



TMT 3000

Owner's Manual

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1- General Information

The compact but powerful TMT 3000 is a carefully engineered truckmount multi-surface cleaning machine designed and manufactured by HydraMaster North America, Inc.



A 23 Hp Briggs and Stratton engine powers the TMT 3000's Tuthill 3006 vacuum blower and the high pressure water pump, which is rated at 4 gpm (15 litres/minute).

The TMT 3000's innovative design features a stainless steel heat exchanger which allows for heated, high pressure cleaning up to 2,500 psi (17,237 kPa).

Other features of the TMT 3000 include:

- Dual oil bath and sight glasses for enhanced blower reliability
- 0 - 2,500 psi (0 - 17,237 kPa) heated, without chemical
- 0 - 1,200 psi (0 - 8,274 kPa) heated, with chemical
- A.D.C temperature control with instant heat up to 265° F (129.4° C)
- Dura-Flow Automatic Pump-Out (APO)



The Master's Touch.

The TMT 3000 can be mounted onto a HydraMaster 85 gallon (322 litre) Rotomolded Fresh Water Tank. The HydraMaster 70 gallon (265 litre) recovery tank, which comes in the standard equipment package, can be used with the 85 gallon fresh water tank installation.

This Owner's Manual contains installation and operation instructions as well as information required for proper maintenance, adjustment and repair of the TMT 3000. Component troubleshooting guides have also been included for your convenience.

It is the purpose of this manual to help you properly understand, maintain and service your TMT 3000. Follow the directions carefully and you will be rewarded with years of profitable, trouble-free operation.

It is imperative that no section of this manual be overlooked when preparing for operation of the TMT 3000. Please read the manual to familiarize yourself with the operation of your TMT 3000, paying special attention to all ***Warnings and Cautions***.

This section of the manual contains the following information:

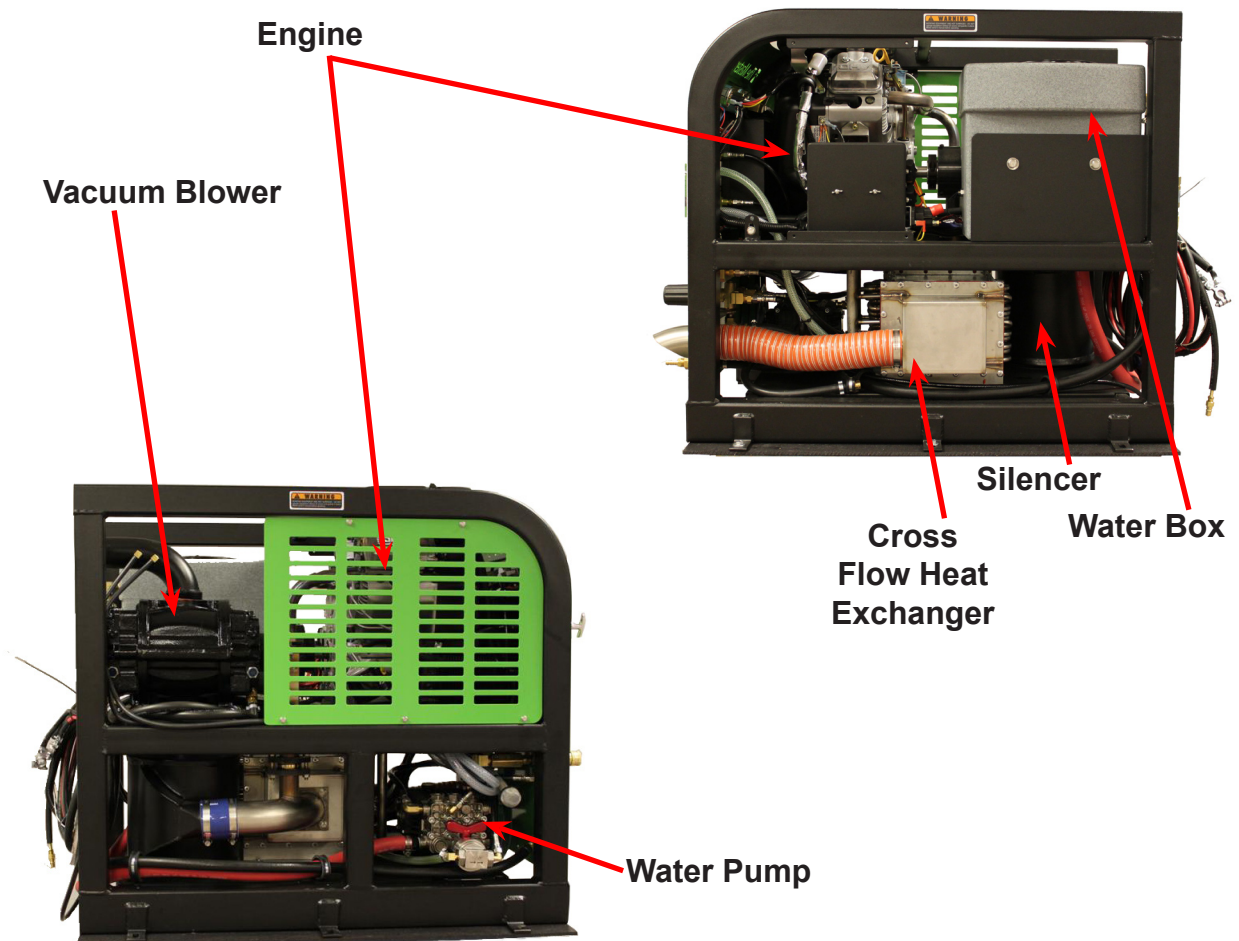
- Contact Information
- Warnings, Cautions and Notices
- Machine Specifications
- Responsibilities
- Local Water Precautions



SYSTEM CONCEPT

This is how the TMT 3000 works:

1. Incoming water enters the water box and is pressurized by the high pressure water pump. The water is heated by the engine and blower exhaust in the cross flow heat exchanger.
2. Cleaning solution is then injected into the pressurized water stream and the heated solution is delivered to the cleaning tool.
3. The solution is recovered by the vacuum generated by the vacuum pump and is collected in the recovery tank for proper disposal.



NOTICE

Photographs and illustrations included in this document can represent optional equipment as well as standard equipment.



The Master's Touch.

CONTACT INFORMATION

If you have any questions regarding the operation, maintenance or repair of this machine, please contact your local distributor.

To find a local distributor, please visit our website at <http://www.hydramaster.com/owners/locate/index.asp>.

If your question cannot be resolved by your distributor or by the information within this manual, you may contact HydraMaster Customer Service direct using the following phone numbers.

| <u>Hours</u> | <u>Telephone Numbers</u> | <u>E-mail Addresses</u> |
|------------------------|---------------------------------------|--|
| Monday-Friday | (425) 775-7275 Service | Tech Support: techsupport@hydramaster.com |
| 7:00 a.m. to 5:00 p.m. | (425) 775-7276 Parts | Parts Support: parts@hydramaster.com |
| Pacific Standard Time | (800) 426-4225 Parts / Service FAX | |

When calling your distributor, be sure to reference the serial number and date of purchase.

FOR YOUR REFERENCE:

Serial No. _____

Date of Purchase: _____

Purchased From (Distributor): _____



WARNINGS, CAUTIONS AND NOTICES

⚠ WARNING

HydraMaster uses this WARNING symbol throughout the manual to warn of possible injury or death.

CAUTION

This CAUTION symbol is used to warn of possible equipment damage.

NOTICE

This NOTICE symbol indicates that federal or state regulatory laws may apply, and also emphasizes supplemental information.



The Master's Touch.

Warnings and Cautions specific to the TMT 3000 include the following:

⚠ WARNING

During the operation of the truckmount many components are in motion. Never touch any part of the truckmount that is in motion. Serious injury may result.

⚠ WARNING

During the operation of the truckmount many surfaces will become extremely hot. Never touch hot surfaces. Serious injury may result.

⚠ WARNING

The operation of this truckmount can produce noise levels exceeding 85 decibels to a distance of 10 ft (3.05 m). The Occupational Safety and Health Administration (OSHA) recommends the use of hearing protective equipment if a person is exposed to an average of 85 decibels over an 8-hour period. Check with local and state agencies concerning hearing conservation rules.

⚠ WARNING

During the operation of the truckmount carbon monoxide and other toxic fumes are produced. Position the vehicle so that any fumes produced will be directed away from inhabited areas and any points of building entry (doors, windows, air conditioning units, fans, etc.). Do not occupy the vehicle while the truckmount is in operation. Serious injury may result.

⚠ WARNING

During the operation of the truckmount, chemicals known to the State of California to cause cancer, birth defects and other reproductive harm are produced by the engine exhaust.

⚠ WARNING

Never operate the truckmount with a portable gas container inside the vehicle. Doing so will increase the risk of fire and explosion. Serious injury or death may result. See page 1-10 of this Owner's Manual for more information.

Transporting a vented fuel container that presently contains, or has ever contained in the past, a flammable liquid is strictly forbidden by HydraMaster and by federal and state regulations. Doing so will increase the risk of fire and explosion. Serious injury or death may result.



⚠ WARNING

Never smoke in or around the truckmount. Doing so will increase the risk of fire and explosion. Serious injury or death may result.

⚠ WARNING

During the operation of the truckmount the exhaust system will become extremely hot. Keep all flammable materials away from the truckmount exhaust system. Failure to do so will increase the risk of fire and explosion. Serious property damage may result.

⚠ WARNING

Do not use a high pressure solution hose that is rated below the specifications of the TMT 3000. Serious injury may result.

CAUTION

Never operate the truckmount when the vehicle is tilted more than 10 degrees in any direction. Doing so will result in improper lubrication of the internal components, and will increase the risk of serious component or engine damage.

CAUTION

Never perform cleaning operations when the truckmount engine is running at the IDLE throttle position. Failure to do so will increase the risk of serious component or engine damage. Refer to Section 4 of this Owner's Manual for more information.

CAUTION

Never operate the truckmount with the vehicle doors closed. Doing so results in extremely high temperatures inside the vehicle and will lead to serious component or engine damage. Refer to page 2-2 of this Owner's Manual for more information.

CAUTION

Never use concentrated acids or solvents (including d-limonene) in the truckmount water system or chemical system. Use of these products will cause serious component damage.



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CAUTION

Never operate the truckmount with a water hardness reading measuring 3.0 grains per gallon (3.79 litres) or higher. Using water with a reading of 3.0 grains per gallon or higher will cause scale to build up inside the truckmount water system. Scale build up causes serious component damage. Test all water prior to use and use water softening equipment if necessary. For water hardness details, refer to pages 1-14 through 1-17, and for descaling procedures, refer to page 5-16 of this Owner's Manual.

CAUTION

Never allow water to freeze inside the truckmount. Serious component damage will occur. Perform all freeze guarding procedures as outlined on page 5-17 of this Owner's Manual.

CAUTION

Many vehicles have critical components mounted directly below the floor that can easily be damaged. Before drilling holes in the floor of the vehicle inspect the underside of the vehicle for critical components. Failure to do so may result in damage to the vehicle.



RESPONSIBILITIES

Purchaser's Responsibilities

- Prior to purchasing a van, ensure that the payload is suitable for all of the equipment that will be installed and transported. This includes and is not limited to: the truckmount, recovery tanks, fresh water tanks, on-board water, hose reels, hoses, cleaning tools, chemicals and drying equipment. Payload capacity information is available through the auto dealer, the manufacturer's web site, and is also located on the door pillar of the driver's side door.
- Purchase a heavy duty Group 24 (500+ CC Amps) battery for this truckmount.. This is normally available from the installation dealer.
- Prior to dropping your van off at the distributor for the truckmount to be installed, have a spray-on bed liner applied to the floor such as Rhino Lining® or Line-X®.

NOTICE

Plywood and carpet are not recommended.

- Prior to operating the truckmount, read this manual in its entirety and familiarize yourself with the information contained here. Special attention should be paid to all **Warnings and Cautions**.
- The distributor is responsible for the correct installation of the truckmount. The distributor is also responsible to train you in the correct and proper operation and maintenance of the truckmount.

NOTICE

Any modification of the truckmount may void the warranty.



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Installer's Responsibility

Acceptance of Shipment

Before accepting the truckmount, check the following:

1. The truckmount should be free from any damage during shipping. Do not sign the delivery receipt until you have closely inspected the truckmount and noted any damage on the delivery receipt. Hidden damage may be present even if the box looks okay. It is recommended that the box be opened before you sign for the shipment.
2. Check the packing list and verify that all items are accounted for.

Installation Responsibilities

- Ensure proper payload capacity. It is the distributor's responsibility to verify that the equipment package does not exceed the vehicle's capacity.
- Ensure installation of a safe fuel tap system and through-floor fittings as provided by HydraMaster.
- Ensure proper placement of the truckmount, recovery tank, fresh water tank, and accessories in the vehicle, and check that they are secured with bolts and back up plates. The distributor should verify that the owner is in agreement with the layout.
- Ensure proper connection of the fuel lines. Verify that the fuel pump is in accordance with HydraMaster's recommendation.
- Ensure proper connection and installation of the battery. Verify that the battery is in accordance with HydraMaster's recommendation.
- Check the pump, vacuum blower and engine oil levels prior to starting the truckmount.
- Start and run the truckmount and check that all systems function properly.
- Test all hoses, wands and other accessories for correct operation. Verify that the hoses meet or exceed HydraMaster's specifications.
- Ensure timely return of the document package.
- Ensure that all aftermarket fuel cells meet or exceed Federal Motor Vehicle Safety Standards (FMVSS) and Department of Transportation (DOT) certifications.



Training

The distributor should provide a thorough review of the operation manual with the purchaser along with instruction and familiarization in:

1. How all the truckmount's systems function.
2. All safety precautions and their importance.
3. How to correctly start and shut down the truckmount.
4. How to correctly clean with the truckmount.
5. Where and how often to check and change component oil levels.
6. Freezing damage and how to avoid it. This includes explaining proper freeze guarding procedures.
7. How to do basic troubleshooting of the truckmount.
8. Hard water damage and how to avoid it. This includes how to determine if hard water exists in your area and the installation and use of water softening systems.
9. The truckmount's warranty and warranty procedures.



MACHINE SPECIFICATIONS

| | | |
|---|---|---|
| Frame Dimensions | 24.0" W x 35" D x 31.5" H (61 cm x 89 cm x 80 cm) | |
| Weight | 500 lbs (227 kg) | |
| Engine - Briggs and Stratton 23 Hp | Oil Type | 5W-30 Synthetic |
| | Capacity | Approx. 1 1/2 quarts, or 48 oz (1.42 litres) when changing oil and filter |
| | Engine rpm | High - 3,200 rpm |
| | | Idle - 1,500 rpm |
| | Fuel Consumption @ 12" Hg/1,200 psi | High - 1.0 gph (3.79 litres/hr) |
| Ignition | Key | |
| Vacuum Blower - Tuthill 3006 Competitor (Dual Splash Lubrication) | Max. Vac. | 12" Hg (304.8 mm Hg) |
| | Oil Type | PneuLube or other ISO 100 rating |
| | Gear End Capacity | Approx. 7.0 oz (207 ml) |
| | Drive End Capacity | Approx. 5 oz (148 ml) |
| | Blower rpm | 3,200 rpm |
| Water Pump - General Pump | Oil Type | 15W-40 |
| | Capacity | 14 oz (414 ml). |
| | Pump Rate | 4.0 gpm (15 litres/minute) |
| | Pump rpm | 1,700 rpm |
| Operating Pressure | 0 - 1,200 psi (Heated) (0 - 8,274 kPa) with Chemical | 0 - 2,500 psi (Heated) (0 - 17,237 kPa) without Chemical |
| Chemical System | Last Step Chemical Injection with High Pressure Shutoff Valve | |



| | | |
|--------------------|---|---|
| Heating System | Stainless Steel | Cross Flow Heat Exchanger |
| Standard Equipment | Automatic Pump-Out (APO) | |
| | Recovery Hose | 10 ft (3.05 m). |
| | Water Box | Rotomolded 3 - 4 gallon (11.4 -15 litres) capacity |
| | Recovery Tank | 70 gallon Universal Tank (265 litre Universal Tank) |
| | Cleaning Wand/Tool | Stainless Steel S-bend |
| | | Replaceable Grip |
| | | Rebuildable Solution Valve |
| | Garden Hose Connector | |
| | Chemical Jug | 5 gallon (19 litres) |
| | Battery Box | |
| | Van Installation Kit | |
| | Owner's Manual (on CD) Owner's Guide (printed) | |
| Optional Equipment | 85 gallon (322 litre) Rotomolded Tank | |
| | 2.5" (6.35 cm) Exhaust Though Floor Kit | |



The Master's Touch.

HIGH ALTITUDE OPERATION

Elevation plays a key role in how the truckmount will operate. Operation at high altitude (above 5,000 ft [1,524 m]) may require a high-altitude carburetor jet. Use of this jet at high altitude will improve power, reduce fuel consumption and help reduce excessive carbon build-up in the exhaust and heat exchanger systems.

Contact the local Briggs and Stratton dealer or HydraMaster to obtain the proper jet size. Find your local Briggs and Stratton dealer at <http://vanguardengines.via.infonow.net/locator>.

LOCAL WATER PRECAUTIONS

The quality of water varies greatly. Many areas have an excess of minerals in the water which results in what is commonly called “hard water.” These minerals tend to adhere to the insides of heater coils and other parts of the machines causing damage and a loss of cleaning effectiveness. This influences the reliability and efficiency of equipment in direct proportion to the level of hardness.

Hard Water Advisory

HydraMaster recognizes that any hard water deposits which might occur within the water system of our truckmounts is a serious problem. The precision technology of truckmount heat exchanger systems is intolerant of any foreign material. Hard water deposits will ultimately decrease the performance of the system and are expected to seriously lower the reliability of the machine.

To validate a machine's warranty, HydraMaster requires that all machines operating in designated “Hard Water Areas” (3.0 grains or more per gallon [3.79 litres]) be fitted with a water softening system, or a properly installed magnetic-type descaler must be used and maintained. Periodic descaling or acid-rinsing alone is not adequate in these areas. HydraMaster does not recommend any particular type or brand; however, the relative effectiveness of some types of magnetic descalers or softeners may require additional periodic use of descaling agents.

HydraMaster also recommends, in the strongest possible terms, that machines in all areas be fitted with a water softening system for improved operation and reliability.

CAUTION

Failure to take appropriate measures to prevent scale build up can result in system failure and loss of warranty on affected parts.



Hard Water Area Map

The hard water map, shown in Figure 1-1, defines hard water areas in the continental United States which compromise fluid related components such as hoses, fittings, heaters, pumps, valves and water-cooled engines. For other countries, hard water area maps can be obtained from geological societies.

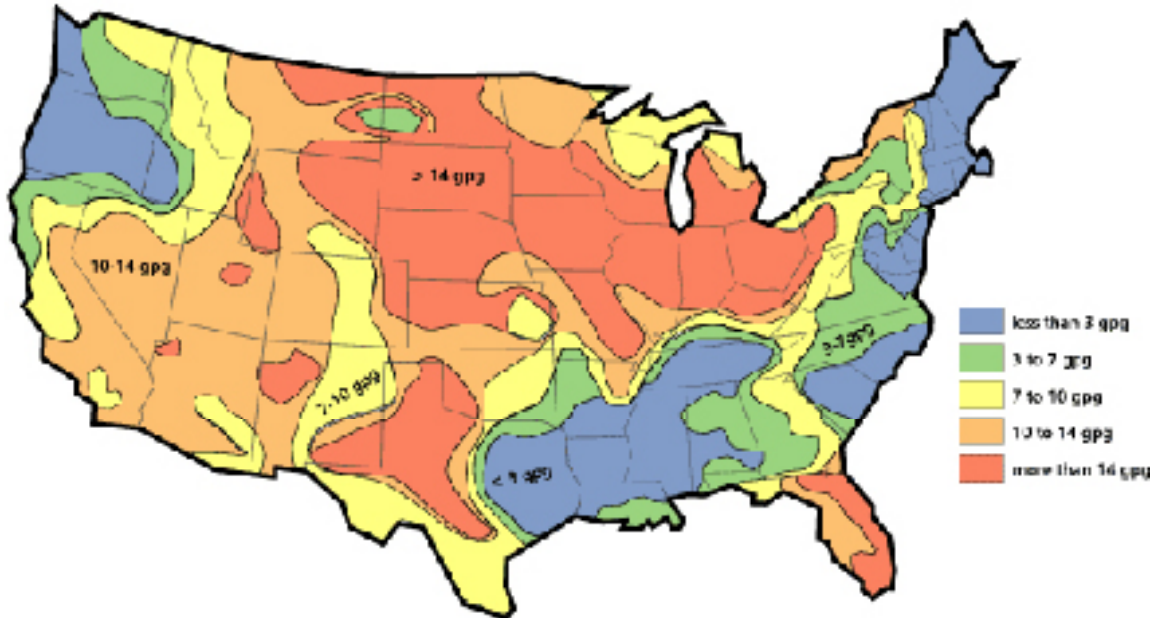


Figure 1-1. Hard Water Map of Mainland United States

NOTICE

The map shown in Figure 1-1 is provided for general reference only. Water hardness in your geographical location should be confirmed by testing.



The Master's Touch.

Water Softener

Cleaning efficiency and equipment life is increased, chemical use decreased, and the appearance of cleaned carpets enhanced when water softeners are incorporated in hard water areas. HydraMaster strongly urges the use of water softener units with the TMT 3000 in areas exceeding 3.0 grains per gallon.

Failure to use a water softener in these areas will invalidate the machine's warranty. Referring to the hard water area map shown Figure 1-1, determine the quality of water in your area and take immediate action if the water hardness exceeds 3.0 grains per gallon.

The relatively low cost of a water softener service is more than made up for by an increased life of machine parts, reduced chemical costs and continued cleaning efficiency. The water softener will also increase the effectiveness of the cleaning chemicals, therefore less chemical will be needed.

Contact a water softener distributor in your area for information on the rental of a simple water treatment unit to carry in your truck. Be sure to charge the water softener in accordance with the capability of the softener.

For example: If the softener will treat 900 gallons (3,406 litres) of water and the machine uses an average of 30 gallons/hour (113.5 litres/hour), for an average of 5 hours a day, this equals 150 gallons per day (568 litres/day). In 6 days the machine would use 900 gallons (3,406 litres) of water. Therefore, the softener would need to be charged every 6 working days for maximum softening.



Waste Water Disposal Advisory

There are laws in most communities prohibiting the dumping of recovered “gray” water from carpet cleaning in any place but a sanitary treatment system.

The cleaning rinse water, recovered into your unit's vacuum tank, contains materials such as detergents, and must be safely processed before entering streams, rivers and reservoirs.

In most cases, an acceptable method of waste water disposal is to discharge into a municipal sewage treatment system after first filtering out solid material such as carpet fiber. Access to the sanitary system can be obtained through a toilet, laundry drain, RV dump, etc. Permission should first be obtained from any concerned party or agency.

One disposal method which usually complies with the law is to accumulate the waste water and haul it to an appropriate dump site. Another solution to the disposal problem is to use the Automatic Pump-Out System (APO). These systems are designed to remove waste water from the extractor's recovery system and actively pump the water through hoses to a suitable disposal drain.

When properly configured, the systems will continuously monitor the level of waste water and pump it out simultaneously with the cleaning operation. The hidden benefit of this process is that the technician does not have to stop his/her cleaning to empty the recovery tank.

NOTICE

IN ACCORDANCE WITH EPA, STATE AND LOCAL LAWS, DO NOT DISPOSE OF WASTE WATER INTO GUTTERS, STORM DRAINS, STREAMS, RESERVOIRS, ETC.

The penalties for non-compliance can be serious. Always check local laws and regulations to be sure you are in compliance.



2 - Installation Information

Although there are many different heavy duty vehicles used for carpet cleaning equipment, the preferable vehicle for a TMT 3000 installation is a tandem axle trailer with a heavy-duty suspension package equivalent to 3/4 ton capacity or a 3/4 ton HD van. If a fresh water tank is added, a one ton or larger capacity van is required.

Prior to installation of the TMT 3000, HydraMaster recommends installing a spray-on bed liner in the vehicle. This provides 'metal to cushion' mounting rather than 'metal to metal' and makes for an attractive van interior.

HydraMaster also recommends installing roof vents in vehicles operated in hot weather locations. Roof vent positions are shown in Figure 2-1. Consult your local RV distributor about selection and/or installation of powered roof vents.

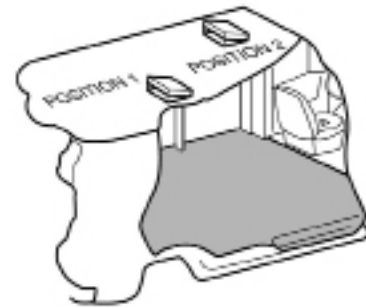


Figure 2-1. Location of Roof Vents in Vehicle

For best results, the fan should draw air into the vehicle which will supply cooler air to the air cleaner intake.

CAUTION

HydraMaster requires a powered roof vent above the air cleaner intake. Failure to install a powered roof vent in such a manner may result in serious component or engine damage.



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OPERATING THE TMT 3000 IN HOT WEATHER

HydraMaster recommends the following steps when operating the TMT 3000 during periods of hot weather (95° F [35° C] or higher). This will help ensure that your TMT 3000 continues to run at 100% capacity during even the hottest days.

1. A minimum of 9" (22.9 cm) of clearance is required on both sides of the TMT 3000, when installed. Ensure that additional equipment or other materials are not stored at the sides or on top of the machine. Unobstructed airflow around the unit is critical for cooling the engine and other components.
2. For side-door vans with "barn doors", open the doors as wide as their construction will allow. Be sure to open the doors beyond their standard "straight-out" position, if possible, by releasing the stops and putting the doors in their fully extended position.
3. Provide cross-ventilation. When possible, keeping the rear doors open while the machine is running will substantially reduce the temperature inside the van and will provide a path for cooling air flow. For rear-mount installations, open up the other doors in the van.
4. Consider adding powered roof vents to the vehicle (if not already installed). These vents can significantly reduce interior temperatures and will result in much cooler operation. A powered roof vent is required when the TMT 3000 is mounted on the optional 85 Gallon Fresh Water Tank.



CAUTION

Use caution when drilling any holes through the van floor. Many vans have critical components mounted directly below the vehicle floor that could be damaged by a misplaced drill bit.

LOCATING THE TMT 3000 IN VEHICLE

There are two recommended entry points on the vehicle for the TMT 3000 installation: the side door or the rear doors.

Most installations are through the side door. This provides rear access for accessories and hoses as well as unobstructed access to the component/working side of the machine, thus making it a bit easier to perform maintenance and/or repair without removing the unit from the truck.

Rear mounting requires the unit to be slid to the right side as far as possible. Although installing the TMT 3000 through the rear door partly limits working access, it does direct the noise away from the cleaning site.

In addition, rear mounting not only provides adequate working space on the component side of the unit but also improves weight distribution inside the van (engine and component weight line up over drive shaft). Some cleaners in colder geographical areas prefer this placement for better traction in ice and snow. Also, it is physically easier to load the unit into the rear door due to the height of the vehicle bed.

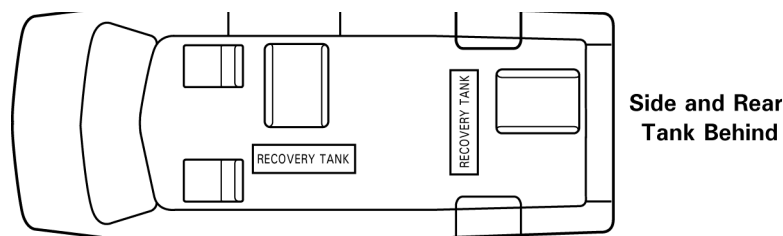


Figure 2-2. Recommended Location of TMT 3000 in Van

Secure Installation

No matter how the unit is installed, check to see if the TMT 3000 is properly secured to the floor of the van with the hardware provided. This safety measure will ensure that the machine will not slide inside the van. See Figure 2-2 for the correct installation.



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⚠ WARNING

A sudden or crash stop will cause the machine to rocket forward if not properly secured. To prevent serious personal injury, ensure that the TMT 3000 is well secured to the floor of the vehicle with the hardware supplied. Protect yourself and the machine.

⚠ WARNING

HydraMaster strongly recommends that the exhaust from the front of the machine be vented down under the truck to prevent carbon monoxide from entering the job site. **Always park the truck so the exhaust is blowing away from the job site.**

⚠ WARNING

Never operate this machine with a portable gas can inside the truck. Doing so increases the risk of a fire or explosion.

⚠ WARNING

Mount a fire extinguisher just inside the rear or side door for emergencies.

⚠ WARNING

Do not use a portable propane tank inside of the truck or van. It is dangerous and illegal in most states.

⚠ WARNING

Transporting any vented fuel container that presently holds or has ever held a flammable liquid in a vehicle containing the TMT 3000 is strictly forbidden by HydraMaster Corporation and by federal and state regulation.

⚠ WARNING

The engine exhaust from this product contains chemicals known to the State of California to cause cancer, birth defects or other reproductive harm.



SETTING UP THE TMT 3000

Prior to operating the TMT 3000, follow these steps:

1. Adjust the vacuum relief located on the recovery tank by capping all the vacuum inlets. The machine should be set to 12" Hg maximum.

CAUTION

Setting the vacuum level higher than the recommended value can result in an increased risk of serious component damage.

The TMT 3000 is shipped from the factory with antifreeze added to the solution system. Recover this antifreeze and dispose of the recovered antifreeze as stated in the local laws and regulations.

⚠ WARNING

KEEP ANTIFREEZE OUT OF REACH OF CHILDREN AND ANIMALS. Drinking antifreeze can cause death.

If required, dispose of antifreeze at facilities licensed to accept household hazardous waste. If permitted, dispose of antifreeze in sanitary sewer systems. Do not pour antifreeze into storm sewers, septic systems, or onto the ground. Doing so causes health and environmental dangers.

CAUTION

Ensure the antifreeze is completely drained from the solution system. If any antifreeze remains in the system, it could damage machine components and damage fabric.



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ORIENTATION OF FUEL PUMP

For proper fuel pump operation and fuel flow, the vehicle's fuel pump must be installed in a lower position with respect to the fuel tank and in as vertical a position as possible (outlet side up - see Figure 2-3 and Figure 2-4).

Mount the fuel pump away from sources of heat

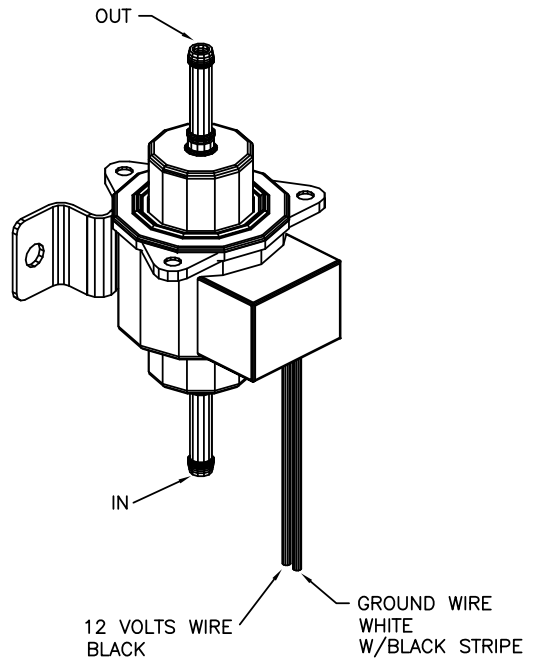


Figure 2-3. Install Fuel Pump, Outlet Side Up

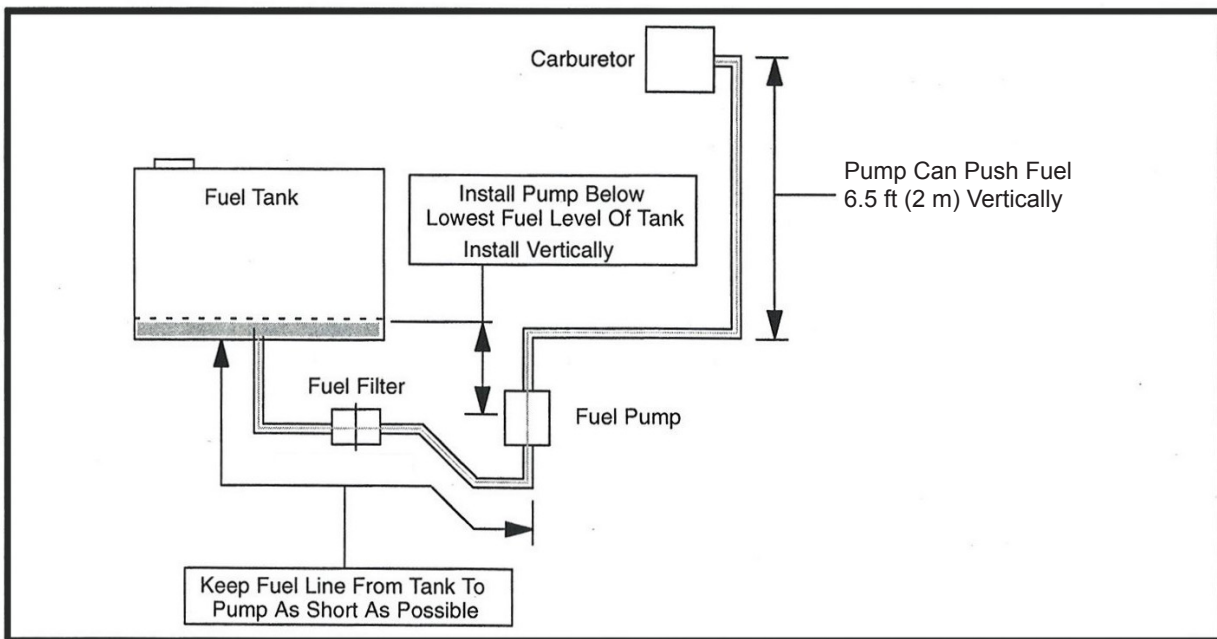


Figure 2-4. Fuel Pump Must Be in Vertical Position



3 - Cleaning Information

The TMT 3000 has been engineered using the latest and most sophisticated technology available to produce the finest carpet cleaning results possible. Despite this, it remains only a tool of the carpet cleaning trade and can produce only as good a job as the person operating it.

HydraMaster strongly recommends attending an Institute of Inspection, Cleaning and Restoration Certification (IICRC) approved school as soon as possible and to always follow the IICRC guidelines when cleaning carpets or hard surfaces.

This section describes the carpet cleaning procedure in the following areas:

- Precautions
- Preparing the Carpet for Extraction
- Rinse and Recover
- Overwetting
- Streaking
- Cleaning Tool Tips



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PRECAUTIONS

The use of some chemicals (such as concentrated acids and/or solvents) in your truckmount can seriously damage the internal plumbing and high pressure pump.

HydraMaster strongly recommends purchasing a water softener system to prevent the buildup of scale and hard water deposits in your truckmount.

HydraMaster recommends only the use of chemicals containing rust and corrosion inhibitors and water softening agents to prevent chemical buildup which may lead to component failure and warranty invalidation.

Increased demand for a neutralizing rinse results in the need for special care when using these acid based chemicals in your truckmount. The negative side of these products is the corrosive effects the acid can have on metals, including fittings, pumps, heat exchangers, etc.

HydraMaster's ***ClearWater Rinse***[™] has been formulated to protect vital components. HydraMaster will not warranty parts that have been damaged from using acid products that have obviously caused failures.

PREPARING THE CARPET FOR EXTRACTION

Pre-vacuum the carpet

Whether you instruct the customer to pre-vacuum or you offer it as part of your service, proper vacuuming will make your job easier with superior end results. The more time spent removing loose particulate soil, the easier it will be to remove the oily soil stuck to the fibers.

Pretreat the carpet

This process of applying traffic lane type chemicals to the carpet (whether by sprayer or rotary scrubber) is essential prior to extraction with your truckmount.

By applying cleaning agents to the carpet and letting them dwell 10-20 minutes prior to rinsing, you allow the product to dissolve and emulsify the oily, sticky binders holding the soil to the fiber. This will allow more soil to be removed in one or two cleaning passes and help prevent over-wetting.

Remember the solution coming out of your cleaning tool is only in contact with the carpet fiber for a few seconds. Relying on the rinse detergent to do the majority of the cleaning will result in overly long dry times and excess detergent residue left in the carpet.

HydraMaster recommends the use of our pre-sprays: ***Fastbreak***[™] for residential carpet and ***Blitz***[™] for commercial carpet needs.



