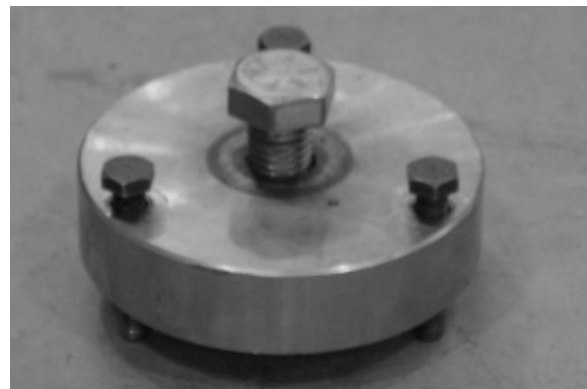
The pictures shown in this section may not look exactly like your machine, but the information given and the process for servicing the feed wheels is correct.

- Before changing feed wheel motor, release the hydraulic pressure. Mark the location of each hose, possibly with an R and L for right and left hoses. Then disconnect the hydraulic hoses and cap the ends of hoses and the connections on the motor.
- Remove the rubber guard that covers the feed wheel coupling and bushing by removing the two 3/8" bolts. Be sure to keep all parts and hardware together to make reassembly easier.
- Remove the three bolts (3/8") from the bushing and screw these bolts back into the three threaded holes in the bushing to push the motor assembly off the bushing. Screw these bolts in a little at a time to take the assembly off without applying more pressure to one side than the other.



FEED WHEEL MOTOR

- When the motor assembly is off the machine, move it to a workbench for easier access. Then, remove the 1" nut that is inside the coupling. You may need to use a vise to hold the motor steady while you break the nut loose since it was put on with LocTite® 262 and then tightened to 150 ft. lbs.
CAUTION: Always wear eye protection when working on hydraulic components.
- **There is a special tool required to separate the motor and coupling once it is off the machine, contact J. P. Carlton or your local dealer to purchase the puller.**
- Attach the separating tool to the coupler as shown and screw the three bolts from the bushing into the tool in the outside holes. Screw the bolts into the coupling as far as they will go. Now turn the bolt in the center of the tool to pull the coupling off the feed wheel motor.
- Remove the torque arm held on with two 1/2" bolts. (The torque arm looks slightly different on the lower feed motor, but is still held on with two bolts.)

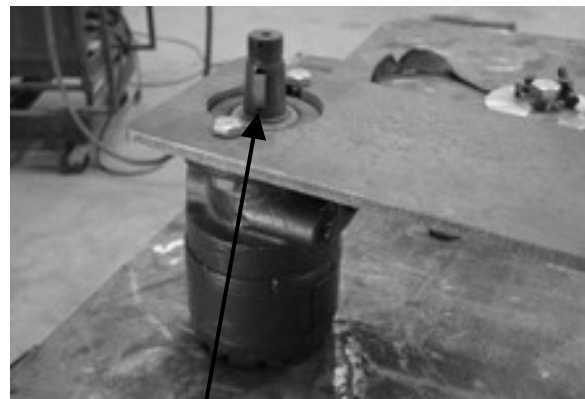


FEED WHEEL MOTOR

- Replace with new motor. Clean the threads on the motor, the 1" nut, and the coupling with degreaser before beginning to replace all the parts.



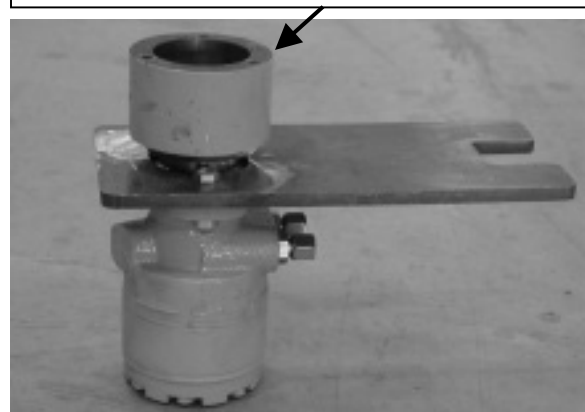
- Attach the torque arm to the new motor using the 1/2" bolts that were removed. Tighten the bolts and torque to 120 ft. lbs. (The torque arm looks slightly different on the lower feed motor, but is still held on with two bolts.)



LINE UP KEY WITH KEYWAY ON COUPLING

HIT COUPLING WITH RUBBER Mallet TO SEAT

- Put the coupling onto the motor and line up key and keyway – always use new key. Use a rubber mallet to seat the coupling. Strike the coupling a couple of times. Apply LocTite 262 (red) to the 1" nut and screw in place. Torque the nut to 150 ft. lbs. Strike the coupler again a couple of times with the rubber mallet to finish seating and torque the nut to 150 ft. lbs. again.



FEED WHEEL MOTOR

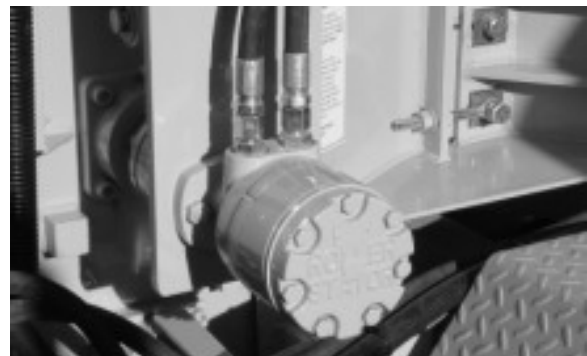
- Return the feed wheel motor assembly to the machine and tighten the bolts in the bushing. Tighten each bolt a little at a time to pull the coupling into place as straight as possible. Try not to pull one side on faster than the other or damage may occur to the bushing and the coupling. When bolts are screwed in all the way, torque the bolts to 35 ft. lbs.



- Replace the rubber guard and bolt into place using the two 3/8" bolts that were removed. Tighten the bolts.



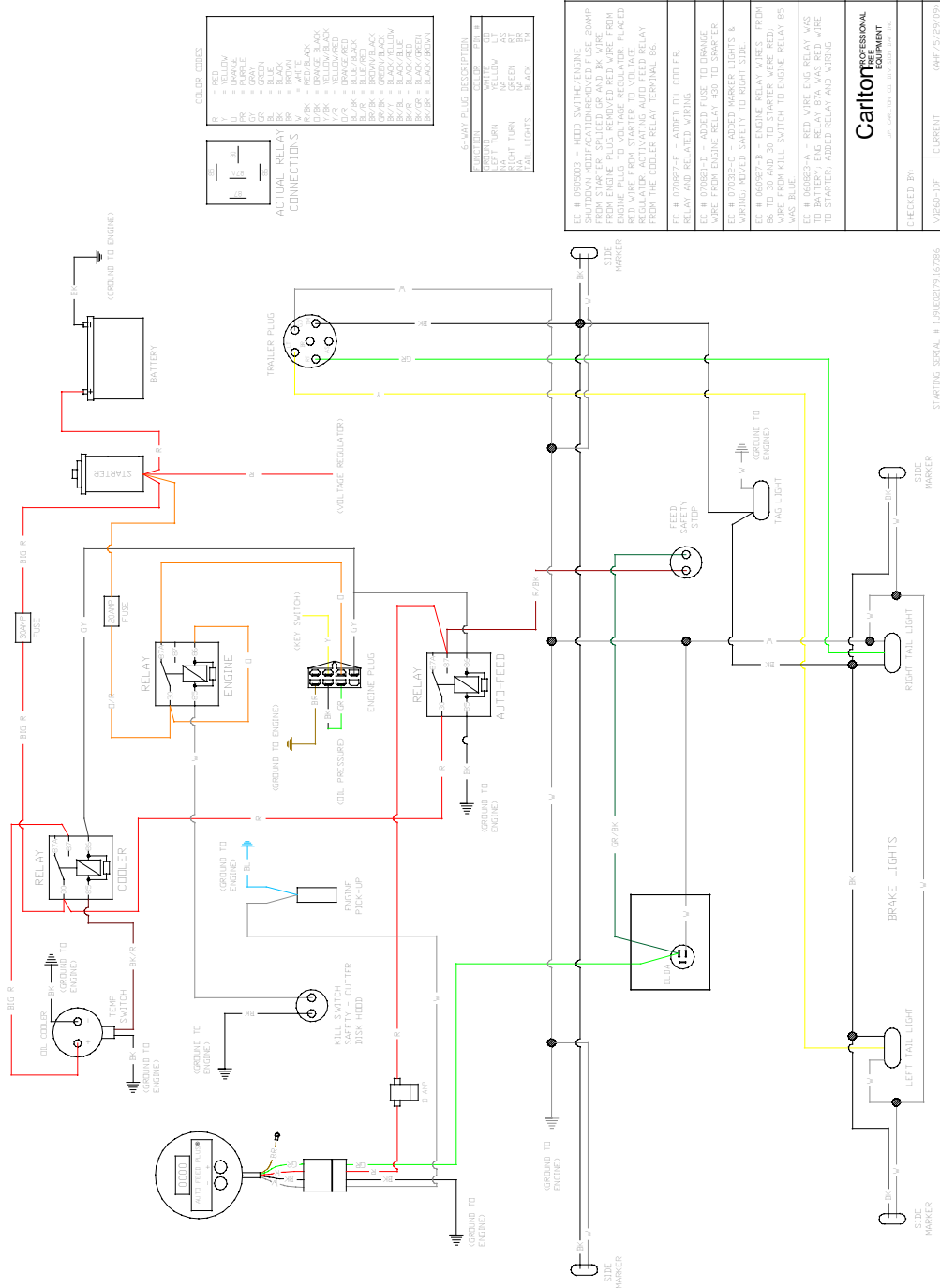
- Reconnect the hydraulic hoses making sure to connect them in the right order, see markings made when hoses were removed. If hoses are reversed, the feed wheels will work in reverse. Change hoses if this happens to make feed wheels turn correctly.





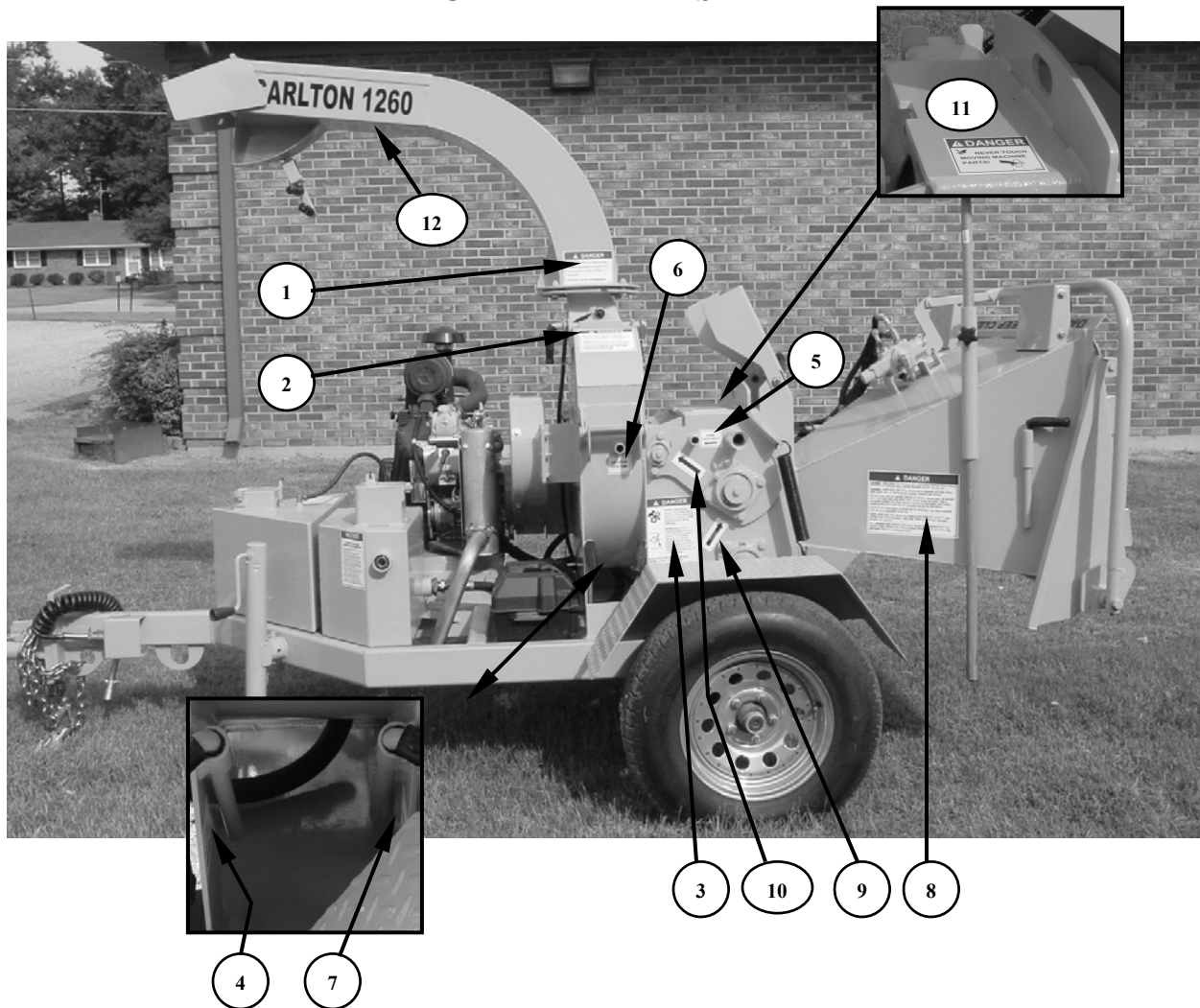
CHIPPER WIRING DIAGRAM – VANGUARD ENGINE

1260 MACHINE WIRING FOR VANGUARD ENGINE

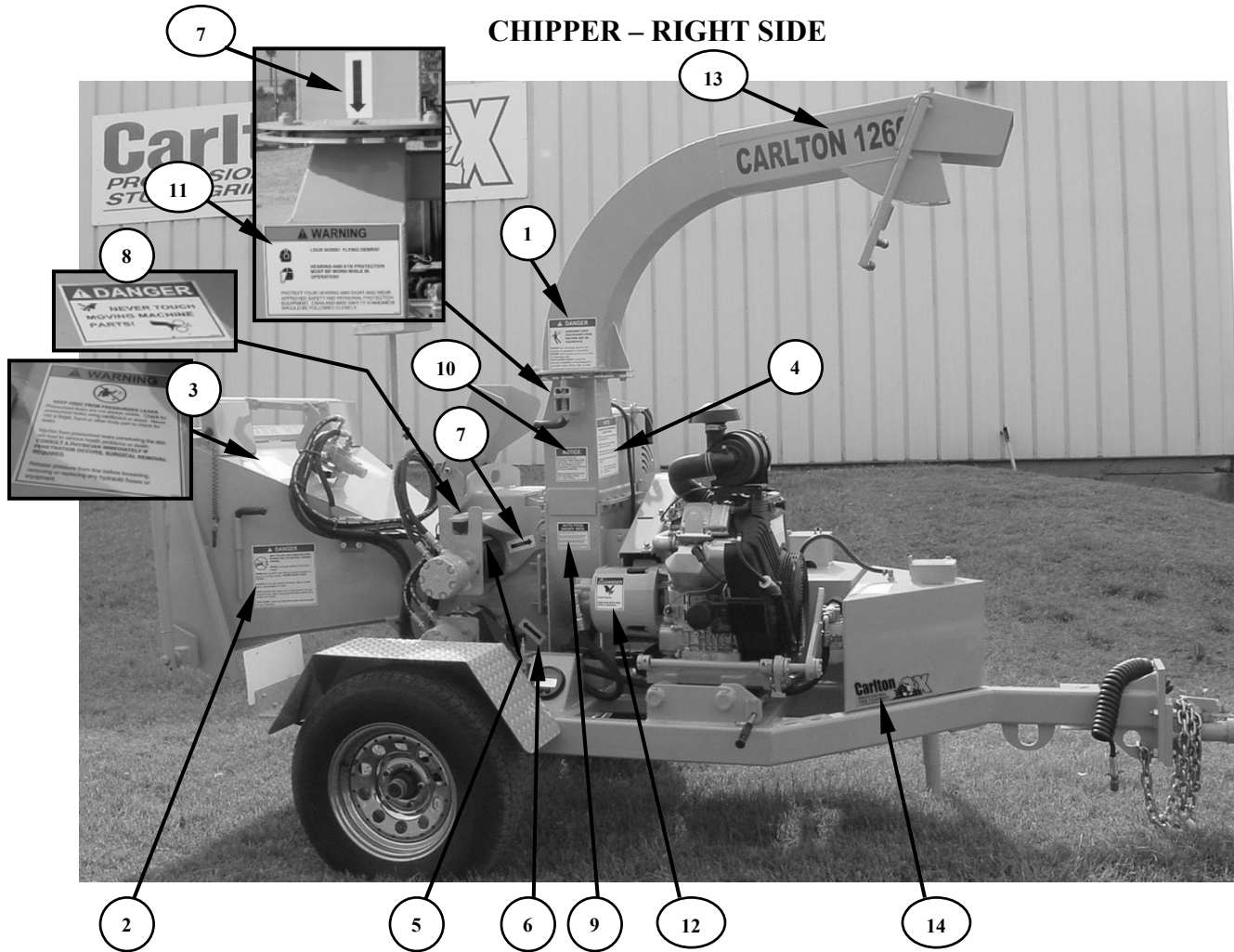


WIRING MAY BE DIFFERENT DEPENDING ON ENGINE SUPPLIED WITH THE CHIPPER. SEE THE ENGINE OWNER'S MANUAL FOR THE ENGINE WIRING DIAGRAM

CHIPPER – LEFT SIDE

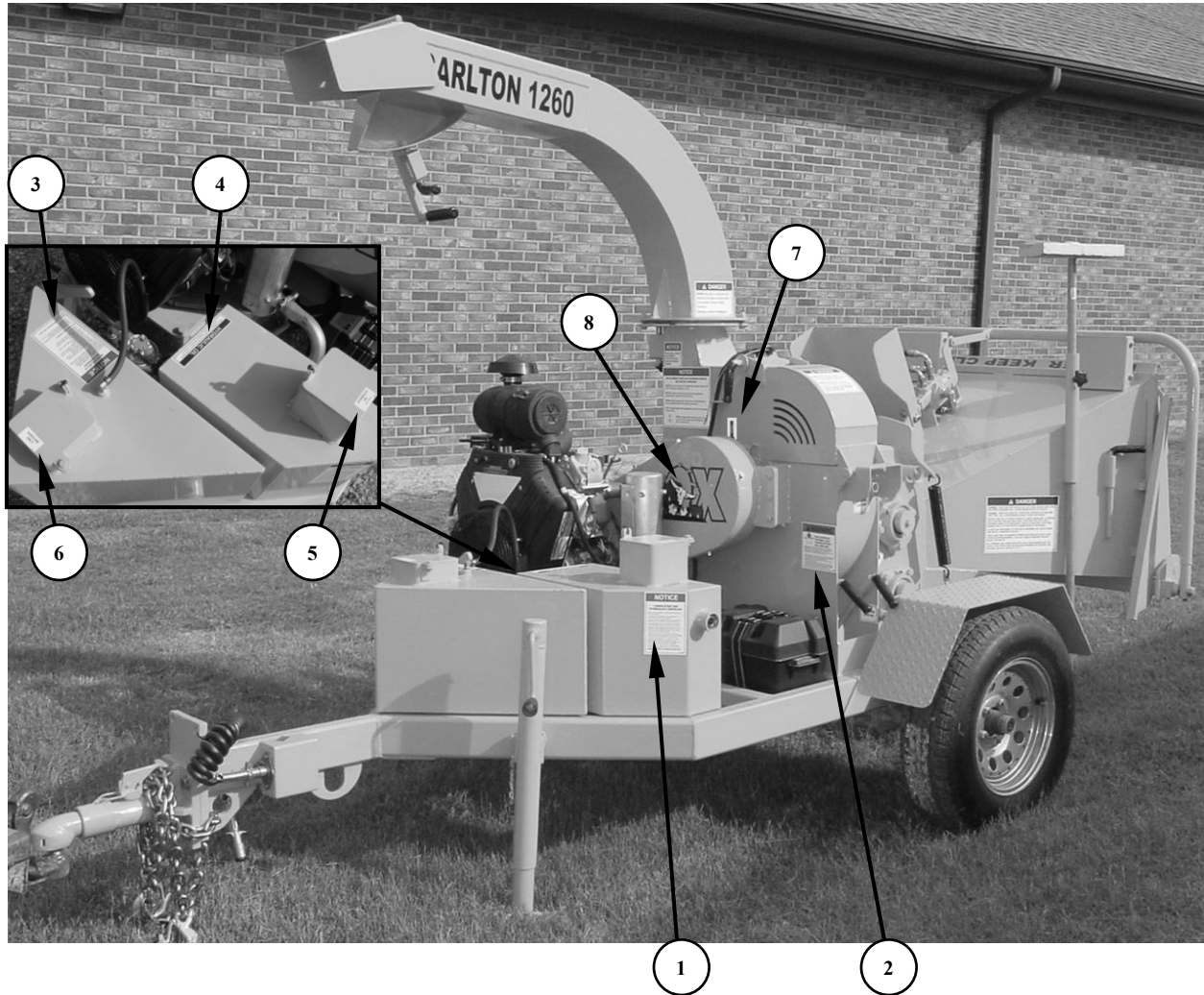


ITEM #	PART #	DESCRIPTION
1	0700303	DANGER – NEVER RIDE ON, ETC.
2	0700302	DANGER - SERVICING
3	0700305_A	DANGER – FEED WHEEL SERVICE
4	0700324-1	YOKE LOCK PIN
5	0700324-2	YOKE LOCK HOLE
6	0700323-1	DISK/DRUM LOCK TUBE
7	0700323-2	DISK/DRUM LOCK PIN
8	0700327	DANGER – FEED HOPPER
9	0700321_A	GREASE DAILY
10	0700322	SOLID ARROW
11	0700301	DANGER – MOVING PARTS
12		CARLTON – 1260



