

SCARIFIER

CPM-4-8-10-SACRALITE8 OPERATING INSTRUCTIONS

When using Hi-carbon steel or Tungsten Carbide cutter wheels:

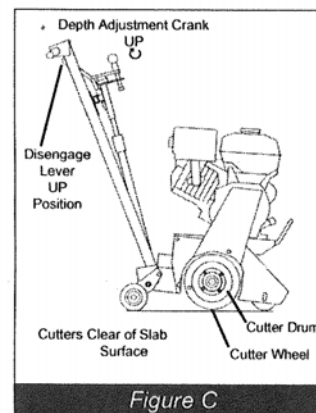
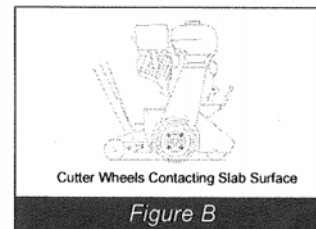
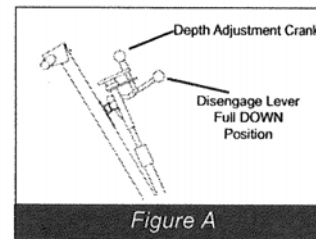
IMPORTANT!

Read the engine manufacturer's manual, familiarize yourself with engine start procedures.

BEFORE STARTING THE ENGINE: *Gasoline models only

Be sure that the cutter drum assembly has been properly installed and the cutter drum shaft is in place and secured.

1. Select a level place at the job site. Set the "disengage lever" in the full DOWN position. Refer to (Figure A).
It is most important to determine the position of the cutter wheels as they relate to the slab or floor surface. If the drum assembly is filled with cutters, the cutter wheels will most likely contact the slab when the "disengage lever" is lowered. Refer to (Figure B).
Turn the "depth adjustment crank" UP until the cutter wheels are clear of the slab. Refer to (Figure A). Follow these instructions each time before the engine is started to prevent accidental damage to the slab.
2. Raise the "disengage lever" to the full UP position. DO NOT force the lever. If resistance is felt, turn the "depth adjustment crank" DOWN one or two turns. This will allow the "disengage lever" to reach its normal full UP position. Refer to (Figure C).
3. Check level of oil in engine crankcase (engines are usually shipped dry, oil must be added as per engine manufacturers instructions). *
4. Check fuel level (follow engine manufacturers instructions). *
5. Be sure all guards (belt, motor, cutter wheel) are in place and secure.
6. Vacuum hose port should have hose attached or cap installed to control dust generated during the cutting operation.
7. Locate engine on/off switch, if the engine is so equipped. On some engines the throttle control is also the engine shut-off switch. Familiarize yourself with this operation. *
8. All **EDCO** gasoline engine operated planers are equipped with a STOP switch, usually located on the handle. Use this switch for emergency engine shut-off. *
9. Cold engine starting: Be sure fuel line valve is open. Set choke (separate lever on some engines - others have choke as part of throttle control). Open throttle (full to engage choke) 3/4 to full on engines with a separate choke. Turn engine ignition switch ON. Be sure emergency STOP switch is ON. *
10. Before starting determine that the recoil starter assembly turns freely, starter rope pulls easily and the rope retracts properly. *



Starting the Cut:

- Slowly lower the cutter head to the slab surface with the cutter head lever. (Figure 2, Item 1) & (Figure4)
- Rotate the Depth Control down until you hear the cutters contact the slab. Once contact is made lower the machine an additional 1/8" for the initial pass. Additional passes can be made in 1/8" increments to a maximum depth of 3/8". Cutting more than 1/8 per pass could result in damage to the drum and machine.
- Use an Industrial Vacuum Dust Control System for dry planing operations.
- Optional water hookup also available.

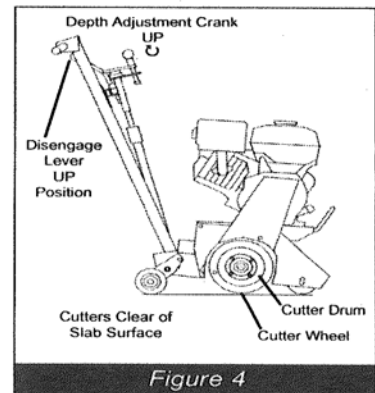


Figure 4

To Stop Cutting:

- Move cutter head control lever to raise cutter head assembly above slab surface.
- For gasoline and propane models, close throttle and turn the ignition switch to the "OFF" position.
- For electric models, depress the "OFF" button.

After Cutting:

- At the end of the day, clean the entire machine after it has cooled. Check for worn or damaged cutters and perform any required maintenance. See Maintenance Schedule and Instructions on page 13.
- If water was used for dust control - - - clean slurry under machine before it dries.

Cutting Heads / Drums:

- Drum assembly revolves at approximately 1200-1800 R. P. M.; Model CPM-10 is a "down-cut" planer, Model CPM-8 is a "down-cut" planer, and ScariLite-8 is a down-cut planer, Model CPM-4 is an "up-cut" planer. Depth of cut is completely determined by the material to be cut, horsepower of the engine/motor and spacing of the cutter wheels on the cutter head.
- All cuts should be started from a stationary position - when the cutting depth is reached the planer should then move forward.
- The engine/motor should not labor. Run at full speed and adjust forward speed to fit the work being performed. Very hard concrete will have to be cut at a slower pace than asphalt or deteriorated surfaces.
- If it is necessary to make deep cuts - make several shallow cuts to achieve the desired depth. If the cutting depth is set too deep the cutter wheels will not be able to absorb the shock and damage to the equipment will result.
- The cutter wheels have an oversized arbor hole. This "play" is needed to absorb some of the shock of the cutter contacting the concrete.
- Cutting speed is directly proportional to the amount of material to be removed in one pass; an example - cutters spaced on 1" centers will penetrate to a greater depth than those spaced at 1/2" centers, and the planer will move forward faster. Most of the material in the path of the cutting head will be removed either by the cutters themselves or through the natural hammering action and spalling of the material being cut. A later pass with cutters spaced closer together will remove the ridges.

To Reach Maximum Depth in Concrete:

- It is best to make several passes - increments of 1/32-1/8" or even less if surface is extremely hard.
- Use coarse (wide spacing) for initial passes. Complete job with medium spacing. Never use a fine spaced cutter head to cut deeper than 1/32-1/8".
- Some concrete slabs, especially if they are covered with water a good deal of time or if they have been treated with hardeners, develop an extremely high surface strength.
- Material removal depth should not exceed 1/32-1/8" per pass thus requiring several passes to reach the desired depth of cut.

To Cut Asphalt:

- This surface can be easier to penetrate than concrete. In some instances depths of 1/4" per pass can be achieved with the larger machines. In general though, 1/8" per pass is still standard and should be maintained until the hardness of the asphalt is determined.