RINSE AND RECOVER

Whether you are using a wand or an RX-20™, you should clean an area approximately 3 ft. x 3 ft. (92 cm x 92 cm) with the solution valve open then immediately go over that area with vacuum only to remove any excess moisture.

Olefin fiber is becoming more popular, particularly in commercial installations. The process mentioned above can leave excessive residual moisture because olefin fibers will not absorb any of the cleaning solution. You must only apply solution during the backward stroke of the wand so it can be immediately captured by the vacuum head. RX-20™ users should follow each pass with a dry pass. Failure to follow this procedure will cause solution to flow to the back of the carpet along with some of the soil. This, along with any soil imbedded in the backing, will be wicked to the surface of the fibers as the carpet dries.

HydraMaster recommends the following rinse aids: Alkaline - *Hydra-Dri Powder™* or *Hydra-Clean™*. Acid - *ClearWater Rinse™*.

OVERWETTING

Overwetting is an annoyance to all concerned. Extended drying times will leave the customer with a negative impression of both the cleaning company and the process used.

Several factors that will cause overwetting include:

1. Too few vacuum strokes.
2. Clogged vacuum blower filter or vacuum tank lid not sealing properly.
3. Vacuum tank drain valve left partially open.
4. Obstructed, cut or kinked vacuum hoses.
5. Obstructed vacuum hoses while cleaning a heavily foam-saturated carpet (it is recommended to use a crystal type defoamer distributed evenly over the carpet).

STREAKING

Streaks in the carpet can appear in both clean or dirty areas and normally appear in heavily soiled, light colored carpets.

Possible reasons of streaking may include:

1. Clogged or improperly angled spray nozzles.
2. Spray nozzles that overlap, concentrating the solution.
3. A partially clogged vacuum head.
4. Inconsistent solution temperature.



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CLEANING TOOL TIPS

Wands

With a wand, keep cleaning strokes short, front to back, and run a “dry pass”.

After pulling the wand for a strip of 3 or 4 ft (0.9 m or 1.2 m) long with the solution trigger activated, go back up to the top of the stroke, and make a “dry “ pass [i.e. no solution flowing]. This gives the wand a second chance to pick up the solution on the carpet.

If you do not run a dry pass, the carpet can take longer to dry, and, possibly, the pad under the carpet can become saturated.

Be aware of the carpet seams; try to use strokes that are parallel with the seam. Avoid pulling the wand across the seam. Every stroke can peel the seam connection and pull the carpet off the floor.

Also, tilt the wand handle down [head up] to move the tool forward, and away from you, on the carpet. This means less pull on the carpet and less work for you.



**1 1/2" HydraHoe
Carpet Cleaning Wand**

Glides over carpet without chattering!
12" wide head increases production. High temperature, high pressure, stainless steel fabrication, stainless valve, quick coupler and assist handle.

Item #163-020

2" S-Bend Wand

This 12" wide wand has two jets. It uses a 1 3/4" tube for improved airflow and comes with an expanded 2" vacuum hose connection.

Item #163-104

**1 1/2" S-Bend
Two Jet Wand**

This 12" wide S-Bend wand has two jets. It uses a 1 1/2" tube and glides over the carpet for easy operation.

Item #100-011-106

**UT-14 Truckmount
Stair Tool**

The best stair tool on the market today. This tough stainless steel hand tool is 14" long with 6" wide cleaning head and stainless steel valve with quick coupler, assist handle.

Item #163-009

**UT-40 Utility
Cleaning Tool**

An all purpose tool for cleaning carpeted divider panels, under restaurant booths, landings, stairs and hard to reach carpeted areas. All stainless construction, 9" wide head and 40" long shaft allows operator to "stand-up" when cleaning stairs.

Item #163-008



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Rotary Tool: RX-20

Rotary tools are easier to move on the carpet, but harder to control at first. With a rotary tool, remember to keep strokes short and side-to-side.

Before turning on the RX-20, adjust the handle; it should rest right below or even with the bottom of your pants' front pockets, with the tool resting flat on the floor. Take your time in adjusting the tool's height; make sure the head of the tool is flat with the floor while you are holding the handle. Relax your posture; the more difficult it is to hold the tool's head flat on the floor surface, the more quickly you will tire.

While the tool is running, control the left and right movements of the tool by tilting the head to the front and back, and lifting the handles up and pushing the handles down. The tool can be driven to the forward and backward by tilting the head of the unit to the left and right. The head must be turning to use the self driving feature of the tool, and only requires a slight bit of pressure to handles to get the head to move the tool across the floor.

As with the wand, drying times will be improved if you run a dry pass between wet passes. Hold down the solution trigger and move the unit left or right across the floor 3 or 4 ft, then immediately back across the same pass, without the solution flowing, to make the dry pass. Make the next pass half-overlapping the previous pass.

Use the RX-20 in very heavily trafficked areas or if it has been a long time since the carpet has been cleaned. Beware of the seam edges of carpets and transition edges between floor surfaces. Use extreme caution when cleaning these areas.

Sometimes it is necessary to use an edge tool or wand to run the perimeter of the room on in difficult-to-reach areas where the circular head of the rotary units will not reach.

For Truckmount & Portable Carpet Cleaning Systems

- Aggressive Restorative Extraction Tool for Residential and Commercial Jobs
- Clean Carpet, Tile, and Grout with the RX-20 HE Total Floor Care System
- Works great on stains and heavily soiled, matted carpet.
- For truckmounts or portable carpet cleaning systems
- Optional "tall man" handle
- Length 27", Height 45", Base Width 15", 88 lbs.

The five vacuum heads and three spray jets rotate at 130 RPM creating 650 complete clearing passes per minute.



Upholstery Tool: DriMaster

Use the upholstery tool on small rugs and furniture. When you clean rugs, be sure that the temperature and chemicals are safe for that particular type of rug.

As with the larger tools, do not leave the surface of the upholstery too wet. Adjust the volume of water on the tool without it touching any surface: the water should just barely come out of the tool before the vacuum pulls it back in. The water will only just spray the top layer of the furniture and the vacuum will pull the dirty water back into the tool.

If you find it necessary to do a dry pass, keep strokes short to limit the amount of water that comes into contact with the fabric surface.

DriMaster Upholstery Tool cleans faster, drier and better...all with less operator fatigue.

- Ergonomically designed
- High flow/low residual moisture - super cleaning shears away soil
- No heat loss from atomizing solution
- Never needs a dry pass
- No overwetting or overspray to clean up - solution does not reach foam backing
- Fabrics are left 50% drier than conventional upholstery tools
- Durable - virtually unbreakable
- Lightweight with comfortable handgrip
- No trigger valve for less hand strain
- Cool to the touch
- Low profile design fits in tight spots

Combine the high performance cleaning of the DriMaster Tool with optional Comfort Grip and HydraMaster's state-of-the-art cleaning chemistry, and you're ready to treat most cleanable fabrics with fantastic results!

**Grip
Part #061-144**



**Upholstery Tool
Part #163-010**

4 - Operating Instructions

This section describes how to operate the TMT 3000, starting with a description of the dash assembly (see Figure 4-1).

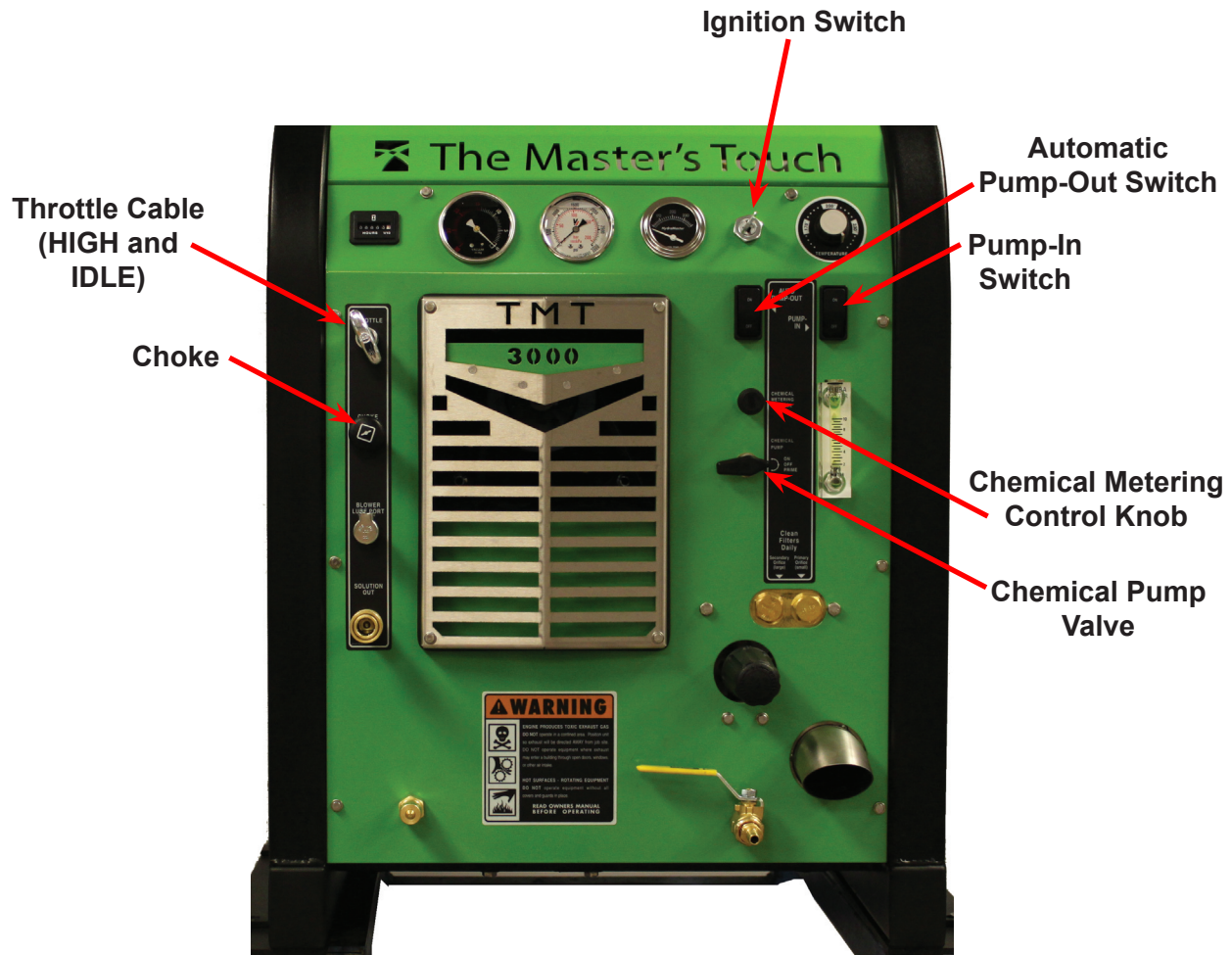


Figure 4-1. TMT 3000 Dash Assembly - View 1 of 2

The dash assembly controls the:

- System's ignition switch and the engine throttle speed cable
- Automatic Pump-Out (APO)
- Pump-In system if included in the configuration
- Water pressure
- Chemical metering
- Water box drain



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The dash assembly includes the solution temperature control dial; the temperature, vacuum and pressure gauges; and the hour meter (see Figure 4-2).

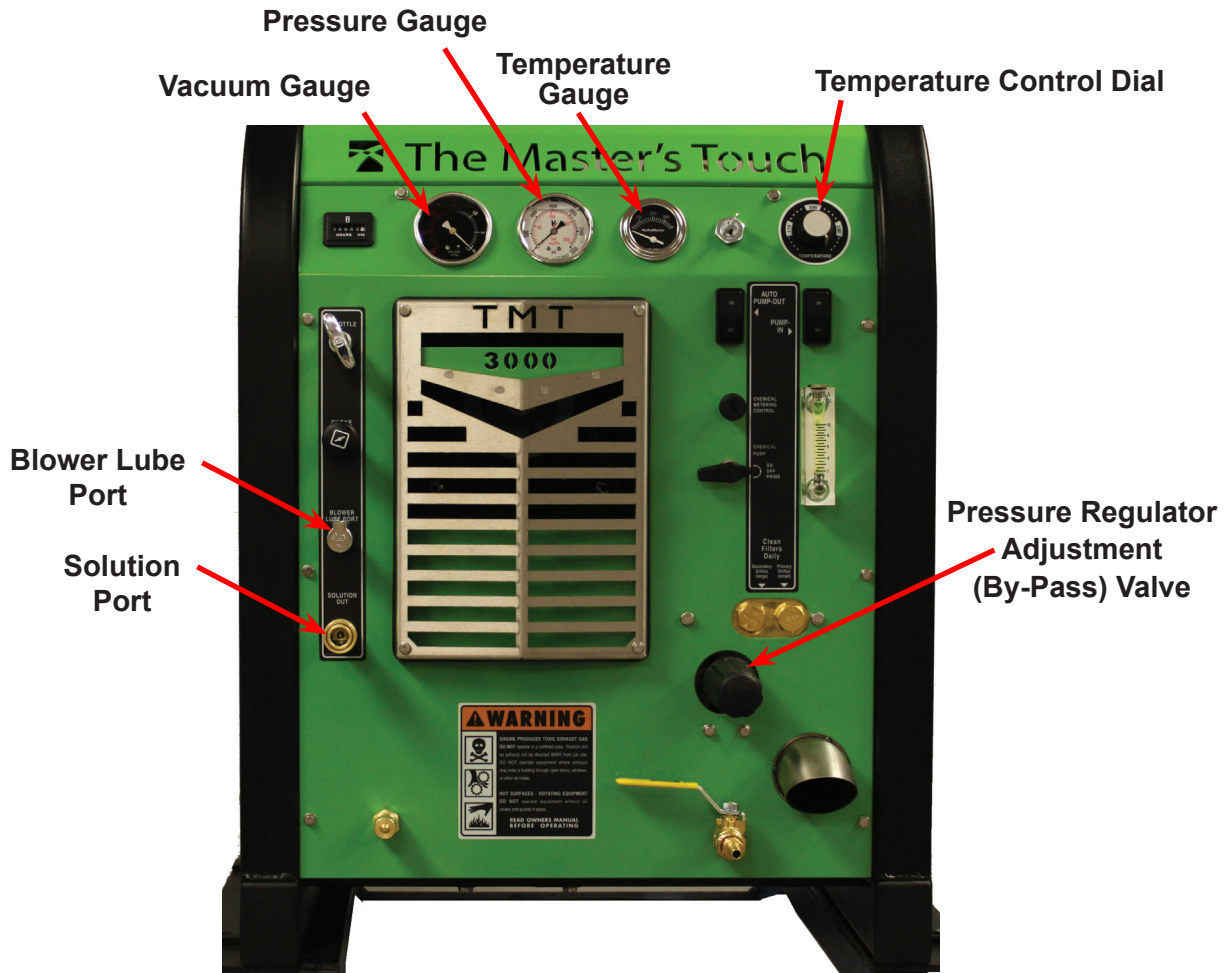


Figure 4-2. TMT 3000 Dash Assembly - View 2 of 2

The dash assembly also houses the blower lube port and the high pressure cleaning solution port where the wand/tool connects to the TMT 3000.

NOTICE

Photographs and illustrations included in this document can represent optional equipment as well as standard equipment.

To help achieve a high psi rating for high pressure washing, HydraMaster has added a chemical pump shutoff valve into the TMT 3000's pump system. The shutoff valve can be accessed from the side of the machine (see 4-3).



Chemical Pump Shutoff Valve

Figure 4-3. Location of Chemical Pump Shutoff Valve

CAUTION

Operating the TMT 3000 at pressure levels higher than 1,200 psi with the chemical pump shutoff valve turned on can result in serious component damage.

Before adjusting the pressure for high pressure washing operations, turn off the chemical pump shutoff valve by turning the handle, shown in Figure 4-3, so that it is perpendicular with the pump. See pages 4-5 and 4-6 for details.

NOTICE

Note that there is a "CHEMICAL PUMP" valve located on the dash assembly (see Figure 4-1). This is not to be confused with the chemical pump shutoff valve shown in Figure 4-3.



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SETTING THE TEMPERATURE

Depending upon the type of cleaning jobs you need to do, there will be times where you will not need the maximum heat available. To adjust the temperature, the thermostat dial can be rotated counterclockwise to reduce the temperature and rotated clockwise to increase the temperature.

START-UP PROCEDURE

1. Perform all daily periodic maintenance as specified in this Owner's Manual.
2. Connect a garden hose to supply water to the truckmount. If the pump-in feature is used on your system, push the "PUMP-IN" switch to the "ON" position.
3. Connect the cleaning wand or tool to the length of hose required to perform the cleaning job.
4. Start the truckmount with:
 - a. The throttle cable in the "IDLE" position.
 - b. The pressure regulator adjustment (by-pass) valve loosened, turned all the way to the left.
5. Turn the ignition switch to "ON". After you start the engine, allow the truckmount to run in "IDLE" for 2 - 3 minutes to warm up.

CAUTION

Never clean when the machine is in the "IDLE" mode. Failure to follow this caution may result in serious component or engine damage.

6. Pull the throttle cable all the way out and lock it into place.
7. Set the thermostat valve to the desired position.
8. Press the "AUTO PUMP-OUT" switch to the "ON" position.



SETTING THE PRESSURE FOR CLEANING OPERATIONS

Adjust the “PRESSURE REGULATOR” to the desired level as follows:

- Carpet Cleaning: 300 to 400 psi
- Hard Surface Cleaning: up to 1,200 psi (or as indicated on tool)

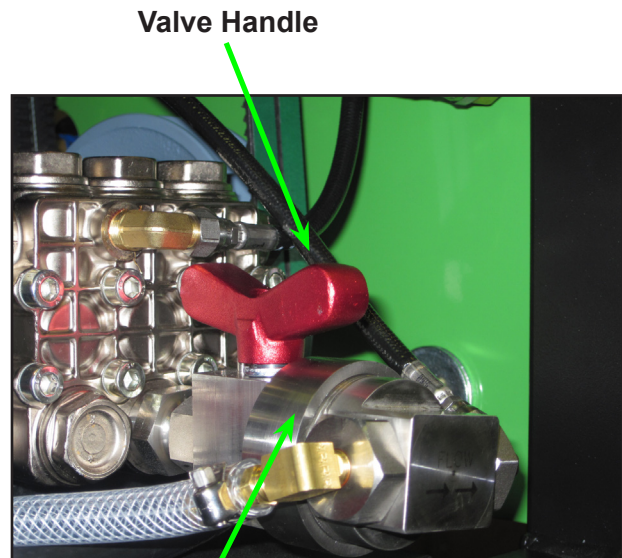
The chemical pump shutoff valve can be turned on for cleaning operations at 1,200 psi or lower.

The chemical pump shutoff valve is on when the handle of the integrated valve is in line with the pump (see Figure 4-4).

NOTICE

To protect the heat exchange system, the TMT 3000 is designed to open the pressure relief valve if the system registers more than 2,500 psi.

1. Turn the chemical pump shutoff valve to the on position (see Figure 4-4).
2. Turn the “CHEMICAL PUMP” valve, located on the dash assembly, to the “PRIME” position to purge any air from the system (see Figure 4-1 on page 4-1).
3. With the truckmount running at “HIGH”, block off the vacuum intake to the recovery tank. The vacuum gauge should read 12” Hg. This will assist in priming the chemical system
4. Allow the chemical to flow through the chemical meter at full flow for 30 seconds.
5. Turn the “CHEMICAL PUMP” valve to “ON.” The restriction can now be removed from the vacuum inlet.
6. While spraying solution from the cleaning tool, adjust the chemical flow by turning the “CHEMICAL METERING CONTROL” knob (see Figure 4-1 on page 4-1).
7. Begin cleaning.



Chemical Pump

Figure 4-4. Chemical Pump Shutoff Valve Is On When Valve Handle Is In Line with Chemical Pump



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SETTING THE PRESSURE FOR HIGH PRESSURE WASHING OPERATIONS

The chemical pump shutoff valve must be turned off during high pressure washing operations.

The chemical pump shutoff valve is off when the handle of the integrated valve is perpendicular to the pump (see Figure 4-5).

1. Turn the chemical pump shutoff valve to the off position.
2. Adjust the "PRESSURE REGULATOR" up to 2,500 psi (or as indicated on the tool).

NOTICE

To protect the heat exchange system, the TMT 3000 is designed to open the pressure relief valve if the system registers more than 2,500 psi.

CAUTION

Operating at pressure levels higher than 1,200 psi with the chemical pump shutoff valve turned on can result in serious component damage. Turn off the chemical pump shutoff valve by turning the handle of the integrated valve so that it is perpendicular with the pump.

CAUTION

Setting the pressure level higher than the recommended value can result in an increased risk of serious component damage.

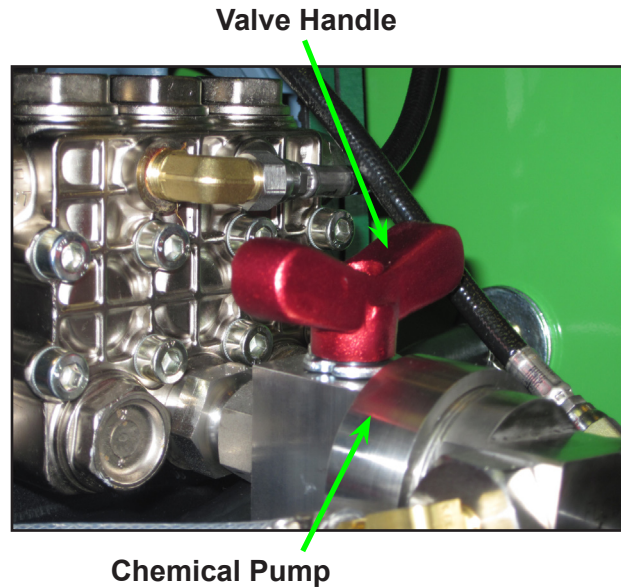


Figure 4-5. Chemical Pump Shutoff Valve Is Off When Valve Handle Is Perpendicular to Pump



SHUT DOWN PROCEDURE

1. Flush clean water through the chemical system for 10 seconds. Turn the “CHEMICAL PUMP” valve” to “OFF.”
2. Cool the truckmount down by spraying the cleaning wand into the vacuum hose for 3 - 5 minutes. The chemical should now be flushed from the truckmount, hoses and cleaning tool.
3. Remove the vacuum hose.
4. Lubricate the blower to prevent it from rusting internally.
 - a. Allow the unit to run for a few minutes with the vacuum hose disconnected in order to remove moisture from the blower.
 - b. Cap off the inlet(s) to the vacuum tank.
 - c. Spray a HydraMaster-recommended spray lubricant into the “BLOWER LUBE PORT” for about 5 to 10 seconds while the unit is running.
 - d. Uncap the inlet(s) and run the unit for another minute to allow the blower to cool down.
5. If freeze guarding is necessary, perform the procedure at this time. See the Freeze Guarding section of this Owner's Manual (page 5-17).
6. Push the engine throttle cable to the “IDLE” position.
7. Turn the ignition switch to “OFF.”
8. Drain the water box using the valve.
9. Drain the vacuum tank in an appropriate location.

NOTICE

In accordance with EPA, state and local laws, do not dispose of water into gutters, storm drains, streams, or reservoirs.

10. Perform daily maintenance as specified in Section 5 of this Owner's Manual.



5 - Machine Maintenance

To avoid costly repairs and downtime, it is imperative to develop and practice good maintenance procedures. These procedures fall into daily, weekly, monthly and quarterly increments and are outlined below. All maintenance must be performed by qualified service personnel.

A maintenance log, provided in the Owner's Guide, must be correctly and completely filled out. HydraMaster may request to inspect the logs before a warranty claim is honored. It is recommended that the log be affixed to the vehicle door near the truckmount for convenience and to serve as a maintenance reminder.

This section describes how to properly maintain the truckmount in the following areas:

- Operational Maintenance
- Overall Machine Maintenance
- High Pressure Pump Maintenance
- Vacuum System Maintenance
- Descaling Procedure (Required)
- Freeze Guarding



OPERATIONAL MAINTENANCE

Daily Maintenance

- Check the engine oil level. Add oil if needed.
- Check the high pressure pump oil. Add oil if needed.
- Check the oil level in the blower. Add oil if needed.
- Inspect and clean orifice and filters.
- Inspect and clean the recovery tank filters.
- Inspect and clean the garden hose screen.
- Inspect the truckmount for water and oil leaks, loose electrical connections, etc. and repair as needed.
- Lubricate the blower with a HydraMaster-recommended lubricant.

Weekly Maintenance

- Inspect the recovery tank filters for tears, holes, etc. Repair or replace as needed.
- Inspect the vacuum relief valve. Clean and lubricate as necessary.
- Clean the recovery tank thoroughly with pressure washer.
- Check the pump drive for wear and proper tension. Adjust as needed.
- Check all the hoses and wiring for wear and chafing. Secure as needed.
- Flush the water and chemical systems with solution of equal parts white vinegar and water.
- Check all the nuts and bolts. Tighten as needed.
- One time engine oil change after 25 hours of operation. Every 50 hours, thereafter. (Every 25 hours if operating in high ambient temperatures.) Change oil filter every oil change.

Monthly Maintenance

- Check the engine air filter. Replace as necessary.
- Check the water level in battery. Fill as needed.
- Clean the battery terminals as needed.

Quarterly Maintenance (or Every 500 Hours, Whichever Comes First)

- Check the fuel lines. Repair or replace as needed.
- Change primary fuel filter.
- Clean and gap the spark plugs to 0.031 - 0.035" (0.8 - 0.9 mm). Replace if excessive carbon buildup is visible or every 250 hours.
- Change the blower oil after first 100 hours of use. (Every 500 hours, thereafter).
- One time change of the high pressure pump oil after 50 hours of operation. (Every 500 hours, thereafter.)
- Check the engine valve clearance (intake and exhaust 0.012" [0.30 mm]).

Yearly Maintenance (or Every 1,000 Hours, Whichever Comes First)

- Check the fuel tank to ensure it is secure, and check that all components such as the fill cap and vent are working properly.
- Inspect coupler; replace as necessary.



OVERALL MACHINE MAINTENANCE

Maintenance, troubleshooting and repair are much easier tasks to accomplish on a clean truckmount. Regular cleaning of the truckmount offers the user an opportunity to visually inspect all facets of the truckmount and spot potential problems before they occur. In addition to the operational maintenance the following “housekeeping” duties should be performed.

After each job

- Check the recovery tank and the recovery tank filters. Empty and clean as necessary.

Daily

- Wipe the truckmount down thoroughly with a damp cloth.
- Wipe down the vacuum and high pressure hoses as needed.
- Inspect and clean the vacuum slot on the cleaning wand.
- Check the wand head for sharp edges that could tear carpet. File down as needed.
- Clean the wand to maintain original appearance.
- Visually inspect the hoses for abrasions, cuts, etc. Repair or replace as needed.

Weekly

- Empty the chemical container. Wash out thoroughly to remove any chemical buildup.
- Inspect the chemical feed line strainer and use solution of equal parts white vinegar and water to remove any chemical buildup.
- Thoroughly clean the wand and inspect for clogged jets, debris in vacuum slot and leaking fittings at valve.
- Thoroughly clean the vacuum and high pressure hoses including quick releases and cuffs.



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ENGINE MAINTENANCE

Engine Oil Level Check

The engine oil level should be checked daily. It is recommended that the oil be checked just before the engine is started for the first time for that day. The oil level should be between the 'Add' and the 'Full' marks on the dipstick.

CAUTION

Do not operate the engine with the oil level below the bottom of the 'Add' mark on the dipstick, or above the top of the 'Full' mark.

Adding Engine Oil

It is normal to add some oil in the period of time between oil changes. The amount will vary with the severity of operation. When adding or replacing engine oil, be sure the oil meets or exceeds the recommended specification.

Changing Engine Oil and Filter

The engine oil and filter must be changed every 50 hours or every 3 months whichever occurs first. The oil and filter should be changed every 25 hours if the engine is operating in dusty or extremely dirty areas, or during cold weather.

Engine Oil Quality

To achieve proper engine performance and durability, it is important that you use only engine lubricating oils of the correct quality in your engine. Proper quality oils also provide maximum efficiency for crankcase ventilation systems, which reduces pollution.

CAUTION

Use only engine oils displaying the American Petroleum Institute (API) "starburst" certification mark 'FOR GASOLINE ENGINES' on the container.

Engine Oil Recommendation

While multi-viscosity oils are generally recommended, SAE 5W-30 synthetic is specifically recommended year round for your TMT 3000 engine.



Oil Filter

Briggs and Stratton engines use a Briggs and Stratton filter. An equivalent or better oil filter must be used when servicing the engine.

To replace the filter, use a proper filter wrench to remove the filter.

Clean the filter mounting base and lightly coat the gasket surface of the new filter with engine oil. Hand tighten the filter until the gasket contacts the base, then tighten another ½ turn. Fill the engine with the correct amount of oil, run the engine and check for oil leaks at the drain plug and oil filter gasket.

Spark Plugs

Always use the recommended spark plugs for your engine. Hotter or colder plugs, or similar plugs that are not exact equivalents to the recommended plugs, can cause permanent engine damage, reduce the engines useful life, and cause many other problems such as hard starting, spark knock and run-on. Installing new spark plugs regularly is one of the best ways to keep your engine at peak performance.

Fuel Filter

The fuel filter is located between the fuel pump and the fuel tank underneath the vehicle.



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HIGH PRESSURE PUMP MAINTENANCE

Daily

Check the oil level and the condition of the oil. The oil level should be up to the center of the sight glass on the side or rear of the pump or between the "MIN" and "MAX" lines on the dipstick. The dipstick may be found by removing the oil cap.

Periodically

Change the oil after the initial 50 hours of operation and every 500 hours after that. It may be necessary to replace the pump seals and check valves at 500 hours if the truckmount has been running in high ambient temperatures.

Refer to the Pump Servicing Section on the following page for more information.

CAUTION

If the oil becomes discolored or contaminated one of the oil seals may be damaged. Do not operate the pump if the crankcase oil has become contaminated. Do not rotate the drive shaft without oil in the crankcase reservoir.

The pump should never be run dry. Running the pump dry will cause premature wear on the seals, packing and plungers. Running the pump dry for a prolonged period of time may cause damage that cannot be repaired and voids warranty.

Do not run the pump with frozen water in the manifold. If there is a risk of freezing, freeze guard the truckmount. See the Freeze Guarding section on page 5-17 of this manual.

Servicing Valves on the High Pressure Pump

Removing a Valve

1. Remove the valve cap (30 mm) and extract the valve assembly (see Figure 5-1).



Figure 5-1. Remove Valve Cap and Valve Assembly

2. Remove the valve assembly (retainer, spring, valve plate, valve seat) from the valve cavity.
3. Remove the O-ring and support from the valve cavity.
4. Examine the O-ring and replace if there is any evidence of cuts, abrasion, or distortion.
5. Inspect the manifold for wear or damage (see Figure 5-2).
6. Inspect the old valves for wear or damage. Only one valve kit (P/N 000-078-519) is necessary to repair all the valves in the pump. (The kit includes new supports, O-rings, valve seat, valve poppet, spring and retainer; all are pre-assembled.)

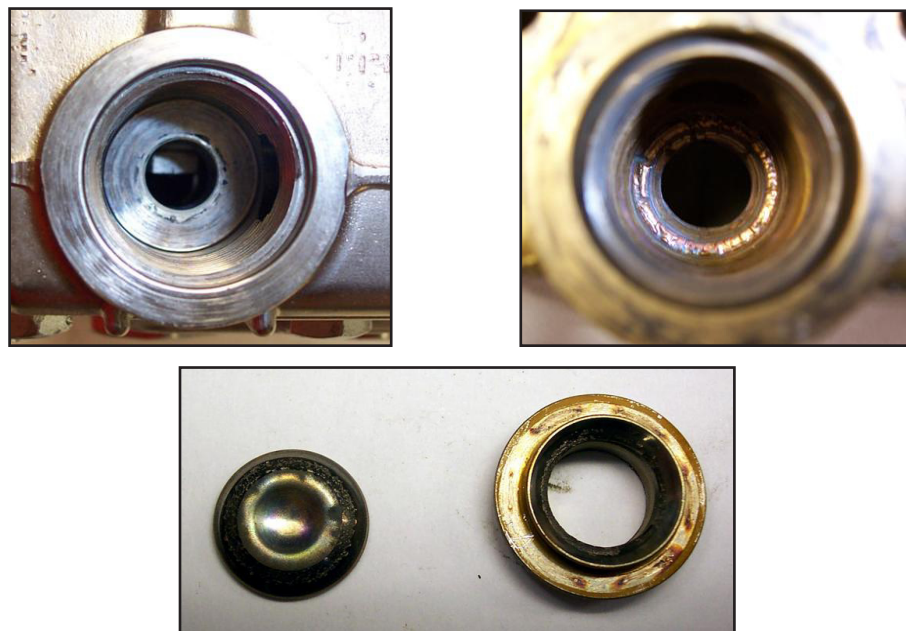


Figure 5-2. Inspect Manifold and Old Valves



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7. Replace the center inlet check valve with a modified check valve (P/N 000-169-212 - Figure 5-3).

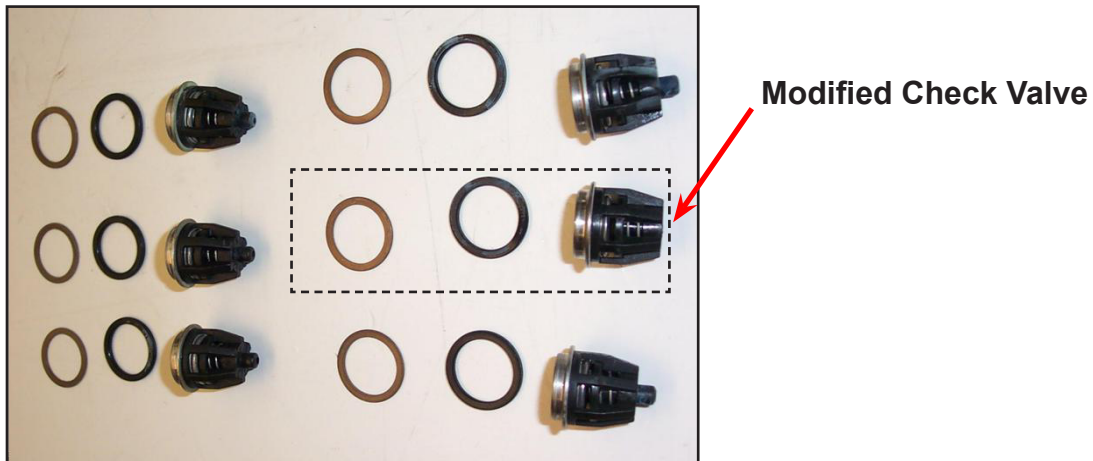


Figure 5-3. Replace Center Inlet Check Valve With Modified Check Valve

8. Apply O-ring grease to O-rings and install valves (Figure 5-4).
9. Replace valve cap and torque to 95 ft. lbs.(13 m kgs) see Figure 5-5).

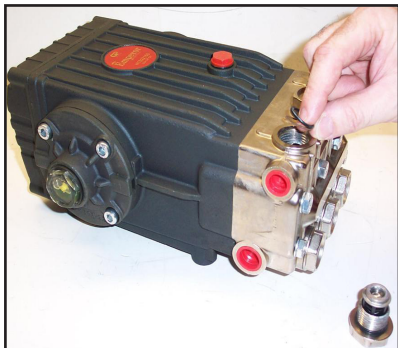


Figure 5-4. Apply Grease and Install Valves

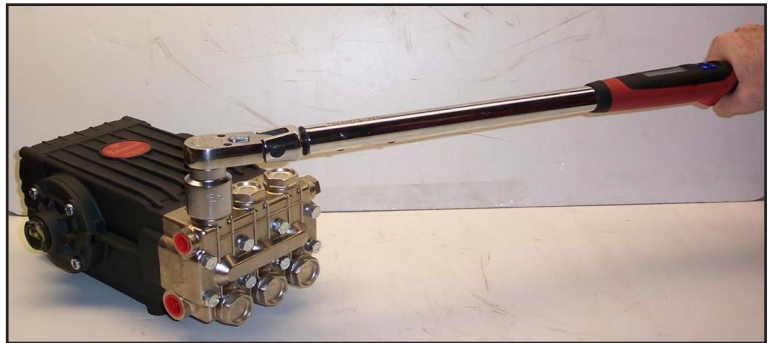


Figure 5-5. Replace Valve Cap and Torque to 95 ft. lbs. (13 m kgs)



10. Remove the fasteners retaining the manifold
11. Separate manifold from crankcase (see Figure 5-6).

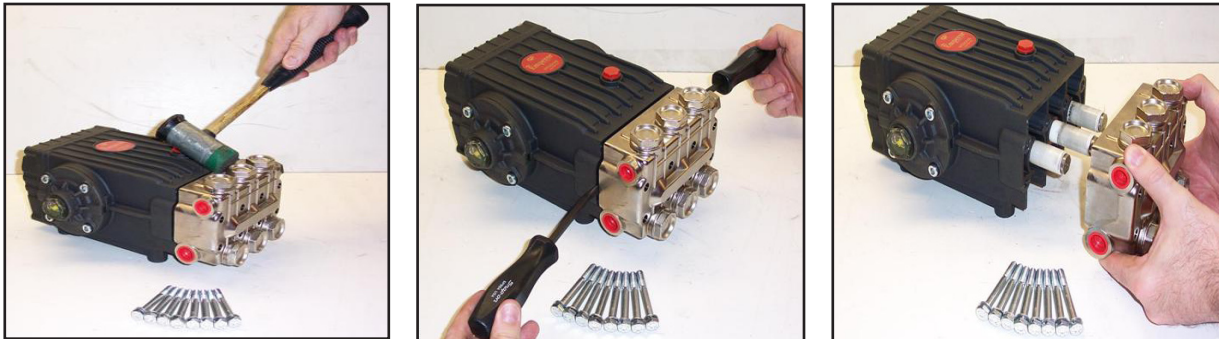


Figure 5-6. Separate Manifold from Crankcase

NOTICE

It may be necessary to rotate crankshaft or tap manifold with rawhide or plastic mallet to loosen.