ITEM #	PART #	DESCRIPTION
1	0700304	DANGER – AIRBORNE CHIPS
2	0700306	DANGER – VINE TYPE MATERIAL
3	0700317	WARNING – PRESSURE LEAKS
4	0700313	NOTICE – CHIPPER KNIFE
5	0700326	MOTOR COUPLER GUARD (2 PLCS)
6	0700321_A	GREASE DAILY
7	0700322	SOLID ARROW (2 PLCS)
8	0700301	DANGER – MOVING PARTS
9	0700320	AUTO-FEED ON/OFF INFO.
10	0700309	NOTICE – DECAL MAINTENANCE
11	0700315	WARNING – HEARING/EYE PROTECTION
12	0700009	PINCH POINTS
13		CARLTON – 1260
14		CARLTON – PROFESSIONAL TREE EQUIPMENT

CHIPPER – FRONT



ITEM #	PART #	DESCRIPTION
1	0700310	NOTICE – HYDRAULICS/LUBRICATION
2	0700314	WARNING – FROZEN BATTERY
3	0700311	NOTICE – BELT/BEARING MAINTENANCE
4	0700319	HYDRAULIC OIL INFO.
5		HYDRAULIC OIL
6		GASOLINE ONLY
7	0700321_A	GREASE DAILY (TYP BOTH SIDES)
8		CARLTON DECAL

CHIPPER – REAR



3

ITEM #	PART #	DESCRIPTION
1	0700318	PUSH – REVERSE
2	0700307	DANGER – INJURY/DEATH
3		DANGER – KEEP CLEAR (ALL RED)
4	0700060	CARLTON OX DECAL
5		CARLTON – 1260

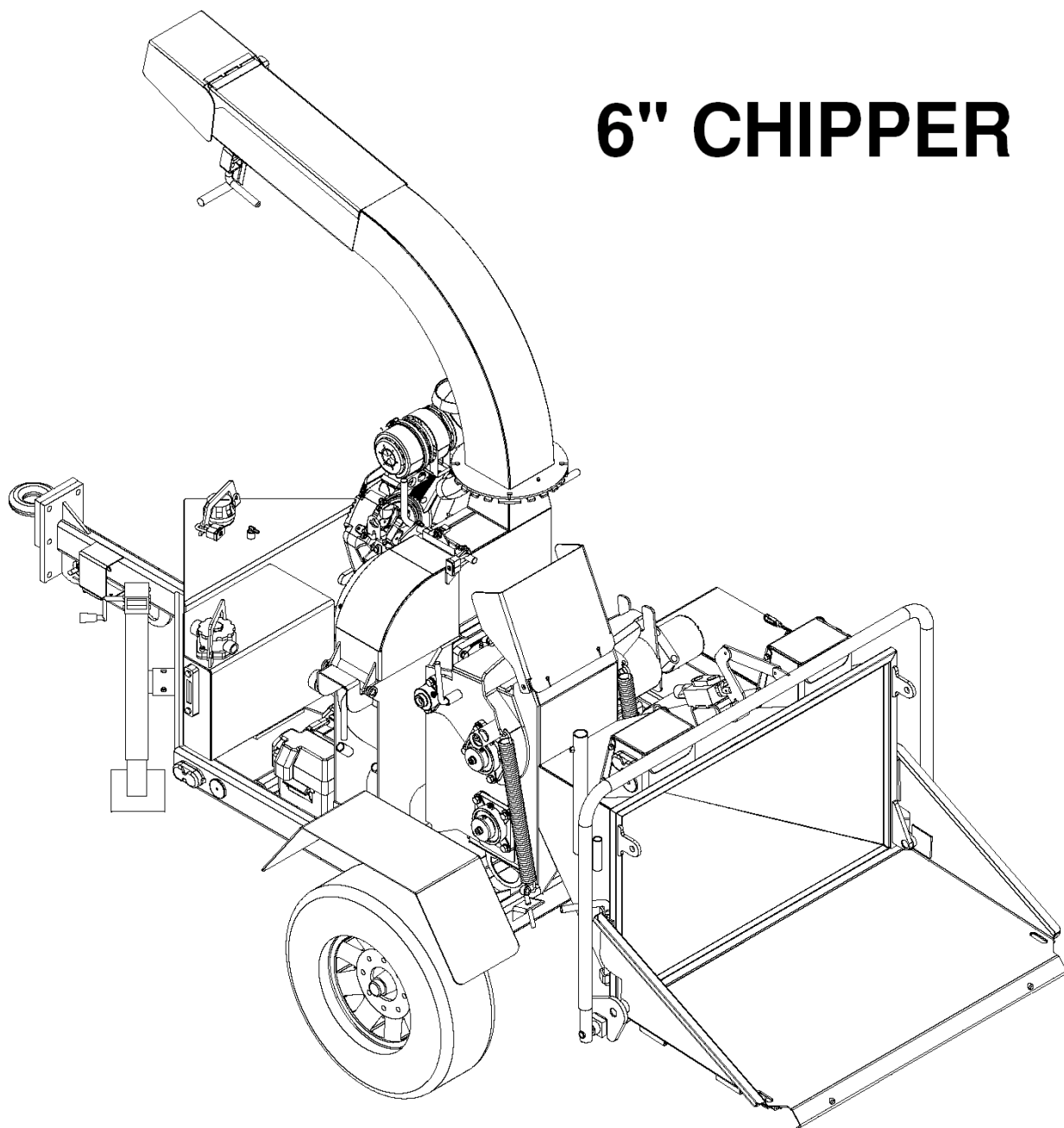
Parts Book

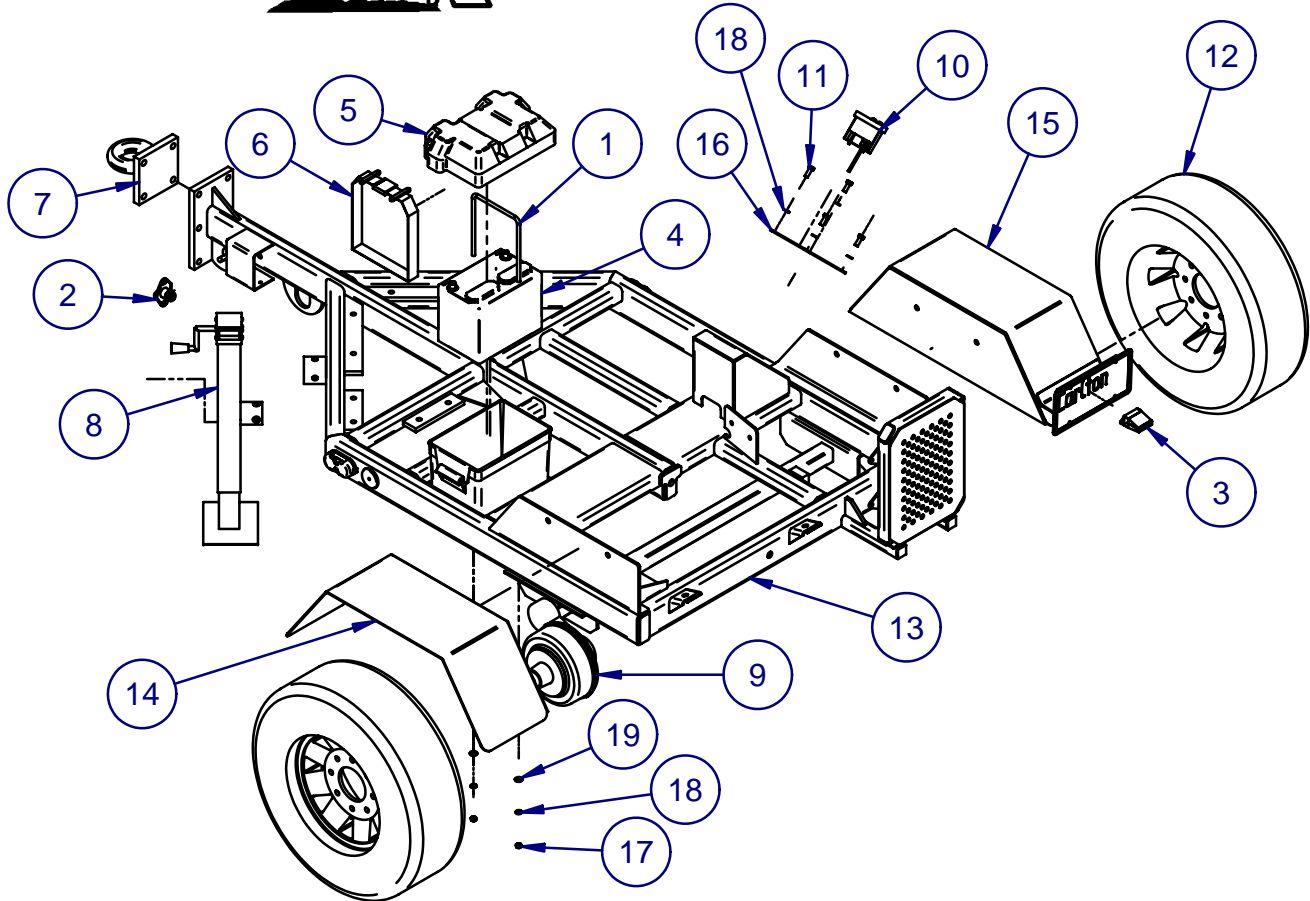
Carlton

**PROFESSIONAL
TREE EQUIPMENT**



6" CHIPPER

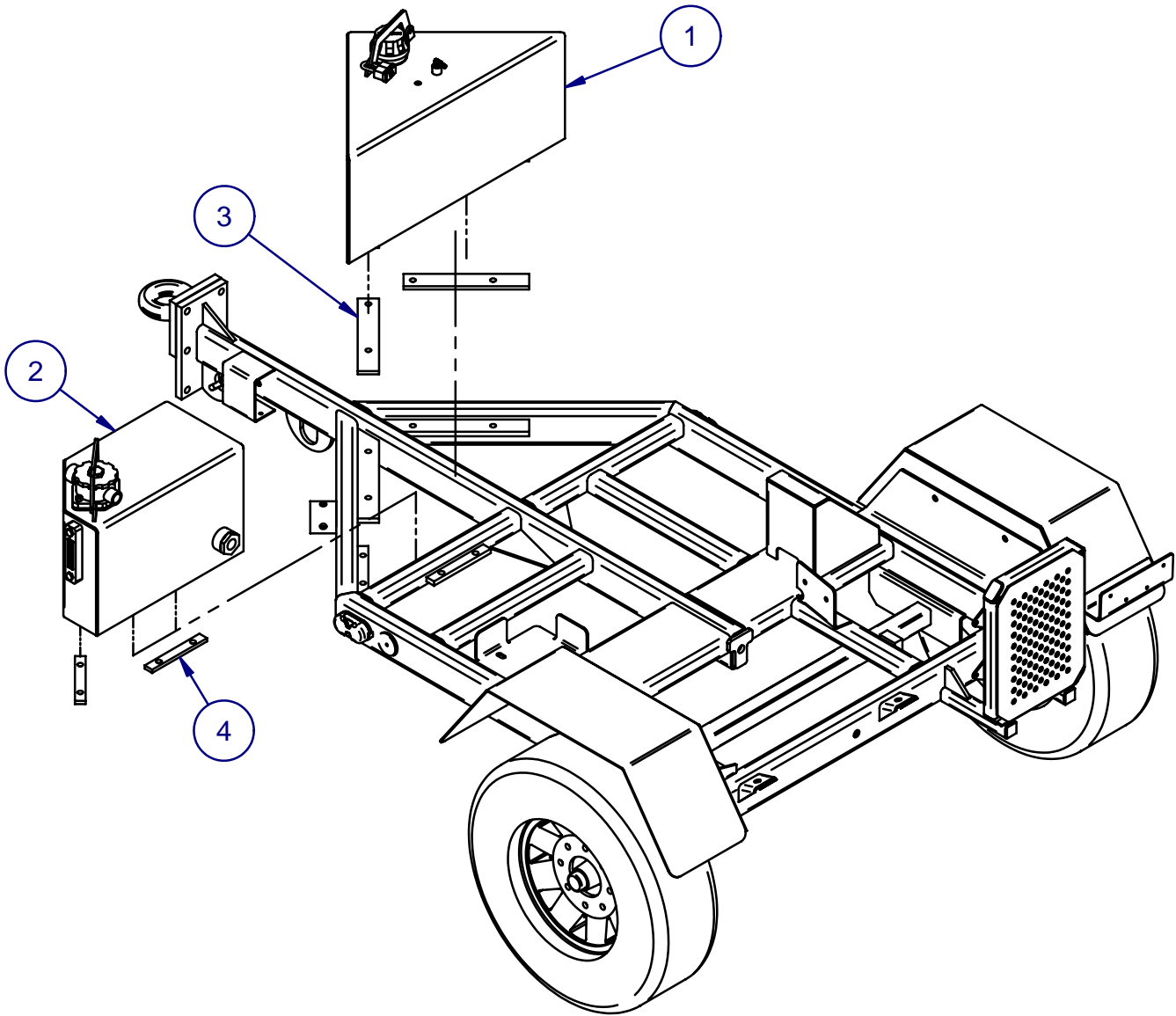




PART	ITEM	DESCRIPTION	QTY
1	0150508	BATTERY BRACKET - 3/8x7x8.25	1
2	0350001B	6-WAY CONNECTOR PLUG - 11-605	1
3	0350008B	TAG LIGHT	1
4	0350032A	BATTERY - 78DT72 850CCA	1
5	0350032D	BATTERY BOX	1
6	0350032E	BATTERY BOX STRAP KIT	1
7	0550001B	PINTLE, 2 1/2" W/4 HOLE BRKT	1
8	0550003A	Trailer Jack- Tube -9" Chipper	1
9	0550250	TORSION FLEX AXLE - #11 - 3500	1
10	0900204	ELECTRONIC AUTO FEED	1
11	12A-0608	HEX C/S 3/8-16 x 1" UNC GR 8	4
12	205/75R14	185/60R14 RIM AND TIRES	2
13	20610001	WELDMNT,FRAME	1
14	20610043	WELDMNT,FENDER,LH	1
15	20610044	WELDMNT,FENDER,RH	1
16	20640055	PLATE,AUTOFEED	1
17	29A-06	NUT,STOVER LOCK, 3/8-16 UNC GR8	2
18	30-06	LOCK WASHER,3/8"	6
19	34A-06	FLAT WASHER, 3/8 SAE GR8	2

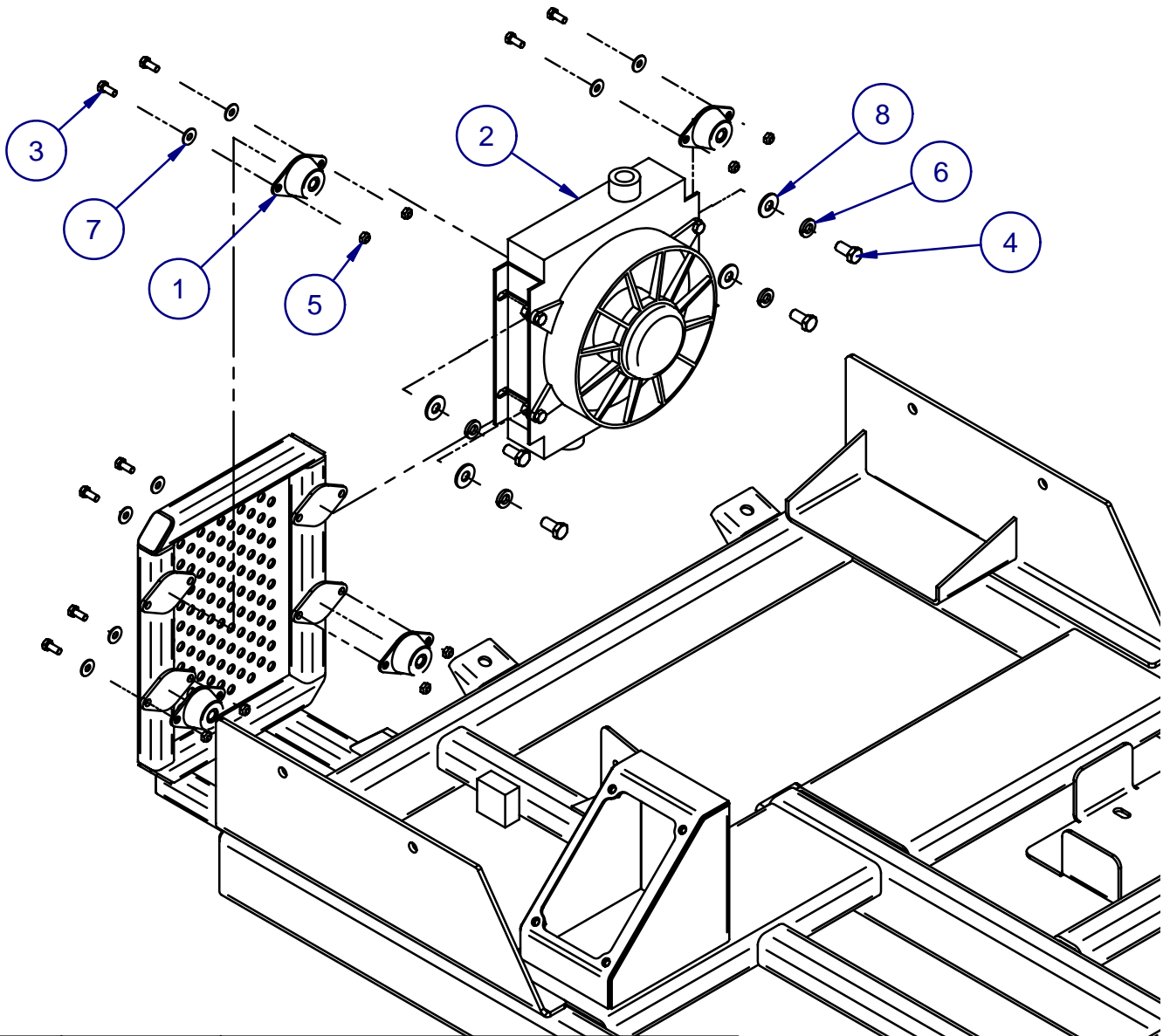
ALSO AVAILABLE FOR PART #7:
ITEM #05500011A - COUPLER, 2" BULLDOG
OR
ITEM #0550001AA - COUPLER, 2 5/16" BULLDOG

FUNCTION GROUP	
1 FRAME AND TANKS	
BUINESS LINE	
CHIPPERS	
OWNER DOMAIN J.P. CARLTON COMPANY DIV. DAF INC.	
SERIAL NUMBERS 1J9U50116E1167160 & UP	
DESCRIPTION	ISSUE
AXLE, TIRES AND RIMS	R4



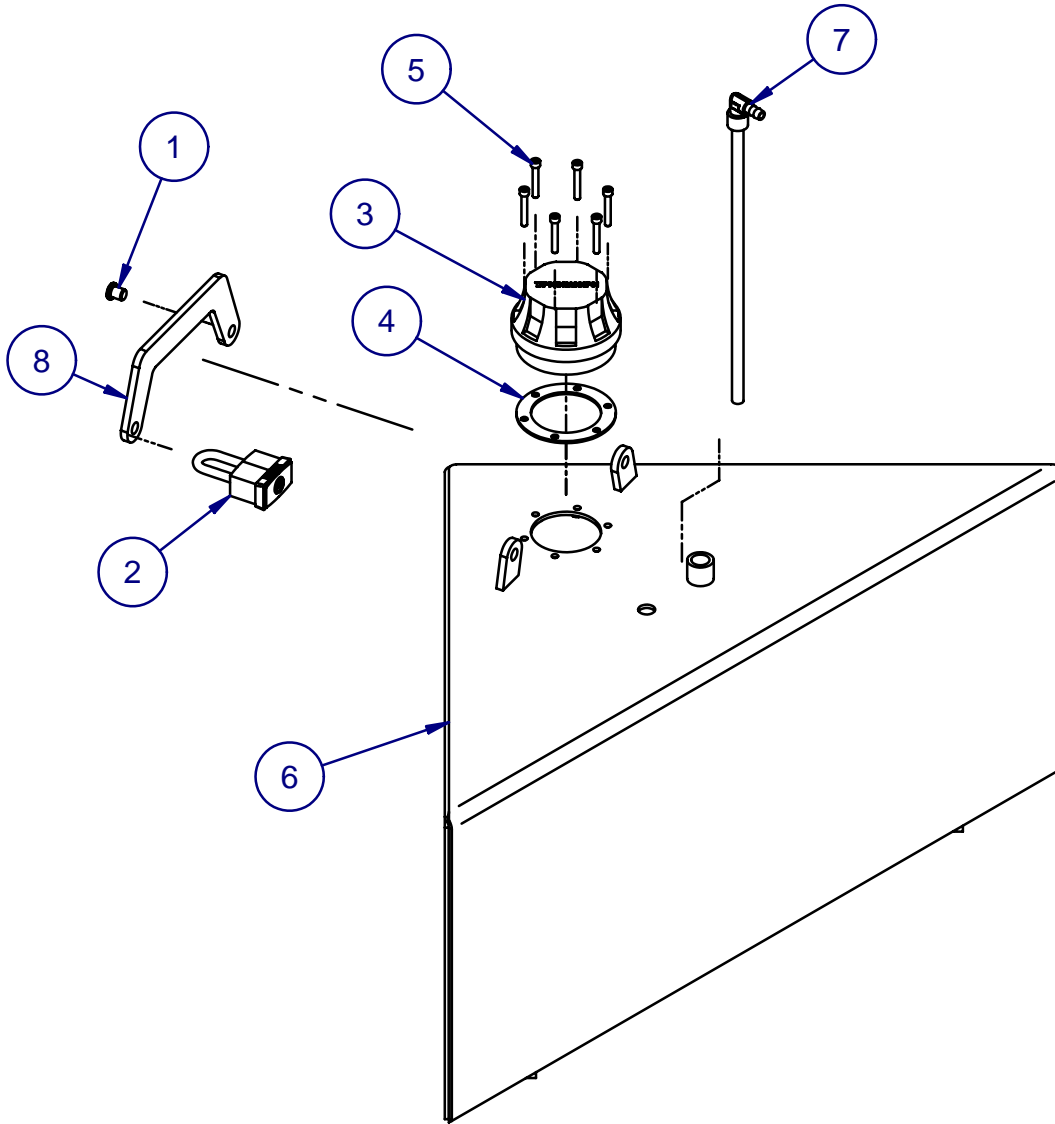
PART	ITEM	DESCRIPTION	QTY
1	20610015	ASSEMBLY,FUEL TANK	1
2	20610016	ASSEMBLY,HYDRAULIC TANK	1
3	20610025	ISOLATOR,FUEL TANK	2
4	20610028	ISOLATOR,HYDRAULIC TANK	2

FUNCTION GROUP	
1 FRAME AND TANKS	
BUSINESS LINE	
CHIPPERS	
OWNER DOMAIN J.P. CARLTON COMPANY DIV. DAF INC.	
SERIAL NUMBERS 1J9UE021871167465 & UP	
DESCRIPTION	ISSUE
HYDRAULIC AND FUEL TANK INST.	R3



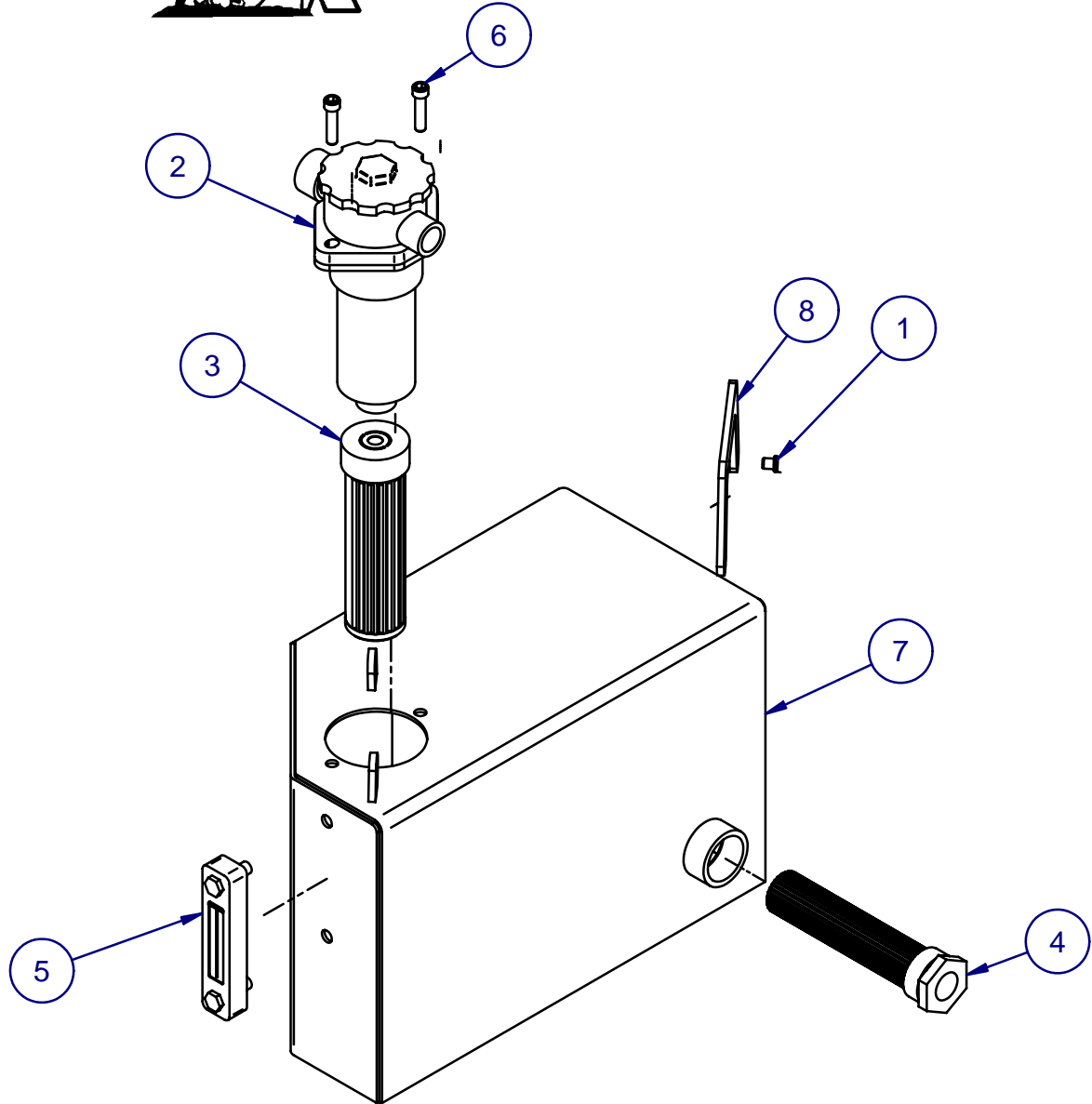
PART	ITEM	DESCRIPTION	QTY
1	0300164	MOUNT-HYDRAULIC COOLER	4
2	0300165B	HYDRAULIC OIL COOLER- 7015- MA	1
3	10A-0506	HEX C/S 5/16 X 3/4 UNC GR 8	8
4	13A-0808ZI	HEX CAP SCREW,1/2 X 1 NF GR 8	4
5	29A-05	NUT,LOCK,5/16-18 GR 8	8
6	30A-08	LOCKWASHER 1/2"	4
7	31A-05	FLAT WASHER, 5/16 USS GRD 5	8
8	31A-08ZI	FLAT WASHER 1/2 USS GR 8 Z&Y	4

FUNCTION GROUP	
1 FRAME AND TANKS	
BUSINESS LINE	
CHIPPERS	
OWNER DOMAIN J.P. CARLTON COMPANY DIV. DAF INC.	
SERIAL NUMBERS 1J9U50116E1167160 & UP	
DESCRIPTION	ISSUE
HYDRAULIC OIL COOLER	R3



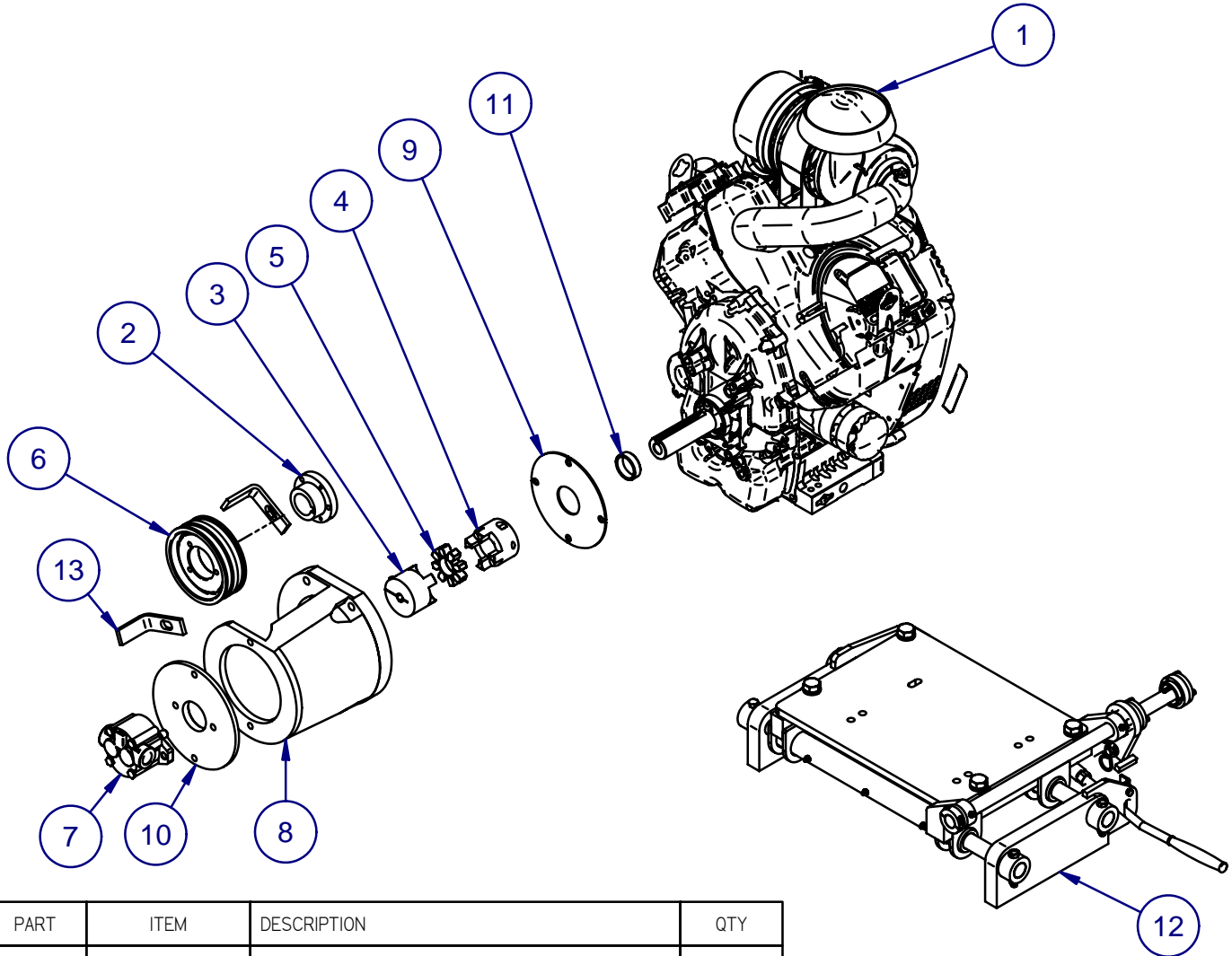
PART	ITEM	DESCRIPTION	QTY
1	.375 MACHINED PIN	PIN,MACHINE 3/8"X13/32 LONG	1
2	0150608	MASTER LOCK	1
3	0200006A	PLASTIC GAS TANK CAP 2008	1
4	0200006A1	GASKET- BAYONET MOUNT GAS CAP	1
5	14B-1010	SHCS 10-24 x 1 1/4 UNC GR 8	6
6	20610017	WELDMENT,FUEL TANK	1
7	20610052	WELDMENT,FUEL PICK-UP TUBE	1
8	21210156	BRACKET,VANDADLISM,FUEL TANK	1

FUNCTION GROUP	
1 FRAME AND TANKS	
BUSINESS LINE	
CHIPPERS	
OWNER DOMAIN J.P. CARLTON COMPANY DIV. DAF INC.	
SERIAL NUMBERS 1J9UE021871167465 & UP	
DESCRIPTION	ISSUE
FUEL TANK	R3



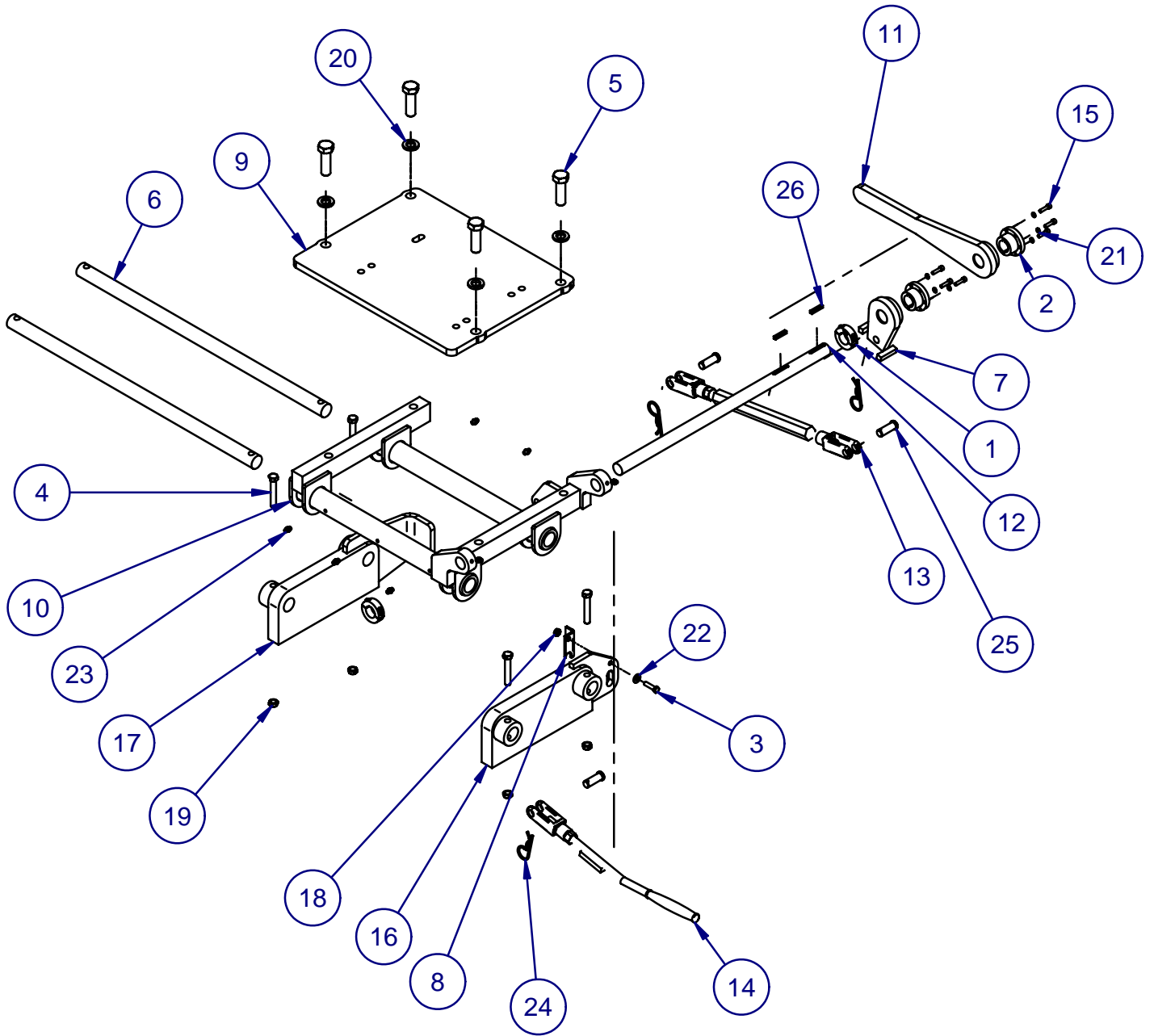
PART	ITEM	DESCRIPTION	QTY
1	.375 MACHINED PIN	PIN,MACHINE 3/8"X13/32 LONG	1
2	0300135E	HYDRAULIC IN TANK FILTER STF	1
3	0300135F	HYDRAILIC IN TANK FILTER ELEME	1
4	0300169	STRAINER- TANK MOUNTED LTM-15	1
5	0300266A	HYDRAULIC SITE GAUGE W/TEMP	1
6	12D-0612	SHCS 3/8 X 1-1/2 NC GR 8	2
7	20610018	WELDMEMT,HYDRAULIC TANK	1
8	21210154	BRACKET,VANDADLISM,HYDRDRUALIC TANK	1

FUNCTION GROUP	
1 FRAME AND TANKS	
BUSINESS LINE	
CHIPPERS	
OWNER DOMAIN J.P. CARLTON COMPANY DIV. DAF INC.	
SERIAL NUMBERS 1J9UE021871167465 & UP	
DESCRIPTION	ISSUE
HYDRAULIC TANK	R3



PART	ITEM	DESCRIPTION	QTY
1	0200140A	35HP BRIGGS VANGUARD ENGINE	1
2	0250101AI	SDS I 7/16 BUSHING	1
3	0250132A	COUPLING 9 TOOTH A- 6" CHIPPER	1
4	0250133	COUPLING - 23/25 ENGINE	1
5	0250134	SPIDER INSERT - 23/25	1
6	0250310	SHEAVE 2B48- 1260 BRIGGS	1
7	0300142AAA	PARKER HYD PUMP - 2500-4'S	1
8	05506101A	BEEHIVE- BRIGGS CHIPPER	1
9	14020023	PLATE,ENGINE SEAL,KOHLER/BRIGGS	1
10	14020024	MOUNT,CRANK SHAFT HYDRAULIC PUMP	1
11	14020025	BUSHING,ENGINE SEAL	1
12	20620002	ASSEMBLY,ENGINE SLIDE	1
13	20620008	KEEPER,BELT,REAR	2

FUNCTION GROUP	
2 ENGINE/ELECTRICAL	
BUSINESS LINE	
CHIPPERS	
OWNER DOMAIN J.P. CARLTON COMPANY DIV. DAF INC.	
SERIAL NUMBERS 1J9U50116E1167160 & UP	
DESCRIPTION	ISSUE
ENGINE INSTALL	R3