CAUTION

When sliding manifold from crankcase, use caution not to damage ceramic plungers.

12. The seal assemblies may come off with the manifold (see Figure 5-7)

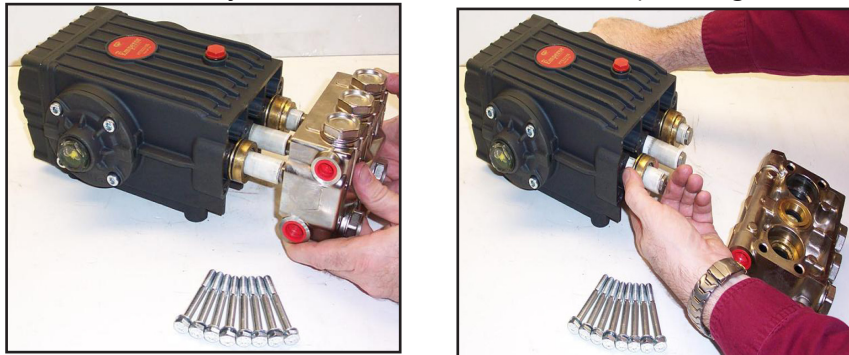


Figure 5-7. Seal Assemblies May Come Off with Manifold

13. Examine the ceramic plungers. The surface should be smooth and free from scoring, pitting or cracks (see Figure 5-8); if not, replace.
14. Loosen the stainless steel plunger bolt.



Figure 5-8. Examine Ceramic Plungers



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15. Remove the stainless steel plunger bolt and ceramic plunger from the plunger guide (see Figure 5-9).
16. If the slinger washer is removed, be certain it is re-installed or replaced.
17. Separate plunger bolt from ceramic plunger (see Figure 5-9).

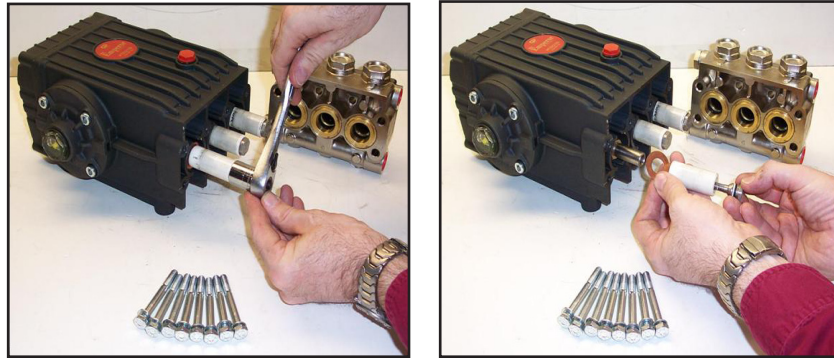


Figure 5-9. Remove Stainless Steel Plunger Bolt and Ceramic Plunger

18. Install new Teflon® back-up ring and O-ring on the plunger bolt. Apply a film of O-ring grease on the outside of the O-ring (see Figure 5-10).
19. Apply removable anaerobic thread sealant (Loctite® 542) to the threads of the plunger bolt, carefully pressing the plunger bolt into ceramic plunger (see Figure 5-10).
20. Slide new ceramic plunger over the plunger guide (see Figure 5-10).

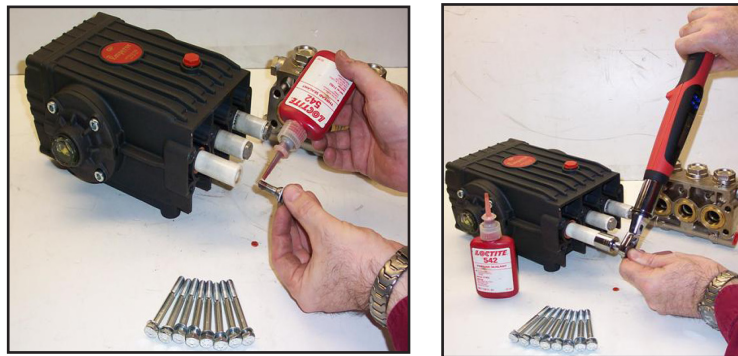


Figure 5-10. Install O-ring, Apply Sealant and Slide Plunger over Plunger Guide

21. Torque plunger to 14.5 ft. lbs (2 m kgs).

Extracting Seals

With manifold removed from crankcase:

1. Insert proper extractor collet through main seal retainer (see Figure 5-11).
2. Tighten collet and extract retainers and seals.

NOTICE

The Teflon seals of the HT series will be damaged during disassembly so new ones will have to be installed.

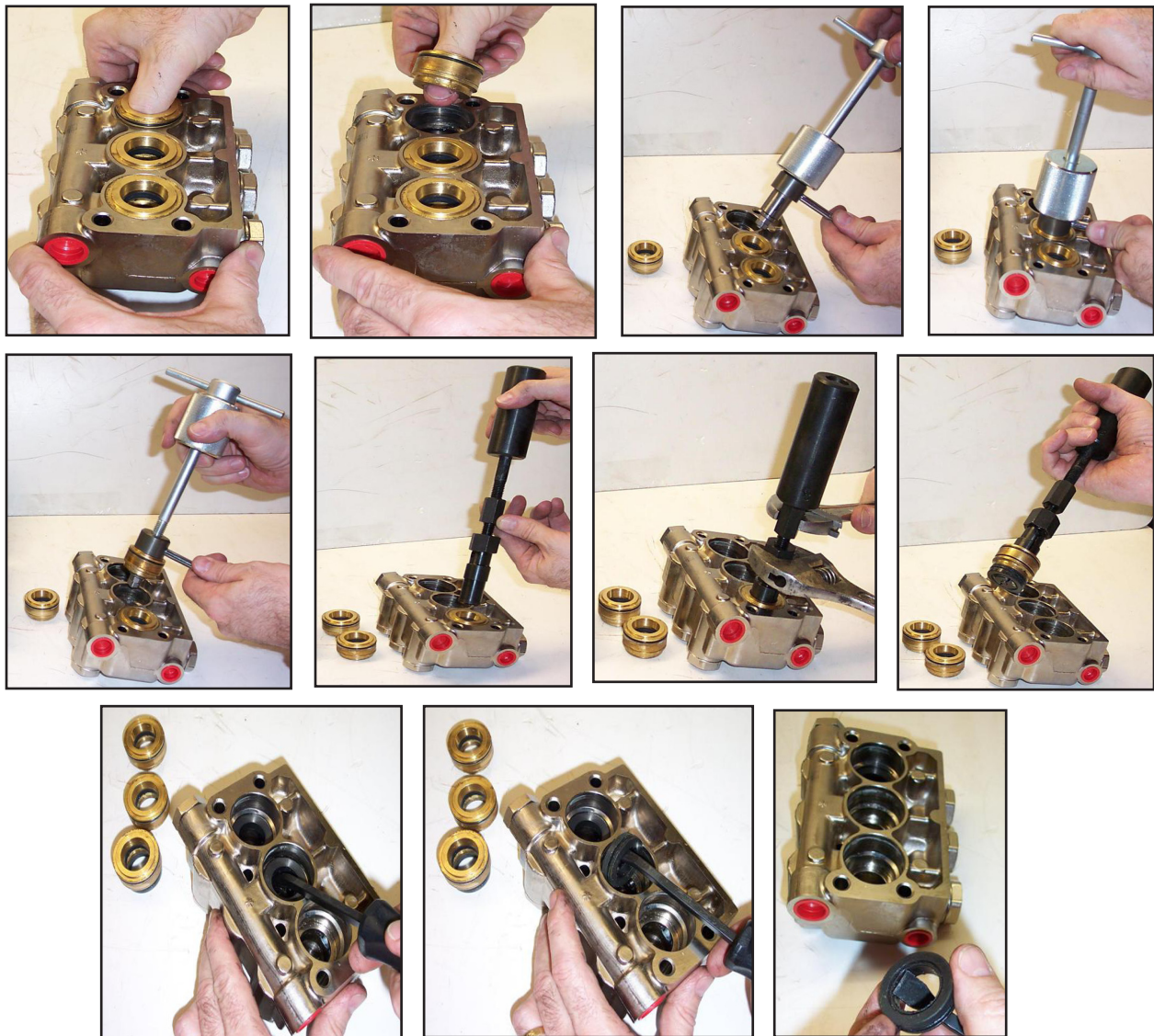


Figure 5-11. Extract Retainers and Seals



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Replacing the Seal Assemblies

Only one seal kit (P/N 078-518) is necessary to repair all the seals in the pump (see Figure 5-12). Use an insertion tool for seal installation

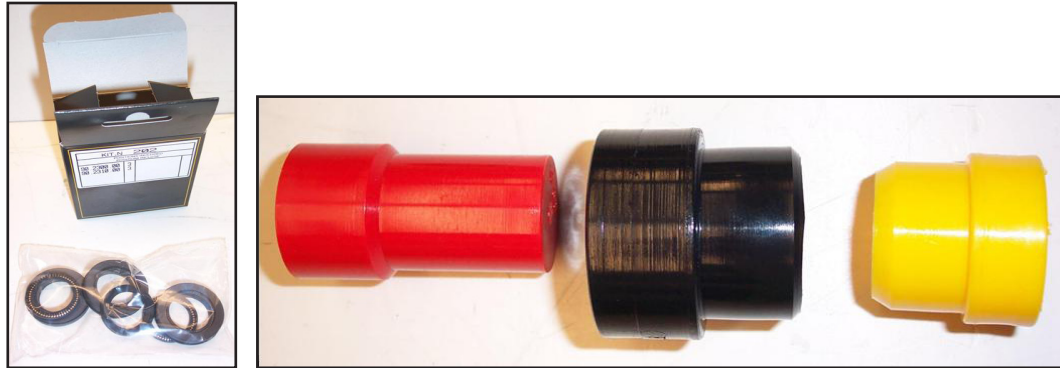


Figure 5-12. Seal Kit and Insertion Tool for Seal Installation

To install a seal assembly:

1. Apply a film of O-ring grease on the O-ring on the outside of the new high pressure seal.
2. Insert the high pressure seal into the cavity with the “U” shape down.
3. Press high pressure seal into place.
4. Apply a film of grease on the O-ring on the brass retainer (see Figure 5-13).

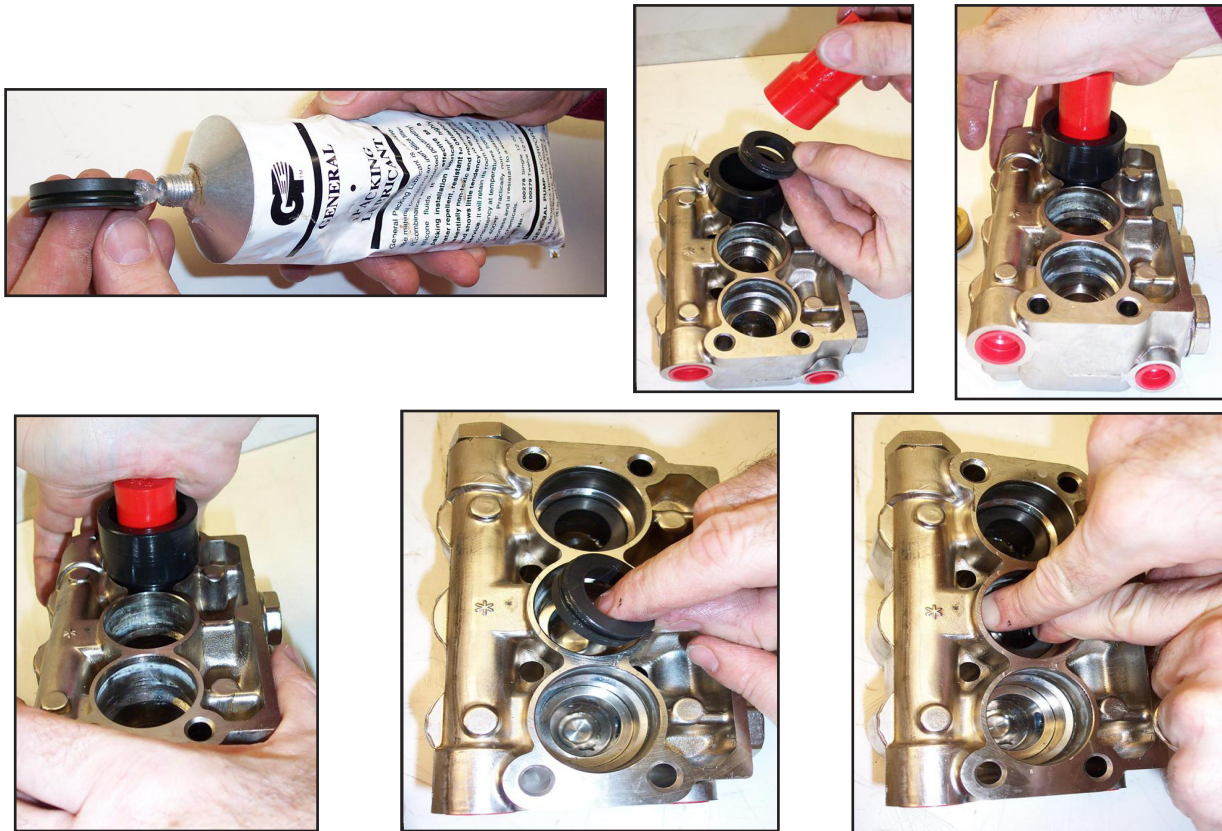


Figure 5-13. Install Seal Assembly Using O-Ring Grease

To install the intermediate retainers and the low pressure seals:

1. Insert the brass intermediate retainer into the cavity.
2. Press the new low pressure seal into the brass low pressure seal retainer and install a new O-ring on the outside (see Figure 5-14).

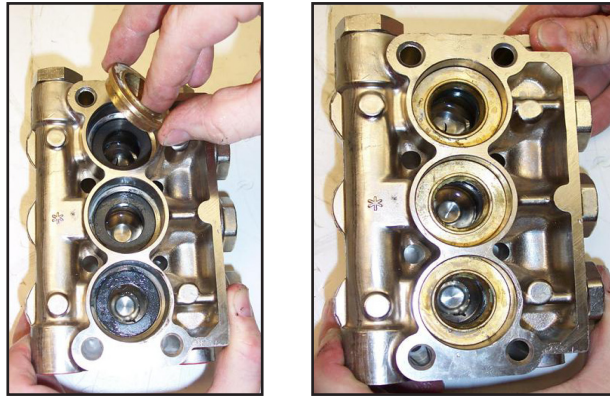


Figure 5-14. Install Retainers into Cavities

3. Press the low pressure seal assembly into the cavity (see Figure 5-15).

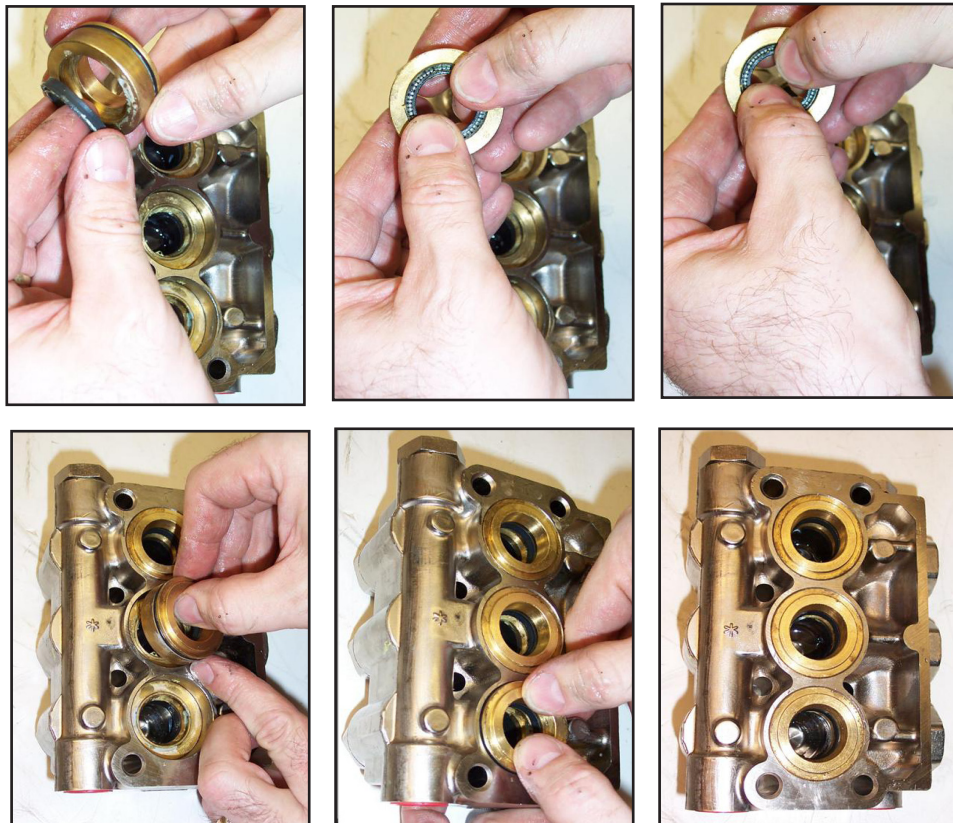


Figure 5-15. Press Low Pressure Seal Assembly into Cavity



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Re-Installing Manifold

1. Position the outer plungers at the same position (see Figure 5-16).
2. Re-install manifold and torque the fasteners in an "X" pattern to 50% of specification and then retorque to 100% specification (see Figure 5-17 and Figure 5-18).

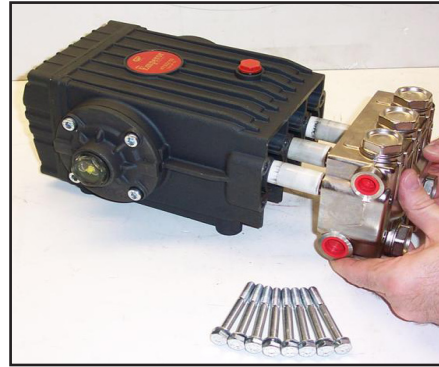
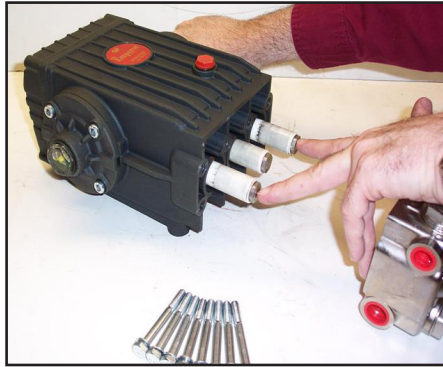
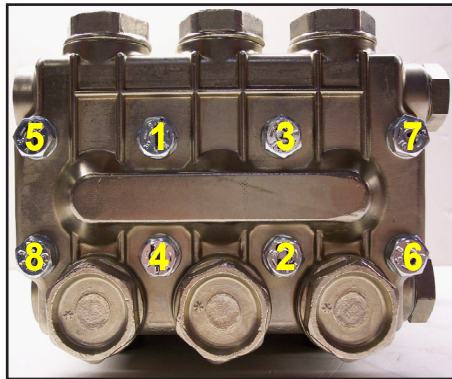
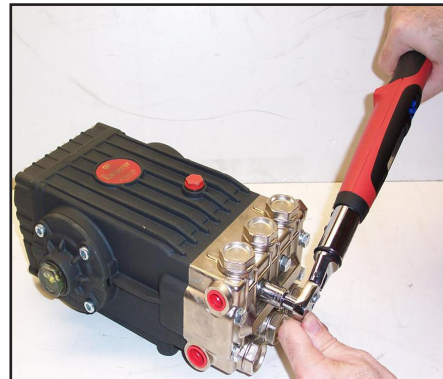


Figure 5-16. Re-install Manifold and Torque Fasteners



**Figure 5-17. Torque Sequence
in "X" Pattern**



**Figure 5-18. Torque Bolts to
22 ft. lbs (3 m kgs)**



VACUUM SYSTEM MAINTENANCE

The vacuum pump in this machine is commonly referred to as a “rotary positive displacement blower” or “blower” for short. The performance and life of the truckmount is greatly dependent on the care and proper maintenance it receives. The manual for the blower has been included. Review the manual for a better understanding of this piece of machinery.

CAUTION

To protect the blower from overloading and damaging itself, there is a vacuum relief system installed on the vacuum tank. When the vacuum tank inlet is completely sealed off a maximum of 12” Hg will be attained.

CAUTION

Solid objects entering the blower will cause serious damage to the internal components of the blower. Extreme caution should be used when the truckmount is being run for test purposes with the inlet to the blower open to the atmosphere.

CAUTION

Foam passing through the blower can lead to serious problems with the truckmount. It is important to keep the vacuum tank free of foam. The tank is protected from overflowing by a float kill switch; however, this switch is not activated by foam.

Daily

At the end of each day the internal components of the blower need to be lubricated. This helps to prevent rust deposits and prolongs the life of the truckmount.

To lubricate the blower:

1. Allow the unit to run for a few minutes with the vacuum hose disconnected in order to remove moisture from the blower.
2. Cap off the inlet(s) to the vacuum tank.
3. Spray a HydraMaster-recommended spray lubricant into the “BLOWER LUBE PORT” for about 5 to 10 seconds while the unit is running.
4. Uncap the inlet(s) and run the unit for another minute to allow the blower to cool down.

Periodically

Change the oil in both ends of the blower after the initial 100 hours of use. The oil is to be changed each 500 hours of use thereafter.



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DESCALING PROCEDURE (REQUIRED)

Scale deposits on the interior of the heating system can cause a noticeable loss in heating performance. Deposits of this kind result from hard water. The frequency with which descaling procedures are required will vary. If the area has particularly hard water, you may have to descale often.

To descale the system, add an appropriate descaler chemical to the water box. Circulate it through the system. Let it stand. Flush and repeat as necessary. Clean all screens and strainers, and check them frequently following descaling.

NOTICE

If using TM DeScaler™ through the flow meter, make sure to run clean water through the flow meter after this procedure.

To descale using the recirculation kit (P/N 000-078-058), start with an empty water box. Fill a third of the water box with TM DeScaler™. Follow the recommendations on the TM DeScaler™ label for proportions. Verify that the float is not lying horizontal, but floats below.

Attach the recirculation fitting provided in the kit to the garden hose quick connect (see Figure 5-19) and this combination to the front of the truckmount.

Attach one section of the solution hose to the outgoing solution fitting on the front of the truckmount and the other end to the garden hose and recirculation fitting combination that is attached to the front of the truckmount. Additional hoses may be attached inline if descaling of hoses is needed.

Start the truckmount and allow it to run for 3 to 5 minutes. Do not leave the TM DeScaler™ solution in the system. Flush the system with clean water and turn the truckmount "OFF."

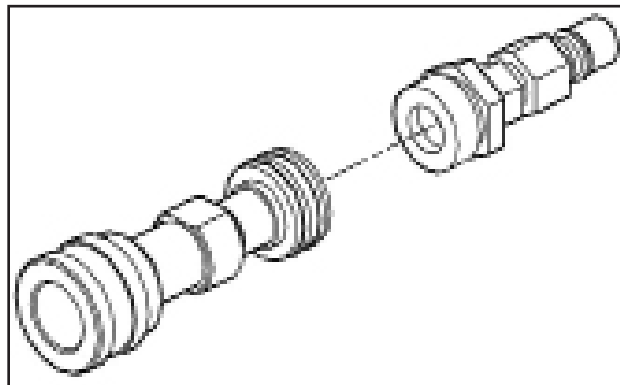


Figure 5-19. Recirculation Fitting



FREEZE GUARDING

To avoid permanent damage to the truckmount, it is imperative to follow the Freeze Guard Procedure whenever the possibility of freezing temperatures exists.

CAUTION

When disposing of antifreeze, follow local laws and regulations. Do not discard into storm sewers, septic systems or onto the ground.

⚠ WARNING

Antifreeze is harmful or fatal if swallowed. Do not store in open or unlabeled containers. Keep out of reach of children and animals.

Freeze Guard Procedure

1. With the truckmount turned off and the incoming water line disconnected, open the water box drain valve on the front of the truckmount. Allow the system to fully drain.
2. Add 2 gallons (7.57 litres) of 50/50 antifreeze and water mix to the water box.
3. Attach a section of solution hose to the outgoing solution fitting on the front of the machine. Attach the opposite end to the recirculation fitting. (If more sections of hose are to be freeze guarded attach those inline.)
4. Start the truckmount and allow it to run for 2 to 3 minutes. This will distribute antifreeze solution throughout the truckmount.
5. Remove the chemical feed line from the chemical jug. Turn the SELECTOR VALVE to "PRIME." This will vacuum the chemical remaining in the lines to the recovery tank.

When using the recirculation kit, skip ahead to Step 7.

6. Remove the quick connect fitting from the garden hose. Attach the quick connect to the machine. Using a vacuum hose attached to the recovery tank, vacuum the water out of the quick connect. This will freeze guard the feed line to the water box.
7. Remove the quick connect from the truckmount.
8. Spray the antifreeze and water mix out of the truckmount and into a container to reclaim the solution. Run the solution until it stops.
9. The truckmount is now freeze guarded. Remember to flush antifreeze from the system prior to carpet cleaning. See the following procedure.



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NOTICE

The reclaimed antifreeze solution may be used three times before being discarded.

NOTICE

To freeze guard the hoses and wand, perform Step 7 in the preceding procedure with the items to be freeze guarded attached.

CAUTION

Always check the freezing level of your reclaimed antifreeze with a glycol tester before reusing. Failure to do so may result in serious component damage.

Recovering Antifreeze for Re-Use

1. Attach all hoses and wands which have been freeze guarded to the truckmount.
2. Attach the incoming water source to the front of the truckmount.
3. Start the truckmount.
4. Spray the solution through the hoses and wands into a sealable container until all signs of antifreeze are gone.

Freeze Protection of the Pump-In System

1. Drain the fresh water tank.
2. Remove the garden hose adapter from the pump-in pump hose and position the hose so it is pointing outside the van.
3. Turn on the pump-in pump and run for 1 - 2 minutes until all the water is purged from the hose.

NOTICE

The next time the truckmount is used, it may take a few minutes before the water box begins to fill.



TENSIONING THE PUMP DRIVE BELT

1. Remove the TMT 3000 grill to gain access to the idler pulley.
2. Remove the engine duct plate.
3. Loosen but **do not remove** the $\frac{1}{2}$ "-13 x 2 $\frac{1}{4}$ " long bolt on the idler pulley.
4. Remove the right cover of the machine to gain access to the tensioning screw.
5. Adjust the tension of the belt by turning the $\frac{1}{4}$ "-20 x 4" long screw.
6. After the proper belt tension is achieved, tighten the $\frac{1}{2}$ " bolt on the idler pulley.

CAUTION

Ensure there is no contact between idler assembly (including belt) and no other part of the truckmount. Contact between the parts could result in damage to the truckmount.

7. Re-install the engine duct plate.
8. Replace the right cover and grill.



6 - Water and Chemical System

This section describes the TMT 3000's water and chemical systems, and includes the exhaust subsystem.

Parts of the text are also included in the section's annotated illustrations which are referenced in the following paragraphs (see Figure 6-1 – Figure 6-4).

1. The process starts when fresh water is brought through the front of the truckmount into the water box, as indicated in Figure 6-1. The level of water in the box is maintained by the use of a float valve. The water is then gravity-fed to the pump where it is pressurized.
2. Next, the pressurized water enters the by-pass valve. This valve allows manual adjustment of the pressure level. When the valve at the wand is closed, the water in the system is recirculated to the water box. When solution is being used at the wand, the necessary amount of high pressure water passes through the by-pass valve and to the heat exchanger (see Figure 6-1).
3. In the cross flow heat exchanger, the temperature is raised. The heat necessary to do this is provided by both the engine and blower exhausts (see Figure 6-4). The heated water then travels to the high pressure manifold (see Figure 6-1).
4. Water temperature is controlled via a temperature sensor inside the high pressure manifold. When the system achieves the maximum operating temperature, the high pressure solenoid opens and flows water into the recovery tank. This will reduce the internal temperature of the machine.
5. Water that is recirculated through the pressure regulator back to the water box travels past a thermostatic valve. This thermostatic valve monitors the water box temperature. When the thermostatic valve senses the water in the water box has reached its set point, it opens the low pressure thermostatic valve on the side of the water box and closes once the temperature drops back below the set point (see Figure 6-2).



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6. The water that is being called for by the wand then exits the manifold and passes through a check valve (see Figure 6-2).
7. Finally, the water joins the chemical where the solution is created (see Figure 6-2).
8. The chemical is pressurized by the HydraMaster diaphragm chemical pump attached to the head of the water pump. This pump pulls the chemical, or soap, jug through the chemical flow meter (see Figure 6-3).
9. After being pressurized, the chemical travels through the metering valve and is injected into the high pressure stream. This solution then exits the front of the truckmount and is delivered to the cleaning tool (see Figure 6-3).

Figure 6-1. Annotated Water, Chemical and Solution Flow Diagram - View 1 of 2
8069

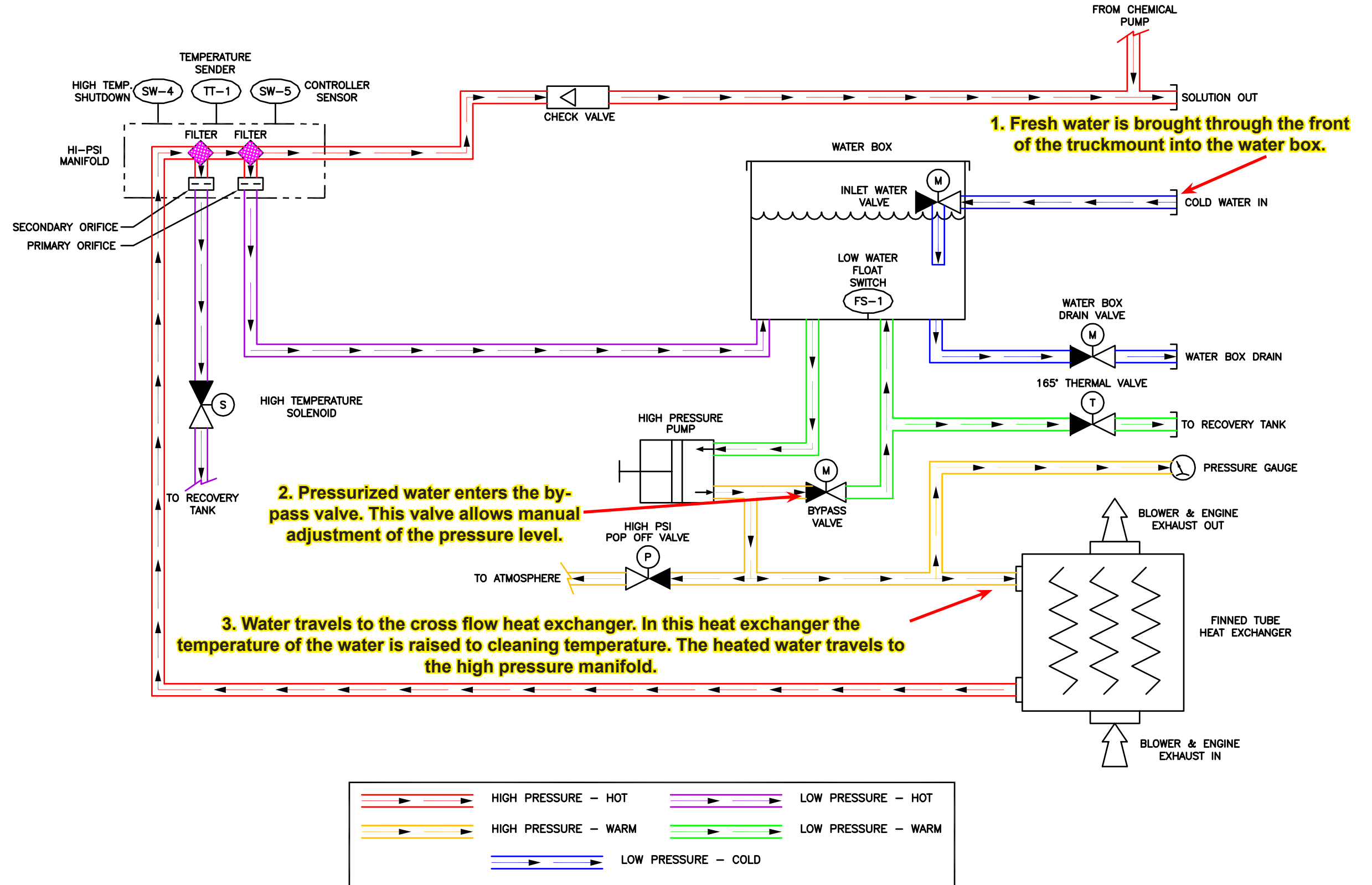
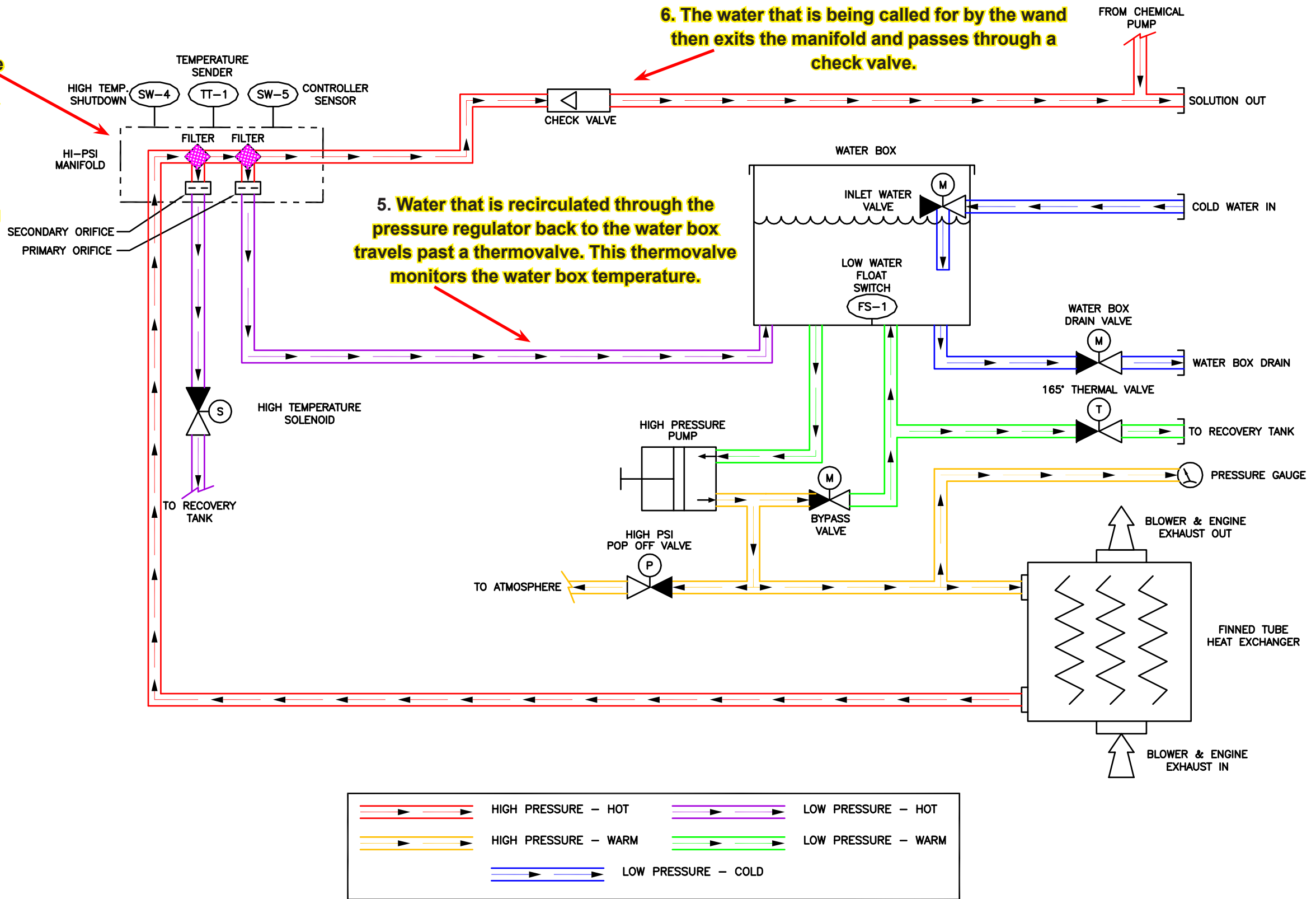


Figure 6-2. Annotated Water, Chemical and Solution Flow Diagram - View 2 of 2
8069

4. Water temperature is controlled via a temperature sensor inside the high pressure manifold. When the system achieves the maximum operating temperature, the solenoid opens and flows water into the recovery tank.