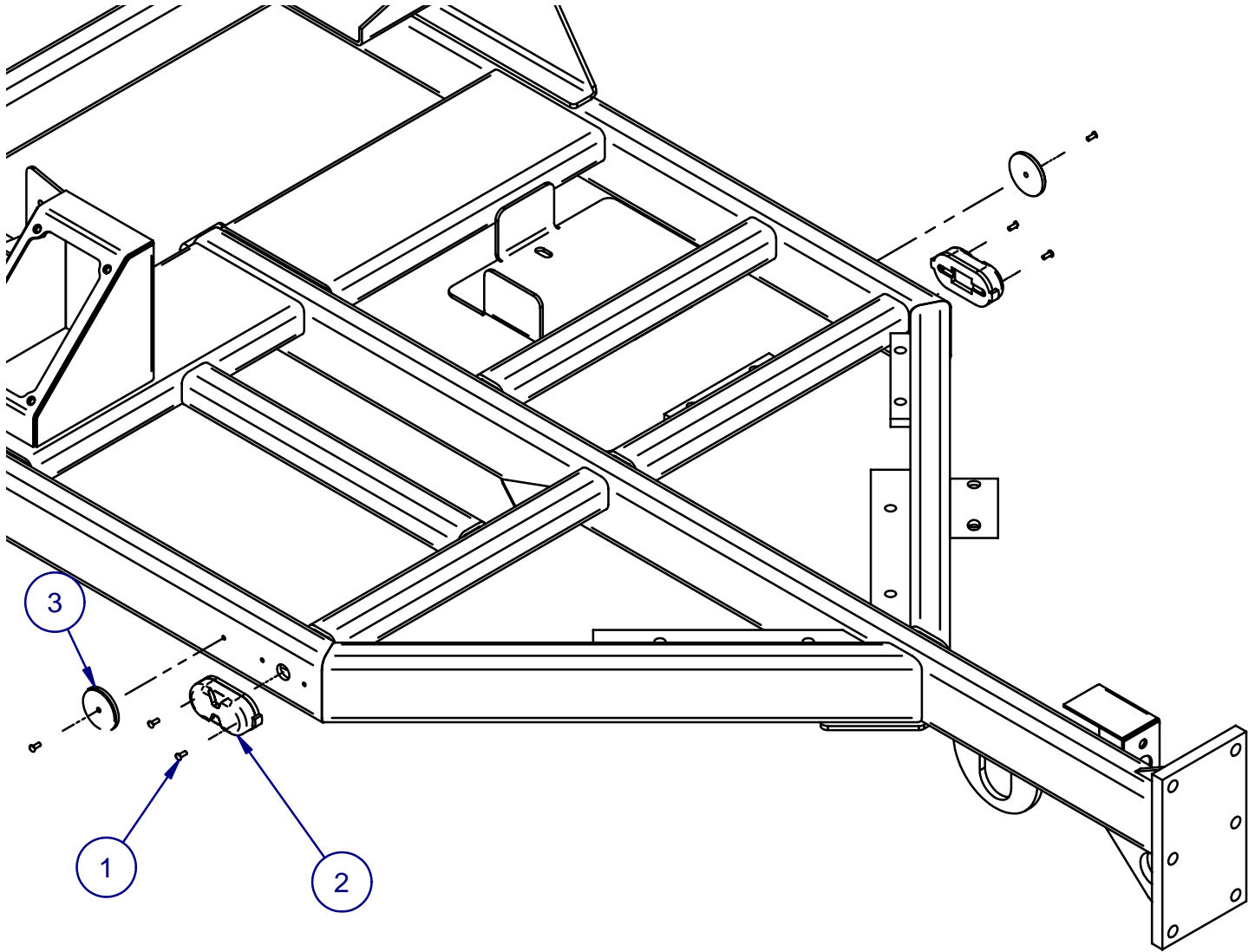


FUNCTION GROUP	
2 ENGINE/ELECTRICAL	
BUSINESS LINE	
CHIPPERS	
OWNER DOMAIN J.P. CARLTON COMPANY DIV. DAF INC.	
SERIAL NUMBERS 1J9U50116E1167160 & UP	
DESCRIPTION	ISSUE
ENGINE SLIDE ASSEMBLY	R3



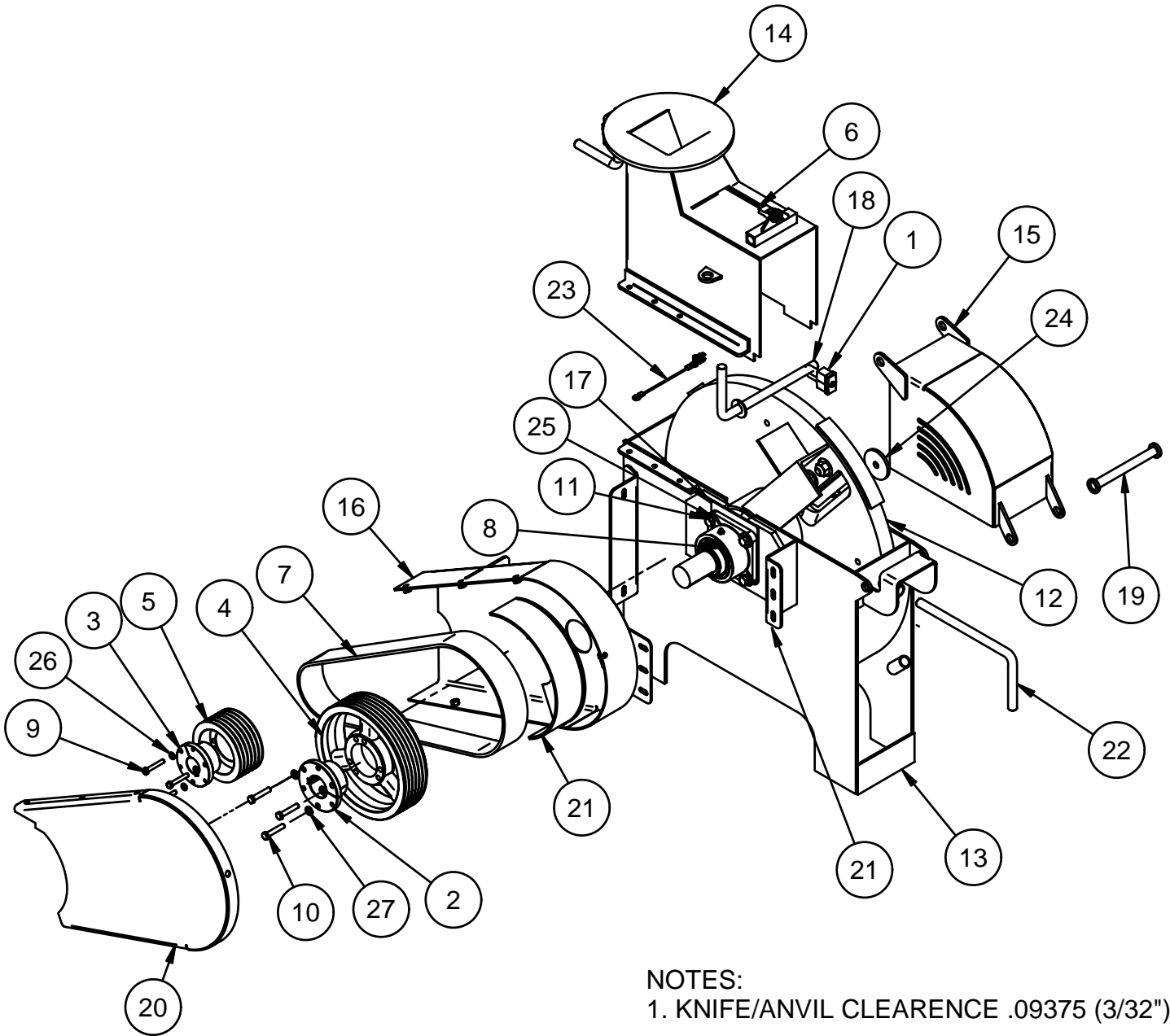
PART	ITEM	DESCRIPTION	QTY
1	0150703A	SPLIT LOCK COLLAR- 7/8	2
2	0250216	BUSHING JA x 7/8	2
3	I2A-0408	HEX C/S 1/4-20 x 1 UNC GR 8	1
4	I2A-0618	HEX C/S 3/8-16 x 2-1/4 UNC GR 8	4
5	I2A-1016ZI	HEX C/S 5/8-11 x 2 UNC GR 8 Z & Y	4
6	I4040045	ROD,ENGINE SLIDE	2
7	I4040049	WELDMENT,ENGINE ROD ADJUST. MOUNT	1
8	I4040051	PLATE,LATCH,ENGINE SLIDE	1
9	I4040074	MOUNT,ENGINE,BRIGGS	1
10	I4040079	WELDMENT,ENGINE SLIDE,BRIGGS	1
11	I4040083	WELDMENT,ENGAGEMENT HANDLE	1
12	I4040090	ROD,ENGAGEMENT	1
13	I4040091	ASSY,ENGAGEMENT LINKAGE	1
14	I4040092	ASSY,LATCH HANDLE	1
15	I4B-1006	SHCS 10-24 x 3/4 UNC GR 8	6
16	20620003	WELDMENT,ENGINE SLIDE MOUNT,FRONT	1
17	20620007	WELDMENT,ENGINE SLIDE MOUNT,REAR	1
18	29A-04	NUT,STOVER LOCK, 1/4-20 UNC GR8	1
19	29A-06	NUT,STOVER LOCK, 3/8-16 UNC GR8	4
20	30-10	LOCK WASHER 5/8" USS GR 8	4
21	30B-10	LOCK WASHER,# 10 GR 8	6
22	34A-04	WASHER,FLAT 1/4 SAE GR 8	1
23	41E-04	GREASE FITTING 1/4-28 STRAIGHT	8
24	50L-02	SNAP PIN, 1/8 X 2-3/8	3
25	51E-08	PIN,CLEVIS,1/2"	3
26	70A-0508.5	KEY,3/16" SQ. 1-1/16" LONG	2

FUNCTION GROUP	
2 ENGINE/ELECTRICAL	
BUINESS LINE	
CHIPPERS	
OWNER DOMAIN J.P. CARLTON COMPANY DIV. DAF INC.	
SERIAL NUMBERS 1J9U50116E1167160 & UP	
DESCRIPTION	ISSUE
ENGINE SLIDE ASSEMBLY	R3



PART	ITEM	DESCRIPTION	QTY
1	0150414	RIVET-ALUMINUM W STEEL MANDREL	6
2	0350054	MARKER LIGHT- 4" AMBER OVAL	2
3	0350057	REFLECTOR- AMBER 2 3/8"	2

FUNCTION GROUP	
2 ENGINE/ELECTRICAL	
BUSINESS LINE	
CHIPPERS	
OWNER DOMAIN J.P. CARLTON COMPANY DIV. DAF INC.	
SERIAL NUMBERS 1J9UE011671167298 & UP	
DESCRIPTION	ISSUE
INSTALL MARKER LIGHTS AND REFLECTORS	R3



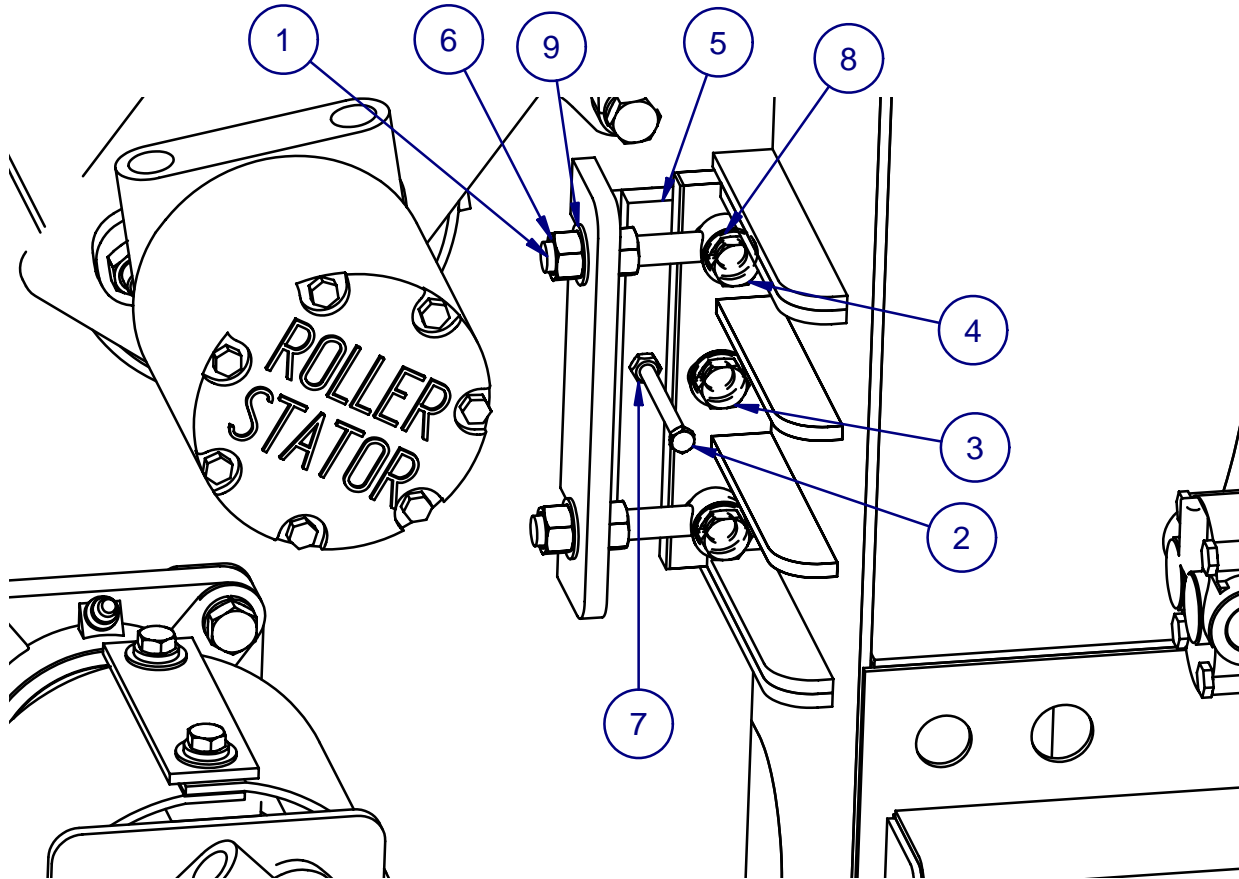
NOTES:
1. KNIFE/ANVIL CLEARANCE .09375 (3/32")

FUNCTION GROUP	
3 BASE/CUTTER ASSEMBLY	
BUSINESS LINE	
CHIPPERS	
OWNER DOMAIN J.P. CARLTON COMPANY DIV. DAF INC.	
SERIAL NUMBERS 1J9UE0211A1167251 & UP	
DESCRIPTION	ISSUE
BASE/CUTTER WHEEL ASSEMBLY	R4



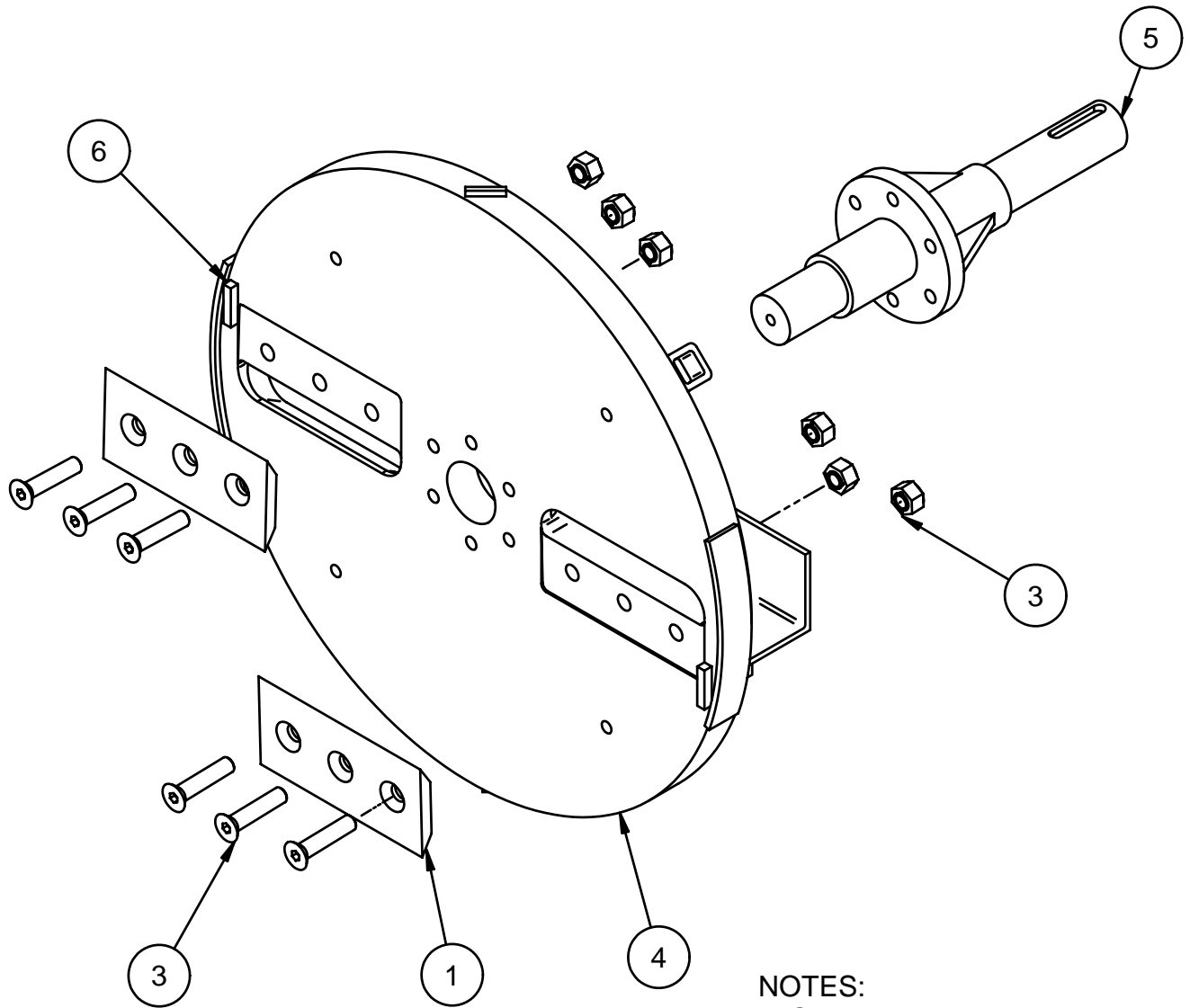
PART	ITEM	DESCRIPTION	QTY
1	0150608	MASTER LOCK	1
2	0250124	BUSHING - 65/75 ENGINE - SF 2"	1
3	0250189C	BUSHING,QD INTERCHANGEABLE,SK 1-1/2	1
4	0250319	SHEAVE,CUTTER WHEEL,KUBOTA	1
5	0250320	SHEAVE,ENGINE/CUTTER WHEEL	1
6	0350013	SWITCH - LANYARD - OPEN	1
7	0400144	BELT,KUBOTA,6" CHIPPER	1
8	0500153	BEARING,2" FLANGE	2
9	12A-0516	HEX C/S 5/16-18 x 2 UNC GR 5	3
10	12A-0616	HEX C/S 3/8-16 x 2 UNC GR 8	3
11	12A-0810ZI	HEX C/S 1/2-13 x 1-1/4 UNC GR 8 ZINC	8
12	20530027	ASSEMBLY,CUTTER WHEEL	1
13	20630002	ASSY BASE/CUTTER WHEEL	1
14	20630003	WELDMENT, TRANSITION	1
15	20630004	WELDMENT, DOOR	1
16	20630005	WELDMENT,BELT GUARD BACK	1
17	20630010	SHIM,CUTTER WHEEL BEARING	2
18	20630024	WELDMENT,LOCK PIN,DOOR	1
19	20630042	WELDMENT,DOOR/BASE ROD	1
20	20630052	WELDMENT.BELT GUARD COVER	1
21	20630094	WELDMENT,BELT KEEPER,REAR	1
22	20650005	TUBING,FOLDING END TABLE/DOOR LOCK	1
23	21230114	WIRE,LANYARD SWITCH,DOOR LOCK,LATCH	1
24	21240075	WASHER,FEED WHEEL BEARING	1
25	30-08	LOCK WASHER,1/2"	8
26	30A-05	LOCKWASHER 5/16" USS GR8	3
27	30A-06	LOCKWASHER, 3/8" USS GR8	3