5. Water that is recirculated through the pressure regulator back to the water box travels past a thermovalve. This thermovalve monitors the water box temperature.

6. The water that is being called for by the wand then exits the manifold and passes through a check valve.








| | | | |
|---|----------------------|---|---------------------|
|  | HIGH PRESSURE - HOT |  | LOW PRESSURE - HOT |
|  | HIGH PRESSURE - WARM |  | LOW PRESSURE - WARM |
|  | LOW PRESSURE - COLD | | |

Figure 6-3. Chemical Flow Diagram - Larger View
8069

The chemical is pressurized by the HydraMaster diaphragm chemical pump attached to the head of the water pump. This pump pulls the chemical from the chemical, or soap, jug through the chemical flow meter. After being pressurized, the chemical travels through the metering valve and is injected into the high pressure stream. This solution then exits the front of the truckmount and is delivered to the cleaning tool.

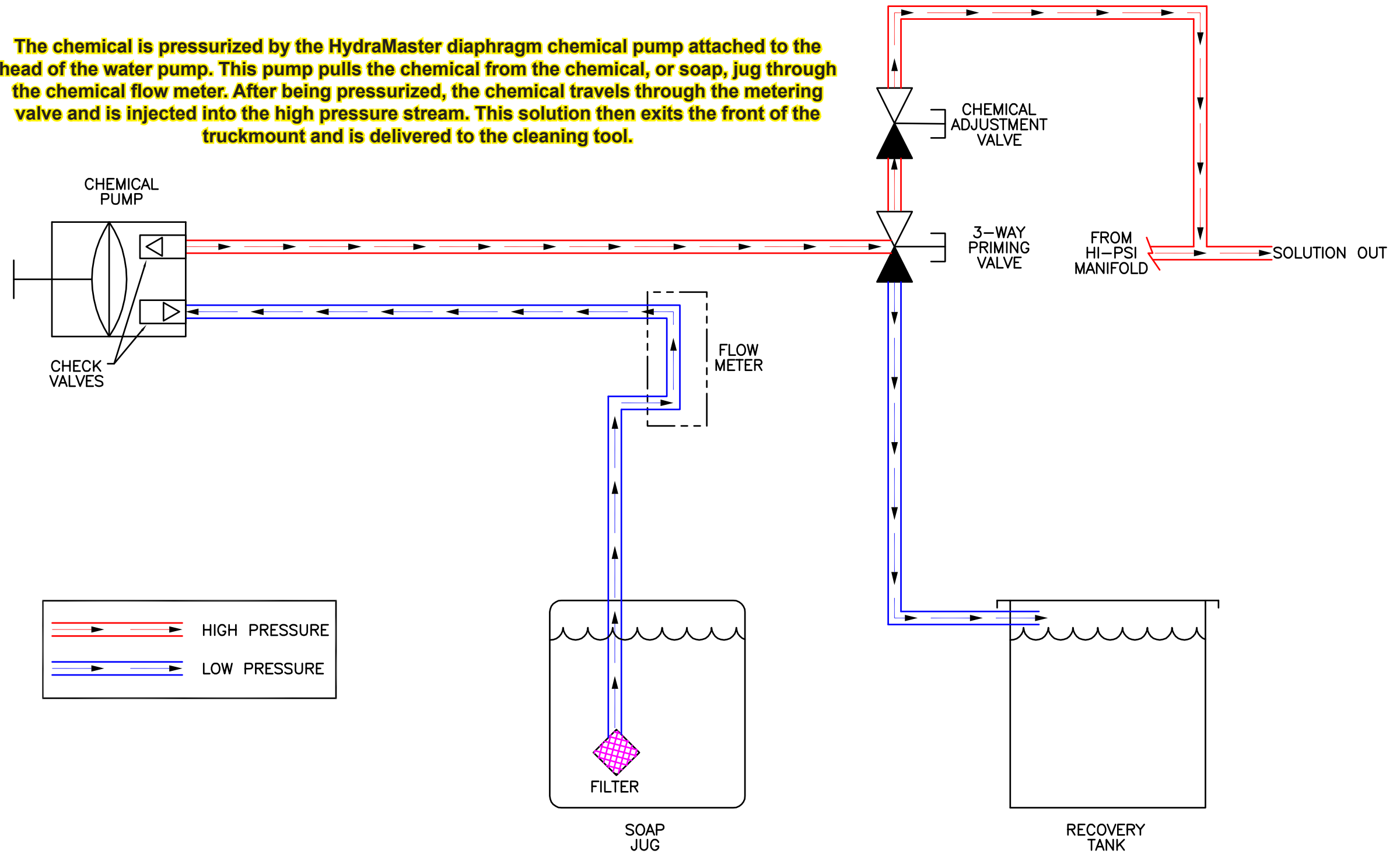
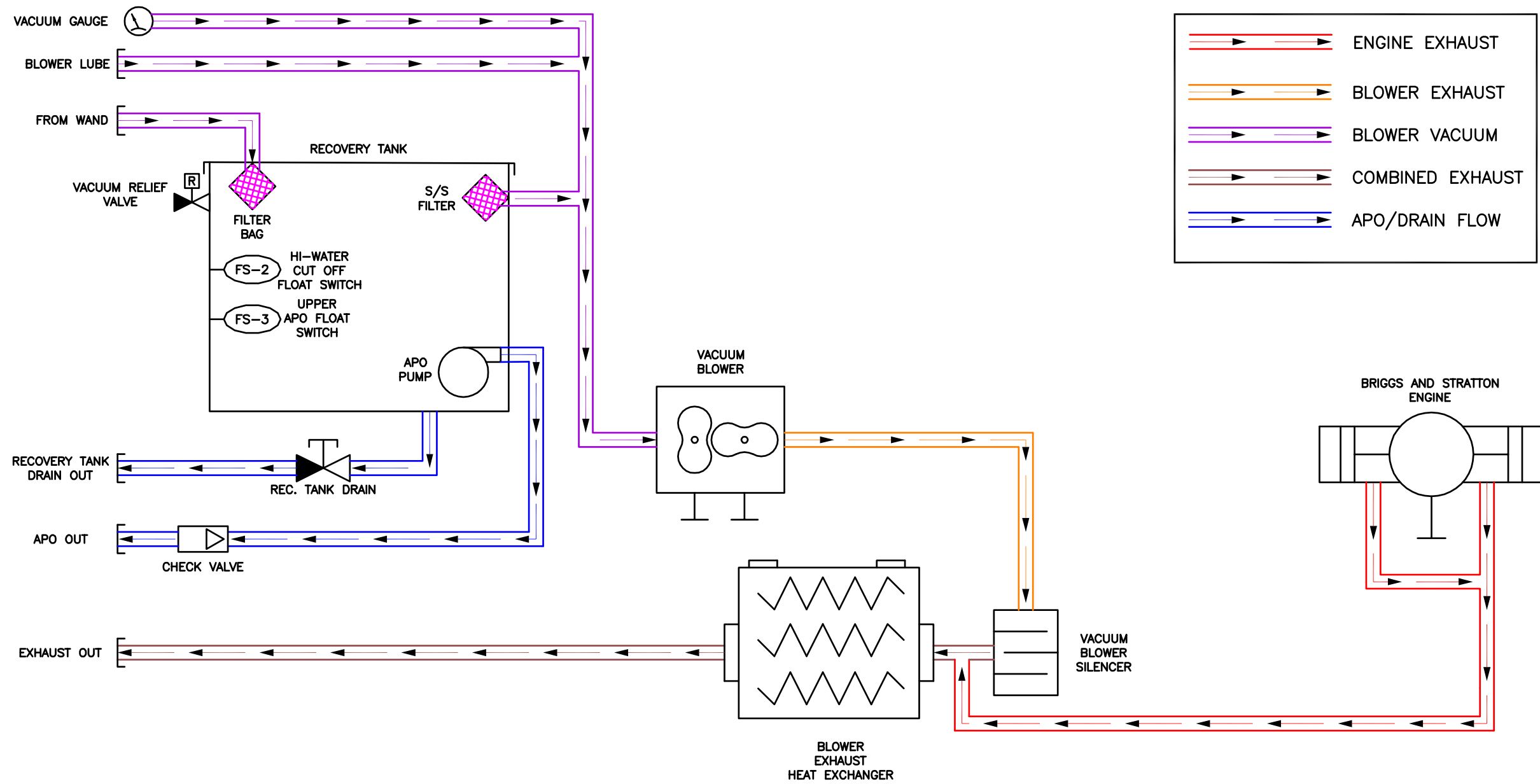


Figure 6-4. Exhaust Flow Diagram
8069





7 - Electrical System

This section includes drawings for the following:

- Electrical Schematic (see Figure 7-1)
- Wiring Diagram (Figure 7-2 - Figure 7-4)

The TMT 3000 electrical system operates on 12 V DC which is provided by the battery. Battery levels are maintained by a 20 Amp alternator that is built into the engine.

CAUTION

When a new battery is installed, check that it is properly charged before installation or damage to the charging system may occur.

Figure 7-1. Electrical Schematic
8068

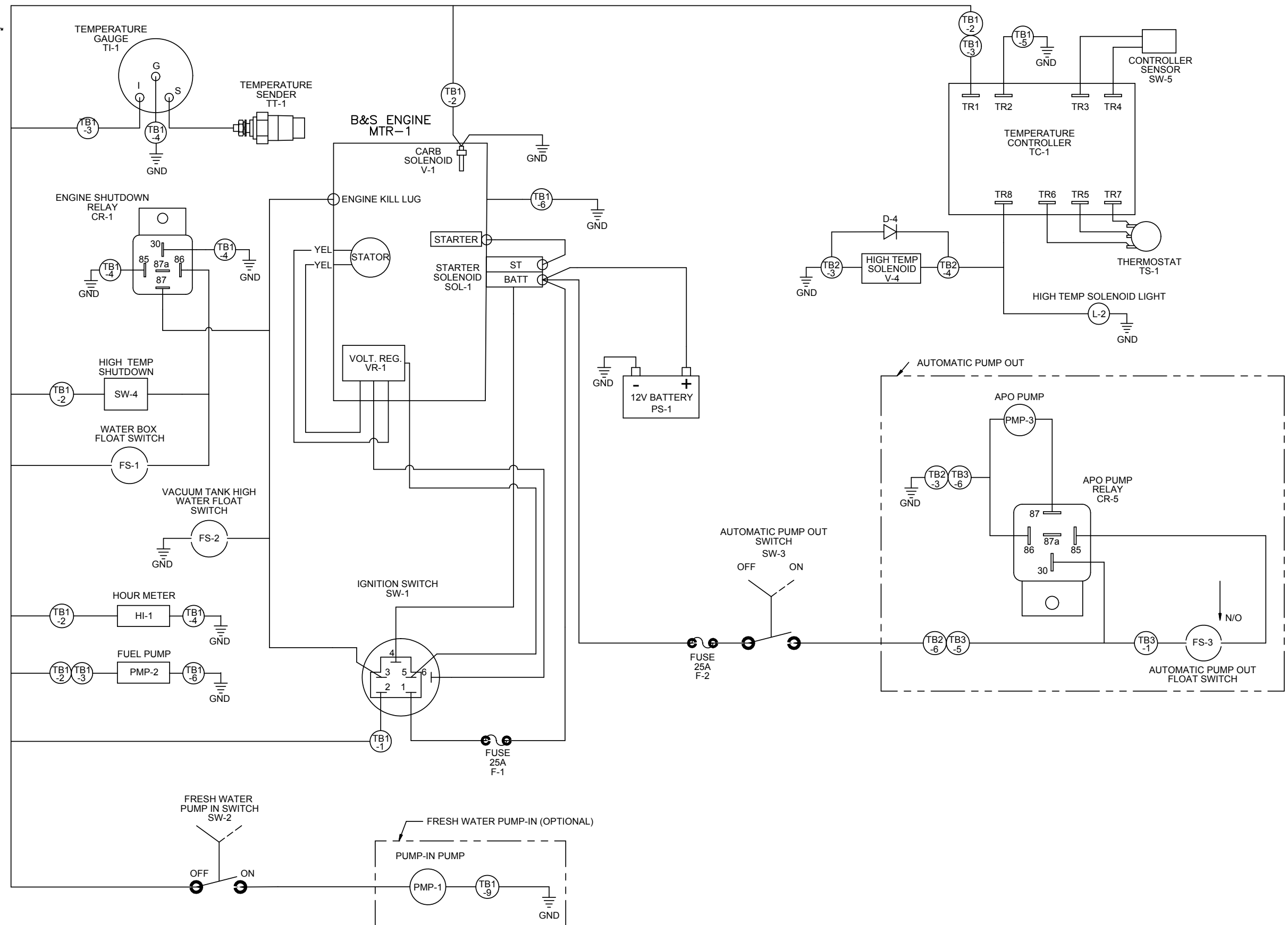


Figure 7-2. Wiring Diagram - View 1 of 3

8067 B&S ENGINE

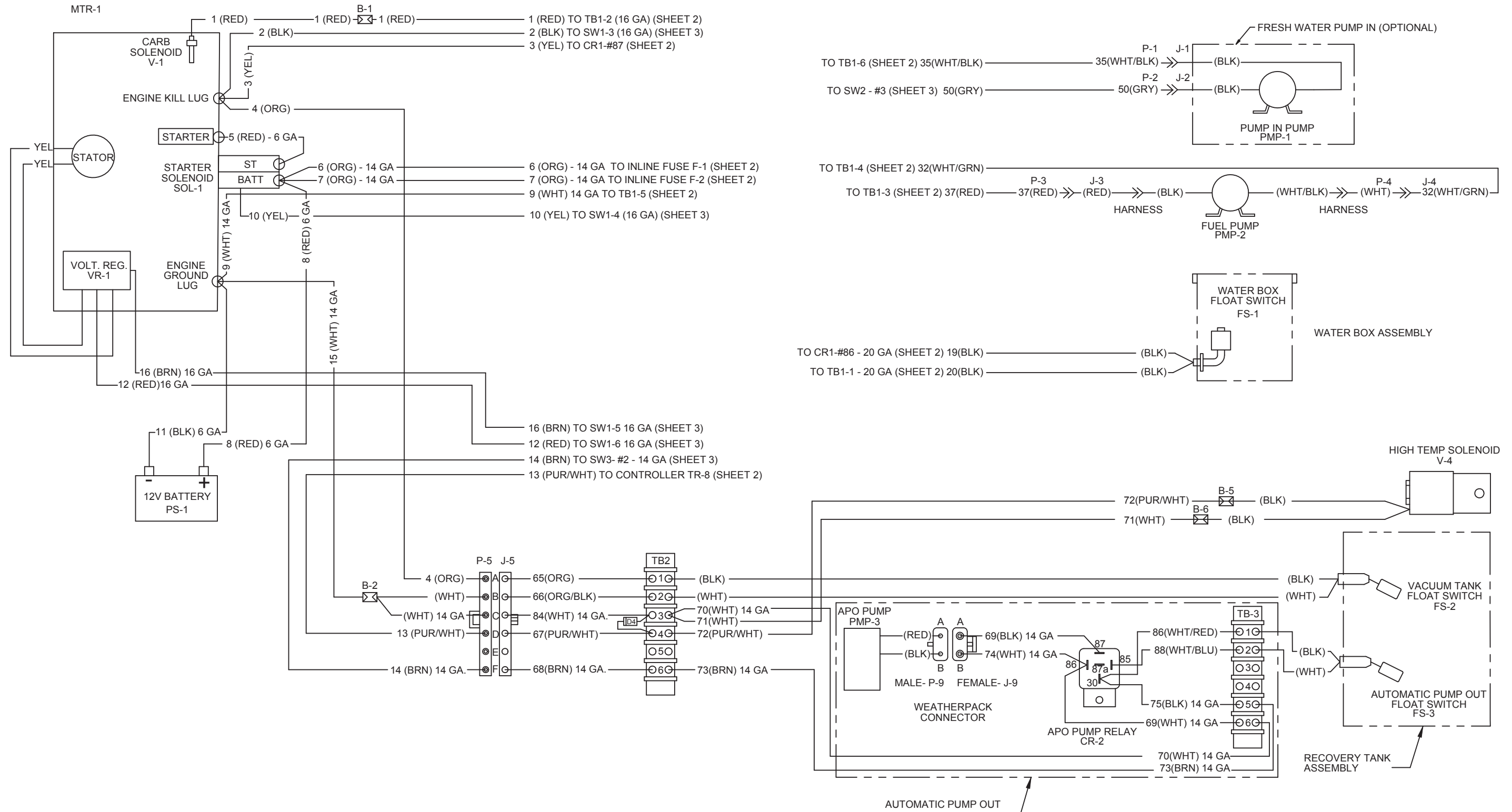


Figure 7-3. Wiring Diagram - View 2 of 3
8067

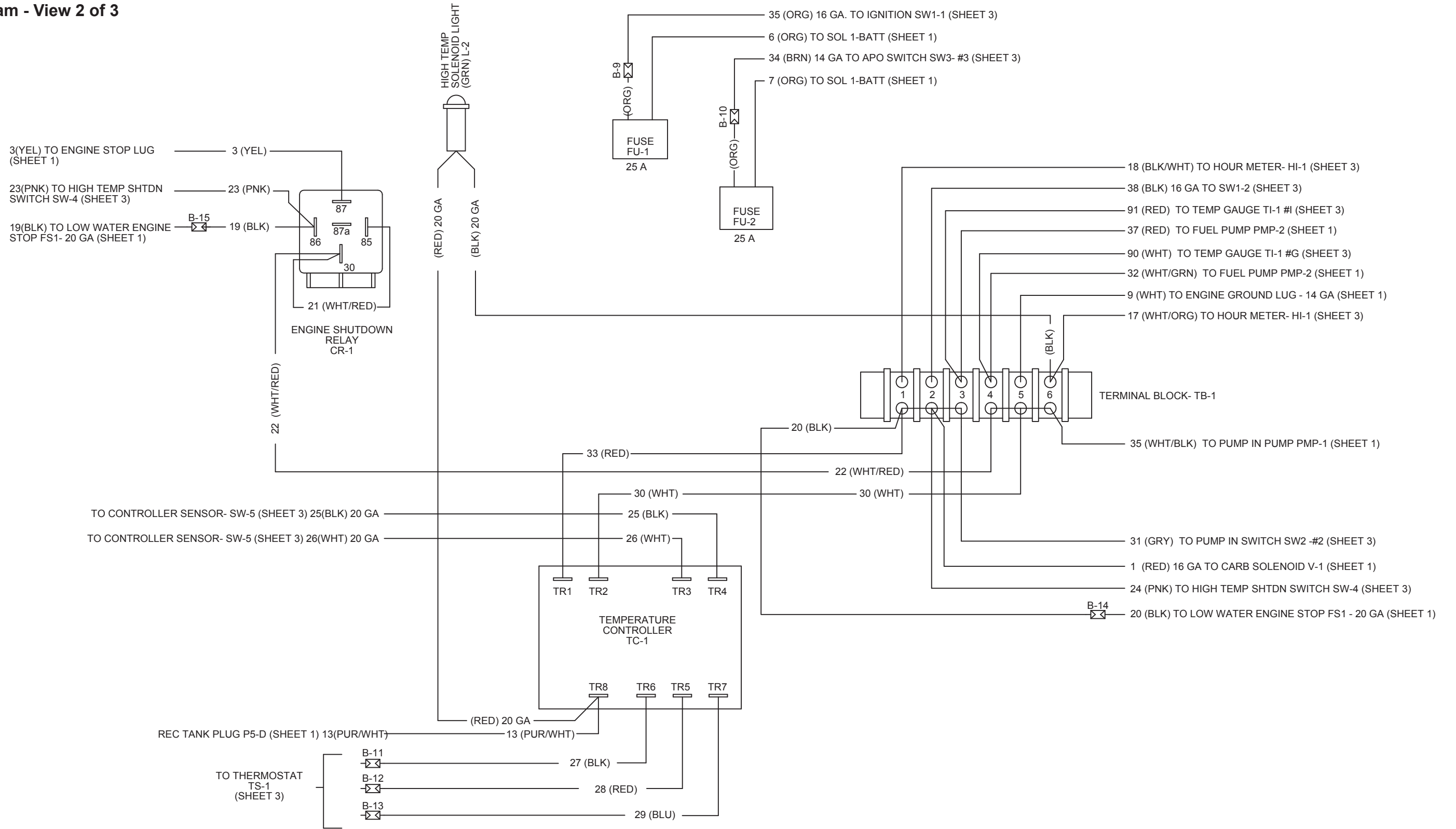
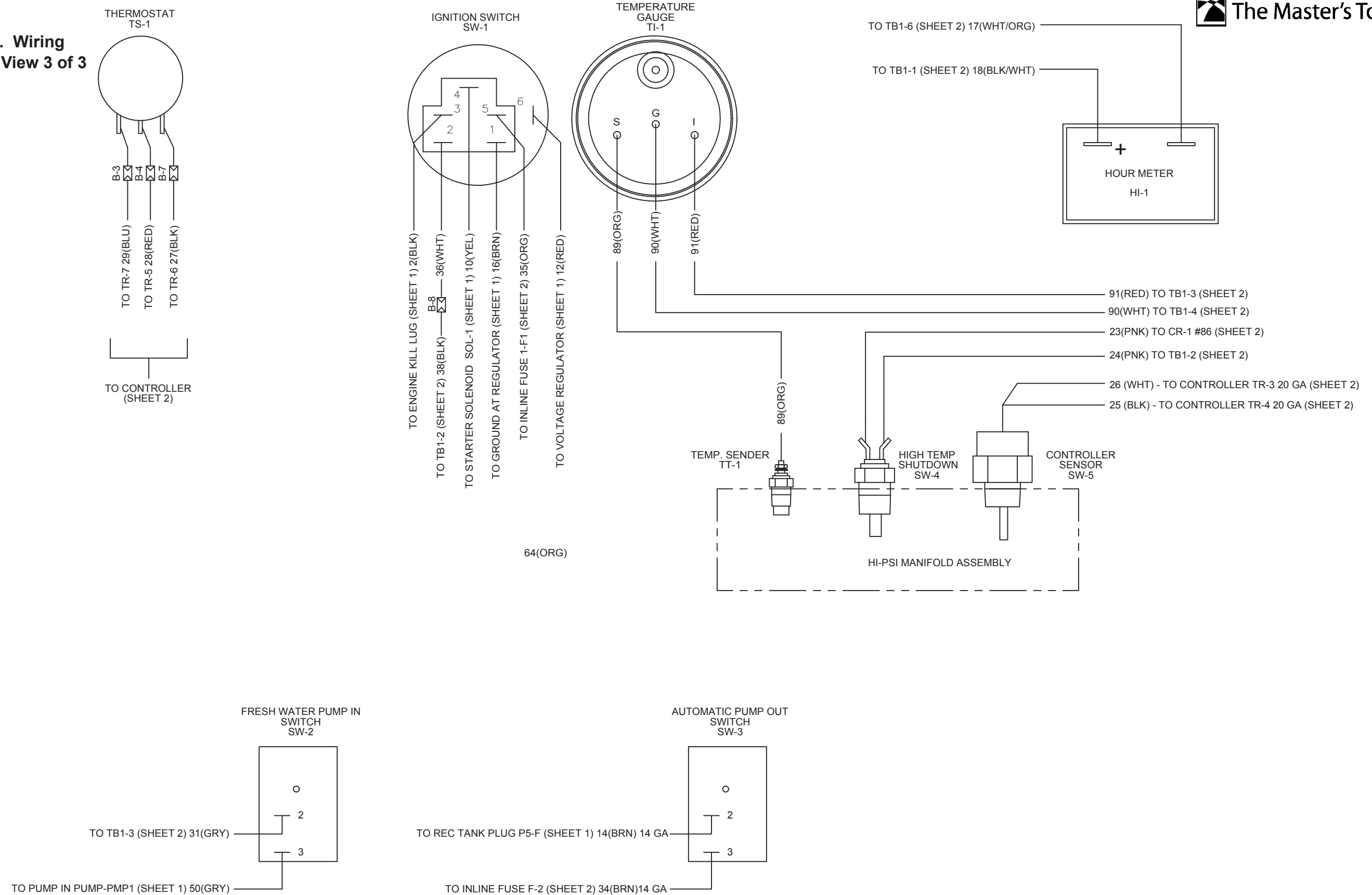


Figure 7-4. Wiring Diagram - View 3 of 3 8067





8 - Systems Troubleshooting

This section describes the standard troubleshooting procedures in the following areas:

- Heating System
- Chemical System
- Engine
- High Pressure System
- Vacuum System



HEATING SYSTEM

1.0 Truckmount overheats and shuts down

| | | |
|-----|--|--|
| 1.1 | The orifice or filter screen are restricted. | Remove and inspect. Clean as necessary. |
| 1.2 | The dump solenoid is restricted. | Inspect the solenoid and the hose that delivers water to it. Clean or replace as necessary. |
| 1.3 | The dump solenoid is faulty. | Check the main fuse. If the fuse is blown, inspect electrical system for worn or shorted wires. Repair or replace as necessary. |
| | | Inspect the solenoid and test for functionality. If the solenoid is operable, refer to a qualified service technician to test the temperature controller and sensor. |

2.0 Unable to achieve normal cleaning solution temperature

| | | |
|-----|--|--|
| 2.1 | Temperature control knob is turned down. | Inspect the knob. Adjust if necessary. |
| 2.2 | The dump solenoid is faulty. | Inspect the solenoid and test for functionality. If the solenoid is operable, refer to a qualified service technician to test the temperature controller and sensor. |
| 2.3 | Excessive solution flow at tool. | The cleaning tool jet is too large or worn. Inspect the jet. Replace if necessary. |
| 2.4 | The heat exchanger has hard water scale buildup. | Descale the system. |
| 2.5 | The heat exchanger has blockage on the exhaust side. | Inspect the interior of heat exchanger. Remove the debris and clean as necessary. |



CHEMICAL SYSTEM

1.0 System will not prime

| | | |
|-----|--|--|
| 1.1 | The check valves in chemical pump are faulty. | Remove the valves and inspect. Clean or replace as necessary. |
| 1.2 | The chemical pump diaphragm is faulty. | Remove and inspect. Replace as necessary. |
| 1.3 | The check valve in high pressure pump is faulty (piston which chemical pump is attached to). | Remove the valve and inspect. Clean or replace as necessary. |
| 1.4 | The filter on feed line in chemical jug is clogged. | Inspect and clean. |
| 1.5 | The feed line from chemical jug is loose, pinched or damaged. | Inspect and repair. |
| 1.6 | The chemical selector valve is faulty. | Inspect the valve for leaks between ports. Replace as necessary. |

2.0 Chemical flow is unstable or low

| | | |
|-----|--|--|
| 2.1 | Air is in the lines. | Check that all fittings and connections are tight and in good condition. Repair or replace as necessary. |
| 2.2 | The filter screen in the chemical jug is partially obstructed. | Inspect and clean. |
| 2.3 | The chemical selector valve is faulty. | Inspect the valve for leaks between ports. Replace as necessary. |
| 2.4 | The chemical metering valve is faulty. | Remove and inspect the valve. Clean or replace as necessary. |
| 2.5 | The high pressure check valve is faulty. | Remove and inspect the valve. Clean or replace as necessary. |

3.0 Chemical is present in water box

| | | |
|-----|--|---|
| 3.1 | The chemical pump diaphragm is faulty. | Remove and inspect the chemical pump diaphragm. Replace as necessary. |
| 3.2 | The high pressure check valve is faulty. | Remove and inspect the valve. Clean or replace as necessary. |



ENGINE

1.0 Will not turn over

| | | |
|-----|---------------------------------------|--|
| 1.1 | A loose or corroded battery terminal. | Clean and tighten the battery terminal connections. |
| 1.2 | The battery is dead. | Recharge or replace the battery. Test the charging system. Repair if necessary. CAUTION Do not attempt to jump start the truckmount from a running vehicle. The amperage output from an automobile will damage the charging system of the truckmount. |
| 1.3 | The main fuse is blown. | Check the main fuse. |
| | | If the fuse is blown, inspect the electrical system for worn or shorted wires. Repair or replace as necessary. |
| 1.4 | The vacuum blower has seized. | Attempt to turn the coupler by hand. If it will not turn refer to the Vacuum System Troubleshooting Section. |
| 1.5 | The ignition switch is faulty. | Test to see if there is power both to and from the switch. Refer to the Electrical Section. |
| 1.6 | The starter solenoid is faulty. | Test to see if there is power to solenoid with ignition in "Start" position. Refer to Electrical Section. |
| 1.7 | The starter motor is faulty. | Test to see if there is power to the motor with the ignition in "Start" position. Refer to the Electrical Section. |
| 1.8 | None of the above. | Refer to a qualified service technician for further troubleshooting. |



2.0 Turns over but will not start; there is no spark. (To check for spark, refer to engine manual.)

| | | |
|-----|---------------------------------------|---|
| 2.1 | The recovery tank is full. | Drain the tank. |
| 2.2 | The recovery tank float is faulty. | Inspect the float. Repair or replace as necessary. |
| 2.3 | The engine ignition system is faulty. | Refer to a qualified service technician for further troubleshooting. |
| 2.4 | The water box is empty | Attach an inlet garden hose to fill the water box. CAUTION If too many attempts are made to start the engine prior to filling the water box, it is possible to flood the engine (see step 3.3 in the next section).. |

3.0 Turns over but will not start; there is spark. (To check for spark, refer to engine manual.)

| | | |
|-----|--------------------------------------|---|
| 3.1 | Fuel is not reaching the carburetor. | Test for power to the fuel pump. Refer to Electrical Section. |
| | | If power is present, inspect the fuel pump. Replace if necessary. |
| | | Inspect the fuel lines between the source and the carburetor. Repair or replace as necessary. |
| 3.2 | The carburetor solenoid is faulty. | Test for power to the solenoid. Refer to Electrical Section. |
| | | If power is present, inspect the solenoid. Replace if necessary. |
| 3.3 | The engine is flooded. | Pull the throttle cable completely and crank until the engine starts. |
| 3.4 | The spark plugs are worn or dirty. | Inspect and replace as necessary. |
| 3.5 | None of the above. | Refer to a qualified service technician for further troubleshooting. |



4.0 Will not come up to normal operating rpm. Note: engine should be adjusted to run at 3,200 rpm under no vacuum load.

| | | |
|-----|--|---|
| 4.1 | The throttle linkage is out of adjustment. | Inspect for broken or loose linkage. Repair or replace as necessary. |
| 4.2 | Excessive load on the engine. | Inspect and clean the recovery tank filters. |
| | | Inspect the recovery tank to the blower hose. Repair or replace as necessary. |
| 4.3 | Excessive back pressure on the engine exhaust. | Inspect for blockage in the heat exchanger. Clean or replace as necessary. |
| 4.4 | The air filter is dirty. | Inspect and replace as necessary. |

5.0 Runs rough at high speed

| | | |
|-----|---|---|
| 5.1 | The spark plug(s) are faulty. | Remove and inspect the plugs. Clean or replace as necessary. |
| 5.2 | The spark plug wire(s) are faulty. | Inspect the wires and connectors for damage or loose connections. Repair or replace as necessary. |
| 5.3 | Inadequate fuel supply to the carburetor. | Check if the fuel pump is mounted in a vertical position near the fuel source. Correct if necessary. |
| | | Check for blockage in the filter. Repair or replace as necessary. |
| | | If operating altitudes have changed, contact your distributor to have the engine carburetor jets checked. |

6.0 Runs rich. (Black smoke)

| | | |
|-----|-----------------------------------|---|
| 6.1 | The air filter is dirty. | Inspect and replace as necessary. |
| 6.2 | The choke is partially closed. | Inspect and adjust or repair as necessary. |
| 6.3 | Excessive fuel to the carburetor. | Check to see if the proper fuel pump is installed. |
| | | If operating altitudes have changed, contact your distributor to have the engine carburetor jets checked. |



7.0 Engine overheats

| | | |
|-----|--|--|
| 7.1 | Poor ventilation in the van. | Open all the van doors. Install a roof vent in the van. |
| | | Remove any dividers or other objects impeding airflow around the truckmount. |
| 7.2 | Low oil level. | Check the level and fill as necessary. CAUTION Running the engine with a low oil level can cause severe damage to the engine. If this situation occurs, the engine should be inspected by a qualified service technician. |
| 7.3 | The engine rpm is too high. | Check the engine rpm. Adjust as necessary to run at 3,200 rpm under no vacuum load. |
| 7.4 | Excessive back pressure on the engine exhaust. | Inspect for blockage in the heat exchanger. Clean or replace as necessary. |



HIGH PRESSURE SYSTEM

1.0 The pump will not come up to normal cleaning pressure

| | | |
|-----|---|---|
| 1.1 | The pressure adjusting valve is faulty. | Inspect the valve. Repair or replace if necessary. |
| 1.2 | Worn seals or valves in the pump. | Test the pump output volume directly from the pump at normal running rpm. If the volume is below the manufacturer's specifications, replace the seals and inspect for defective valves. |
| 1.3 | The pump rpm is too low. | Check for a loose pump belt. Adjust or replace as necessary. |
| | | Check the engine rpm and adjust as necessary to 3,200 rpm under no vacuum load. |
| 1.4 | The primary orifice is missing or loose. | Remove and inspect. Tighten or replace as necessary. |
| 1.5 | The primary and secondary orifices have been installed incorrectly. | Inspect and reverse if necessary. Refer to the Machine Assemblies & Parts List Section. |
| 1.6 | The primary orifice is worn. | Measure the orifice size and replace as necessary. Correct size is 0.021". |

2.0 No pressure reading on gauge

| | | |
|-----|----------------------------|-----------------------------------|
| 2.1 | The pump belts are broken. | Inspect and replace if necessary. |
| 2.2 | The gauge is faulty. | Replace the gauge. |

3.0 The psi gauge reads normal; low pressure from wand

| | | |
|-----|---|---|
| 3.1 | Restriction in the cleaning tool. | Inspect the tool jet(s) and clean or replace as necessary. |
| | | Inspect any filters in the cleaning tool and clean or replace as necessary. |
| 3.2 | Faulty quick connect in the system. | Inspect each quick connect and replace as necessary. |
| 3.3 | Restriction in one of the solution hoses. | Remove the quick connects and inspect hoses. Clean or replace as necessary. |
| 3.4 | Hard water deposits restricting the system. | Descale the truckmount. |



4.0 Pressure pulsation

| | | |
|-----|--|---|
| 4.1 | Air leak between the water box and pump. | Check all the hoses and fittings for cuts, breaks, cracks, etc. Repair as necessary. |
| 4.2 | The check valve(s) in the pump are faulty. | Remove each valve and inspect for correct operation. See the Machine Maintenance Section. |

5.0 Water box empty or fills slowly

| | | |
|-----|---|---|
| 5.1 | Restriction in the water supply system. | Inspect the supply system from the source through the incoming quick connect. |
| 5.2 | The float valve in the water box is faulty. | Disassemble and inspect the valve. Repair or replace as necessary. |

6.0 The water box overflows

| | | |
|-----|---|--|
| 6.1 | The float valve in the water box is faulty. | Disassemble and inspect the valve. Repair or replace as necessary. |
| 6.2 | The float has absorbed water and lost buoyancy. | Detach the float and check to see if it will float to the surface. Replace as necessary. |
| 6.3 | The float has come out of adjustment. | Adjust the float as necessary. |