FUNCTION GROUP	
3 BASE/CUTTER ASSEMBLY	
BUINESS LINE	
CHIPPERS	
OWNER DOMAIN	
J.P. CARLTON COMPANY DIV. DAF INC.	
SERIAL NUMBERS	
1J9UE0211A1167251 & UP	
DESCRIPTION	ISSUE
BASE/CUTTER WHEEL ASSEMBLY	R4



PART	ITEM	DESCRIPTION	QTY
1	0150630A	1/2-13 x 3" ROD END, YELL	2
2	12A-0426	HEX C/S 1/4-20 x 3 1/4 UNC GR 8	1
3	12A-0810ZI	HEX C/S 1/2-13 x 1-1/4 UNC GR 8 ZINC	1
4	12A-0814ZI	HEX C/S 1/2-13 x 1-3/4 UNC GR 8 Z&Y	2
5	20630019	ANVIL	1
6	20A-08	NUT,HEX,1/2-13 UNC GR8	4
7	29A-04ZI	NUT,STOVER LOCK, 1/4-20 UNC GR8 Z & Y	1
8	30-08	LOCK WASHER,1/2"	3
9	31B-08ZI	FLAT WASHER 1/2 USS NARROW GR 8 Z&Y	7

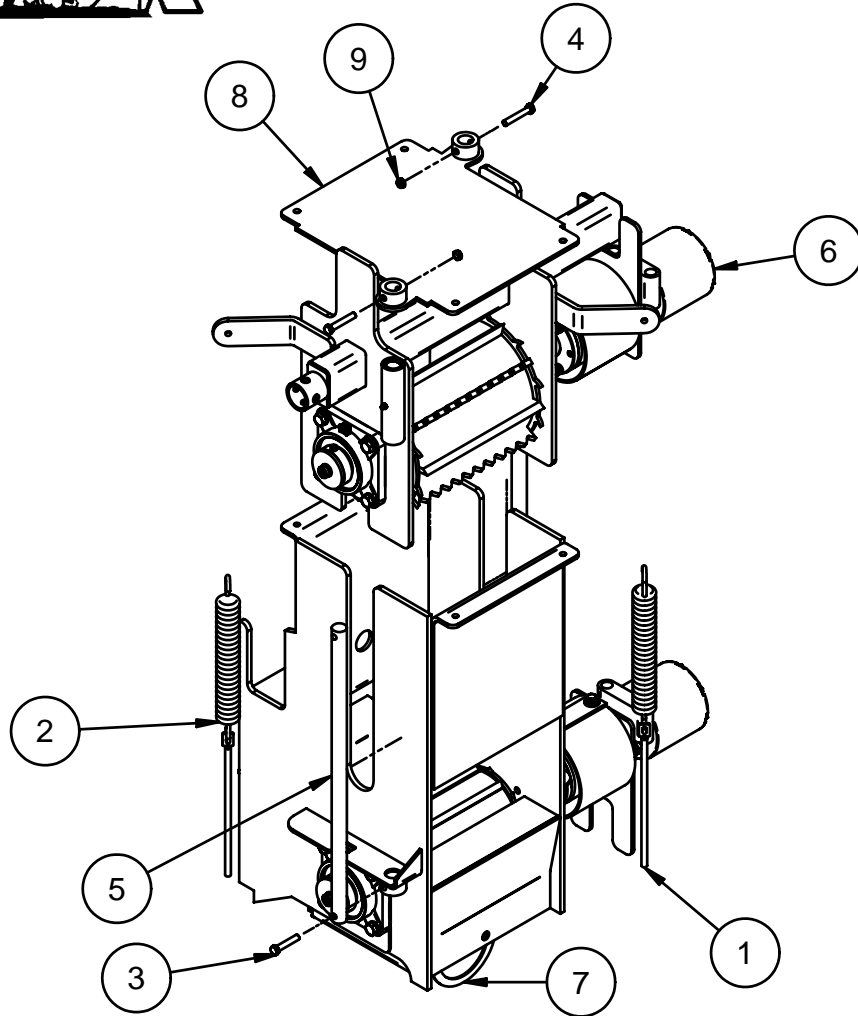
FUNCTION GROUP	
3 BASE/CUTTER WHEEL	
BUSINESS LINE	
CHIPPERS	
OWNER DOMAIN J.P. CARLTON COMPANY DIV. DAF INC.	
SERIAL NUMBERS 1J9U50116E1167160 & UP	
DESCRIPTION	ISSUE
ANVIL MOUNTING	R3


NOTES:

1. SERIAL # 1J9UE0211A1167251 AND UP.

PART	ITEM	DESCRIPTION	QTY
1	0900114R1	KNIFE,8.375X4X.50	2
2	0900129	CHIPPER KNIFE BOLT NUT - 5/8"	6
3	0900130	CHIPPER KNIFE BOLT - 5/8"	6
4	20530028	WELDMENT, CUTTER WHEEL	1
5	20630051	SHAFT,CUTTER WHEEL,MACHINED	1
6	70A-0614	KEY ,3/8 SQ. 1-3/4" LONG	2

FUNCTION GROUP	
3 CUTTER WHEEL/BASE	
BUSINESS LINE	
CHIPPERS	
OWNER DOMAIN	
J.P. CARLTON COMPANY DIV. DAF INC.	
SERIAL NUMBERS	
1J9UE0211A1167251 & UP	
DESCRIPTION	ISSUE
CUTTER WHEEL	R4



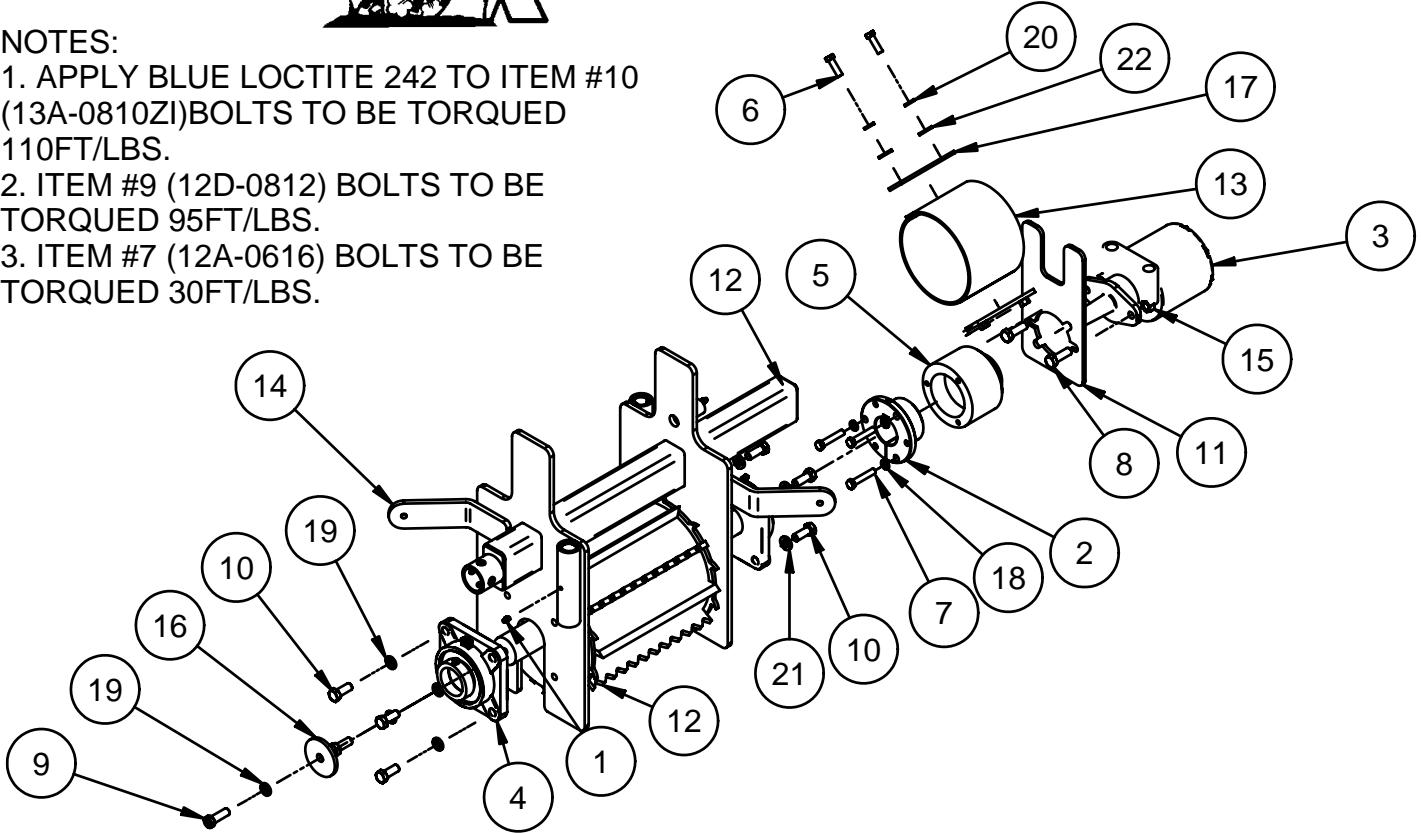
PART	ITEM	DESCRIPTION	QTY
1	0900104	SPRING TIGHTENER FOR 250	2
2	0900110B	SPRING,LIFT	2
3	12A-0616	HEX C/S 3/8-16 x 2 UNC GR 8	2
4	12A-0618	HEX C/S 3/8-16 x 2-1/4 UNC GR 8	2
5	14040045	ROD,ENGINE SLIDE	2
6	20640087	ASSY,TOP SLIDE FEED SYSTEM	1
7	20640088	ASSY,BTM SLIDE FEED SYSTEM	1
8	20640091	WELDMENT,SLIDE FEED SYSTEM, TOP PLATE	1
9	29A-06	NUT,STOVER LOCK, 3/8-16 UNC GR8	4

FUNCTION GROUP	
4 FEED SYSTEM	
BUSINESS LINE	
CHIPPERS	
OWNER DOMAIN J.P. CARLTON COMPANY DIV. DAF INC.	
SERIAL NUMBERS 1J9UE0211A1167251 & UP	
DESCRIPTION	ISSUE
FEED SYSTEM	R4



NOTES:

1. APPLY BLUE LOCTITE 242 TO ITEM #10 (13A-0810ZI) BOLTS TO BE TORQUED 110FT/LBS.
2. ITEM #9 (12D-0812) BOLTS TO BE TORQUED 95FT/LBS.
3. ITEM #7 (12A-0616) BOLTS TO BE TORQUED 30FT/LBS.

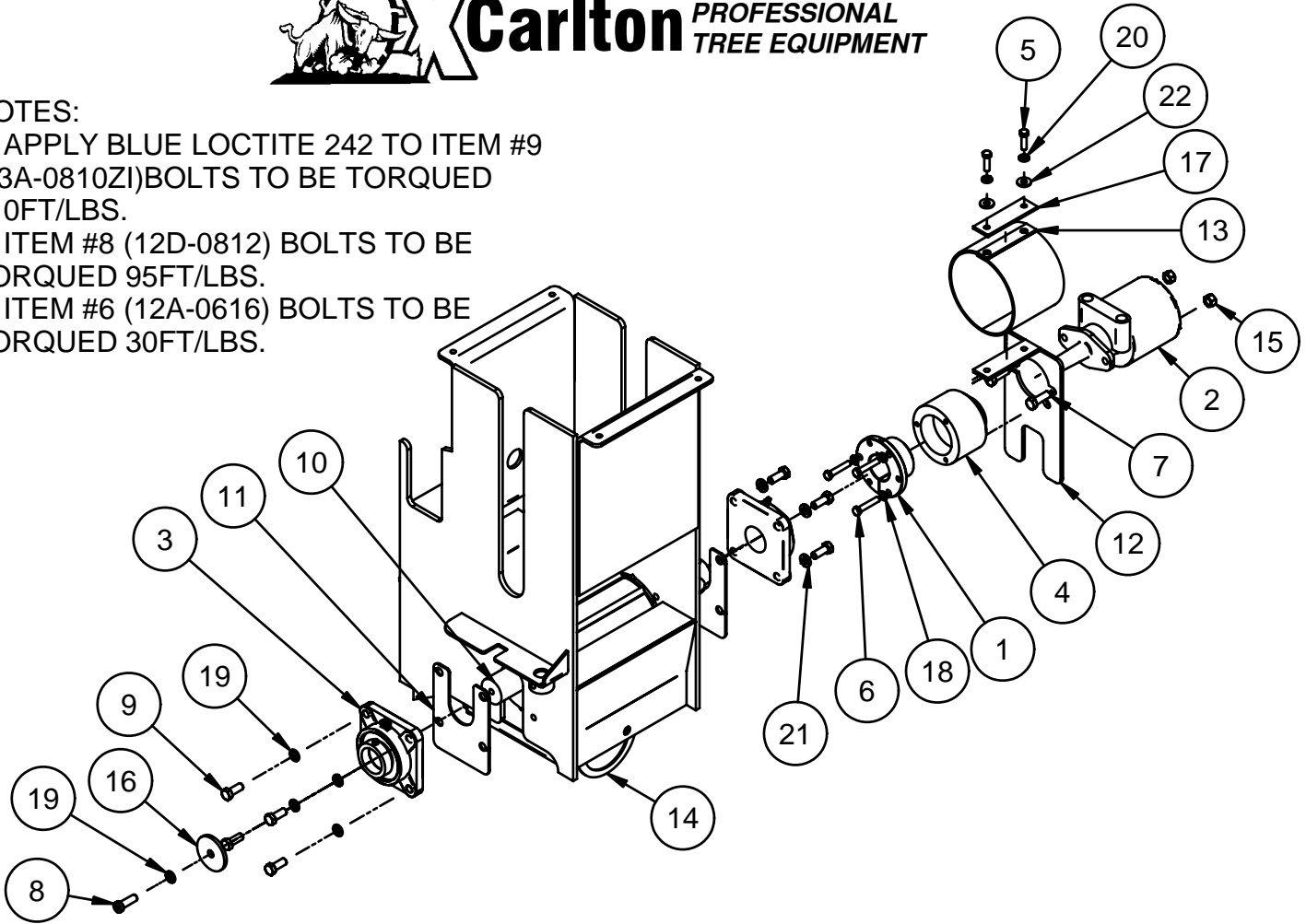


PART	ITEM	DESCRIPTION	QTY	PART	ITEM	DESCRIPTION	QTY
1	0150601	GREASE FITTING 1/4-28 STRAIGHT	2	17	21240090	WASHER,FEED WHEEL COUPLER COVER MOUNT	1
2	0250124	BUSHING - 65/75 ENGINE - SF 2"	1	18	30-06	LOCK WASHER,3/8"	3
3	0300044	6" CHIPPER TOP HYD MOTOR	1	19	30-08	LOCK WASHER,1/2"	5
4	0500152	FB 2" LINKBELT-FEEDWHEEL, CHIP	2	20	30A-06	LOCKWASHER, 3/8" USS GR8	2
5	1200188	COUPLER, FEED WHEEL HUB	1	21	30A-08	LOCKWASHER 1/2"	4
6	12A-0610ZI	HEX C/S 3/8-16 x 1-1/4" UNC GR 8 ZINC	2	22	31A-06	FLAT WASHER, 3/8 USS GRD 5	2
7	12A-0616	HEX C/S 3/8-16 x 2 UNC GR 8	3				
8	12A-0812ZI	HEX C/S 1/2-13 x 1-1/2 UNC GR 8 Z&Y	2				
9	12D-0812	SOC HD C/S 1/2-13 X 1-1/2" UNC BLCK	1				
10	13A-0810ZI	HEX C/S 1/2-20 x 1-1/4 UNF GR 8 ZINC	8				
11	20540007	WELDMENT,FEED WHEEL BRKT	1				
12	20640003	WELDMENT,FEED WHEEL/TOP	1				
13	20640081	COVER,PVC,FEED WHEEL COUPLER,6"	1				
14	20640089	WELDMENT,TOP FEED	1				
15	20A-08	NUT,HEX,1/2-13 UNC GR8	2				
16	21240075	WASHER,FEED WHEEL BEARING	1				

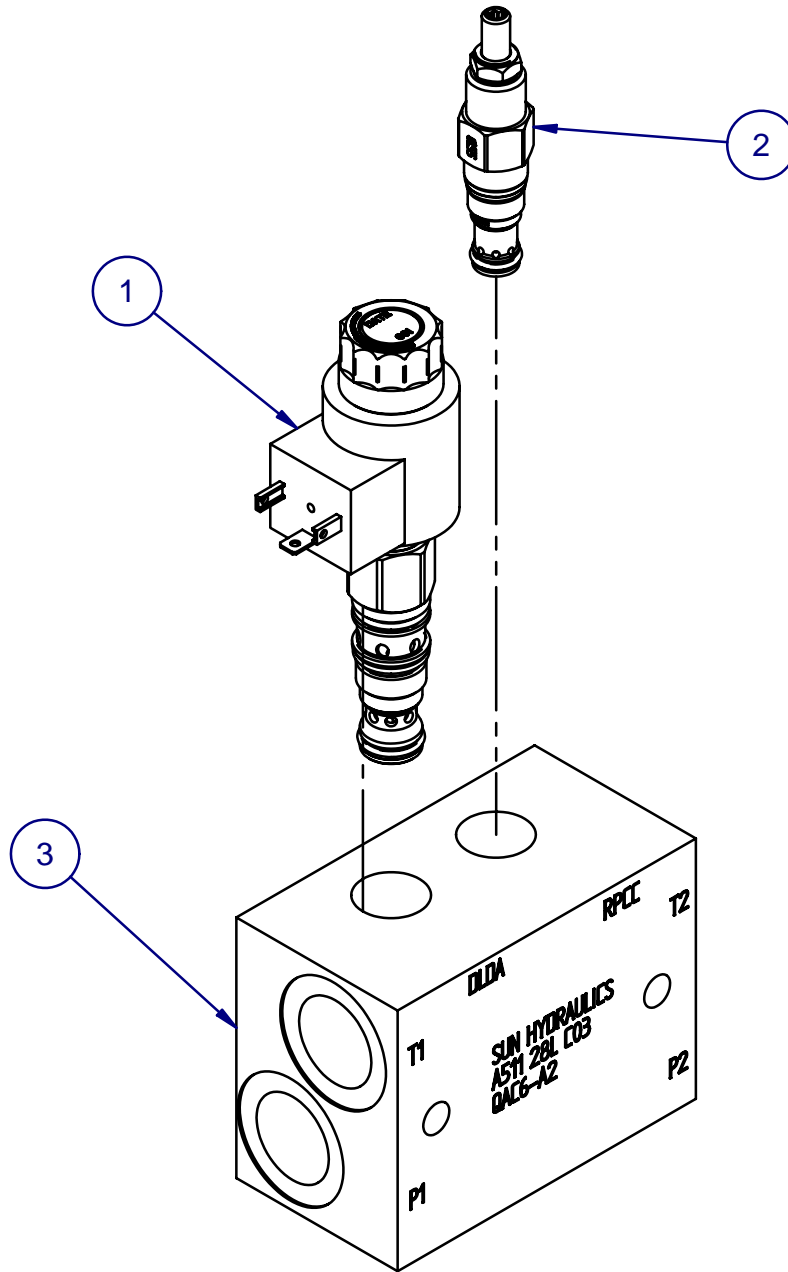
FUNCTION GROUP	
4 FEED SYSTEM	
BUSINESS LINE	
CHIPPERS	
OWNER DOMAIN	
J.P. CARLTON COMPANY DIV. DAF INC.	
SERIAL NUMBERS	
1J9UE0211A1167251 & UP	
DESCRIPTION	ISSUE
TOP FEED ENCLOSURE	R4

NOTES:

1. APPLY BLUE LOCTITE 242 TO ITEM #9 (13A-0810ZI) BOLTS TO BE TORQUED 110FT/LBS.
2. ITEM #8 (12D-0812) BOLTS TO BE TORQUED 95FT/LBS.
3. ITEM #6 (12A-0616) BOLTS TO BE TORQUED 30FT/LBS.