VACUUM SYSTEM

1.0 A weak vacuum at wand. The gauge reads normal.

| | | |
|-----|--|--|
| 1.1 | Blockage in the hoses or wand tube | Disconnect the hoses and check for an obstruction. |
| 1.2 | Excessive length of hose connected to the truckmount | Do not attach excessive lengths of hose. |

2.0 A weak vacuum

| | | |
|-----|--|---|
| 2.1 | Air leak somewhere in the vacuum system. | Check the vacuum relief valve for proper adjustment. |
| | | Carefully check all the vacuum hoses for a cut or break. |
| | | Check the recovery tank lid gasket. |
| | | Make sure the recovery tank drain valve is fully closed. |
| 2.2 | The vacuum blower is turning too slowly. | Check the rpm of the engine. Adjust as necessary to 3,200 rpm under no vacuum load. |
| 2.3 | The vacuum gauge is defective. | Test the gauge and replace if necessary. |

3.0 The vacuum gauge reads too high with no hoses attached

| | | |
|-----|---|---|
| 3.1 | The filter in recovery tank is clogged. | Remove and clean or replace as necessary. |
| 3.2 | The hose from recovery tank to the vacuum blower is collapsed internally. | Inspect and replace as necessary. |

4.0 Excessive noise produced by the blower

| | | |
|-----|--|---|
| 4.1 | The blower is low on oil. | Inspect the oil levels and replenish as necessary. Note: Running the blower with low oil levels can cause severe damage. If this situation occurs the blower should be inspected by a qualified service technician. |
| 4.2 | The vacuum blower has internal damage. | Refer to a qualified service technician. |



5.0 The vacuum blower is locked and will not turn

| | | |
|-----|--|---|
| 5.1 | Truckmount has been inactive for a period of time and the blower was not properly lubricated prior to final shutdown. Rust has possibly built up on the internal surfaces. | Spray penetrating oil into the blower and let sit for at least 1 hour. Then very carefully use pipe wrench on the outer diameter of the pulley on the coupler to attempt to free lobes of the blower. Do not use a wrench directly on the blower shaft. |
| | | If unable to free up the blower in this manner, refer to a qualified service technician. |
| 5.2 | There is internal damage to the blower. | Refer to a qualified service technician. |

6.0 Water in truckmount exhaust

| | | |
|-----|---|--|
| 6.1 | The recovery tank has been filled with foam or overfilled with water. | Inspect the recovery tank. If full, drain the tank. |
| | | Inspect the high level shutoff switch for proper operation. Clean or replace the switch as necessary. |
| | | If foam is in recovery tank, use defoamer on the carpet being cleaned. |
| 6.2 | Condensation in system. | This will be more common in cool weather and humid climates. If this is the cause, it should dissipate after a few minutes of running. |
| 6.3 | The heat exchanger is leaking water. | Inspect and repair or replace as necessary. |

9 - Machine Assemblies and Parts List

This section contains all the assemblies and parts lists associated with the TMT 3000:

- Machine Assembly Parts List
- Frame Assembly Parts List
- Engine Assembly Parts List
- Pump Assembly Parts List
- Dash Assembly Parts List
- Electrical Panel Assembly Parts List
- Blower Heat Exchanger Assembly Parts List
- Blower Assembly Parts List
- Silencer Assembly Parts List
- Water Box Assembly Parts List
- Exhaust Assembly Parts List
- Idler Pulley Assembly Parts List
- Hi Pressure Manifold Assembly Parts List
- By-Pass Valve Assembly Parts List
- Dura-Flow APO Assembly Parts List
- 70 gallon Universal Recovery Tank Assembly Parts List
- Machine Hose Routings

Figure 9-1. Machine Assembly - View of 1 of 2
8050

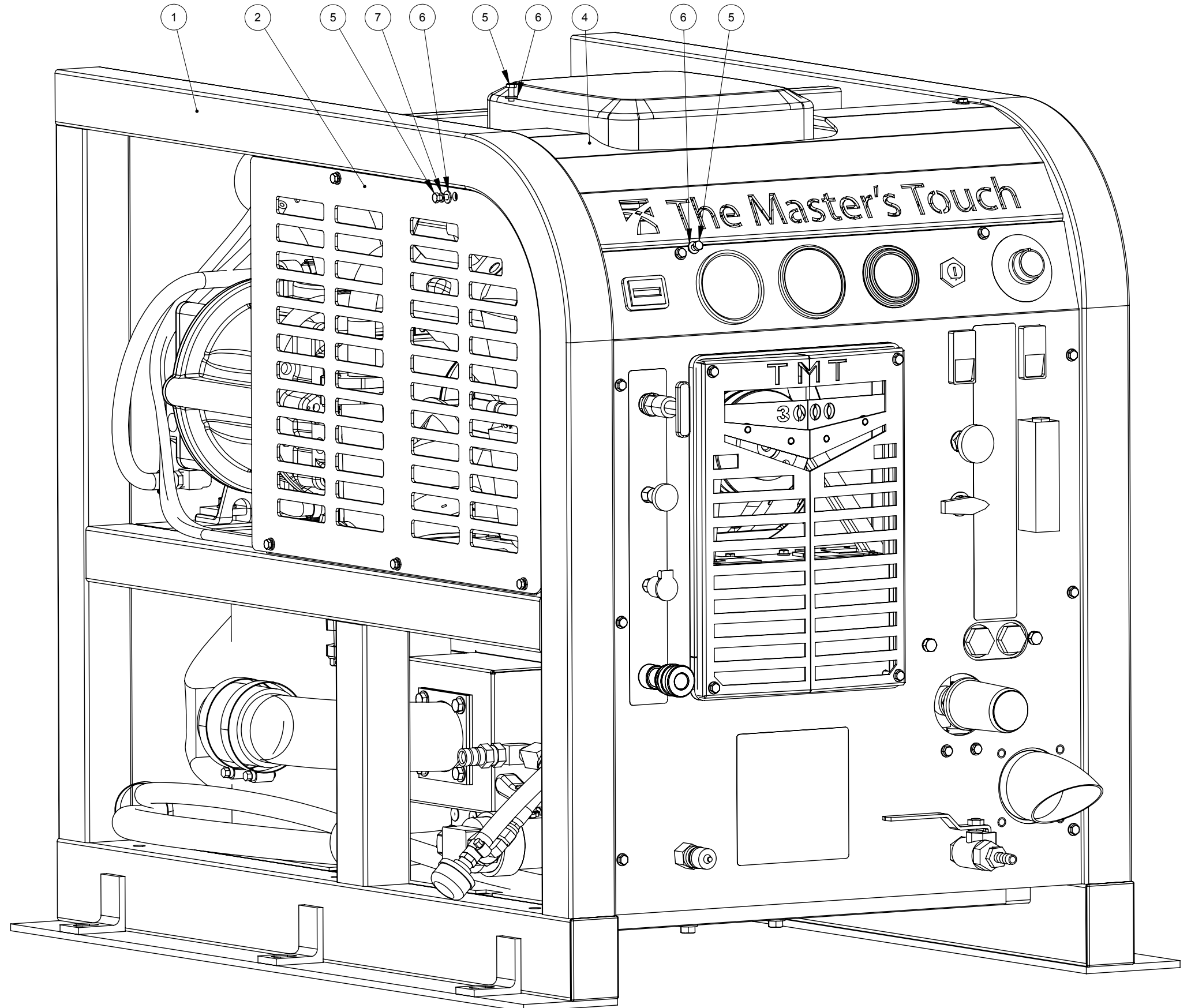
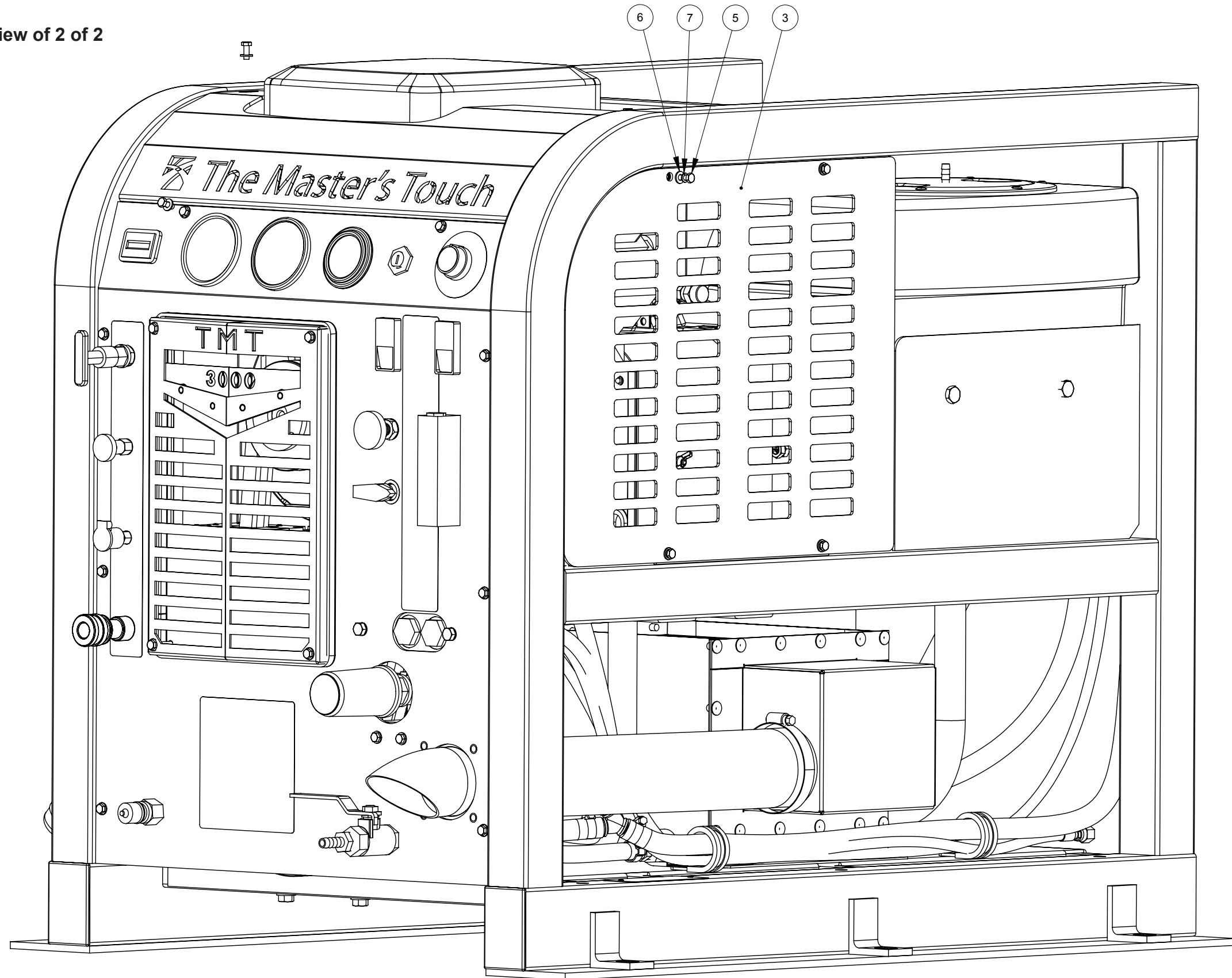


Figure 9-2. Machine Assembly - View of 2 of 2
8050



Machine Assembly Parts List

| Item | Part Number | Description | Qty |
|------|-------------|---------------------------------|-----|
| 1 | - - - | Assembly, Frame | 1 |
| 2 | 000-041-451 | Cover, Side - 19.900" X 14.316" | 1 |
| 3 | 000-041-452 | Cover, Side - 17.250" X 14.316" | 1 |
| 4 | 000-041-490 | Cover, Top - Machine | 1 |

| Item | Part Number | Description | Qty |
|------|-------------|---------------------------------------|-----|
| 5 | 000-143-126 | Screw, #10-24UNC X 0.50" Lg. Hex Head | 13 |
| 6 | 000-174-001 | Washer, #10 Flat | 13 |
| 7 | 000-174-014 | Washer, #10 Lock | 9 |

Figure 9-3. Frame Assembly - View 1 of 4
8051

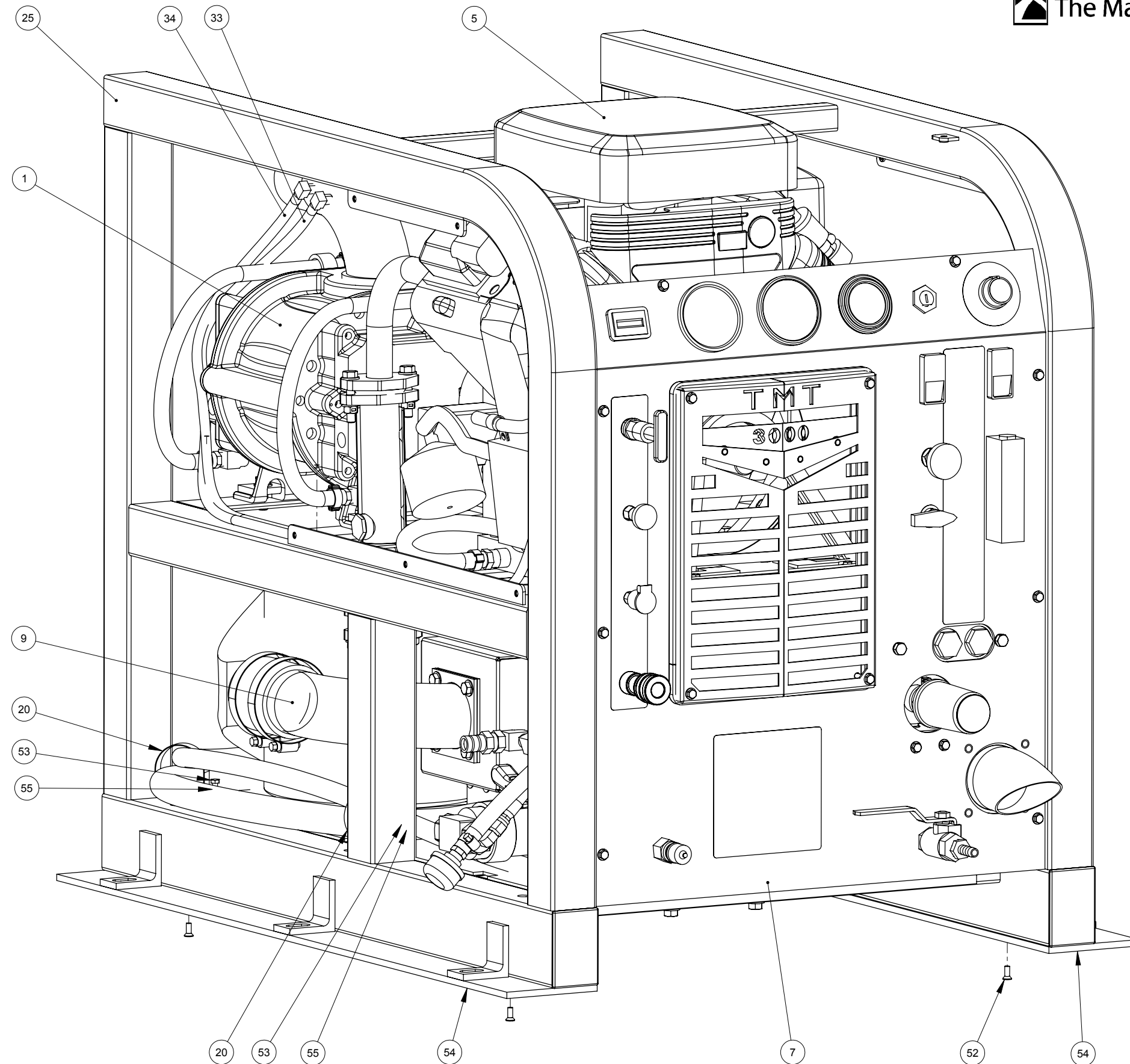


Figure 9-4. Frame Assembly - View 2 of 4
8051

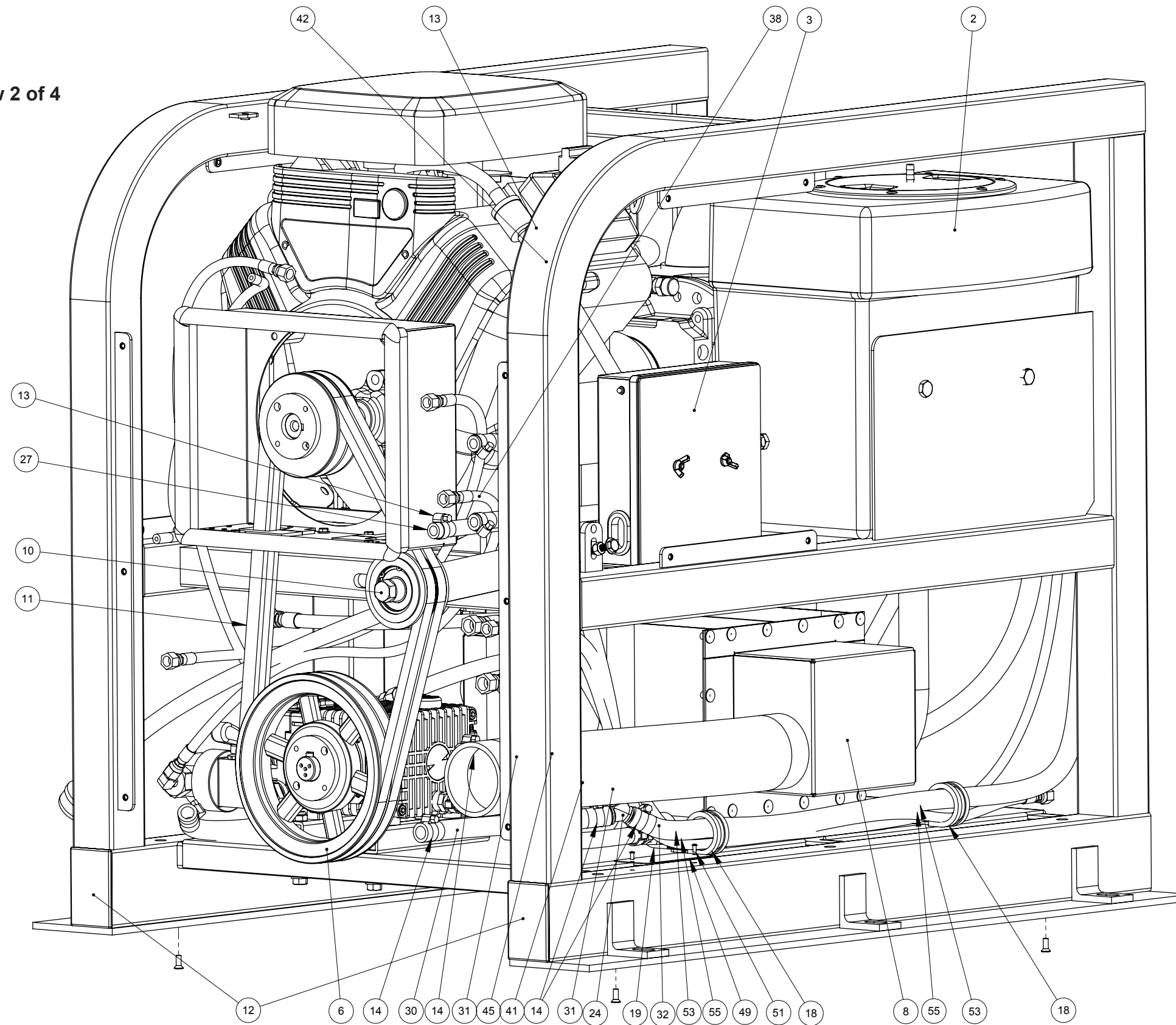


Figure 9-5. Frame Assembly - View 3 of 4
8051

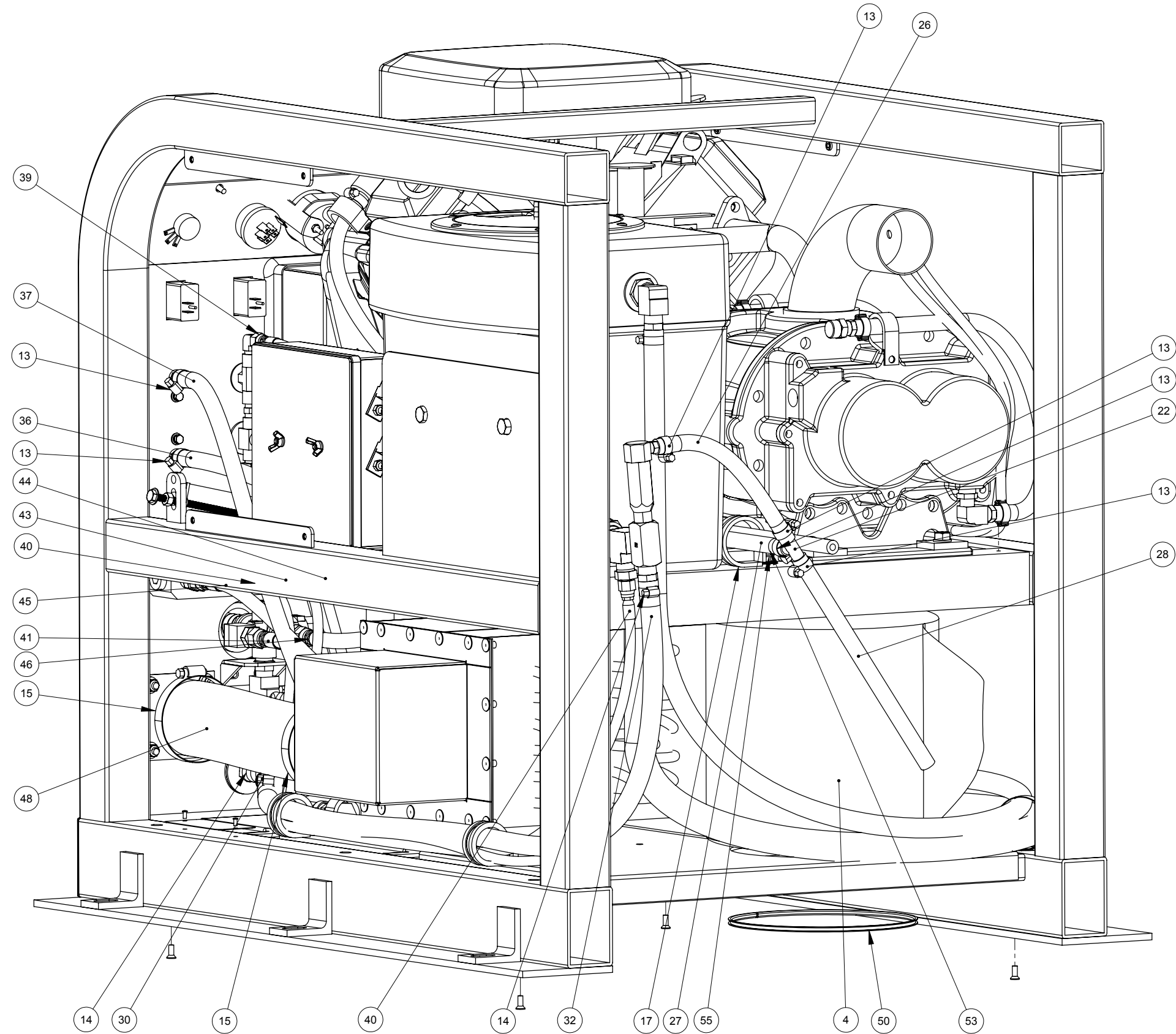
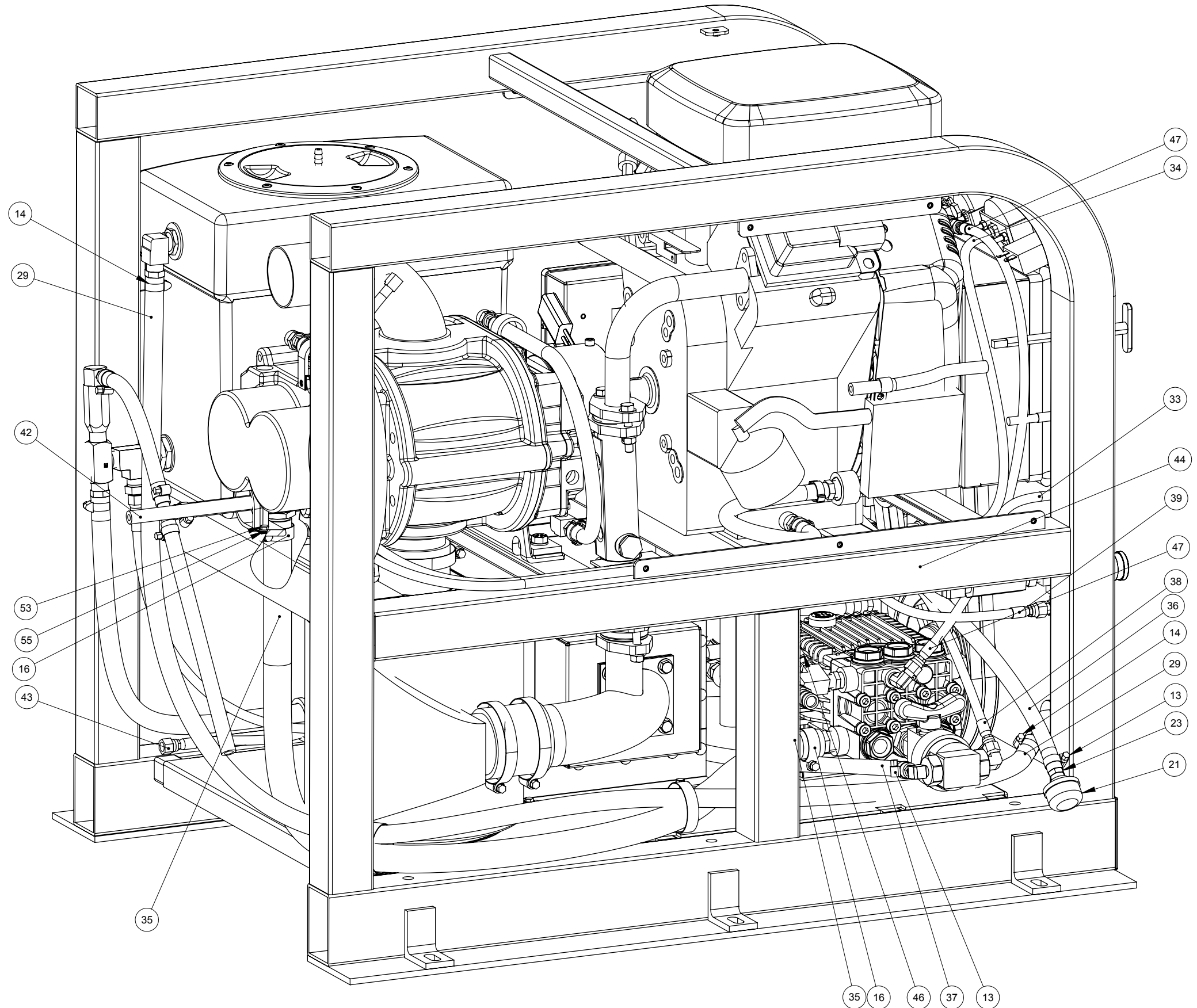


Figure 9-6. Frame Assembly - View 4 of 4
8051



Frame Assembly Parts List

| Item | Part Number | Description | Qty | Item | Part Number | Description | Qty |
|------|-------------|--------------------------------------|-----|------|-------------|---|-----|
| 1 | --- | Assembly, Blower | 1 | 29 | 000-068-018 | Hose, 1/2" I.D. - Bulk | 1 |
| 2 | --- | Assembly, Water Box | 1 | 30 | 000-068-018 | Hose, 1/2" I.D. - Bulk | 1 |
| 3 | --- | Assembly, Electrical Panel | 1 | 31 | 000-068-018 | Hose, 1/2" I.D. - Bulk | 1 |
| 4 | --- | Assembly, Silencer | 1 | 32 | 000-068-018 | Hose, 1/2" I.D. - Bulk | 1 |
| 5 | --- | Assembly, Engine | 1 | 33 | 000-068-030 | Hose, 5/32" I.D. Vacuum - Bulk | 1 |
| 6 | --- | Assembly, Pump | 1 | 34 | 000-068-030 | Hose, 5/32" I.D. Vacuum - Bulk | 1 |
| 7 | --- | Assembly, Dash | 1 | 35 | 000-068-069 | Hose, 3/4" I.D. Parker Gst li - Bulk | 1 |
| 8 | --- | Assembly, Heat Exchanger | 1 | 36 | 000-068-326 | Hose, 3/8" I.D. Clear Braid - Bulk | 1 |
| 9 | --- | Assembly, Exhaust | 1 | 37 | 000-068-326 | Hose, 3/8" I.D. Clear Braid - Bulk | 1 |
| 10 | --- | Assembly, Idler Pulley | 1 | 38 | 000-068-517 | Hose Assembly, 3/16" X 23" Lg. Teflon | 1 |
| 11 | 000-010-132 | Belt, #9447 Hd Green Back | 2 | 39 | 000-068-517 | Hose Assembly, 3/16" X 23" Lg. Teflon | 1 |
| 12 | 000-027-110 | Cap, 2" X 3" Frame End | 2 | 40 | 000-068-627 | Hose Assembly, 3/16" X 44" Lg. Teflon | 1 |
| 13 | 000-033-003 | Clamp, Size #4 Mini Hose | 10 | 41 | 000-068-641 | Hose Assembly, 3/8" X 10" Lg. Teflon | 1 |
| 14 | 000-033-005 | Clamp, Size #5 Hose | 8 | 42 | 000-068-660 | Hose, 1/4" I.D. Trident Fuel - Bulk | 1 |
| 15 | 000-033-012 | Clamp, Size #44 Hose | 2 | 43 | 000-068-723 | Hose Assembly, 3/16" X 75" Lg. Teflon | 1 |
| 16 | 000-033-029 | Clamp, Size #12 Hose | 2 | 44 | 000-068-736 | Hose Assembly, 3/8" X 19.5 Lg. Teflon | 1 |
| 17 | 000-033-050 | Clamp, 1-3/4" Cushion Loop | 1 | 45 | 000-068-737 | Hose Assembly, 3/8" X 14.5 Lg. Teflon | 1 |
| 18 | 000-033-052 | Clamp, 1-1/4" S/S EDPM | 2 | 46 | 000-068-737 | Hose Assembly, 3/8" X 14.5" Lg. Teflon | 1 |
| 19 | 000-033-057 | Clamp, 1" Cushion Loop | 1 | 47 | 000-068-888 | Hose Assembly, 3/16" X 24" Lg. Teflon | 1 |
| 20 | 000-033-067 | Clamp, 2" Cushion Loop | 2 | 48 | 000-068-890 | Hose, Ø 2.5" I.D. Silicone X 16" Lg. | 1 |
| 21 | 000-049-118 | Filter, Chemical Inlet High Pressure | 1 | 49 | 000-105-012 | Plate, Machine Serial I.D. | 1 |
| 22 | 000-052-022 | Tee, 3/8" Insert | 1 | 50 | 000-131-131 | Trimlok, 3/8" X 1/8" Rubber - Bulk | 1 |
| 23 | 000-052-102 | Insert, #46 (1/4" NPT X 3/8" Barb) | 1 | 51 | 000-140-001 | Rivet, Ab4-3a Aluminum Pop 1/8" X 1/4" Lg. | 2 |
| 24 | 000-052-407 | Wye, 1/2" Plastic Barb | 1 | 52 | 000-143-114 | Screw, #10-24UNC X 0.50" Lg. Flat Head Phillips | 4 |
| 25 | 000-055-195 | Frame, Complete - Painted | 1 | 53 | 000-143-126 | Screw, #10-24UNC X 0.50" Lg. Hex Head | 5 |
| 26 | 000-068-017 | Hose, 3/8" I.D. - Bulk | 1 | 54 | 000-154-156 | Spacer, Machine Rising 4" X 35" | 2 |
| 27 | 000-068-017 | Hose, 3/8" I.D. - Bulk | 1 | 55 | 000-174-001 | Washer, #10 Flat | 5 |
| 28 | 000-068-017 | Hose, 3/8" I.D. - Bulk | 1 | | | | |

Figure 9-7. Engine Assembly - View 1 of 2
8052 Rev. A

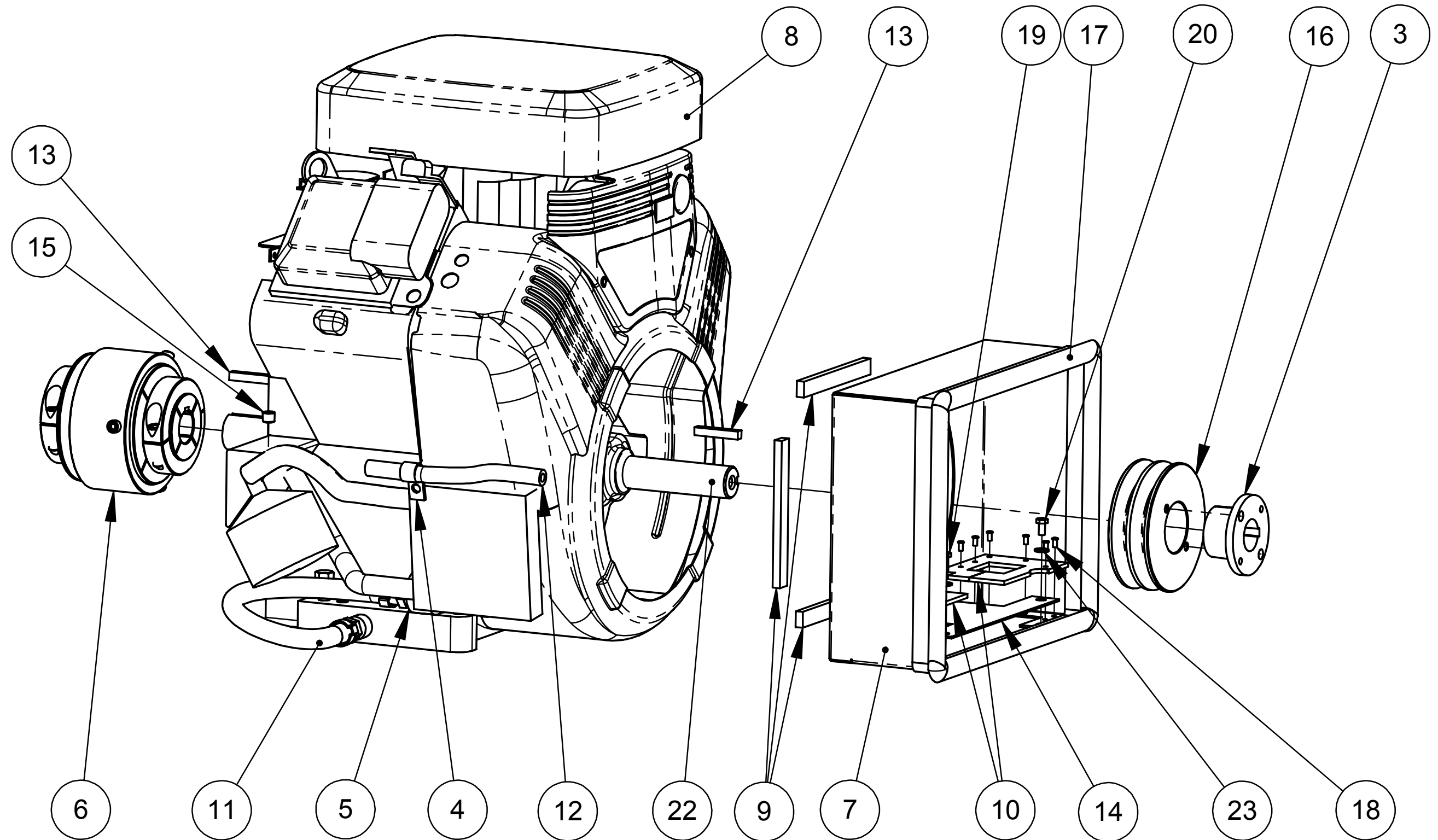
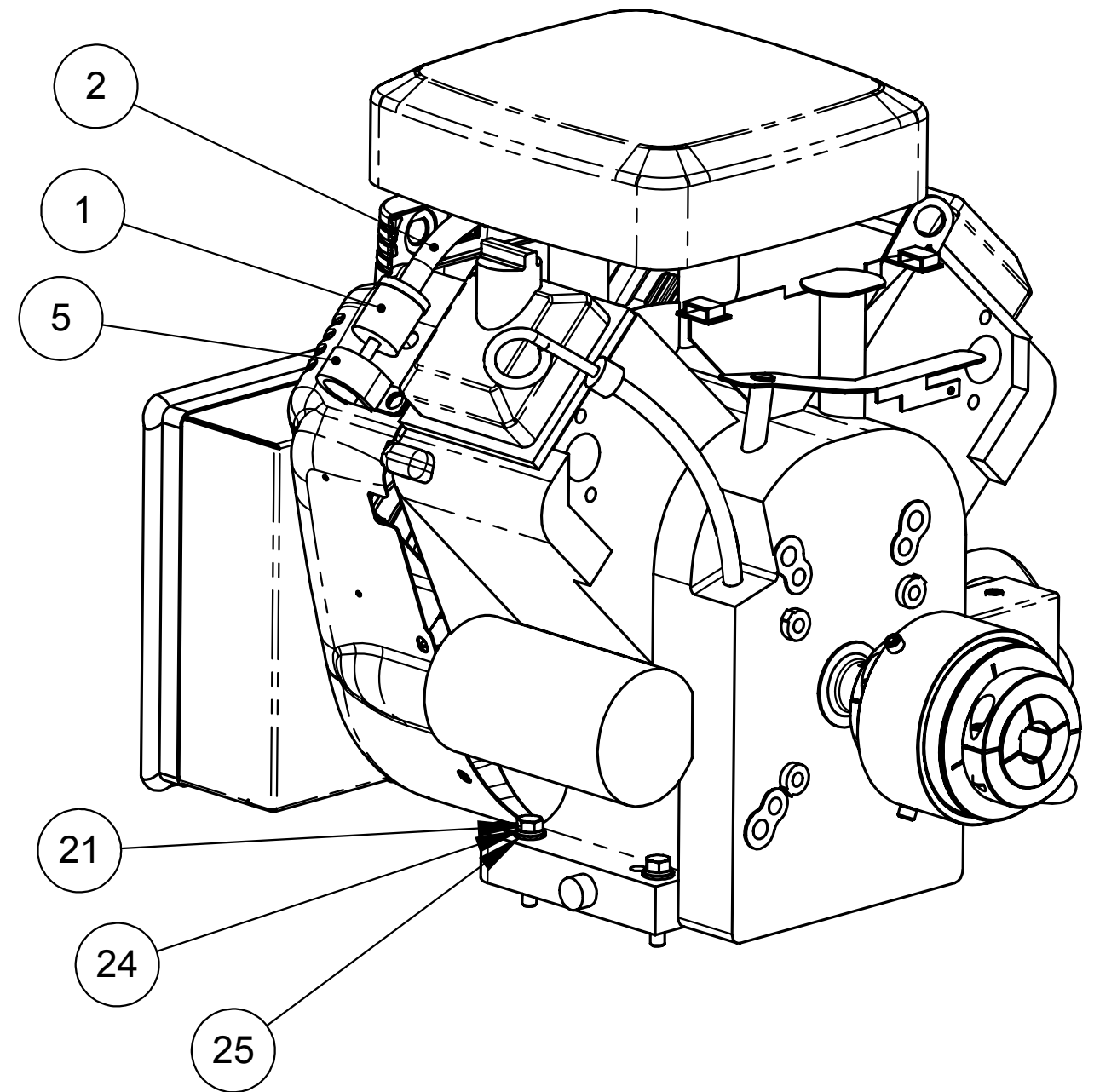
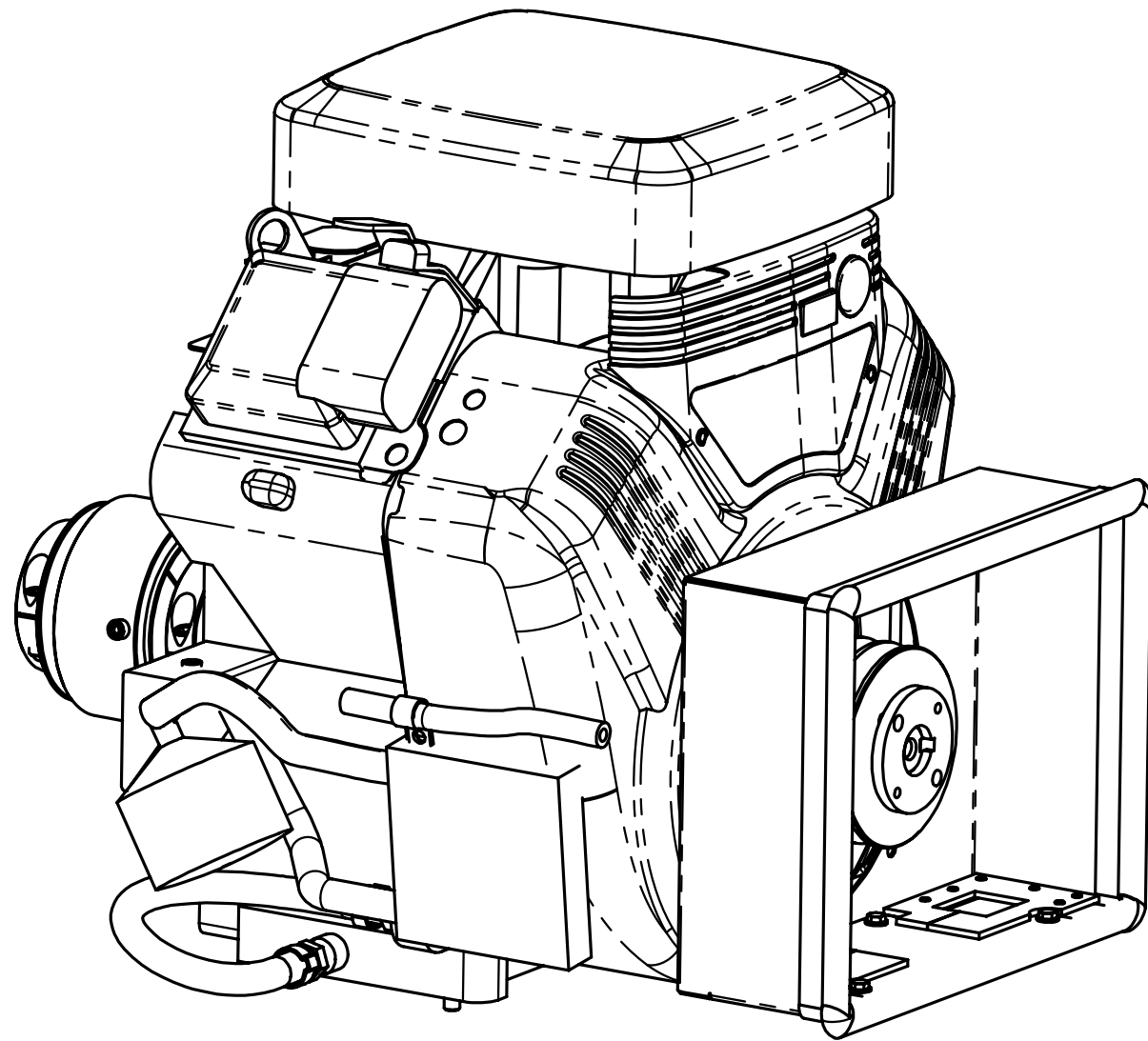


Figure 9-8. Engine Assembly - View 2 of 2
8052 Rev. A



Engine Assembly Parts List

| Item | Part Number | Description | Qty | Item | Part Number | Description | Qty |
|------|-------------|---|-----|------|-------------|---|-----|
| 1 | --- | Filter, B&S Fuel (Comes w/ Engine) | 1 | 14 | 000-105-562 | Plate, Engine Duct | 1 |
| 2 | --- | Hose, Fuel (Comes w/ Engine) | 1 | 15 | 000-106-009 | Plug, 1/8" NPT Allen Head | 1 |
| 3 | 000-020-025 | Bushing, H X 1" | 1 | 16 | 000-109-120 | Pulley, 4" Dual Groove Ax | 1 |
| 4 | 000-033-046 | Clamp, 1/2 Wide X 1/2 Tube | 1 | 17 | 000-131-060 | Trimlok, 3/4" Bulb X 3/16" Opening | 1 |
| 5 | 000-033-117 | Clamp, 1" Cushion Loop w/ 7/16 Mount Hole | 2 | 18 | 000-140-001 | "Rivet, Ab4-3a Aluminum Pop 1/8" X 1/4" Lg. | 12 |
| 6 | 000-039-054 | Coupler, 40 Series | 1 | 19 | 000-143-126 | Screw, #10-24UNC X 0.50" Lg. Hex Head | 1 |
| 7 | 000-042-074 | Housing, Radiator Duct | 1 | 20 | 000-143-166 | Screw, #10-24UNC X 3/8" Lg. Hex Head | 3 |
| 8 | 000-047-037 | Shaft, B&S 23 Hp Stub | 1 | 21 | 000-143-375 | "Screw, 5/16"-18UNC X 1.75" Lg. Hex Head Grd. 8 Z/P"4 | 4 |
| 9 | 000-057-026 | Gasket, 1/2" X 1/4" X 18-1/8" Lg. | 4 | 22 | 000-150-169 | Shaft, B&S 23 Hp Stub | 1 |
| 10 | 000-057-226 | Gasket, Engine Duct | 2 | 23 | 000-174-001 | Washer, #10 Flat | 4 |
| 11 | 000-068-219 | Hose, Drain | 1 | 24 | 000-174-018 | Washer, 5/16" S/S Lock | 4 |
| 12 | 000-068-660 | Hose, 1/4" Fuel | 1 | 25 | 000-174-049 | Washer, 5/16" Flat | 4 |
| 13 | 000-077-010 | Key, 1/4" X 1-1/2" Lg. | 2 | | | | |

Figure 9-9. Pump Assembly - View 1 of 2
8053

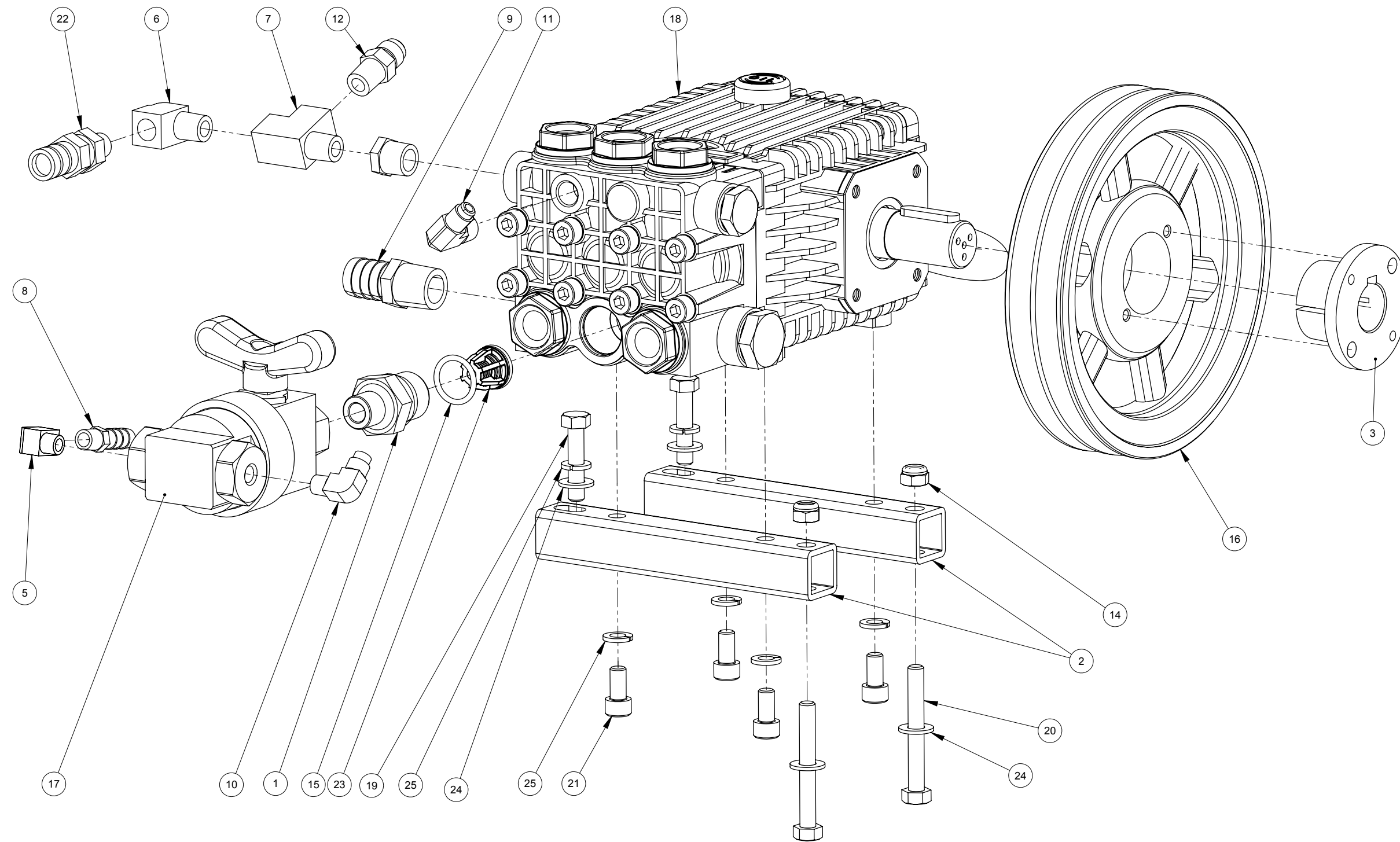
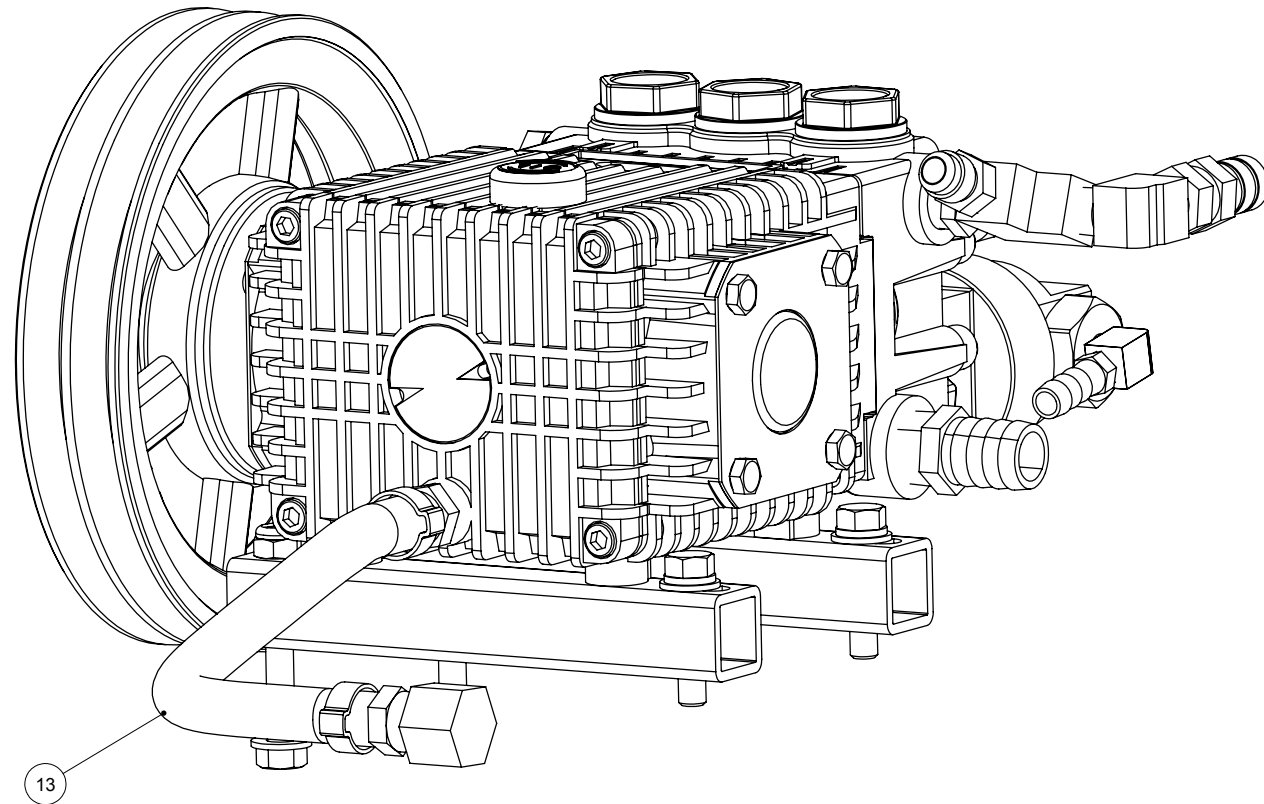


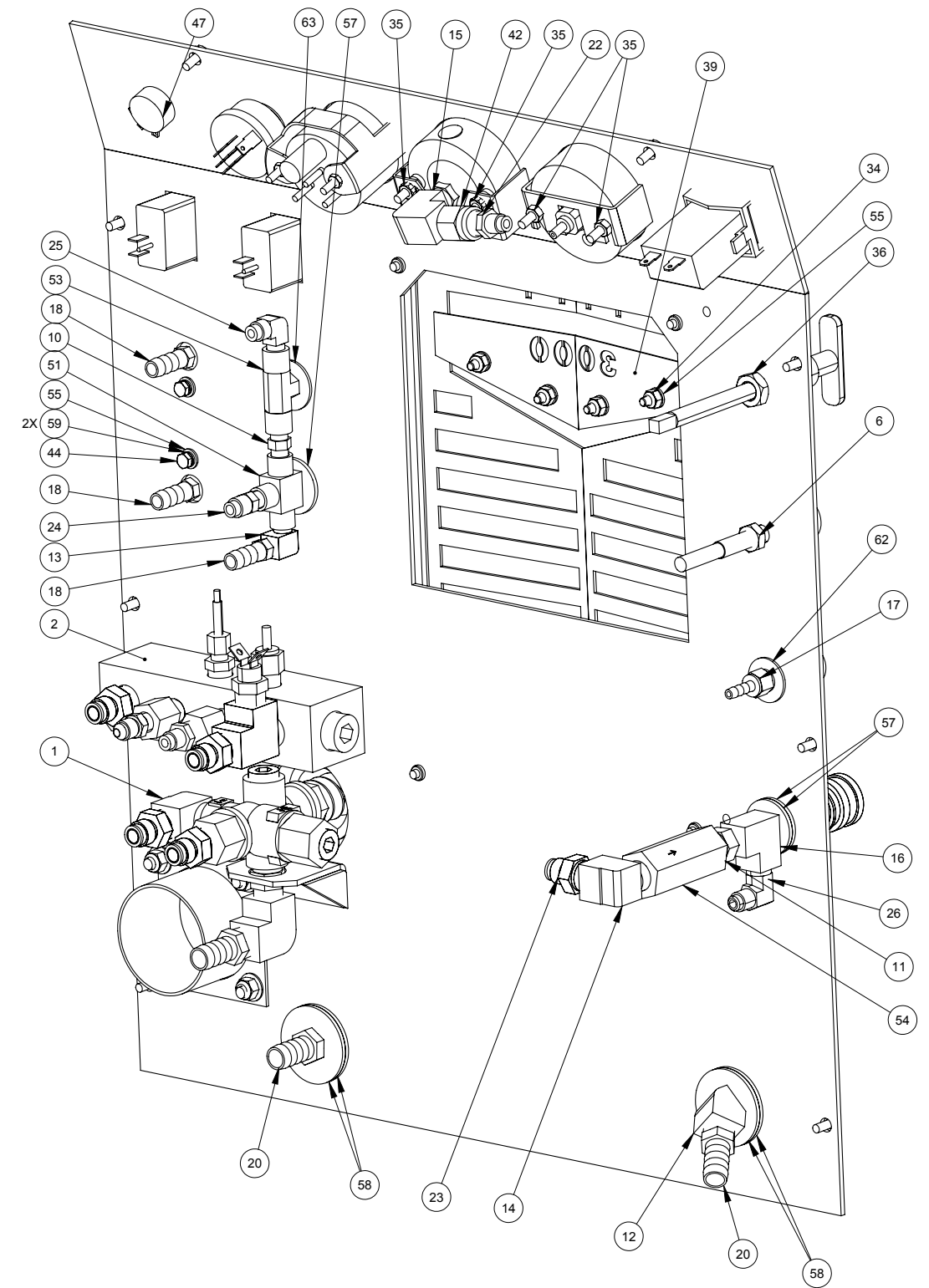
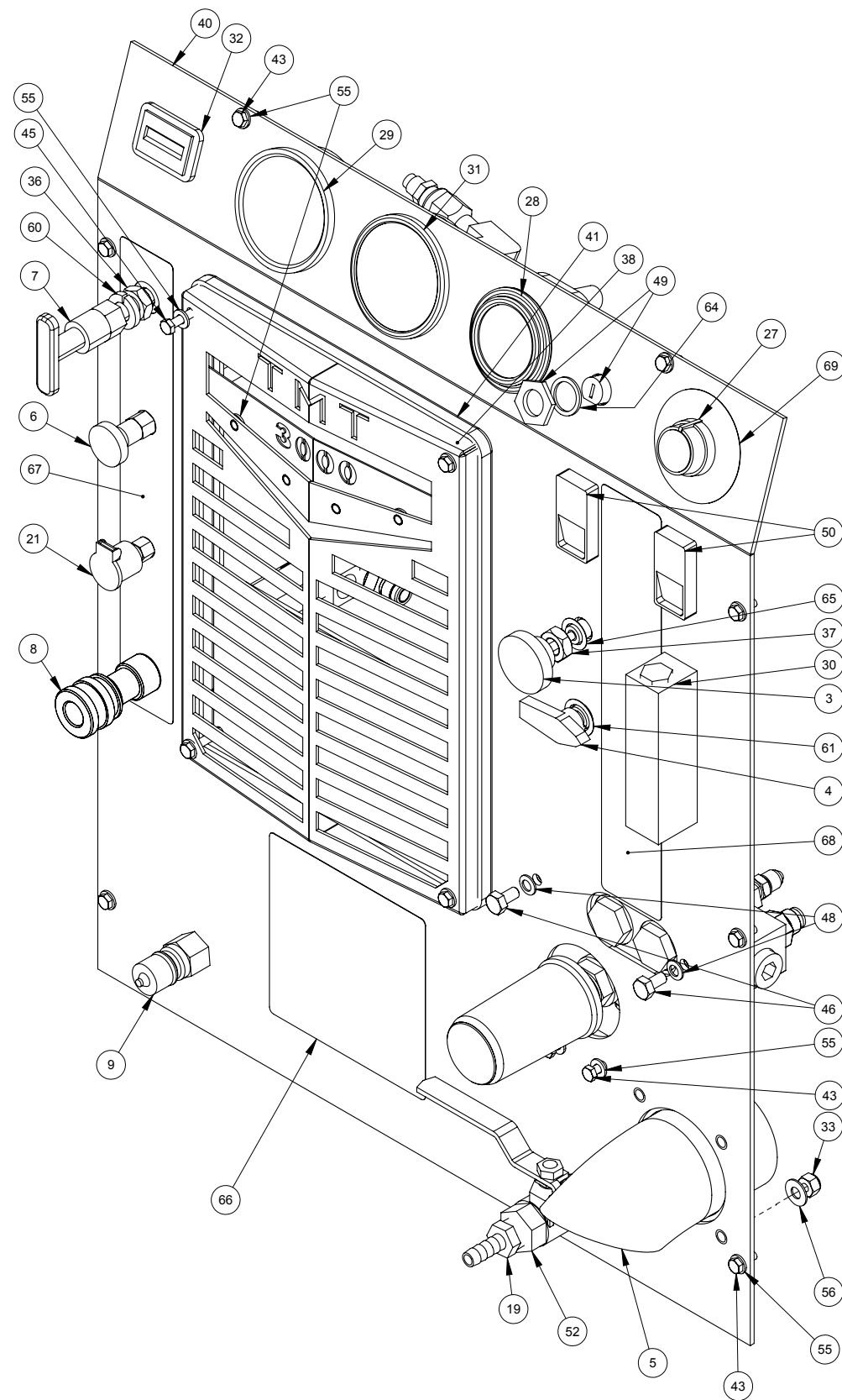
Figure 9-10. Pump Assembly - View 2 of 2
8053



Pump Assembly Parts List

| Item | Part Number | Description | Qty |
|------|--------------|--|-----|
| 1 | 000-001-156 | Adapter, GP To 3/8" Not Chem Pump | 1 |
| 2 | 000-015-1001 | Bracket, Pump Mounting | 2 |
| 3 | 000-020-013 | Bushing, H X 24mm | 1 |
| 4 | 000-052-061 | Bushing, 3/8" NPT X 1/4" FPT | 1 |
| 5 | 000-052-084 | Elbow, 1/8" NPT Street | 1 |
| 6 | 000-052-085 | Elbow, 1/4" NPT Street | 1 |
| 7 | 000-052-090 | Tee, 1/4" NPT Branch M-F-F | 1 |
| 8 | 000-052-099 | Insert, #26 (1/8" NPT X 3/8" Barb) | 1 |
| 9 | 000-052-129 | Insert #812, 1/2NPT X 3/4 Hose | 1 |
| 10 | 000-052-531 | Elbow, 1/8" NPT X 1/4" SAE | 1 |
| 11 | 000-052-532 | Elbow, 1/4" SAE X 1/4" NPT | 1 |
| 12 | 000-052-533 | Nipple, 3/8" JIC X 1/4" NPT | 1 |
| 13 | 000-068-219 | Hose, Pump Drain | 1 |
| 14 | 000-094-038 | Nut, 5/16"-18UNC Nylock | 2 |
| 15 | 000-097-057 | O-Ring, Adapter - Chemical Pump | 1 |
| 16 | 000-109-127 | Pulley, 7.25" O.D. Dual Groove "A" Section | 1 |
| 17 | 000-111-161 | Pump, Chemical w/ Shut Off S/S | 1 |
| 18 | 000-111-188 | Pump, 4.0 gpm GP | 1 |
| 19 | 000-143-015 | Screw, 5/16-18 X 1 1/2"HHC | 2 |
| 20 | 000-143-106 | Screw, 5/16"-18UNC X 2.5" Lg. Hex Head | 2 |
| 21 | 000-143-701 | Screw, M8 X 16mm Lg. Socket Head | 4 |
| 22 | 000-169-050 | Valve, High Pressure Safety (2200) | 1 |
| 23 | 000-169-221 | Valve, GP Pump Check - Mod. - 4.0 gallon | 1 |
| 24 | 000-174-004 | Washer, 5/16" Flat | 4 |
| 25 | 000-174-018 | Washer, 5/16" S/S Lock | 6 |

**Figure 9-11. Dash Assembly
8054**



Dash Assembly Parts List

| Item | Part Number | Description | Qty | Item | Part Number | Description | Qty |
|------|-------------|---|-----|------|--------------|--|-----|
| 1 | --- | Assembly, Bypass Valve | 1 | 29 | 000-074-017 | Gauge, 30" Hg. Vacuum - HydraMaster | 1 |
| 2 | --- | Assembly, Hi PSI Manifold | 1 | 30 | 000-074-030 | Meter, Chemical Flow Raw | 1 |
| 3 | --- | Chemical Metering Valve - Knob Only | 1 | 31 | 000-074-167 | Gauge, Pressure (0-3000psi) | 1 |
| 4 | --- | Knob, 3-Way Ball Valve (Part of 000-169-0171) | 1 | 32 | 000-074-170 | Meter, Rectangular Hour w/o Bezel | 1 |
| 5 | 000-001-148 | Adapter, 2.5" Exhaust Turndown | 1 | 33 | 000-094-009 | Nut, 1/4"-20UNC Nylock | 4 |
| 6 | 000-025-003 | Cable, Choke With Detent | 1 | 34 | 000-094-034 | Nut, #10-24UNC Nylock | 4 |
| 7 | 000-025-020 | Cable, Throttle Locking | 1 | 35 | 000-094-070 | Nut, 5mm Nylock | 4 |
| 8 | 000-052-051 | Quick Connect, 440 Female w/ EPDM O-Ring | 1 | 36 | 000-094-092 | Nut, 7/16"-20UNF Hex Jam | 2 |
| 9 | 000-052-052 | Quick Connect, 660 3/8" Brass w/ EPDM O-Ring | 1 | 37 | 000-094-098 | Nut, 7/16"-24UNF - 2 Way Metering Valve | 1 |
| 10 | 000-052-069 | Nipple, 1/8" NPT Hex | 1 | 38 | 000-100-189 | Panel, Grill | 1 |
| 11 | 000-052-073 | Nipple, 3/8" NPT X 1/4" NPT Hex | 1 | 39 | 000-100-191 | Panel, Logo Grill | 1 |
| 12 | 000-052-083 | Elbow, 3/8" NPT Street X 45° | 1 | 40 | 000-100-192 | Panel, Dash | 1 |
| 13 | 000-052-084 | Elbow, 1/8" NPT Street | 1 | 41 | 000-131-131 | Trimlok, 3/8" X 1/8" Rubber | 1 |
| 14 | 000-052-086 | Elbow, 3/8" NPT Street | 1 | 42 | 000-135-052 | Regulator, Hi PSI Snubber | 1 |
| 15 | 000-052-088 | Elbow, 1/4" FPT X FPT | 1 | 43 | 000-143-126 | Screw, #10-24UNC X 0.50" Lg. Hex Head | 10 |
| 16 | 000-052-090 | Tee, 1/4" NPT Branch M-F-F | 1 | 44 | 000-143-166 | Screw, #10-24UNC X 3/8" Lg. Hex Head | 2 |
| 17 | 000-052-096 | Insert, #F23 (1/8" FPT X 3/16" Barb) | 1 | 45 | 000-143-171 | Screw, #10-24UNC X 1.25" Hex Head | 4 |
| 18 | 000-052-099 | Insert, #26 (1/8" NPT X 3/8" Barb) | 3 | 46 | 000-143-542 | Screw, 1/4"-28UNF X 0.50" Lg. Hex Head | 2 |
| 19 | 000-052-104 | Insert, #66 (3/8" NPT X 3/8" Barb) | 1 | 47 | 000-149-560 | Thermostat, Potentiometer | 1 |
| 20 | 000-052-105 | Insert, #68 (3/8" NPT X 1/2" Barb) | 2 | 48 | 000-155-053 | Spring, 1/4" Belleville Washer | 2 |
| 21 | 000-052-272 | Cup, Gravity Feed Oil Blower Lube Port | 1 | 49 | 000-157-017 | Switch, Ignition - B & S | 1 |
| 22 | 000-052-527 | Nipple, 1/4" SAE X 1/4" NPT | 1 | 50 | 000-157-040 | Switch, 20 Amp Rocker | 2 |
| 23 | 000-052-528 | Nipple, 3/8" M JIC X 3/8" NPT | 1 | 51 | 000-169-0171 | Valve, 3-Way Ball O-Ring Style | 1 |
| 24 | 000-052-530 | Nipple, 1/4" SAE X 1/8" NPT | 1 | 52 | 000-169-064 | Valve, 3/8" NPT Full Port Ball | 1 |
| 25 | 000-052-531 | Elbow, 1/8" NPT X 1/4" SAE | 1 | 53 | 000-169-160 | Valve, Chemical Metering | 1 |
| 26 | 000-052-532 | Elbow, 1/4" SAE X 1/4" NPT | 1 | 54 | 000-169-219 | Valve, Check 80 psi - Last Step Chemical | 1 |
| 27 | 000-061-056 | Knob, Temperature Adjustment | 1 | 55 | 000-174-001 | Washer, #10 Flat | 24 |
| 28 | 000-074-016 | Gauge, Temperature | 1 | 56 | 000-174-003 | Washer, 1/4" Flat | 4 |

Dash Assembly Parts List (continued)

| Item | Part Number | Description | Qty |
|------|-------------|--|-----|
| 57 | 000-174-007 | Washer, 1/2" Flat | 3 |
| 58 | 000-174-008 | Washer, 5/8" Flat | 4 |
| 59 | 000-174-014 | Washer, #10 Lock | 4 |
| 60 | 000-174-022 | Washer, 7/16" Lock | 1 |
| 61 | 000-174-030 | Washer, 5/8" I.D. X 7/8" O.D. X 0.010" Thk | 1 |
| 62 | 000-174-032 | Washer, 3/8" Flat | 1 |
| 63 | 000-174-038 | Washer, 7/16" SAE Flat | 1 |

| Item | Part Number | Description | Qty |
|------|-------------|--|-----|
| 64 | 000-174-058 | Washer, 21/32" I.D. X 27/32" O.D. Nylon | 1 |
| 65 | 000-174-062 | Washer, 1/2" I.D. X 3/4" O.D. X 0.010" Thk | 1 |
| 66 | -- | Label, Dash Warning | 1 |
| 67 | -- | Label, Left Dash | 1 |
| 68 | -- | Label, Right Dash | 1 |
| 69 | -- | Label, Temperature | 1 |

Figure 9-12. Electrical Panel Assembly
7020 Rev. C

Electrical Panel Assembly Parts List

| Item | Part Number | Description | Qty |
|------|-------------|--|-----|
| 1 | 000-100-171 | Panel, Electrical - 7" X 7.25" | 1 |
| 2 | 000-074-125 | Controller, Temp Single Analog Input - RTD | 1 |
| 3 | 000-056-006 | Fuse Holder, In-Line - Weatherproof | 2 |
| 4 | 000-157-022 | Switch, Relay | 1 |
| 5 | 000-084-010 | Light, Green LED Indicator Mini | 1 |
| 6 | 000-012-002 | Block, 6 Post Terminal | 1 |
| 7 | 000-041-460 | Cover, Electrical Panel | 1 |
| 8 | 000-094-034 | Nut, #10-24UNC Nylock | 5 |
| 9 | 000-156-030 | Stud, #10-32UNF X 2" Lg. S/S | 2 |
| 10 | 000-094-058 | Nut, #10-32UNF - Nylock | 2 |
| 11 | 000-094-108 | Nut, #10-32UNF Wing | 2 |
| 12 | 000-131-131 | Trimlok, 3/8" X 1/8" | 1 |
| 13 | 000-094-063 | Nut, #6-32UNC Nylock | 2 |
| 14 | 000-174-049 | Washer, 5/16" Flat | 2 |
| 15 | 000-143-012 | Screw, 5/16"-18UNC X 3/4" Lg. | 2 |
| 16 | 000-033-022 | Clamp, 1/2" Nylon Hose | 1 |
| 17 | 000-060-014 | Grommet, 1.00" I.D. X 1.50" O.D. | 1 |
| 18 | 000-037-011 | Connector, "Jumper" Terminal Block | 4 |
| 19 | 000-056-010 | Fuse, 25 Amp | 2 |