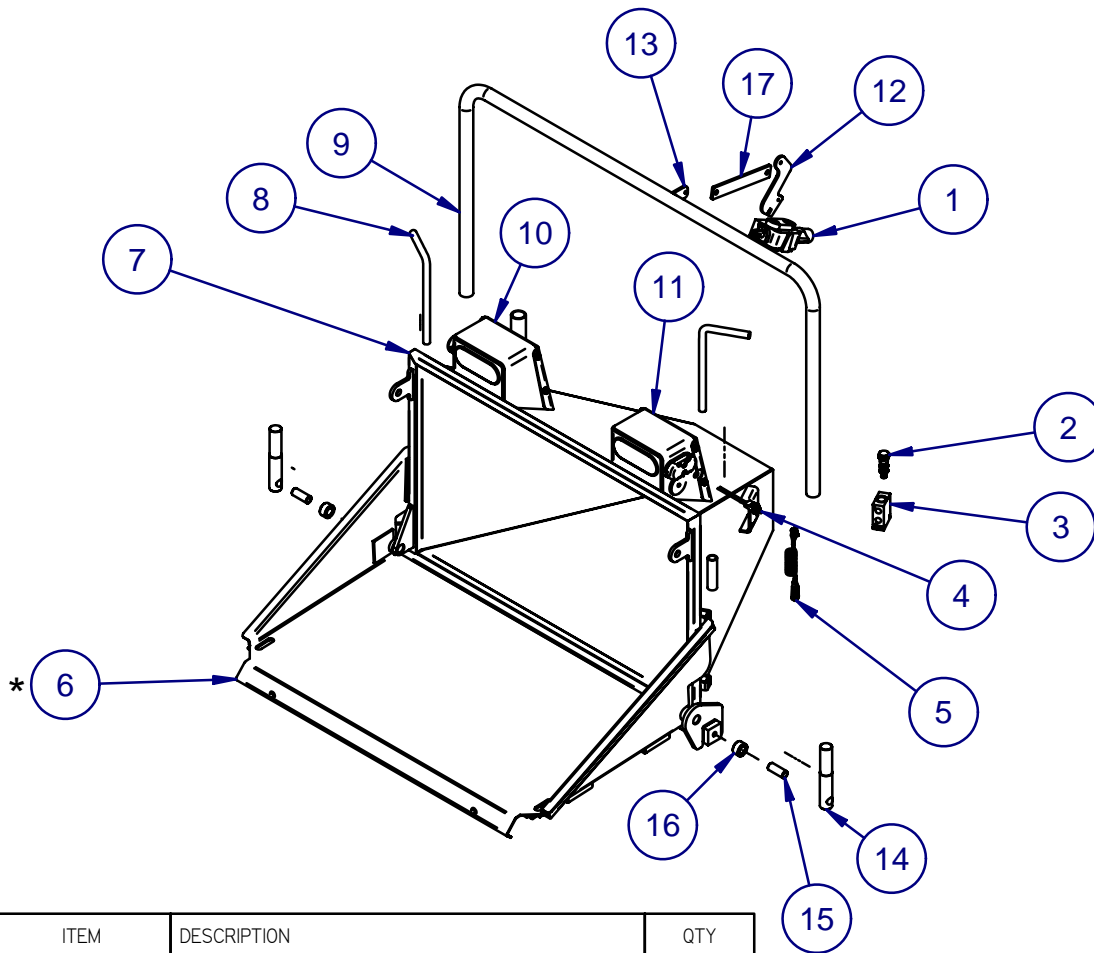


PART	ITEM	DESCRIPTION	QTY	PART	ITEM	DESCRIPTION	QTY																				
1	0250124	BUSHING - 65/75 ENGINE - SF 2"	1	16	21240075	WASHER,FEED WHEEL BEARING	1																				
2	0300045	6" CHIPPER BTM HYD MOTOR	1	17	21240090	WASHER,FEED WHEEL COUPLER COVER MOUNT	1																				
3	0500152	FB 2" LINKBELT-FEEDWHEEL, CHIP	2	18	30-06	LOCK WASHER,3/8"	3																				
4	1200188	COUPLER, FEED WHEEL HUB	1	19	30-08	LOCK WASHER,1/2"	5																				
5	12A-0610ZI	HEX C/S 3/8-16 x 1-1/4" UNC GR 8 ZINC	2	20	30A-06	LOCKWASHER, 3/8" USS GR8	2																				
6	12A-0616	HEX C/S 3/8-16 x 2 UNC GR 8	3	21	30A-08	LOCKWASHER 1/2"	4																				
7	12A-0812ZI	HEX C/S 1/2-13 x 1-1/2 UNC GR 8 Z&Y	2	22	31A-06	FLAT WASHER, 3/8 USS GRD 5	2																				
8	12D-0812	SOC HD C/S 1/2-13 X 1-1/2" UNC BLCK	1	<table border="1" style="width: 100%; text-align: center;"> <tr> <td colspan="2">FUNCTION GROUP</td> </tr> <tr> <td colspan="2">4 FEED SYSTEM</td> </tr> <tr> <td colspan="2">BUINESS LINE</td> </tr> <tr> <td colspan="2">CHIPPERS</td> </tr> <tr> <td colspan="2">OWNER DOMAIN</td> </tr> <tr> <td colspan="2">J.P. CARLTON COMPANY DIV. DAF INC.</td> </tr> <tr> <td colspan="2">SERIAL NUMBERS</td> </tr> <tr> <td colspan="2">IJ9UE0211A1167251 & UP</td> </tr> <tr> <td>DESCRIPTION</td> <td>ISSUE</td> </tr> <tr> <td>BOTTOM FEED ENCLOSURE</td> <td>R4</td> </tr> </table>				FUNCTION GROUP		4 FEED SYSTEM		BUINESS LINE		CHIPPERS		OWNER DOMAIN		J.P. CARLTON COMPANY DIV. DAF INC.		SERIAL NUMBERS		IJ9UE0211A1167251 & UP		DESCRIPTION	ISSUE	BOTTOM FEED ENCLOSURE	R4
FUNCTION GROUP																											
4 FEED SYSTEM																											
BUINESS LINE																											
CHIPPERS																											
OWNER DOMAIN																											
J.P. CARLTON COMPANY DIV. DAF INC.																											
SERIAL NUMBERS																											
IJ9UE0211A1167251 & UP																											
DESCRIPTION	ISSUE																										
BOTTOM FEED ENCLOSURE	R4																										
9	13A-0810ZI	HEX C/S 1/2-20 x 1-1/4 UNF GR 8 ZINC	8																								
10	20640004	WELDMENT,BOTTOM FEED WHEEL	1																								
11	20640044	SPACER,FEED WHEEL BEARING	2																								
12	20640080	WELDMENT,FEED WHEEL BRKT,BTM	1																								
13	20640081	COVER,PVC,FEED WHEEL COUPLER,6"	1																								
14	20640090	WELDMENT,BTM FEED	1																								
15	20A-08	NUT,HEX,1/2-13 UNC GR8	2																								



PART	ITEM	DESCRIPTION	QTY
1	0300121B	SOLENOID STOP VALVE	1
2	0300121D	PISTON RELIEF VALVE- RPCC-LAN	1
3	0300173	AUTOFEED BODY 6" CHIPPER	1

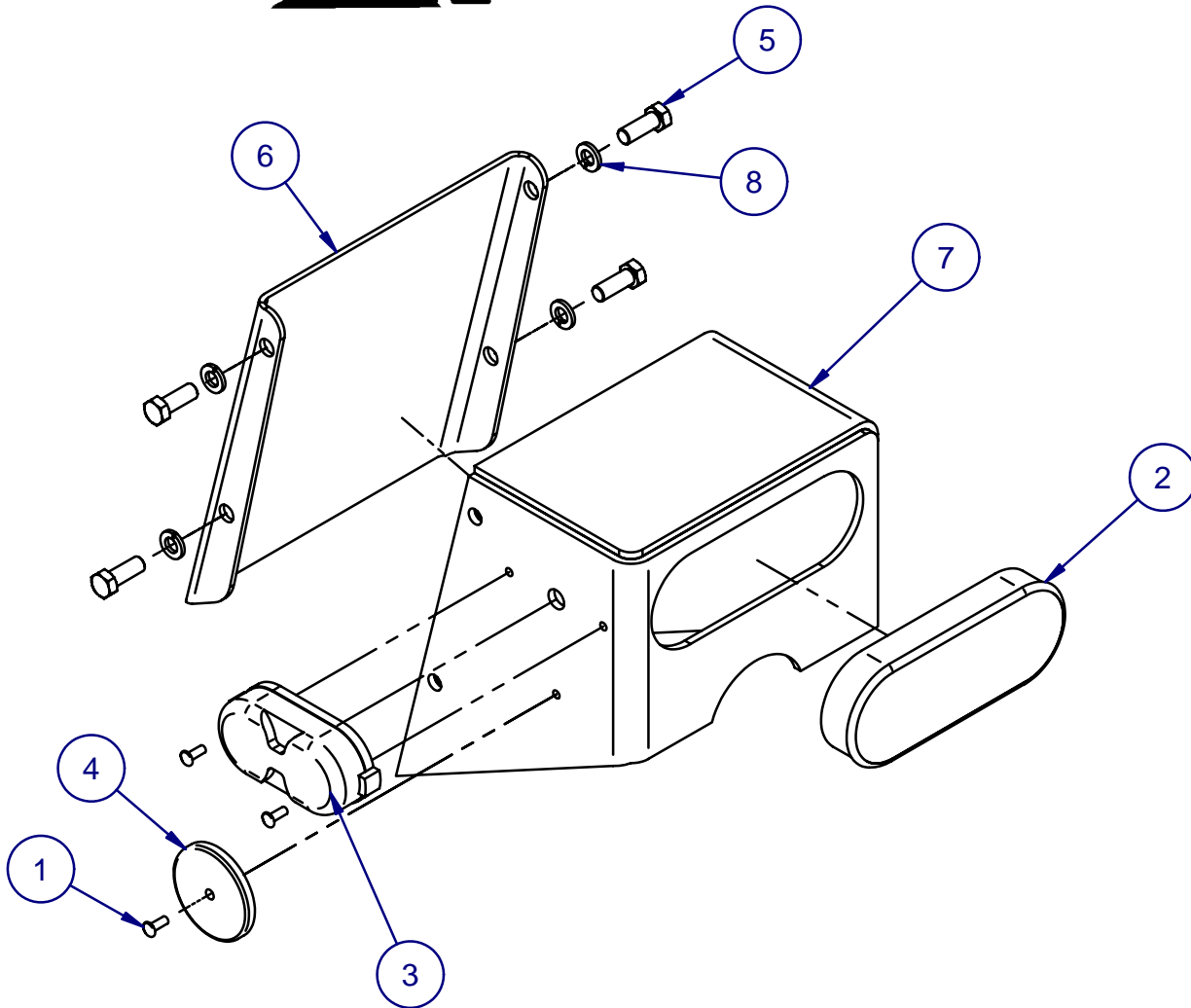
FUNCTION GROUP	
4 FEED SYSTEM	
BUSINESS LINE	
CHIPPERS	
OWNER DOMAIN J.P. CARLTON COMPANY DIV. DAF INC.	
SERIAL NUMBERS 1J9U50116E1167160 & UP	
DESCRIPTION	ISSUE
AUTO FEED HYDRAULIC BLOCK	R3



PART	ITEM	DESCRIPTION	QTY
1	0300035	VALVE,CONTROL	1
2	0300128A	CARTRIDGE,FLOW CONTROL,HYDRAULIC	1
3	0300172	DIVIDER BODY 6"	1
4	0350012	SWITCH - LANYARD - CLOSED	1
5	0350012I	LANYARD ONLY FOR SWITCH	1
6	20650002	WELDMENT,FOLDING END TABLE	1
7	20650004	WELDMENT,INFEED	1
8	20650005	TUBING,FOLDING END TABLE/DOOR LOCK	2
9	20650017	TUBING,CONTROL BAR	1
10	20650043	ASSY,TAIL/MARKER LIGHT,LH	1
11	20650044	ASSY,TAIL/MARKER LIGHT,RH	1
12	21250092	BRACKET,FEED WHEEL CONTROL LINKAGE	1
13	21250093	MOUNT,FEED WHEEL CONTROL,LINKAGE	1
14	21250097	MOUNT,CONTROL BAR,64"	2
15	21250098	BUSHING,CONTROL BAR	2
16	21250099	SPACER,CONTROL ARM	2
17	21250101	FLATBAR,CONTROL LINKAGE	1

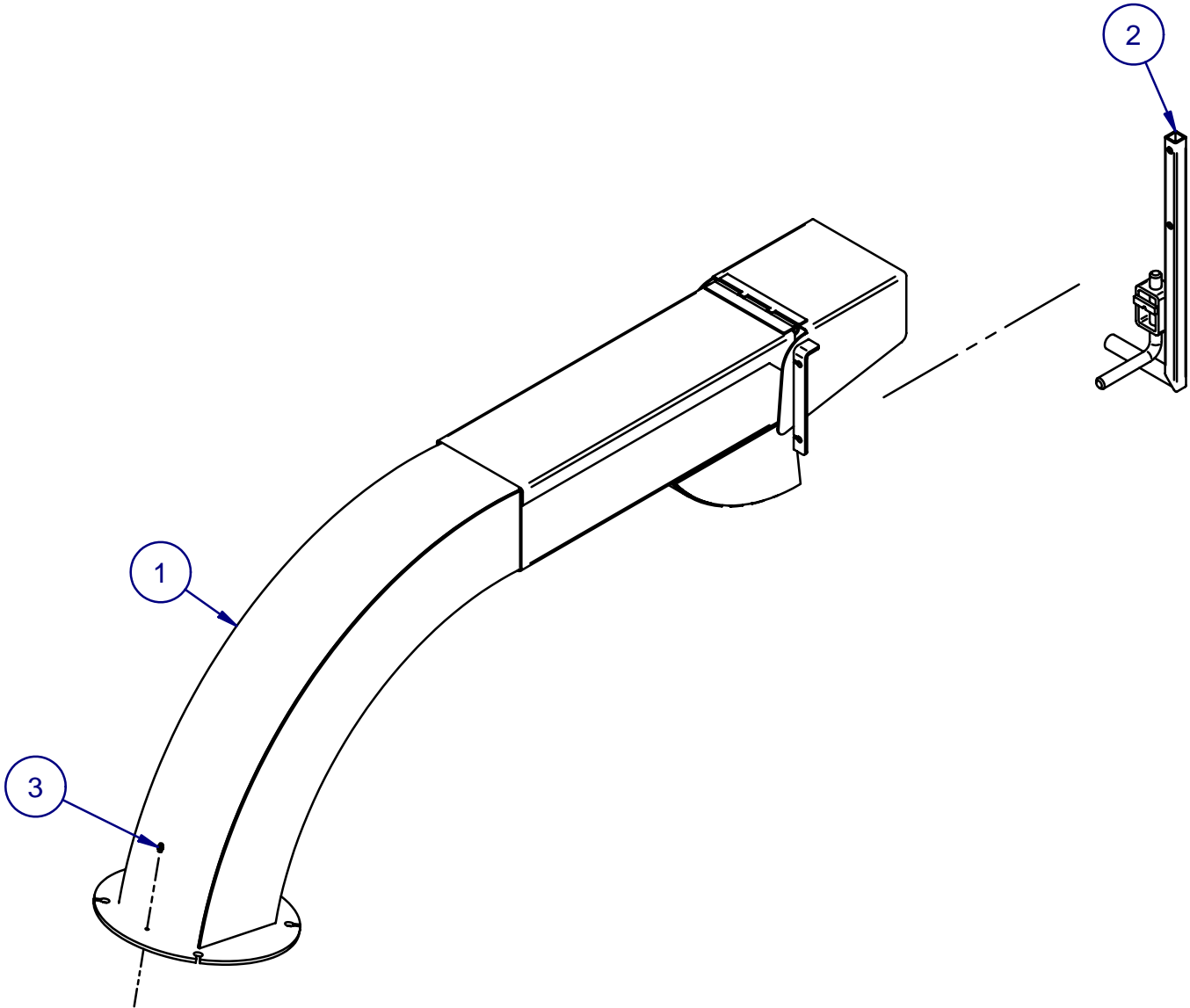
* 1J9UE021781167068 & UP

FUNCTION GROUP	
5 INFEED SYSTEM	
BUSINESS LINE	
CHIPPERS	
OWNER DOMAIN J.P. CARLTON COMPANY DIV. DAF INC.	
SERIAL NUMBERS 1J9U50116E1167160 & UP	
DESCRIPTION	ISSUE
INFEED SYSTEM	R2



PART	ITEM	DESCRIPTION	QTY
1	0150414	RIVET-ALUMINUM W STEEL MANDREL	3
2	0350008A1	TAIL LIGHT - 12" CHIPPER	1
3	0350055	MARKER LIGHT- 4" RED OVAL	1
4	0350056	REFLECTOR - RED 2 3/8"	1
5	12A-0608	HEX C/S 3/8-16 x 1" UNC GR 8	4
6	20650040	PLATE,LH TAIL/MARKER LIGHT COVER	1
7	20650045	WELDMENT,TAIL/MARKER LIGHT,LH	1
8	30-06	LOCK WASHER,3/8"	4

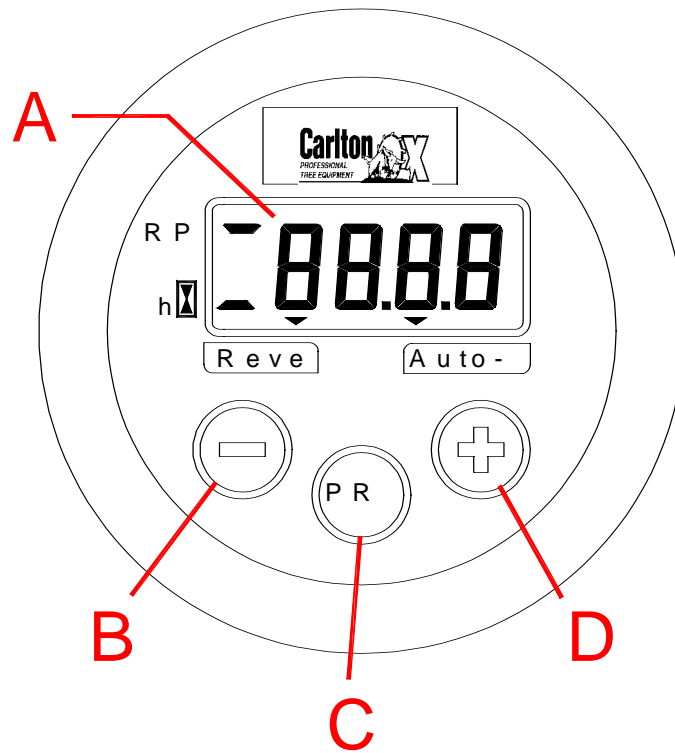
FUNCTION GROUP	
5 INFEED SYSTEM	
BUSINESS LINE	
CHIPPERS	
OWNER DOMAIN J.P. CARLTON COMPANY DIV. DAF INC.	
SERIAL NUMBERS 1J9U50116E1167160 & UP	
DESCRIPTION	ISSUE
LH TAIL/MARKER LIGHT ASSEMBLY	R3



PART	ITEM	DESCRIPTION	QTY
1	20660002	WELDMNT, DISCHARGE SYSTEM	1
2	21260037	WELDMNT, DISCHARGE ADJUST HANDLE	1
3	41E-04	GREASE FITTING 1/4-28 STRAIGHT	1

FUNCTION GROUP	
6 DISCHARGE SYSTEM	
BUSINESS LINE	
CHIPPERS	
OWNER DOMAIN J.P. CARLTON COMPANY DIV. DAF INC.	
SERIAL NUMBERS 1J9U50116E1167160 & UP	
DESCRIPTION	ISSUE
DISCHARGE/CHIP REFLECTOR	R2