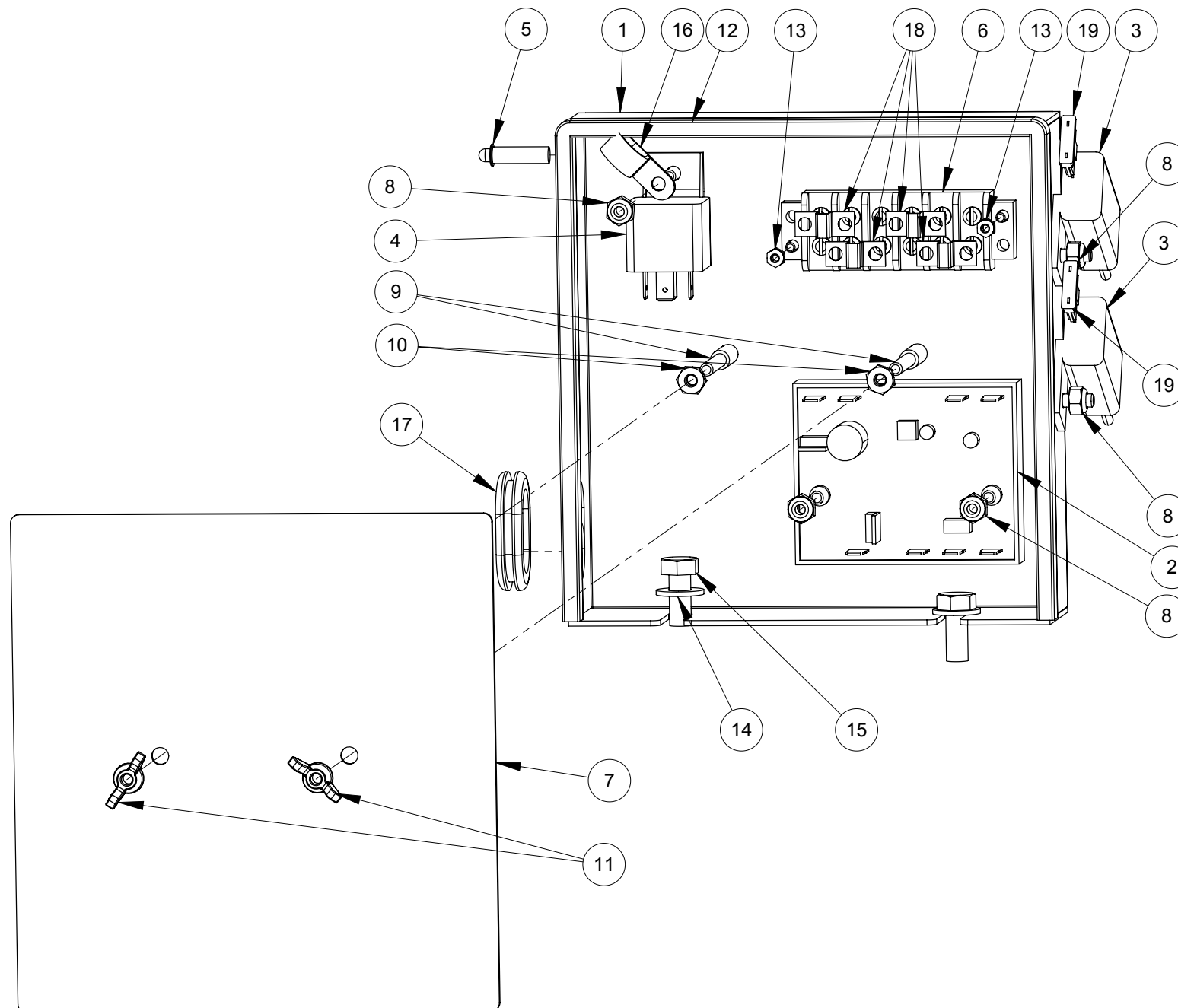
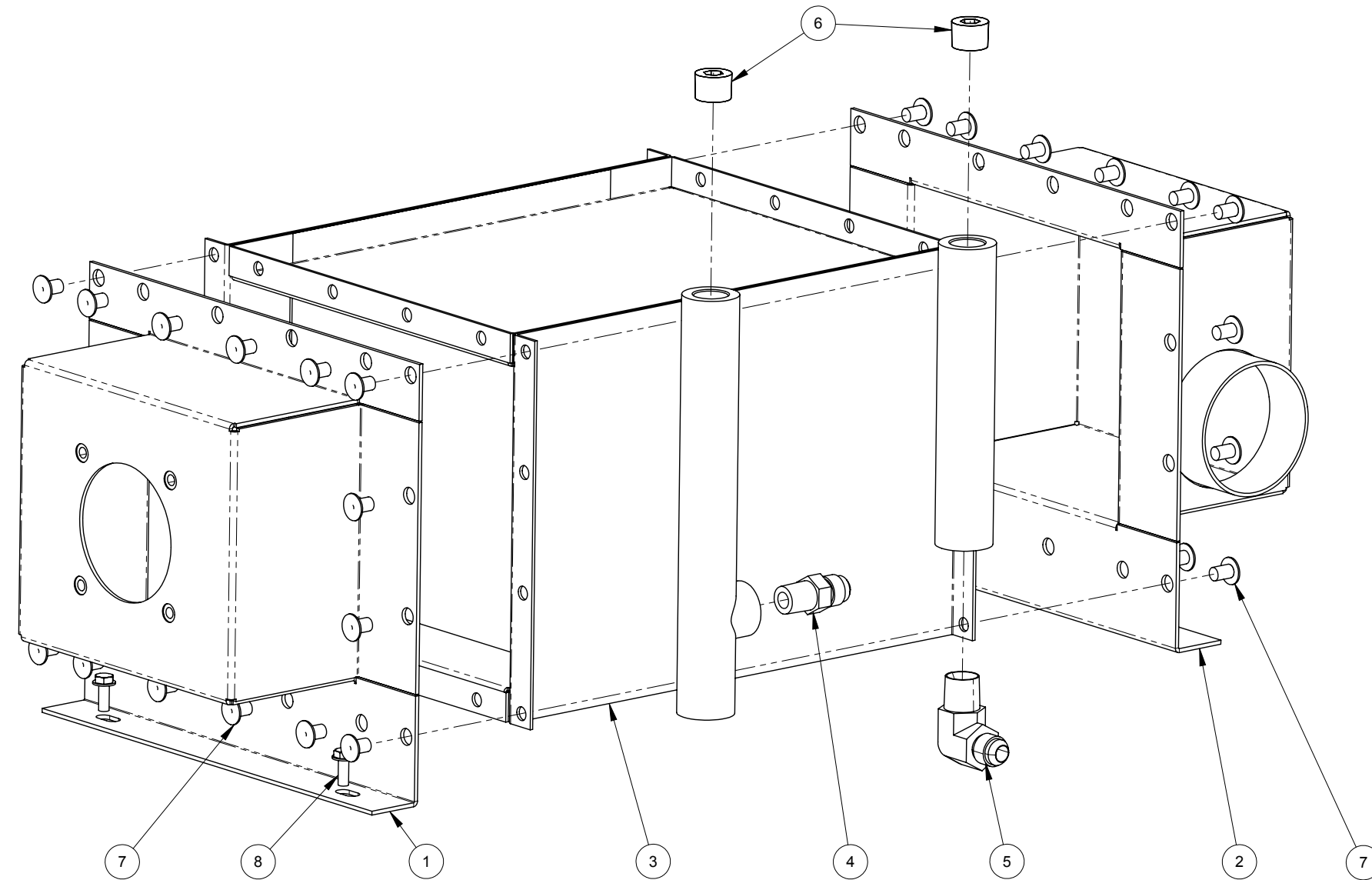


Figure 9-13. Heat Exchanger Assembly
8055

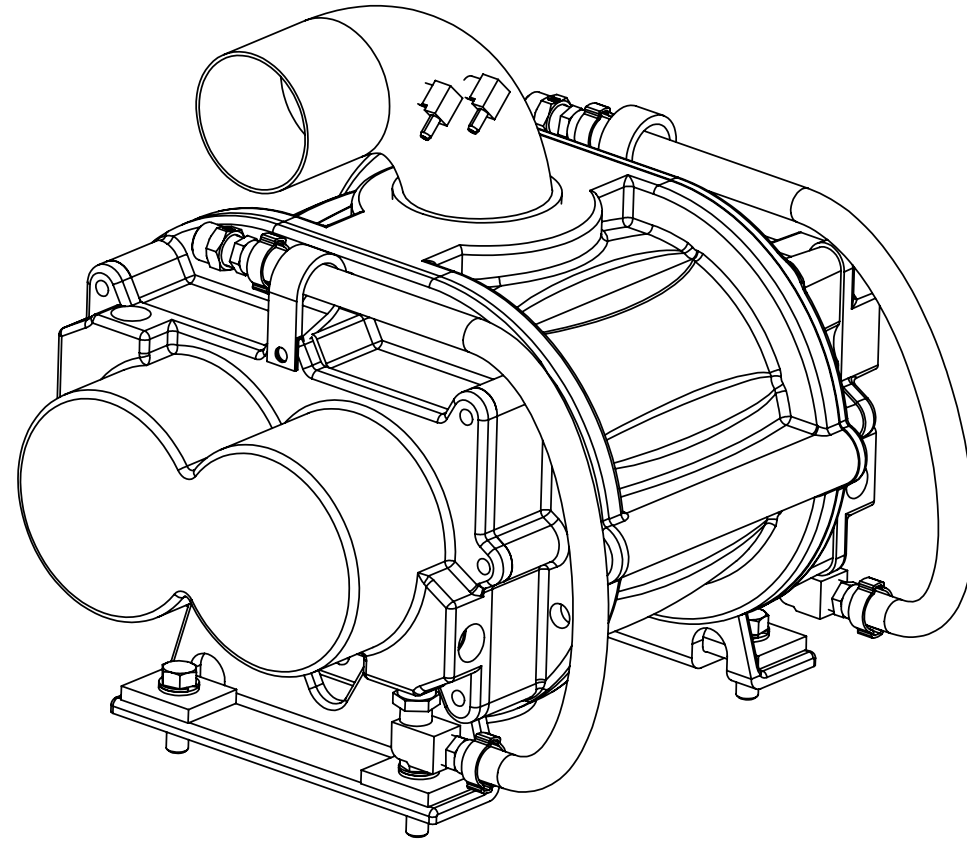


Blower Heat Exchanger Assembly Parts List

| Item | Part Number | Description | Qty |
|------|-------------|-------------------------------|-----|
| 1 | 000-013-072 | Box, Inlet Plenum - Weldment | 1 |
| 2 | 000-013-073 | Box, Outlet Plenum - Weldment | 1 |
| 3 | 000-038-071 | Core, Ss Hx 6 X 8 (8 Row) | 1 |
| 4 | 000-052-533 | Nipple, 3/8" JIC X 1/4" NPT | 1 |

| Item | Part Number | Description | Qty |
|------|-------------|--|-----|
| 5 | 000-052-766 | Elbow, 3/8 NPT X 3/8 JIC | 1 |
| 6 | 000-106-008 | Plug, 3/8" NPT Allen Head | 2 |
| 7 | 000-140-021 | Rivet, 1/4" Blind X 0.50" Lg. | 32 |
| 8 | 000-143-583 | Screw, #10-24UNC X 0.50" Lg. Hex Head Flange Z/P | 4 |

Figure 9-14. Blower Assembly
7014 Rev. B



Blower Assembly Parts List

| Item | Part Number | Description | Qty |
|------|-------------|---|-----|
| 1 | 000-001-140 | Adapter, 2.5" NPT To 2.5" O.D. Tube | 1 |
| 2 | 000-001-141 | Adapter, 2.5" NPT X 2.5" O.D. Tube - Elbow | 1 |
| 3 | 000-033-057 | Clamp, 1" Cushion Loop | 2 |
| 4 | 000-052-061 | Bushing, 3/8" NPT X 1/4" FPT | 2 |
| 5 | 000-052-085 | Elbow, 1/4" NPT Street | 2 |
| 6 | 000-052-106 | Insert, 1/8" NPT X 5/32" Barb X 90° | 2 |
| 7 | 000-068-794 | Hose Assembly, 3/8" X 17" Lg. Drain | 2 |
| 8 | 000-111-134 | Blower, 3006 Competitor SI | 1 |
| 9 | 000-143-025 | Screw, 3/8"-16UNC. X 1.25" Lg. Hex Head Gr. 8 | 4 |
| 10 | 000-174-004 | Washer, 5/16" Flat | 4 |
| 11 | 000-174-057 | Washer, 3/8" Lock | 4 |
| 12 | 000-174-068 | Washer, Blower Feet | 4 |

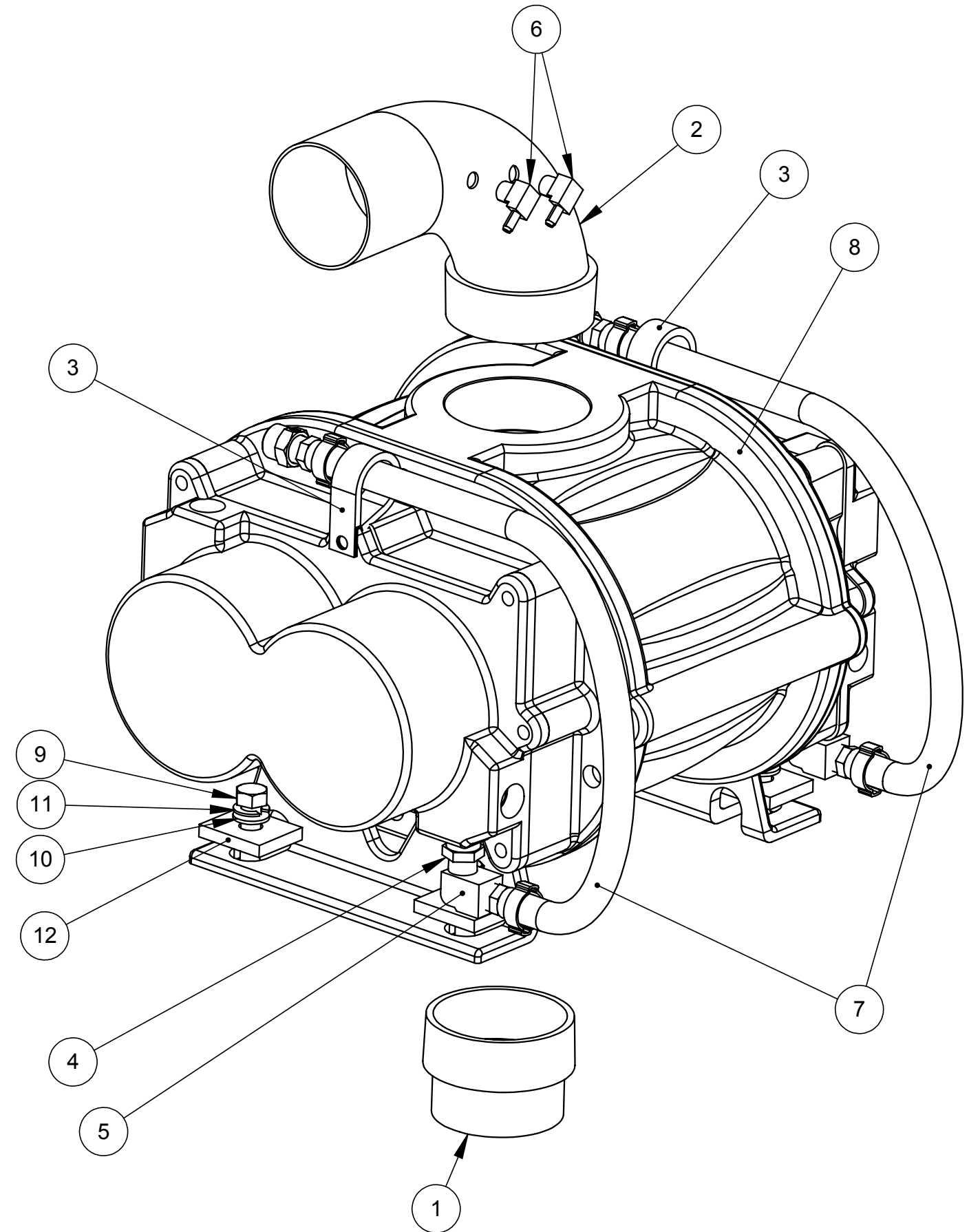
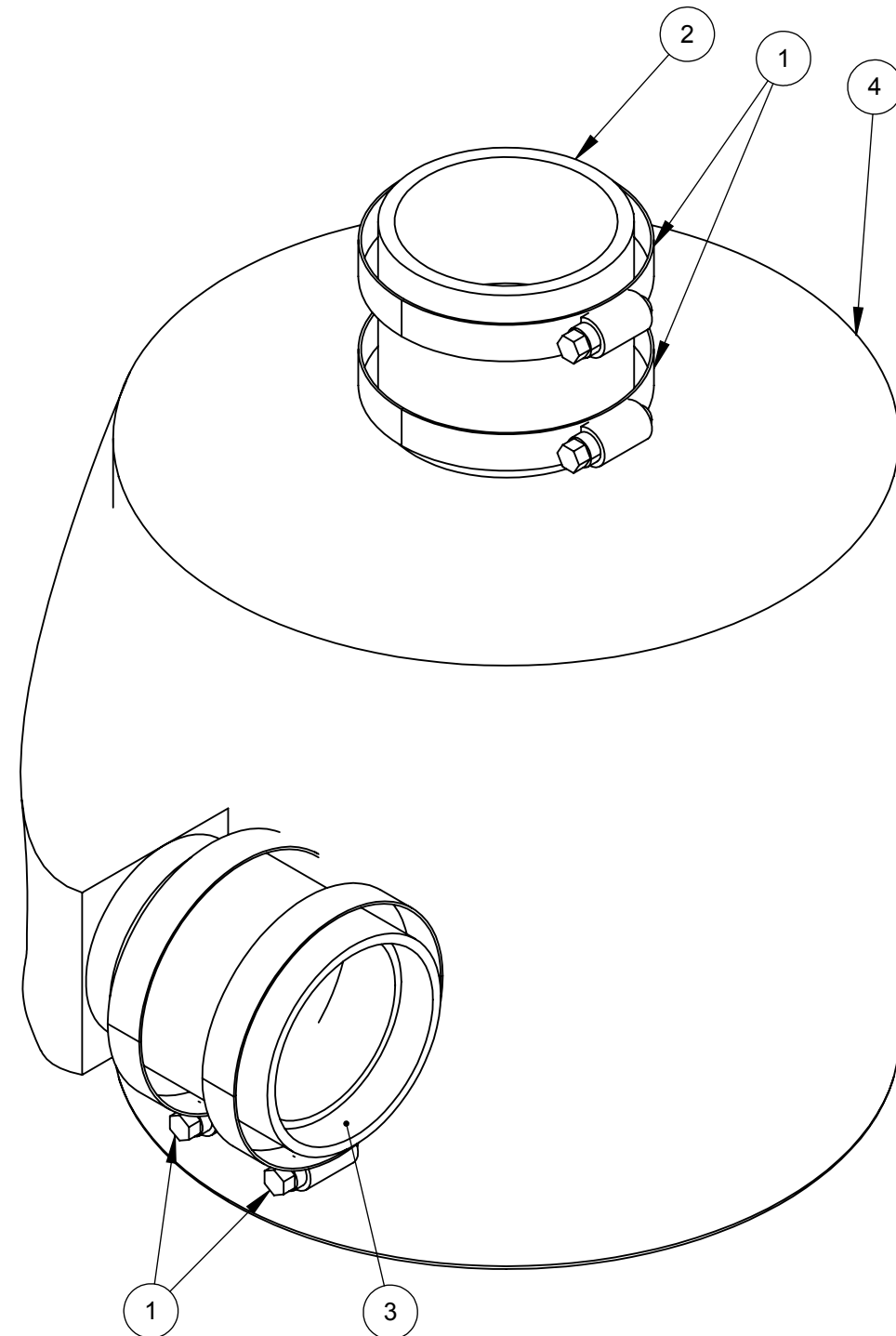


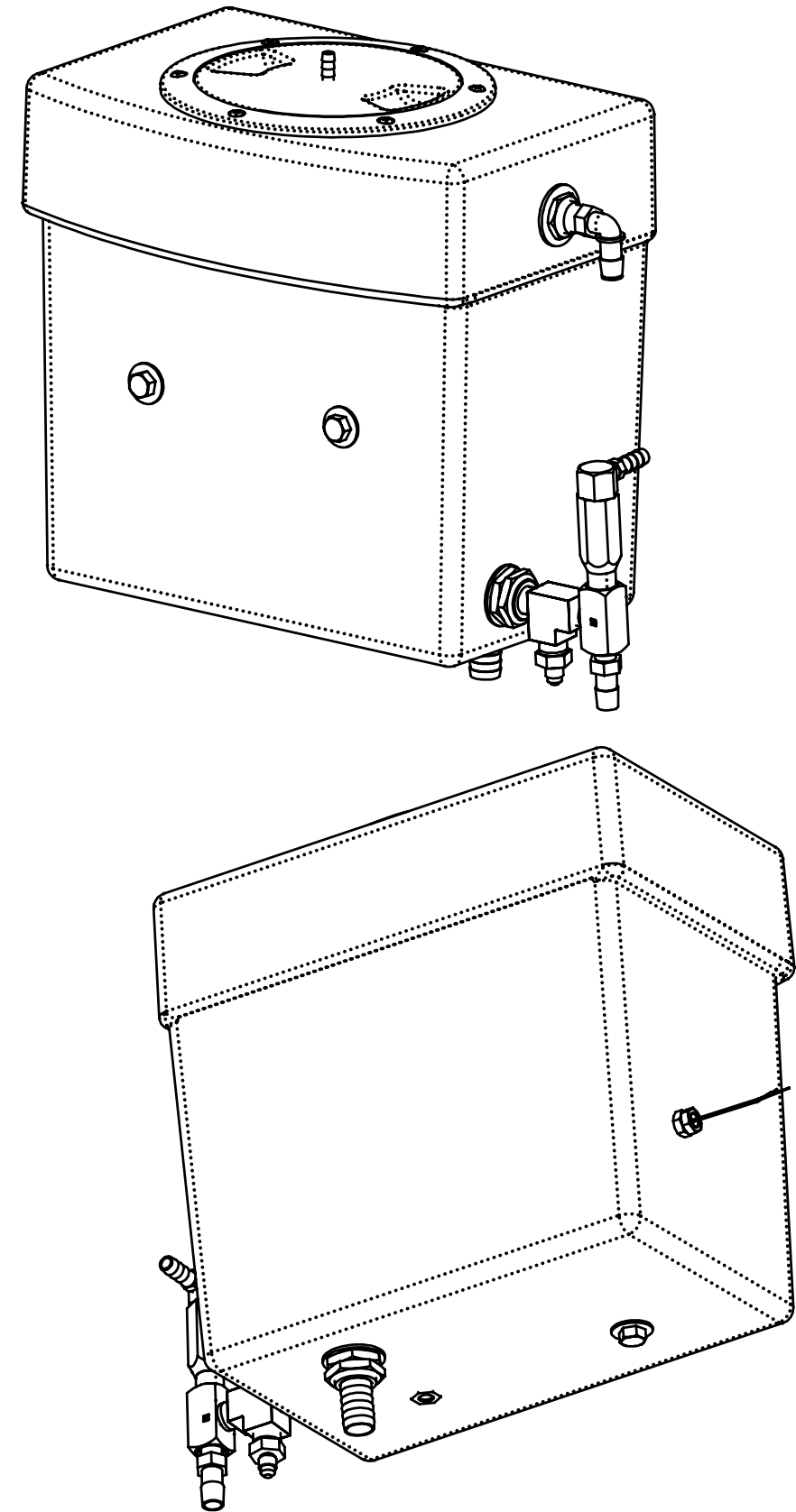
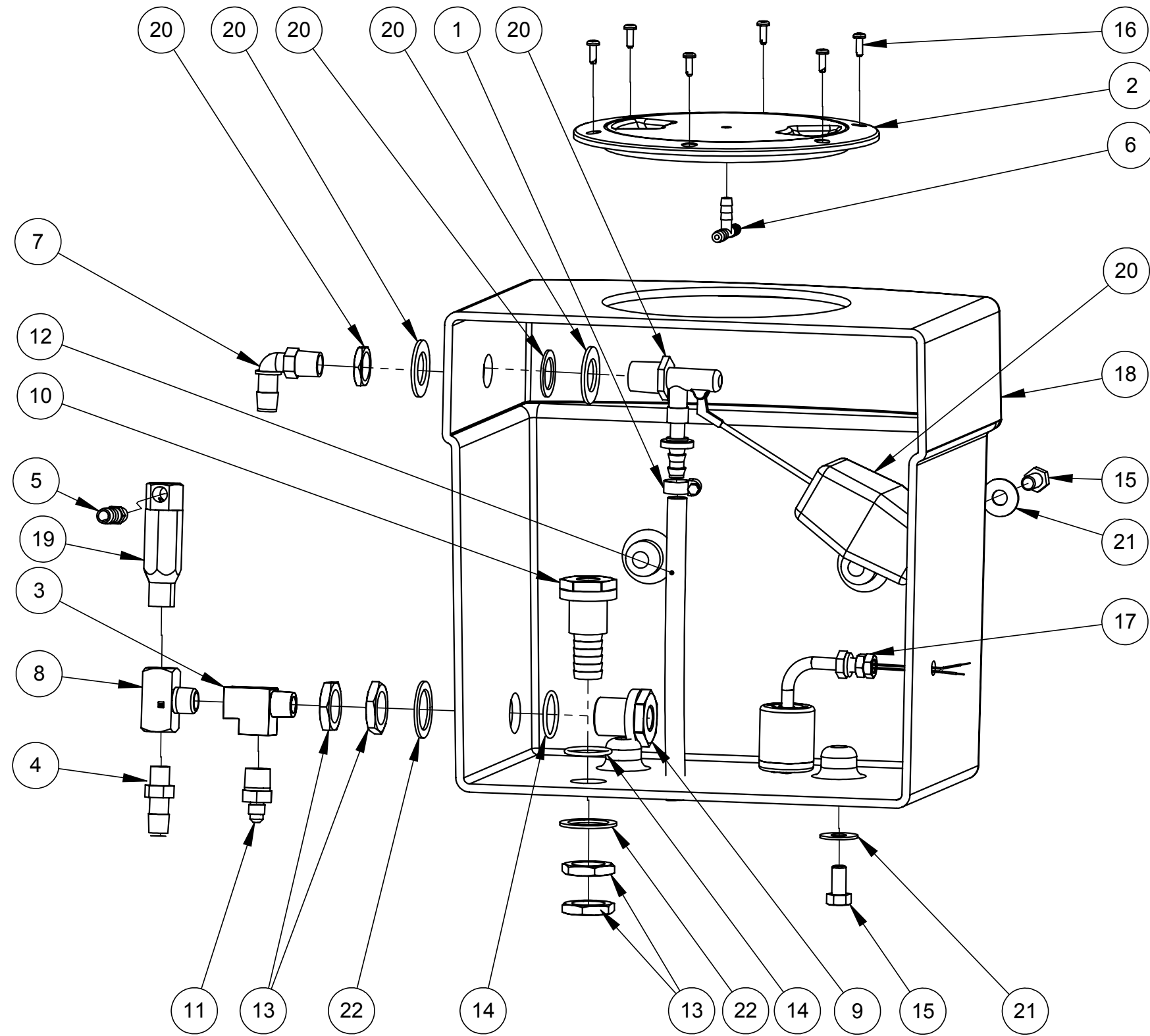
Figure 9-15. Silencer Assembly
8056



Silencer Assembly Parts List

| Item | Part Number | Description | Qty |
|------|-------------|--|-----|
| 1 | 000-033-012 | Clamp, Size #44 Hose | 4 |
| 2 | 000-068-104 | Hose, Ø 2.5" I.D. Silicone X 2.5" Lg. | 1 |
| 3 | 000-068-889 | Hose, Ø 2.5" I.D. Orange Silicone X 2.5" Lg. | 1 |
| 4 | 000-093-108 | Silencer, Ø2.5" O.D. Inlet/Outlet | 1 |

Figure 9-16. Water Box Assembly
7015 Rev. C

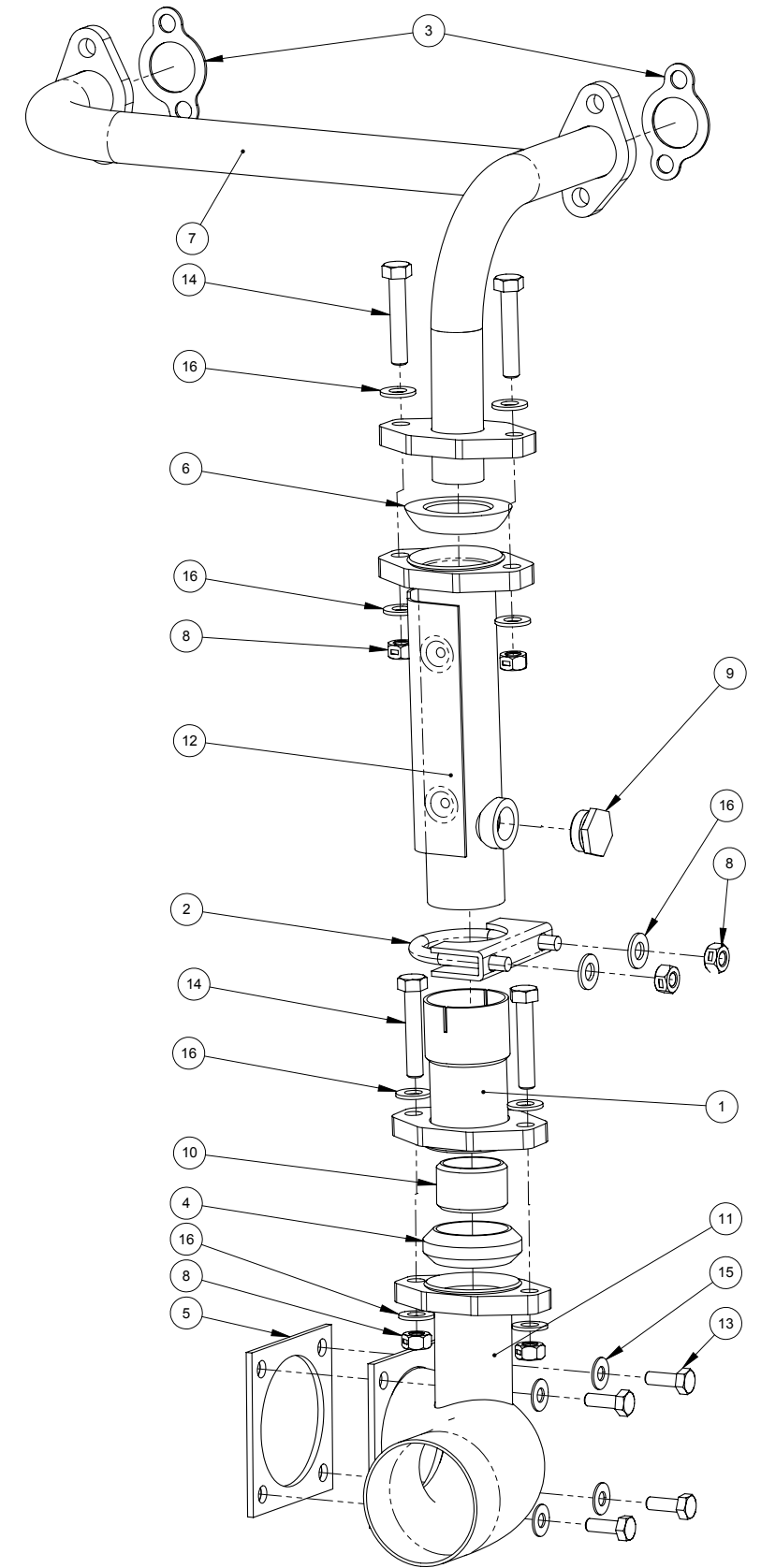
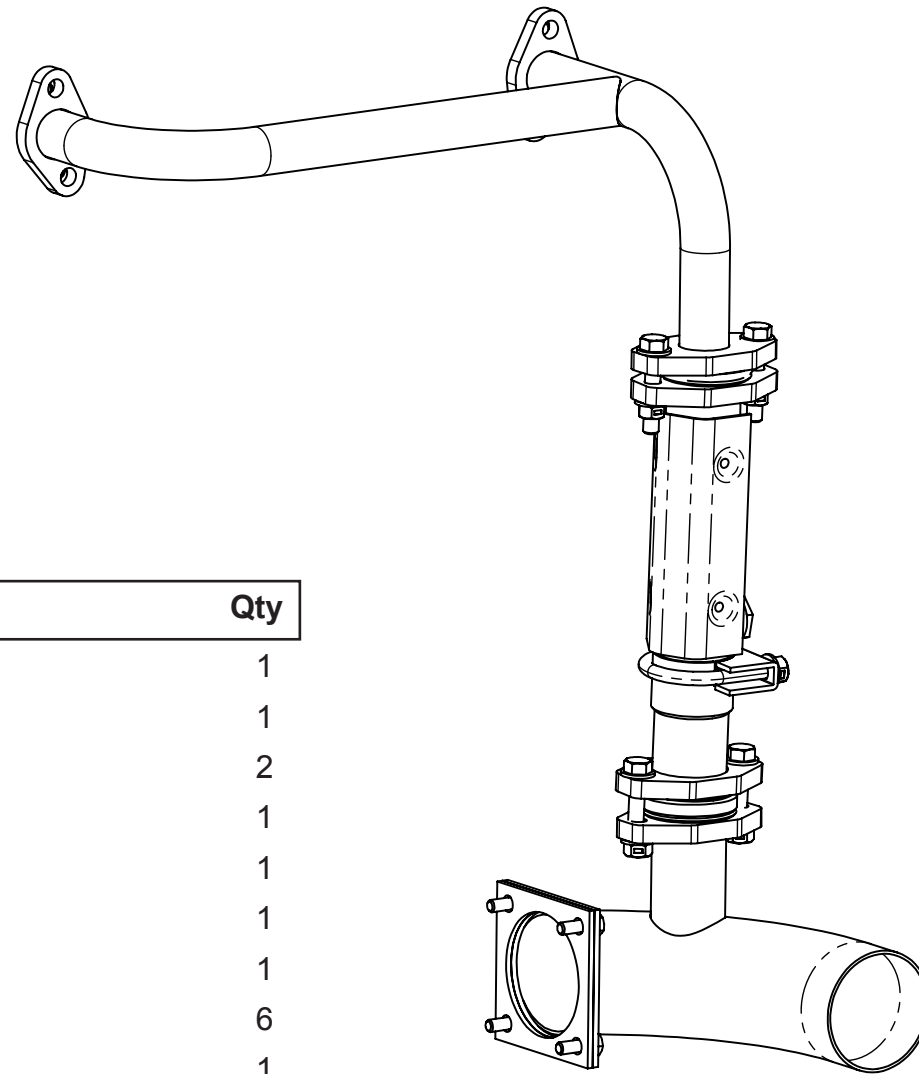


Water Box Assembly Parts List

| Item | Part Number | Description | Qty |
|------|-------------|------------------------------------|-----|
| 1 | 000-033-003 | Clamp, Size #4 Mini Hose | 1 |
| 2 | 000-041-005 | Cover, 6" | 1 |
| 3 | 000-052-023 | Tee, 3/8" NPT Male Street | 1 |
| 4 | 000-052-056 | Insert, #68 Gfbn | 1 |
| 5 | 000-052-099 | Insert, #26 (1/8" NPT X 3/8" Barb) | 1 |
| 6 | 000-052-156 | Tee, 1/4" Plastic | 1 |
| 7 | 000-052-355 | Elbow, 3/8" NPT X 1/2" Hose, Gfbn | 1 |
| 8 | 000-052-447 | Tee, 3/8" NPT Male Branch | 1 |
| 9 | 000-052-660 | Bulkhead, 3/8" FPT X 3/8" FPT | 1 |
| 10 | 000-052-661 | Insert, 3/4" Barb X Straight | 1 |
| 11 | 000-052-662 | Nipple, 3/8" NPT X 1/4" M Sae | 1 |

| Item | Part Number | Description | Qty |
|------|---------------|---|-----|
| 12 | 000-068-326 | Hose, 3/8" Clr w/ Braid | 1 |
| 13 | 000-094-097 | Nut, 1"-14uns Brass | 4 |
| 14 | 000-097-041 | O-Ring, 1/2" Bulk Head | 2 |
| 15 | 000-143-017-1 | Screw, 3/8"-16UNC X 3/4" Lg. Hex Head | 3 |
| 16 | 000-143-314 | Screw, #8 X 1/2" Lg. Pan Head | 6 |
| 17 | 000-157-0801 | Switch, With Protector | 1 |
| 18 | 000-159-001 | Tank, Poly Water Box - Modified | 1 |
| 19 | 000-169-027 | Valve, 165° F Thermal | 1 |
| 20 | 000-169-218 | Valve, Float, Water Box | 1 |
| 21 | 000-174-032 | Washer, 3/8" Flat | 3 |
| 22 | 000-174-063 | Washer, 1.5" O.D. X 1.073" I.D. X 0.075" Thk. | 2 |