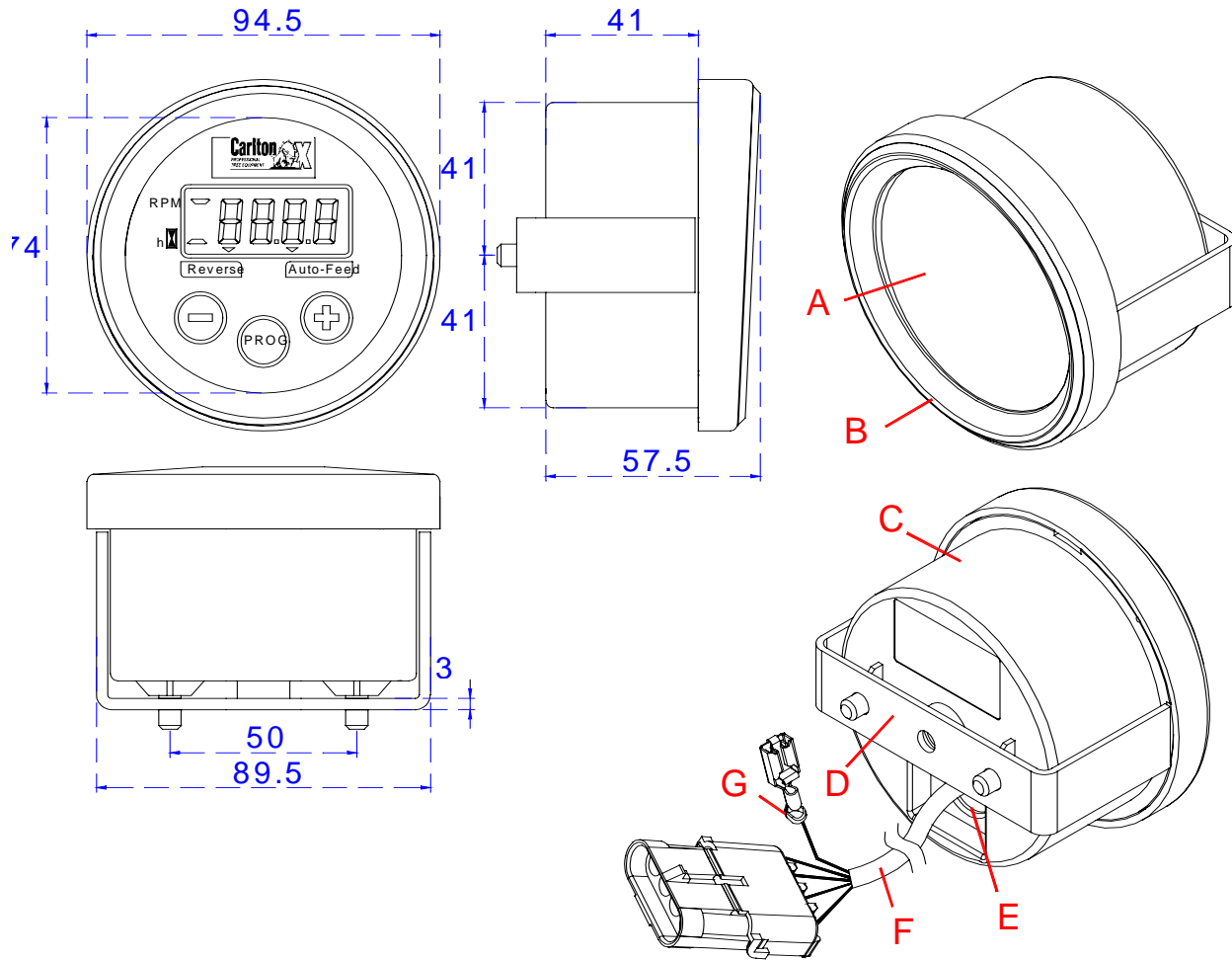
1. Panel description and electrical pinout



Ref.	Description	Signal type INput/OUTput	Pinout 4-way Delphi connector
A	Back-lit display for visualizing:		
	Heat engine RPM	IN (PNP NO, can be set to NPN) max. input frequency: 10KHz ₍₁₎	A
	Working hours	-	-
	“auto-feed” function ON	-	-
	“reverse” status ON	-	-
B	Setting key: it allows to decrease the value of the parameter being set	-	-
C	Setting key: to enter the parameters setting	-	-
	Positive output – EVS solenoid valve power supply	OUT (+V b*) 3A max	D
	Positive output – EVR solenoid valve power supply	OUT (+V b*) 3A max	Faston female single
	Positive input - monitor power supply ₍₂₎	IN (+Vb*)	C

	Ground input – monitor power supply	IN (GND)	B
--	-------------------------------------	----------	---

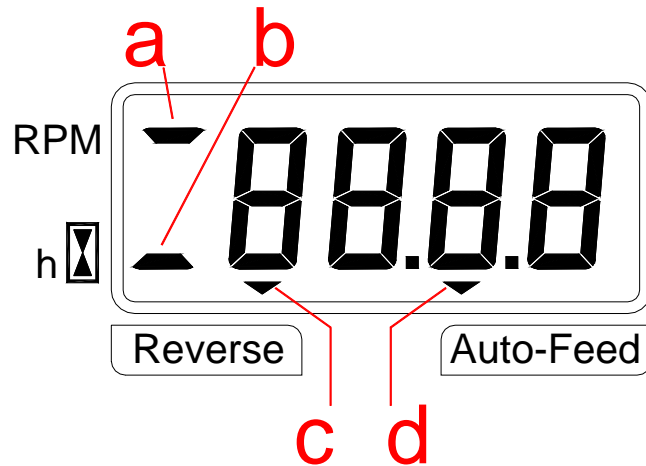
*



A	Silk-screened front panel in polyester
B	Front frame in black ABS
C	Housing in black ABS
D	Black metal supporting bracket
E	Black rubber fairlead-ring
F	Grey multipolar wiring 5x0.75mm ² , L = 250mm with 4-way Delphi connector, male contacts (cod. 12010974).
G	Wiring for EVR solenoid valve, with single female faston connector AMP cod. 160759-3 or 160773-3

2. Operating

After turning on the monitor, a 2 seconds test is automatically carried out: all display segments are on; after such a test, working hours are displayed for about 3 seconds, then engine RPMs are displayed and the other display indicators show the working status:



Picture A

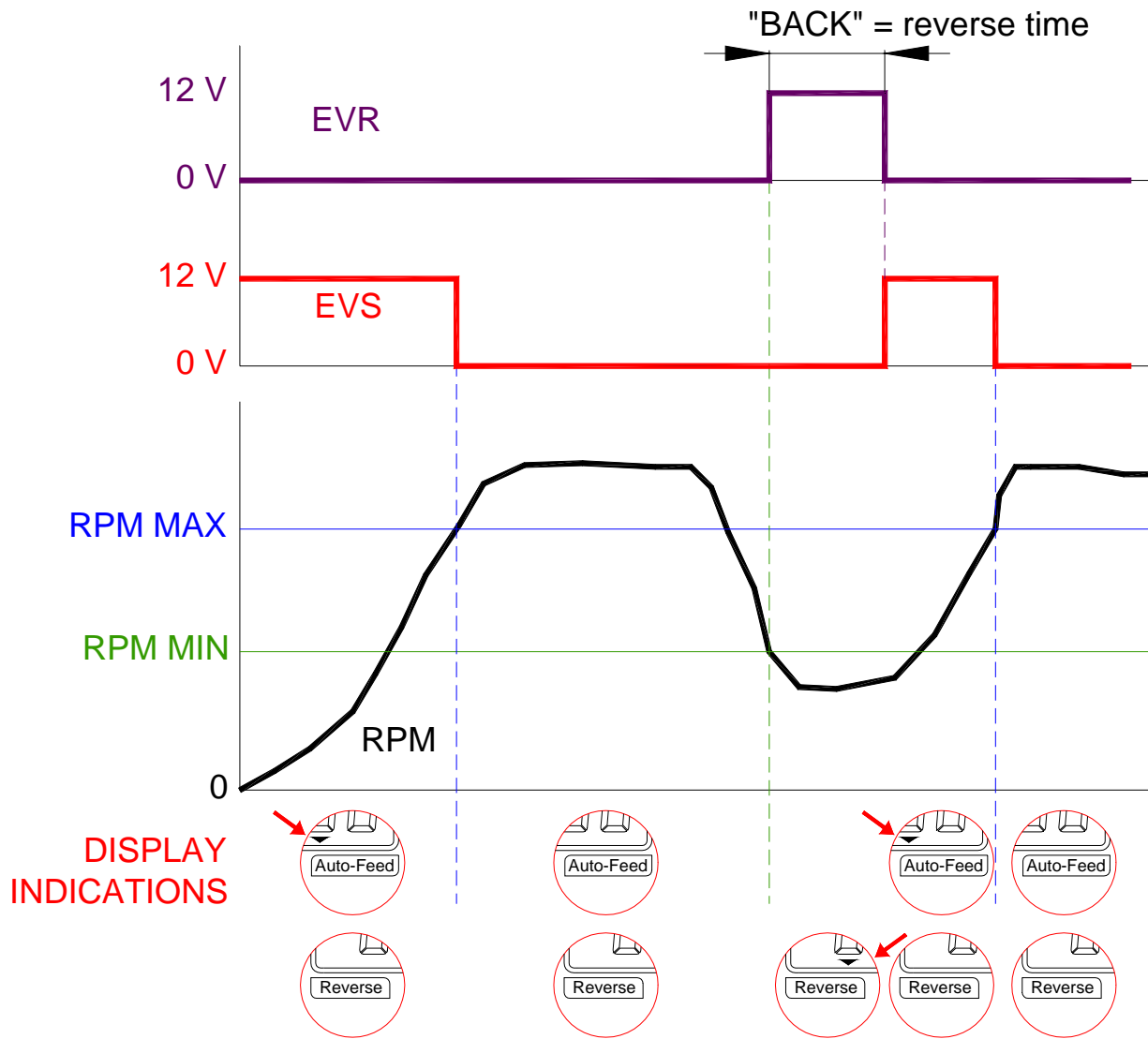
- a) if ON, engine RPMs are displayed;
- b) if ON, working hours are displayed;
- c) if ON, reverse phase is currently ongoing (emergency condition)
- d) if ON, "auto-feed" procedure is currently ongoing (emergency condition).

During standard operation the monitor detects engine RPMs. In case they go below the minimum programmed value, the monitor enables one of the emergency procedures listed below. All emergency procedures are back off, after the RPMs are restored over the maximum programmed value. The monitor is now back in standard working condition.

Emergency procedures are different depending on the "type" parameter programmed.

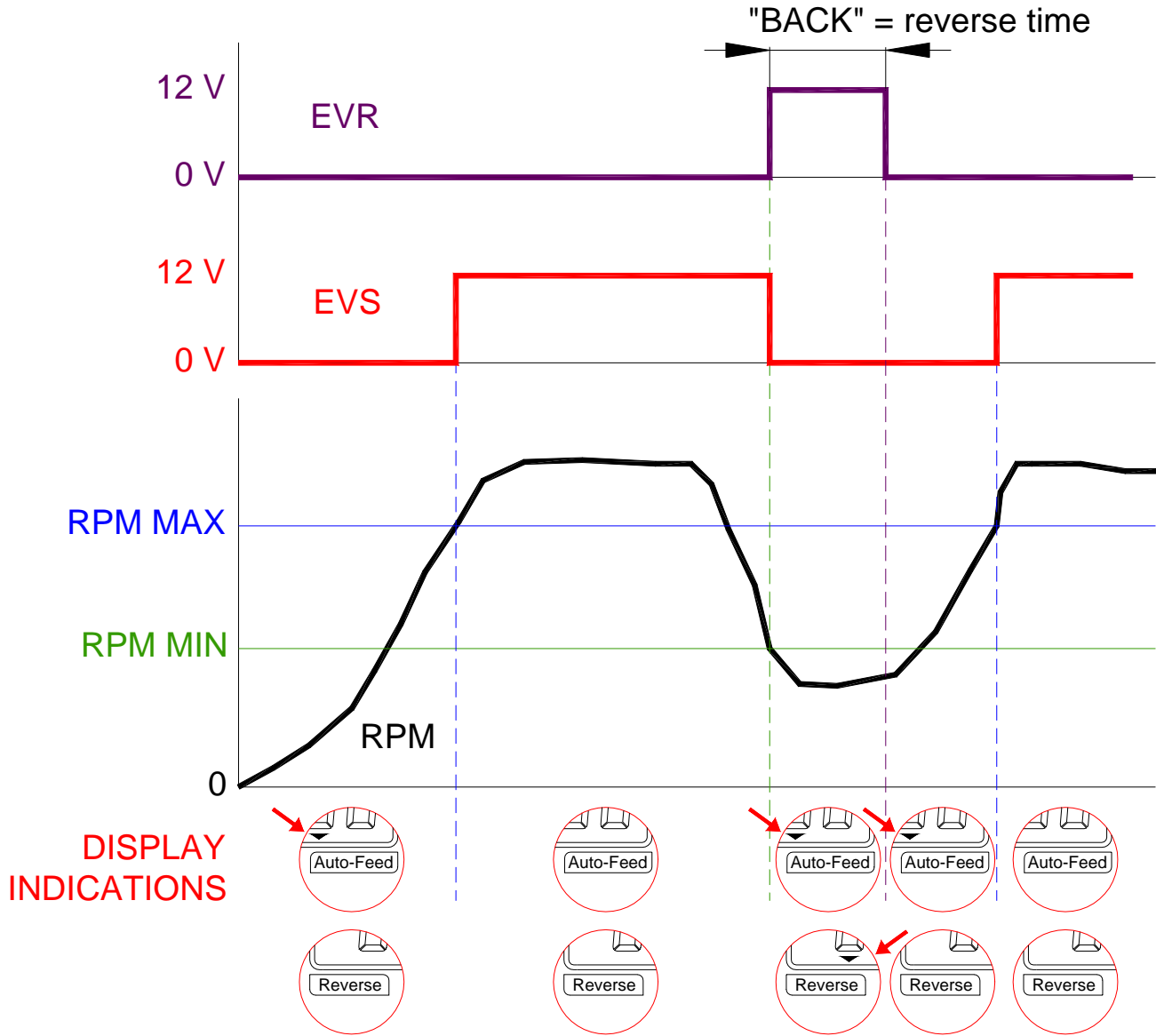
3. Emergency procedure "type 0"

This procedure is applied on those machines only where the ACTIVATION of the solenoid valves allows to protect the engine against excessive stress.

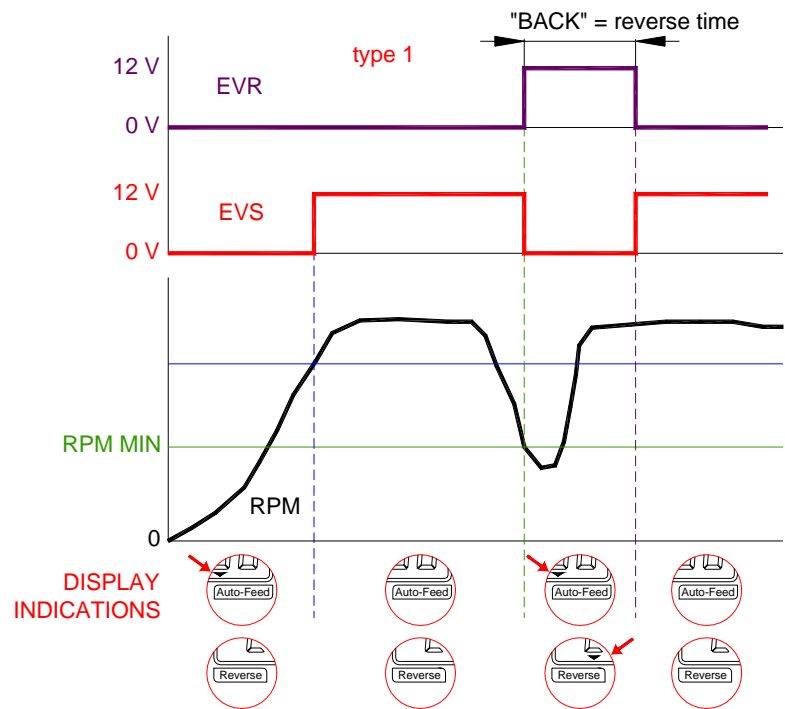
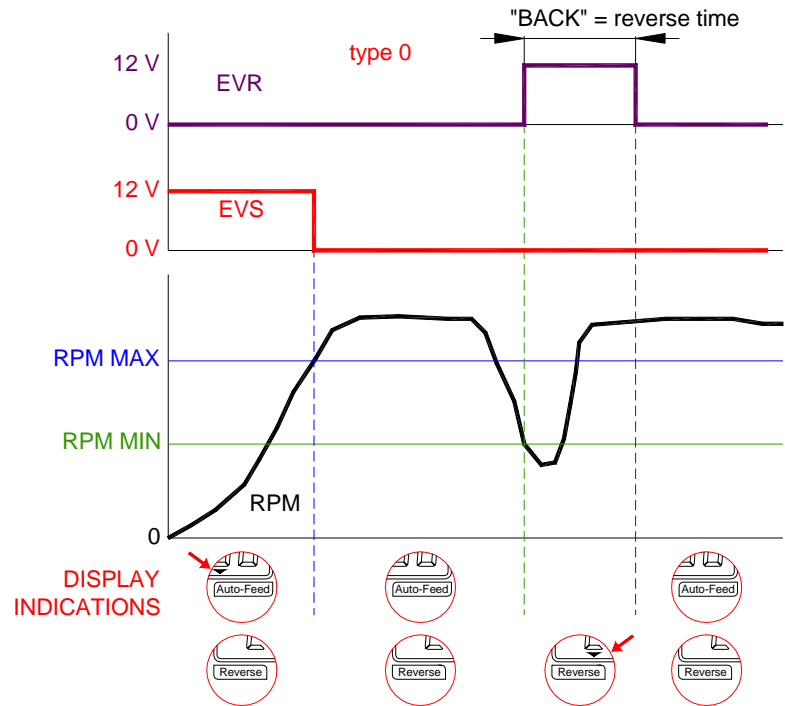


4. Emergency procedure “type 1”

This procedure is applied on those machines only where the DE-ACTIVATION of the solenoid valves allows to protect the engine against excessive stress.



In case RPMs exceed the RPM maximum value during the reverse interval (back), the activation sequence shall be as shown below:



During operation, working hours can always be displayed by switching for a BRIEF INTERVAL key (+) or (-). The display shows now the ref. indicator “b” on page 7 and working hours are displayed for 3 seconds. During this interval the EVS solenoid valve is energized or de-energized by the monitor (according to what programmed in “type” parameter) only if the “auto-feed” function has been enabled (see chapter 5.3), whereas the EVR solenoid valve is never energized.

5. Range of parameters displayed

Description	Range
Engine RPMe	0 ÷ 9990 steps of 10 RPMs
Working hours	0.0 ÷ 999.9 hours, steps of 0.1 hour (6 minutes); once 999.9 are reached, then steps of 1 hour until 9999 hours. Working hours increase only if RPMs > 500.

6. Setting

The device has two setting phases: “user” setting and "manufacturer" setting. Both programming phases can be carried out with the engine operating (RPMs > 500). The operator shall complete the procedure for each phase by confirming all parameters at a time to allow all modified parameters are stored. Otherwise, if the operator is within one programming phase and no key is selected for an interval of 7 seconds, the monitor quits the phase WITHOUT storing any executed changes.

The “user” phase permits programming of the following parameters:

- Minimum value for RPMs
- Maximum value for RPMs
- Machine type selection (with or without reverse)
- Reverse time (not used if the reverse valve is not present).

The “manufacturer” setting allows programming of the following parameter:

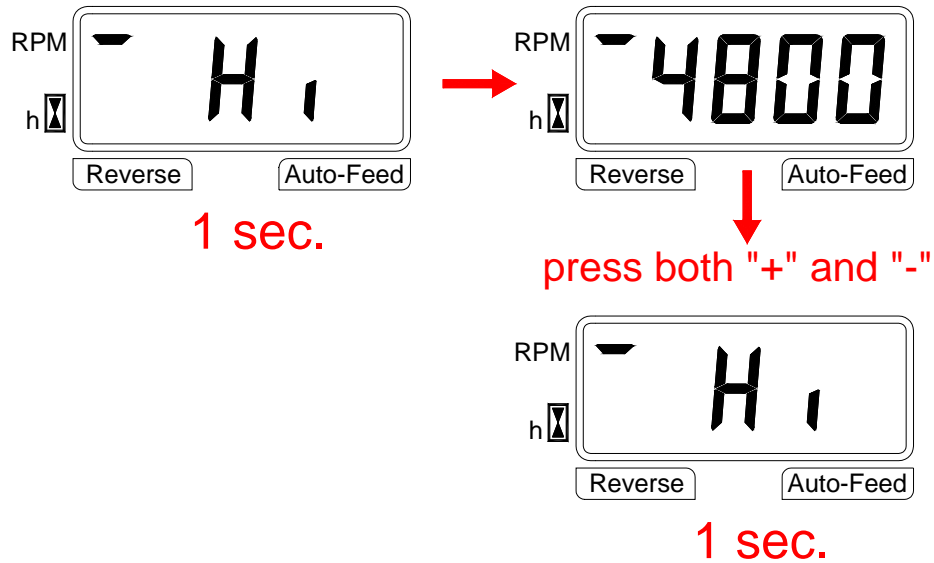
- Pulses/revolution for engine RPMs counting (Set By Factory)

NOTES: the parameter value is kept displayed during each programming phase; the parameter name is displayed only while going from one parameter to the next one or when keys + (plus) and (-) minus are simultaneously pressed.

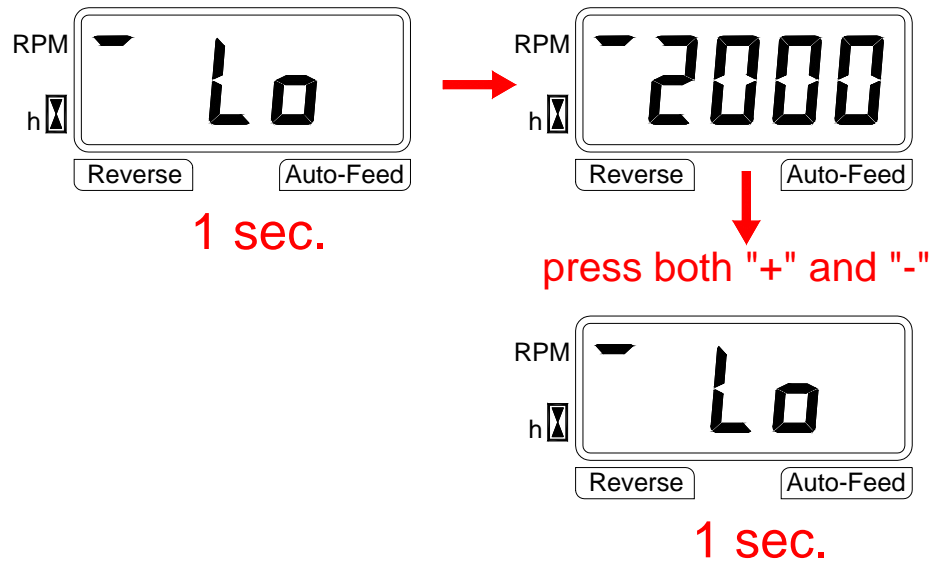
For safety purposes, the EVS solenoid valve is energized or de-energized (according to what programmed in “type” parameter) by the monitor each time a programming phase is entered only if the “auto-feed” function has been enabled (see par. 5.3), whereas the EVR solenoid valve is never energized.

7. "User" setting

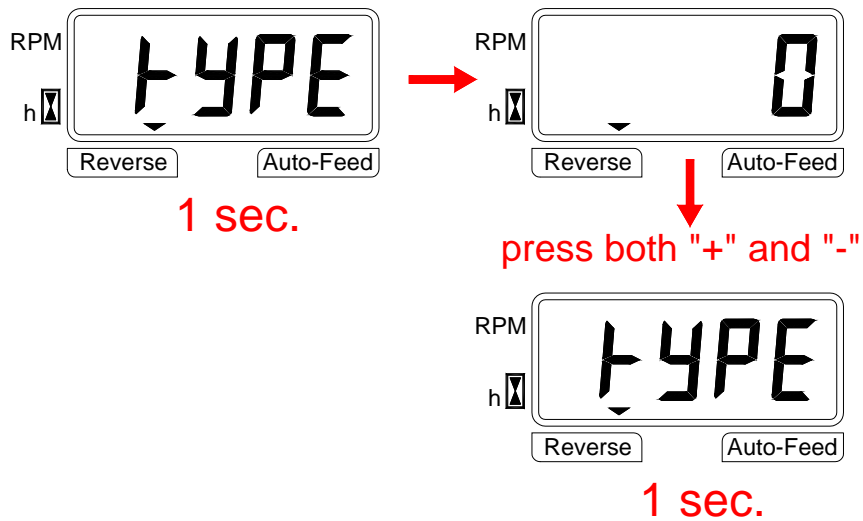
To enter the "user" programming phase, with the monitor ON keep key PROG pressed for at least 2 seconds and until the first parameter "HI" (i.e. RPMs minimum permitted value) is displayed. After an interval of 1 second the current programmed value is displayed (es. 4800RPM).



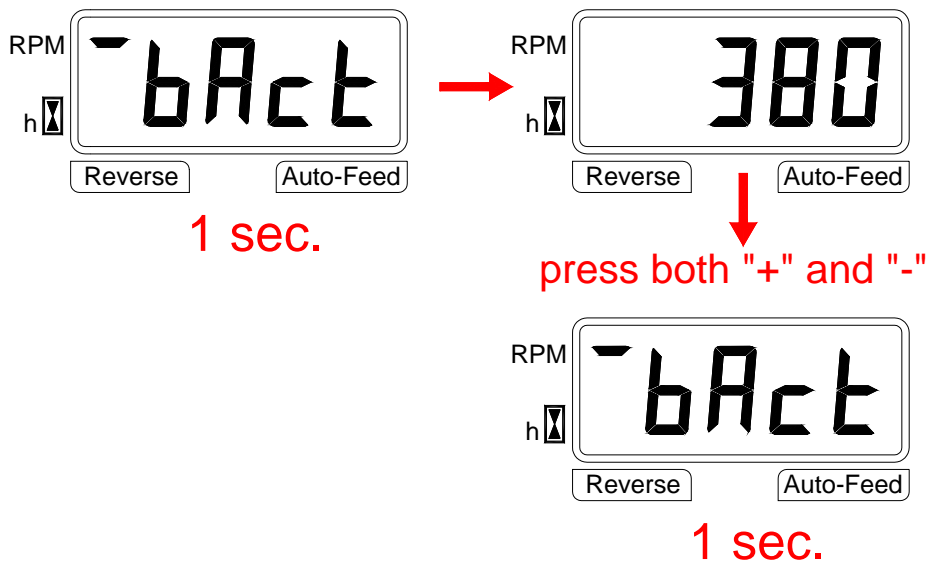
The parameter is changed by using key "+" or "-"; switching key "PROG" allows to go to next parameter "LO" (i.e. RPMs minimum permitted value). It is displayed with same procedure.



The parameter is changed by using key "+" or "-"; switching key "PROG" allows to go to next parameter "TYPE" (i.e. machine with reverse solenoid valve or without reverse valve). It is displayed with same procedure.



The parameter is changed by using key “+” or “-”; switching key “PROG” allows to go to next parameter “BACK” (i.e. activation time of the reverse solenoid valve, in ms). It is displayed with same procedure.



The parameter is changed by using key “+” or “-”; switching key “PROG” allows to store all data entered and quit setting - the display will show for 1 second following indication:



How to activate and de-activate the “auto-feed” function

The device has a further programming phase, meant for activating and de-activating the “auto-feed” function. This function includes the emergency procedures previously described.

NOTE: when the “auto-feed” function is de-activated, the monitor features exclusively revolution counter function and hours counter function; the reverse solenoid valve EVR is always de-energized and the EVS safety valve can be de-energized (if “type 0” operation type is selected) or energized (if “type 1” operation type is selected). The monitor is supplied as a standard with the “auto-feed” function enabled; in fact, when the monitor is switched-on with engine off (RPM =0), the ref. indicator "d" picture "A" pag. 7 is on.

Press key (-) minus for at least 3 seconds to de-activate the “auto-feed” function and until the sequence below is displayed:



Once the sequence has been completed, engine RPMs are displayed but the ref. indicator "d" picture "A" page 7 is off; to activate again the “auto-feed” function press key (+) plus for at least 3 seconds until the sequence below is displayed:



Once the sequence has been completed, engine RPMs are displayed and the ref. indicator "d" picture "A" page 7 is on.

8. Range of programmable parameters

Description	Programmable range	Default values
LOW (Minimum RPM value permitted)	500 ÷ 2700 (*) RPM, steps 10RPM	2240
HIGH (Maximum RPM value permitted)	2000(*) ÷ 5000 RPM, steps 10RPM	2440
BACK (reaction time for reverse valve)	0 ÷ 2500ms, steps 10ms	300
PULSES (number of pulses/revolution for RPM)	2.0 ÷ 200.0 pulse/rev, steps 0.1 pulse/rev	129.0
TYPE (reverse function is ON)	ON or OFF	ON

(*) LOW value shall never exceed HIGH value (and vice versa), and priority shall be given to the LOW value with 20RPMs hysteresis; e.g: if a LOW value is programmed equal to 1980RPM, the HIGH value shall not be lower than 2000RPM;

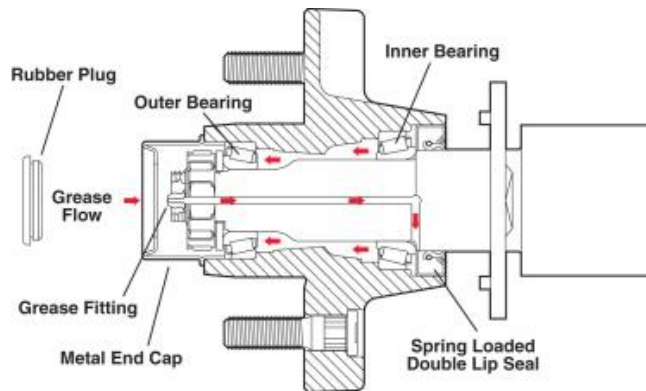
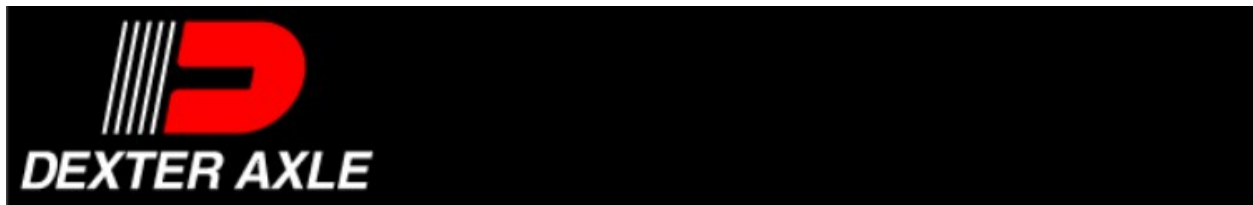
Now, by releasing all keys, the monitor operates under standard condition and the initial test is carried out again.

7. Technical features

Supply voltage	10 ÷ 16 Vdc
Max. current absorption at 16 Vdc (excluding outputs)	200 mA
Protection degree	IP 66
Operating temperature range	-20 / +70 °C
Storage temperature range	-25 / +85 °C
Mechanical vibrations resistance	2 g random
Reference standards for the project	MC14982

Autofeed Settings for Carlton Chippers

Engine Make	Engine Model	HP Rating	High Setting	Low Setting	CAL
Vanguard	Big Block V Twin	35 HP	3360	3060	98
Kubota	D1105T	33 HP	2300	2000	12
Kohler	CH740	27HP	3330	2900	97.4
Kubota	V3300T	88 HP	2300	2150	12
Kubota	V3800T	99HP	2300	2150	12
John Deere		99 HP	2440	2240	129
John Deere		140 HP	2440	2240	129
John Deere	6068T	173 HP	2440	2370	129
John Deere	6068H	250 HP	2440	2370	129
John Deere III		140 HP	2200	2000	129
John Deere III	6068T	173 HP	2200	2000	129
John Deere III	6068H	250 HP	2200	2000	129



Axles equipped with Dexter's E-Z Lube feature can be periodically lubricated without removing the hubs from the axle. This feature consists of axle spindles that have been specially drilled and assembled with grease fittings in their ends. When grease is pumped into the fitting, it is channeled to the inner bearing and then flows back to the outer bearing and eventually back out the grease cap hole.

1. Remove the rubber plug from the end of the grease cap.
2. Place a standard grease gun onto the grease fitting located in the end of the spindle. Make sure the grease gun nozzle is fully engaged on the fitting.
3. Pump grease into the grease fitting. The old, displaced grease will begin to flow back out the cap around the grease gun nozzle.
4. When the new, clean grease is observed, remove the grease gun, wipe off any excess, and replace the rubber plug in the cap.

The E-Z Lube feature is designed to allow immersion in water. Axles not equipped with E-Z Lube are not designed for immersion and bearings should be repacked after each immersion. If hubs are removed from an axle with an E-Z Lube feature, it is imperative that the seals be replaced before bearing lubrication. Otherwise, the chance of grease getting on brake linings is greatly increased.

NOTE: The convenient lubrication provisions of the E-Z Lube must not replace periodic inspection of the bearings.



CAUTION

Do not mix Lithium, calcium, sodium or barium complex greases due to possible compatibility problems. When changing from one type of grease to another, it is necessary to insure all the old grease has been removed.

If your axles are equipped with oil-lubricated hubs, then your lubrication procedure is to periodically fill the hub with high quality hypoid gear oil to the level indicated on the clear plastic oil cap. The oil can be filled through the rubber plug hole in the cap.

Recommended Wheel Bearing Lubrication Specifications

Grease:

Thickener Type	Lithium Complex
Dropping Point	230°C (446°F) minimum
Consistency	NLGI No. 2
Additives	EP, Corrosion & Oxidation Inhibitors
Base Oil	Solvent Refined Petroleum Oil
Base Oil Viscosity	@40°C (104°F) 150cSt(695 SUS) Min.
Viscosity Index	80 Minimum
Pour Point	-10°C (14°F) Minimum

Approved Sources:

Mobil Oil	Mobilgrease HP
Exxon/Standard	Ronex MP
Kendall Refining Co.	Kendall L-427
Ashland Oil Co.	Valvoline Val-plex EP Grease
Pennzoil Prod. Co.	Premium Wheel Bearing Grease 707L

Oil:

SAE 90 Hypoid Gear (Hypoid Rear Axle Oil)
Use only with hubs equipped with oil option.

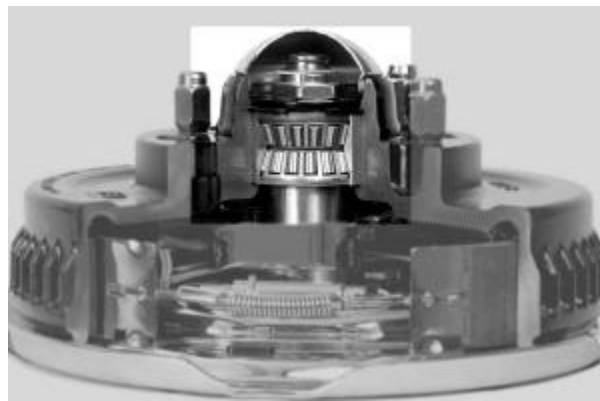
Approved Sources:

Union Oil Co.	Union MP, Gearlube - LS
Exxon Co. USA	Gear Oil GX 80W-90
Mobil Oil Corp.	Mobilube SHC 75W-90
Pennzoil Prod. Co.	Multipurpose Gear Lubricant 4092,
.....	Multipurpose Gear Lubricant 4096



Maintenance Schedule

Item	Function Required	Weekly	3 Months or 3000 Miles	6 Months or 6000 Miles	12 Months or 12000 Miles
Brakes	Test that they are operational.	<i>At Every Use</i>			
Brake Adjustment	Adjust to proper operating clearance.		●		
Brake Magnets	Inspect for wear and current draw.			●	
Brake Linings	Inspect for wear or contamination.				●
Brake Controller	Check for correct amperage & modulation.			●	
Brake Cylinders	Check for leaks, sticking.				●
Brake Lines	Inspect for cracks, leaks, kinks.				●
Camshaft Bushings	Check for wear and breakage.			●	
Anchor Pins & Rollers	Lubricate with approved grease.			●	
Slack Adjuster Lubrication	Lubricate with approved grease.			●	
Trailer Brake Wiring	Inspect wiring for bare spots, fray, etc.				●
Breakaway System	Check battery charge and switch operation.	<i>At Every Use</i>			
Hub/Drum	Inspect for abnormal wear or scoring.				●
Wheel Bearing & Cups	Inspect for corrosion or wear. Clean & repack..				●
Seals	Inspect for leakage. Replace if removed.				●
Springs	Inspect for wear, loss of arch.				●
Suspension Parts	Inspect for bending, loose fasteners, wear.			●	
Hangers	Inspect Welds.				●
Wheel Nuts and Bolts	Tighten to specified torque values.		●		
Wheels	Inspect for cracks, dents or distortion.			●	
Tire Inflation Pressure	Inflate tires to mfg's. specifications.	●			
Tire Condition	Inspect for cuts, wear, bulging, etc.		●		



Product Features

- No need to pull the hubs to repack the bearings OR replace the seals when checking the brakes.
- Pre-set adjustment means installation is easy and human error is virtually eliminated in bearing adjustment.
- Pre-lubricated at the bearing factory providing resistance to contamination.
- Sealed for life, which means increased durability and reliability and no more bearing maintenance.
- 5 year or 100,000 mile warranty against defects in material and workmanship.



PROFESSIONAL TREE EQUIPMENT

MODEL	TYPE	ENGINE	HP	FUEL	CUTTING DEPTH	CUTTING HEIGHT	CUT SWING	NO. TEETH	WHEEL DIA.	WHEEL THICKNESS	TONGUE EXTENSION	WEIGHT (lbs.)
900H	Walk-Behind	Honda	13	Gas	9"	21"	N/A	12	12.25"	.5"	N/A	220
SP2000	Walk-Behind	Kohler	27	Gas	24"	27"	N/A	16	19"	.5"	N/A	695
SP4012	Self-Propelled	Kohler	27	Gas	13"	34"	40" arc	20	21"	1"	30"	1,550
	Self-Propelled	Briggs-Vanguard	35	Gas	13"	34"	40" arc	20	21"	1"	30"	1,650
	Self-Propelled	Lombardini	28.7	Diesel	13"	34"	40" arc	20	21"	1"	30"	1,650
SP7015	Self-Propelled	Deutz Turbo	60	Diesel	15"	43"	70" arc	32	26.5"	1"	N/A	3,500
SP7015TRX	Track-Mounted	Deutz Turbo	60	Diesel	15"	43"	70" arc	32	26.5"	1"	N/A	4,300
SP8018 TRX	Track-Mounted	Deutz Turbo	78	Diesel	18"	43"	80" arc	32	26.5"	1"	N/A	5,420
HURRICANE RS	Track-Mounted	John Deere Turbo	140	Diesel	25"	53"	360°	48	31"	1.5"	N/A	8,500
HURRICANE TRX	Track-Mounted	John Deere Turbo	140	Diesel	25"	72"	360°	64	36"	1.5"	N/A	12,000
	Track-Mounted	John Deere Turbo	175	Diesel	25"	72"	360°	64	36"	1.5"	N/A	12,000
	Track-Mounted	John Deere Turbo	250	Diesel	25"	72"	360°	64	36"	1.5"	N/A	12,000
3500D	Tow-Behind	Deutz Turbo	60	Diesel	15"	40"	80" arc	32	26.5"	1"	48"	2,900
7500	Tow-Behind	Deutz Turbo	78	Diesel	24"	46"	92" arc	48	31"	1.5"	60"	4,400

Call and ask about Carlton's line of Chippers or visit our website: www.stumpcutters.com

CARLTON—QUALITY PRODUCTS AND EXCEPTIONAL SERVICE



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Carlton Owner's Manual
6" Disk Chipper
Revised: 10/2008