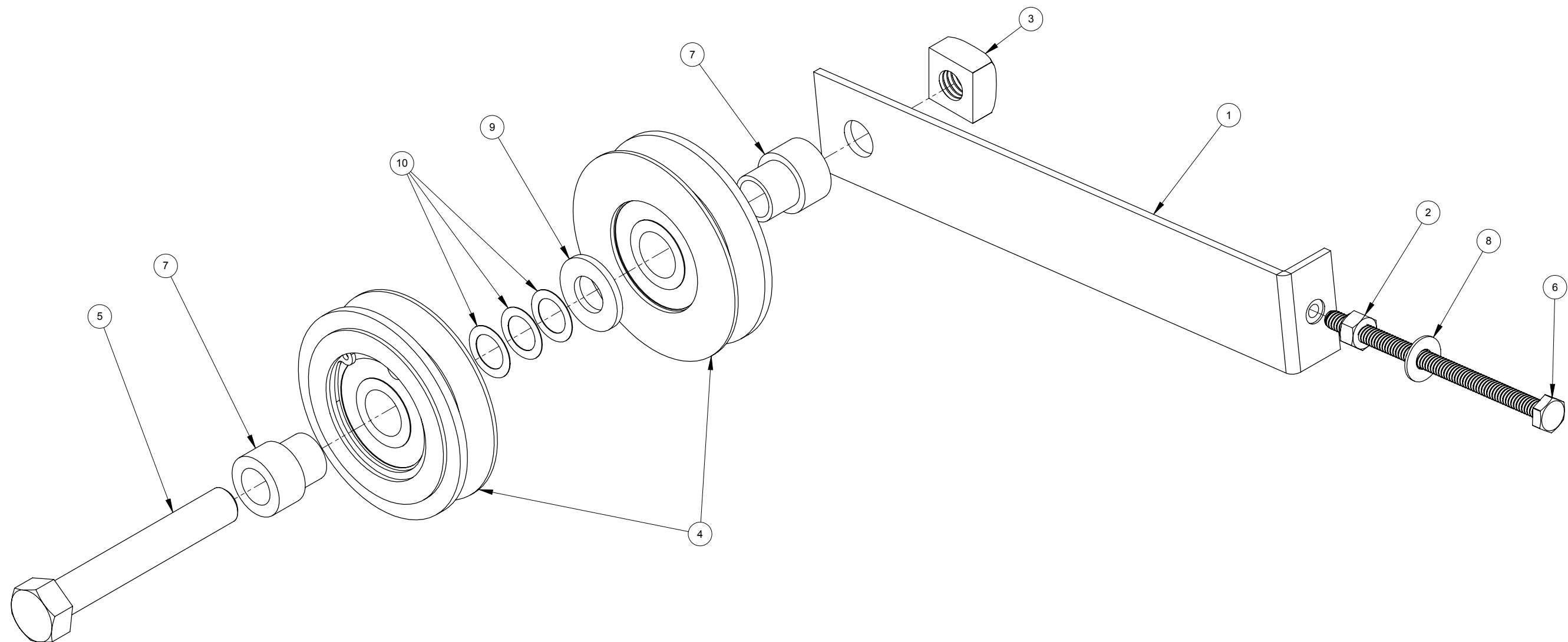
Figure 9-17. Exhaust Assembly
8057



Exhaust Assembly Parts List

| Item | Part Number | Description | Qty |
|------|-------------|---|-----|
| 1 | 000-001-116 | Adapter, N1.50" F Slip To Flare | 1 |
| 2 | 000-033-068 | Clamp, 1-1/2" Exhaust | 1 |
| 3 | 000-057-010 | Gasket, Exhaust Manifold - Vanguard | 2 |
| 4 | 000-057-177 | Gasket, Exhaust Donut 1.50" | 1 |
| 5 | 000-057-209 | Gasket, Ø2.5" X 3.5" BCD | 1 |
| 6 | 000-057-212 | Gasket, Half Donut | 1 |
| 7 | 000-090-071 | Manifold, Engine Exhaust - Weldment | 1 |
| 8 | 000-094-081 | Nut, 5/16"-18UNC Hex 2 Way Locking | 6 |
| 9 | 000-106-120 | Plug, M18 X 1.5 | 1 |
| 10 | 000-125-128 | Tube, 1-3/8" O.D. X 1/8" Wall X 7/8" Long | 1 |
| 11 | 000-125-259 | Tube, Lower Exhaust - Weldment | 1 |
| 12 | 000-125-262 | Tube, 1.5" O.D. Exhaust w/ Port & Shield | 1 |
| 13 | 000-143-001 | Screw, 1/4"-20UNC X 0.75" Lg. Hex Head | 4 |
| 14 | 000-143-124 | Screw, 5/16"-18UNC X 1.75" Lg. Hex Head | 4 |
| 15 | 000-174-003 | Washer, 1/4" Flat | 4 |
| 16 | 000-174-049 | Washer, 5/16" Flat | 10 |

Figure 9-18. Idler Pulley Assembly
8058

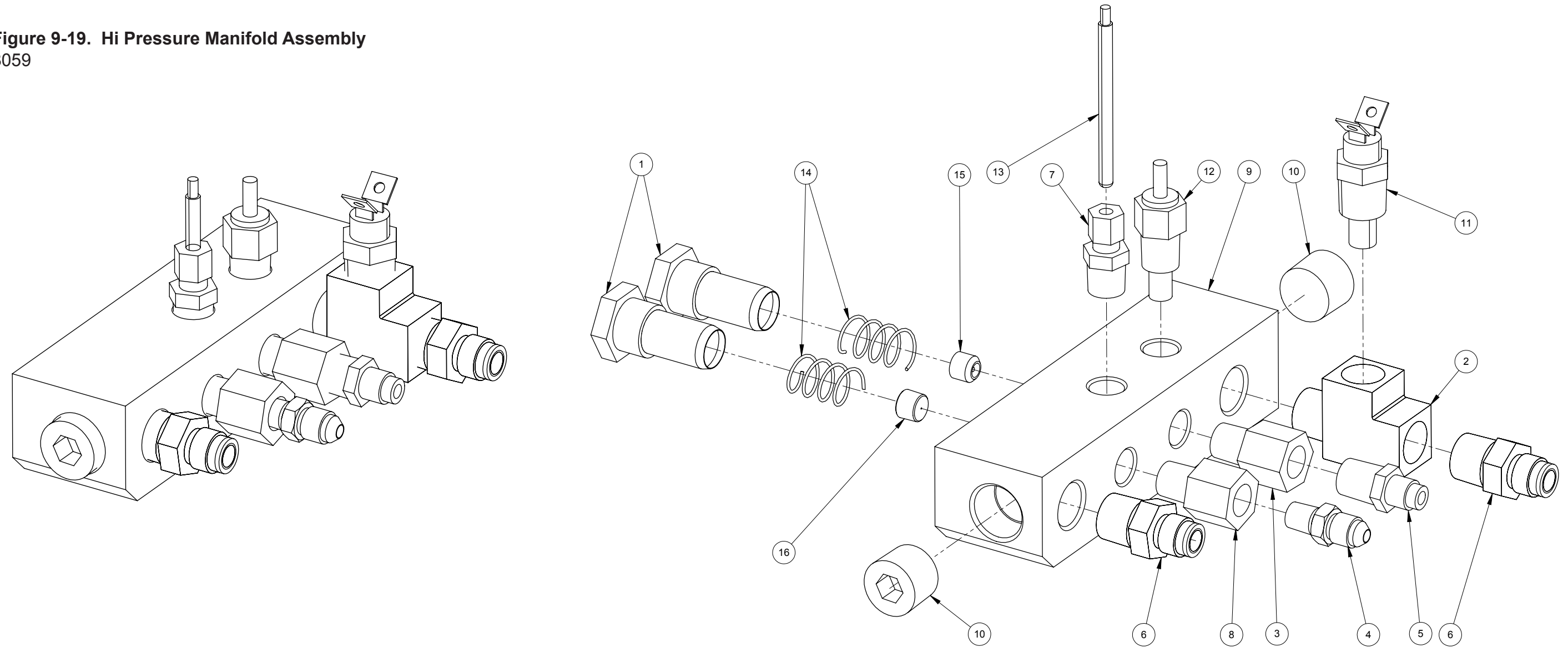


Idler Pulley Assembly Parts List

| Item | Part Number | Description | Qty |
|------|-------------|--|-----|
| 1 | 000-015-942 | Bracket, Idler Tension | 1 |
| 2 | 000-094-009 | Nut, 1/4"-20UNC Nylock | 1 |
| 3 | 000-094-119 | Nut, 1/2-13UNC Zinc Plated Square | 1 |
| 4 | 000-109-106 | Pulley, Ø3" Offset "A" Section - Assembled | 2 |
| 5 | 000-143-043 | Screw, 1/2-13 X 3 1/4"HHC | 1 |

| Item | Part Number | Description | Qty |
|------|-------------|--|-----|
| 6 | 000-143-376 | Screw, 1/4-20UNC X 4" Lg. S/S- Full Thread | 1 |
| 7 | 000-154-049 | Spacer, Pump Idler | 2 |
| 8 | 000-174-003 | Washer, 1/4" Flat | 1 |
| 9 | 000-174-012 | Washer, 1/2 SAE H/D | 1 |
| 10 | 000-174-062 | Washer, 1/2" I.D. X 3/4" O.D. X 0.010" Thk | 3 |

Figure 9-19. Hi Pressure Manifold Assembly
8059

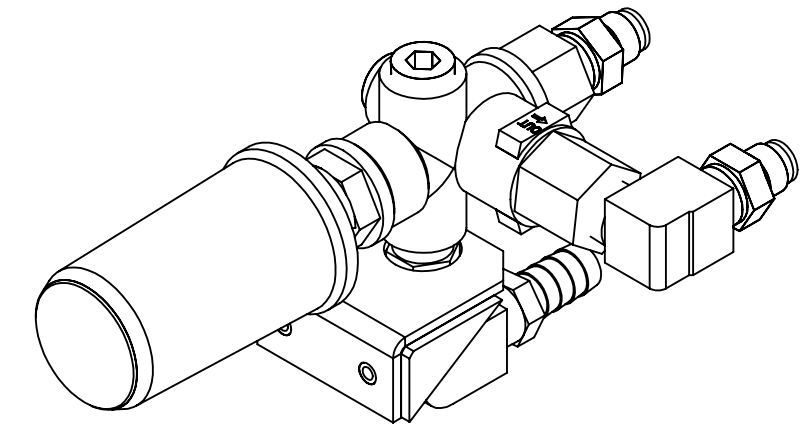
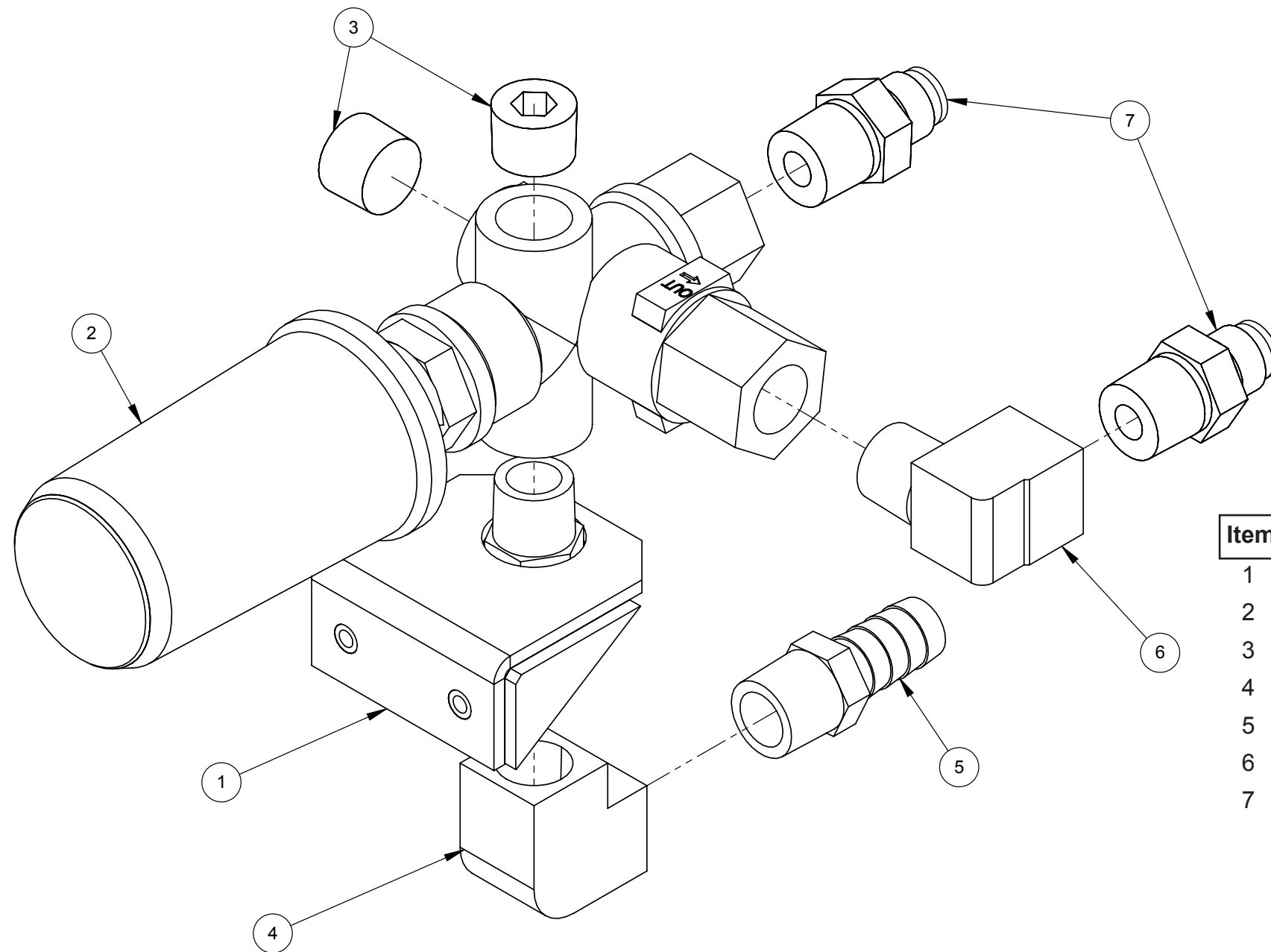


Hi Pressure Manifold Assembly Parts List

| Item | Part Number | Description | Qty |
|------|-------------|--|-----|
| 1 | 000-049-016 | Filter, 1/4" NPT Replacement "Y" | 2 |
| 2 | 000-052-023 | Tee, 3/8" NPT Male Street | 1 |
| 3 | 000-052-423 | Bushing, Modified Set Screw Orifice | 1 |
| 4 | 000-052-526 | Nipple, 1/4" NPT X 1/4" JIC | 1 |
| 5 | 000-052-527 | Nipple, 1/4" SAE X 1/4" NPT | 1 |
| 6 | 000-052-528 | Nipple, 3/8" M JIC X 3/8" NPT | 2 |
| 7 | 000-052-587 | Compression, 3/16" X 1/4" NPT Thermocouple | 1 |
| 8 | 000-052-787 | Bushing, Modified Set Screw Orifice - 1/8" NPT | 1 |

| Item | Part Number | Description | Qty |
|------|-------------|--|-----|
| 9 | 000-090-010 | Manifold, Hi-PSI | 1 |
| 10 | 000-106-111 | Plug, 1/2" NPT Allen Head | 2 |
| 11 | 000-149-027 | Sensor, 285f Nason- 3/8" NPT | 1 |
| 12 | 000-149-039 | Sender, Temperature | 1 |
| 13 | 000-149-540 | Sensor, RTD Compression Fitting Style | 1 |
| 14 | 000-155-020 | Spring, 0.540 O.D. X 0.041 Wire X 1.00 Lg. | 2 |
| 15 | 000-180-006 | Orifice, Set Screw - 0.061" | 1 |
| 16 | 000-180-030 | Orifice, Ø0.021 1/8" NPT S/S | 1 |

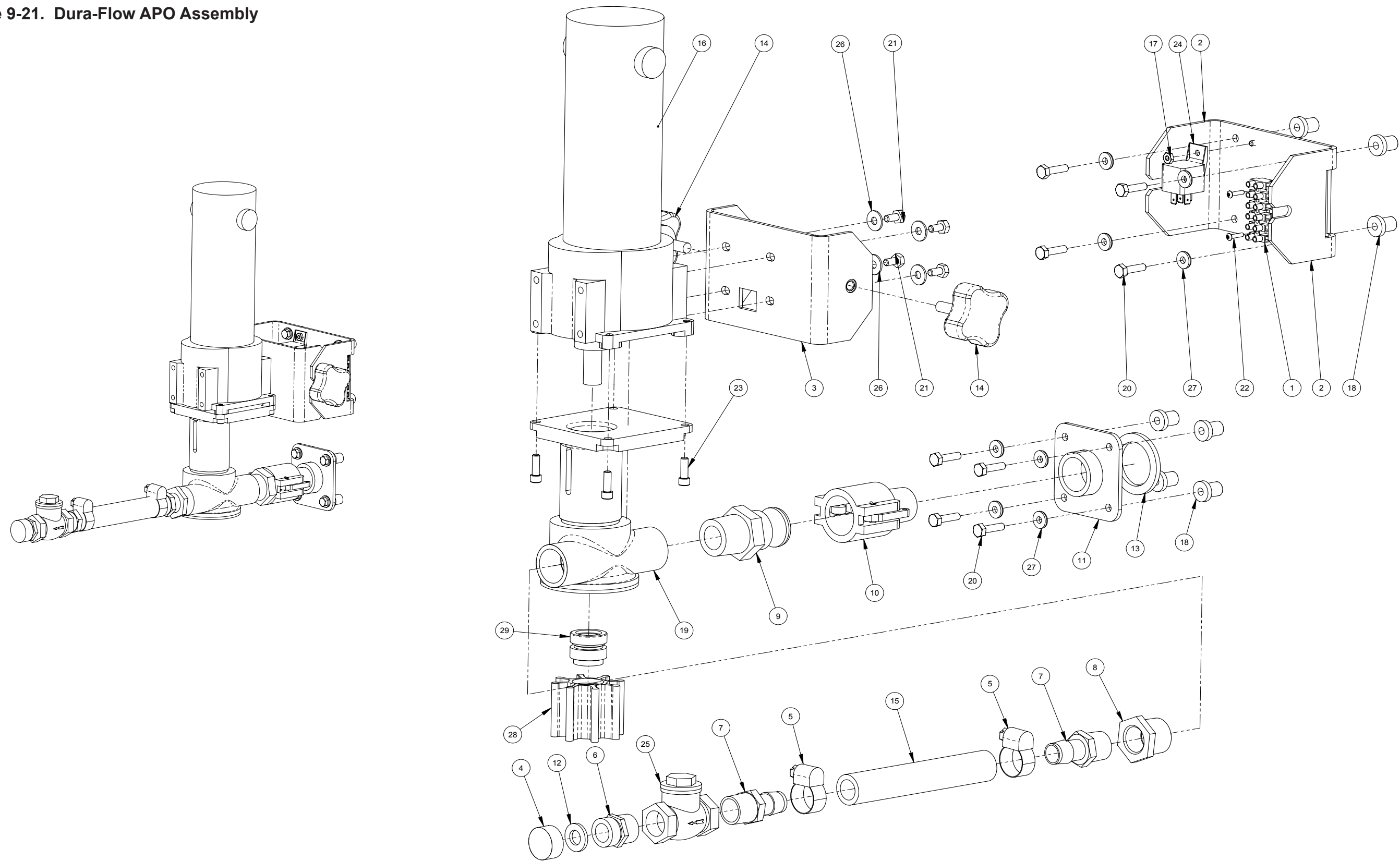
Figure 9-20. By-Pass Valve Assembly
8060 Rev. A



By-Pass Valve Assembly Parts List

| Item | Part Number | Description | Qty |
|------|-------------|---|-----|
| 1 | 000-015-515 | Bracket, Cat By-Pass Valve Mount | 1 |
| 2 | 000-169-197 | Valve, PSI Regulator 0 - 3,200 psi - Modified | 1 |
| 3 | 000-106-008 | Plug, 3/8" NPT Allen Head | 2 |
| 4 | 000-052-142 | Elbow, 3/8" F X F Brass | 1 |
| 5 | 000-052-105 | Insert, #68 (3/8" NPT X 1/2" Barb) | 1 |
| 6 | 000-052-086 | Elbow, 3/8" NPT Street | 1 |
| 7 | 000-052-528 | Nipple, 3/8" M Jic X 3/8" NPT | 2 |

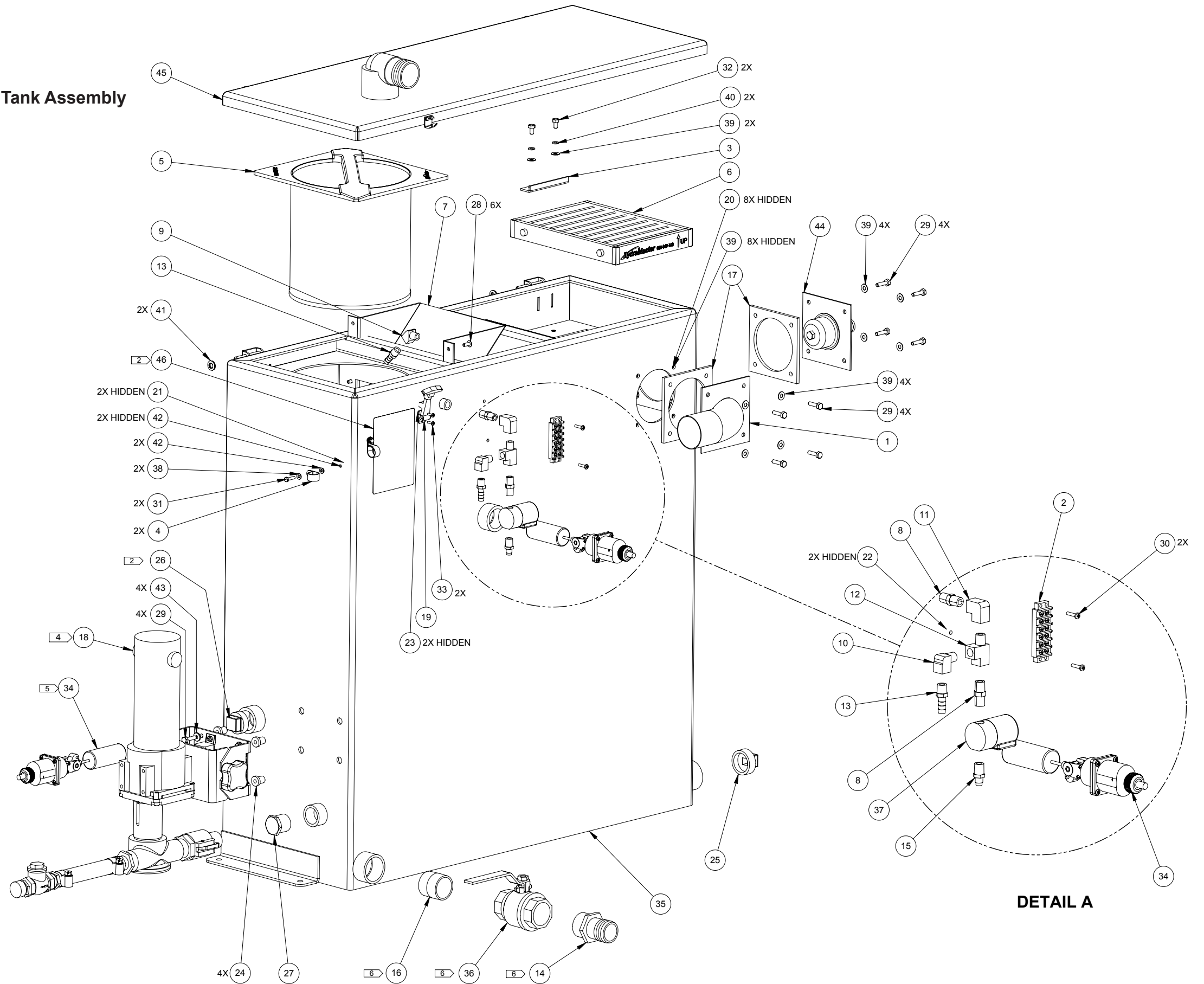
Figure 9-21. Dura-Flow APO Assembly
5652C



Dura-Flow APO Assembly Parts List

| Item | Part Number | Description | Qty | Item | Part Number | Description | Qty |
|------|-------------|---|-----|------|-------------|---|-----|
| 1 | 000-012-011 | Block, 6 Post Terminal | 1 | 16 | 000-091-042 | Motor, Bison 438 Series | 1 |
| 2 | 000-015-890 | Bracket, Tank Mounted APO Support | 1 | 17 | 000-094-027 | Nut, #10-24UNC Hex | 1 |
| 3 | 000-015-891 | Bracket, APO Clamp | 1 | 18 | 000-094-113 | Nut, 1/4"-20UNC Neoprene Wellnut | 8 |
| 4 | 000-027-014 | Cap, Garden Hose | 1 | 19 | 000-111-169 | Assembly, APO Pump - Jabsco | 1 |
| 5 | 000-033-026 | Clamp, Size #10 | 2 | 20 | 000-143-002 | Screw, 1/4"-20UNC X 1.00" Lg. Hex Head | 8 |
| 6 | 000-052-281 | Nipple, 3/4" NPT X 3/4" Male Garden Hose | 1 | 21 | 000-143-074 | Screw, 1/4"-20UNC X 0.50" Lg. Hex Head Self Tapping | 4 |
| 7 | 000-052-338 | Insert, #1212 (3/4" NPT X 3/4" Barb) | 2 | 22 | 000-143-532 | Screw, #6-32UNC X 5/8" Lg. Socket Head | 2 |
| 8 | 000-052-425 | Bushing, 1" NPT X 3/4" FPT | 1 | 23 | 000-143-566 | Screw, 1/4"-28UNF X 0.75" Lg. Socket Head | 4 |
| 9 | 000-052-723 | Fitting, 1" NPT Cam Lock - Banjo 100f | 1 | 24 | 000-157-022 | Switch, Relay | 1 |
| 10 | 000-052-724 | Fitting, 1" NPT Cam Lock - Banjo 100b | 1 | 25 | 000-169-009 | Valve, 3/4" FPT Swing Check | 1 |
| 11 | 000-052-725 | Fitting, APO Bulkhead | 1 | 26 | 000-174-002 | Washer, 1/4" Flat | 4 |
| 12 | 000-057-055 | Gasket, Garden Hose | 1 | 27 | 000-174-060 | Washer, 1/4" Rubber Backed | 8 |
| 13 | 000-057-192 | Gasket, APO Bulkhead | 1 | 28 | 000-073-011 | Impeller, Replacement for Posi-Flow and Dura-Flow | 1 |
| 14 | 000-061-131 | Knob, Handle | 2 | 29 | 000-078-517 | Kit, Jabsco Seal (Replacement) | 1 |
| 15 | 000-068-069 | Hose, 3/4" I.D. Weatherhead - Blue - Bulk | 1 | | | | |

Figure 9-22. 70 gallon Universal Recovery Tank Assembly
8061



70 gallon Universal Recovery Tank Assembly Parts List

| Item | Part Number | Description | Qty | Item | Part Number | Description | Qty |
|------|-------------|--|-----|------|-------------|---|-----|
| 1 | 000-001-134 | Adapter, Tank To Ø2.5" X 90° Blower Hose | 1 | 24 | 000-094-113 | Nut, 1/4"-20UNC Neoprene Wellnut | 4 |
| 2 | 000-012-002 | Block, 6 Post Terminal | 1 | 25 | 000-106-019 | Plug, 1-1/2" NPT | 1 |
| 3 | 000-015-932 | Bracket, Flat Filter Securing | 1 | 26 | 000-106-046 | Plug, 1-1/4" NPT | 1 |
| 4 | 000-033-023 | Clamp, 3/4" Nylon Hose | 2 | 27 | 000-106-049 | Plug, 1" NPT Black Nylon | 1 |
| 5 | 000-049-152 | Filter, Recovery Tank Basket | 1 | 28 | 000-140-023 | Rivet, Ab8-6a Aluminum Pop | 6 |
| 6 | 000-049-153 | Filter, Flat - Universal Recovery Tank | 1 | 29 | 000-143-002 | Screw, 1/4"-20UNC X 1.00" Lg. Hex Head | 12 |
| 7 | 000-049-154 | Deflector, Air - Universal Recovery Tank | 1 | 30 | 000-143-051 | Screw, #8-32UNC X 3/4" Lg. Binder Head | 2 |
| 8 | 000-052-071 | Nipple, 1/4" NPT Hex | 2 | 31 | 000-143-132 | Screw, #10-24UNC X 0.75" Lg. Hex Head | 2 |
| 9 | 000-052-082 | Elbow, 1/4" NPT Street X 45° | 1 | 32 | 000-143-333 | Screw, 1/4"-20UNC X 0.50" Lg. Hex Head | 2 |
| 10 | 000-052-085 | Elbow, 1/4" NPT Street | 1 | 33 | 000-143-539 | Screw, #6-32UNC X 0.50" Lg. Button Head | 2 |
| 11 | 000-052-088 | Elbow, 1/4" FPT X FPT | 1 | 34 | 000-157-091 | Float, Lever Switch | 1 |
| 12 | 000-052-090 | Tee, 1/4" NPT Branch M-F-F | 1 | 35 | 000-159-128 | Tank, 70 gallon URT - Weldment | 1 |
| 13 | 000-052-102 | Insert, #46 (1/4" NPT X 3/8" Barb) | 2 | 36 | 000-169-022 | Valve, 1-1/2" Full Port Ball | 1 |
| 14 | 000-052-226 | Insert, 1-1/2" NPT X 1-1/2" Barb (Grey) | 1 | 37 | 000-169-227 | Valve, 3,000 psi 12v Solenoid | 1 |
| 15 | 000-052-527 | Nipple, 1/4" SAE X 1/4" NPT | 1 | 38 | 000-174-001 | Washer, #10 Flat | 2 |
| 16 | 000-052-763 | Nipple, 1-1/2" IPS Close S/S | 1 | 39 | 000-174-003 | Washer, 1/4" Flat | 18 |
| 17 | 000-057-206 | Gasket, Adapter - URT | 2 | 40 | 000-174-019 | Washer, 1/4" Lock | 2 |
| 18 | 000-079-091 | Assembly, Dura-Flow APO | 1 | 41 | 000-174-029 | Washer, 3/8" Rubber Backed | 2 |
| 19 | 000-086-008 | Latch, Bungee - Strike | 1 | 42 | 000-174-036 | Washer, #10 Flat Rubber Backed | 4 |
| 20 | 000-094-009 | Nut, 1/4"-20UNC Nylock | 8 | 43 | 000-174-060 | Washer, 1/4" Rubber Backed | 4 |
| 21 | 000-094-034 | Nut, #10-24UNC Nylock | 2 | 44 | 601-050-001 | Assembly, Vacuum Relief Valve - URT | 1 |
| 22 | 000-094-059 | Nut, #8-32UNC Nylock | 2 | 45 | -- | Assembly, Cover - Single Vacuum | 1 |
| 23 | 000-094-063 | Nut, #6-32UNC Nylock | 2 | 46 | -- | Label, Maintenance & Lube Schedule | 1 |

Machine Hose Routings

| Part No. | Description | Hose Routing | |
|-------------|------------------------------------|-------------------------|--------------------------|
| | | From | To |
| 000-068-737 | 3/8" X 14.5" Lg. - Throb | High Pressure Pump | By-pass Valve |
| 000-068-888 | 3/16" X 24" Lg. Teflon (JIC Ends) | High Pressure Pump | Pressure Gauge |
| 000-068-641 | 3/8" X 10" Lg. Teflon (JIC Ends) | By-pass Valve | Heat Exhaust Inlet |
| 000-068-737 | 3/8" X 14.5" Lg. Teflon (JIC Ends) | Heat Exhaust Outlet | Manifold |
| 000-068-517 | 3/16" X 23" Lg. Teflon (JIC Ends) | Chemical Pump | Chemical Selector Valve |
| 000-068-517 | 3/16" X 23" Lg. Teflon (JIC Ends) | Chemical Selector Valve | Solution Out Elbow |
| 000-068-723 | 3/16" X 75" Lg. Teflon (JIC Ends) | Secondary Orifice | Dump Solenoid |
| 000-068-736 | 3/8" x 19.5" Lg. Teflon (JIC Ends) | Manifold | Solution Out Check Valve |
| 000-068-627 | 3/16" X 44" Lg. Teflon (JIC Ends) | Primary Orifice | Water Box |
| 000-068-018 | 1/2" Rubber - 67" Lg. | Inlet on Dash | Water Box |
| 000-068-069 | 3/4" Parker GST II - 50" Lg. | Water Box | High Pressure Pump |
| 000-068-018 | 1/2" Hi-Temp Rubber - 7" Lg. | Plastic Wye | Drain Valve |
| 000-068-018 | 1/2" Hi-Temp Rubber - 6" Lg. | By-pass Valve | Plastic Wye |
| 000-068-018 | 1/2" Hi-Temp Rubber - 37" Lg. | Plastic Wye | Water Box |
| 000-068-017 | 3/8" Hi-Temp Rubber - 33" Lg. | Chem. Selector Valve | Brass Tee |
| 000-068-017 | 3/8" Hi-Temp Rubber - 8.5" Lg. | Water Box | Brass Tee |
| 000-068-017 | 3/8" Hi-Temp Rubber - 72" Lg. | Brass Tee | Insert on Recovery Tank |
| 000-068-326 | 3/8" Clear w/ Braid - 28.5" Lg. | Chemical Meter | Chemical Pump |
| 000-068-326 | 3/8" Clear w/ Braid - 60" Lg. | Chemical Jug | Chemical Meter |
| 000-068-030 | 5/32" Rubber Vacuum - 54" Lg. | Vacuum Gauge | Elbow on Blower |
| 000-068-030 | 5/32" Rubber Vacuum - 45" Lg. | Blower Lube Port | Elbow on Blower |
| 000-068-104 | 2-1/2" Silicone - 2.5" Lg. | Blower | Silencer |
| 000-068-104 | 2-1/2" Silicone - 2.5" Lg. | Silencer | Lower Exhaust Manifold |
| 000-068-890 | 2-1/2" Orange Silicone - 17" Lg. | Heat Exchanger Exit | Exhaust Turn Down |



10 - How to Order Parts

To order warranty replacement parts or repairs, it is important that you read this section which includes:

- Warranty Parts Orders
- Parts Orders
- Emergencies

WARRANTY PARTS ORDERS

1. Call the local distributor where you purchased your equipment and ask for the Service Department.
2. Have the following information ready:
 - a. Equipment Model
 - b. Date of Purchase
 - c. Unit Serial Number
 - d. Description of Malfunction
3. Once it has been determined which parts are needed to correct the problem with your machine, make arrangements with your distributor to either perform the repairs or ship the parts to you.

Any questions you have regarding the warranty program should be directed to the Customer Service Department at (425) 775-7275, 7 a.m. to 5 p.m. Monday through Friday (PT).

We shall always endeavor to be fair in our evaluation of your warranty claim and shall provide you with a complete analysis of our findings.

HydraMaster warranty covers only defective materials and/or workmanship for the periods listed. Diagnostic reimbursement is specifically excluded.

PARTS ORDERS

Call your local distributor. In most instances, they either stock or have access to parts through a regional service center.

EMERGENCIES

If, for any reason, your distributor is unable to supply you with the necessary parts, they may call us and arrange for expedited shipping.

HydraMaster sells parts only through authorized distributors and service centers.



11 - Warranty Information

To avoid misunderstandings which might occur between machine owners and the manufacturer, we are listing causes of component failure that specifically voids warranty coverage. Such causes listed in this section shall constitute abuse or neglect.

BLOWER

- Failure to lubricate impellers daily with a HydraMaster-recommended lubricant, to lubricate bearings, to maintain proper oil levels, or to use the correct oil grade and viscosity as recommended in the blower manual.
- Failure to properly maintain blower safeguard systems such as waste tank filter screen, vacuum safety relief valve and waste tank automatic shut-off system.
- Allowing foam to pass through blower.

HIGH PRESSURE WATER PUMP

- Failure to maintain proper oil level as recommended in pump manual.
- Failure to change oil in pump at recommended intervals.
- Failure to protect pump against freezing.
- Failure to maintain pump protection shut-off system.
- Failure to use water softener in hard water areas.
- Use of improper chemicals.

VACUUM TANK

- Failure to properly maintain filtering devices in tank.
- Failure to clean tank as recommended by manufacturer.
- Failure to maintain vacuum safety release in tank.
- Use of improper chemicals.

CHEMICAL SYSTEM

- Use of improper chemical.
- Failure to use water softener in hard water area.
- Operating machine without proper chemical filter screen.
- Failure to protect against freezing.

CONTROL PANEL

- Failure to protect flowmeter and water pressure gauge against freezing.



The Master's Touch.

VACUUM AND SOLUTION HOSES

- Failure to protect hoses against freezing.
- Failure to protect hoses against burns from engine and blower exhaust.
- Damage to hoses from being run over by vehicles.
- Kinking or cracking from failure to store or unroll hoses correctly.
- Normal wear and tear from everyday use.

CLEANING WAND AND TOOL

- Failure to protect against freezing.
- Obvious physical abuse of wand or tool.

WATER HEATING SYSTEM

- Over-pressurization of the system (recommended maximum working pressure - 1,200 psi).
- Failure to protect against freezing.

HARD WATER DEPOSITS

- Failure to use or maintain a water softening system or a properly installed magnetic-type descaler, whichever might be necessary, with machines operating in designated "Hard Water Areas" (3.0 grains or more per gallon).

WARRANTY PROCEDURE

Warranty coverage is available to you through your local distributor. Please refer to the Golden Guarantee© Limited Warranty document shipped to you with the Owner's Guide.

If you have moved to a new area or have purchased a used machine and need information regarding your local distributor, call HydraMaster at (425) 775-7272 or email us at: custsvc@hydramaster.com.

When calling your distributor, be sure to have the machine's information; model and serial number, ready for the service representative.