

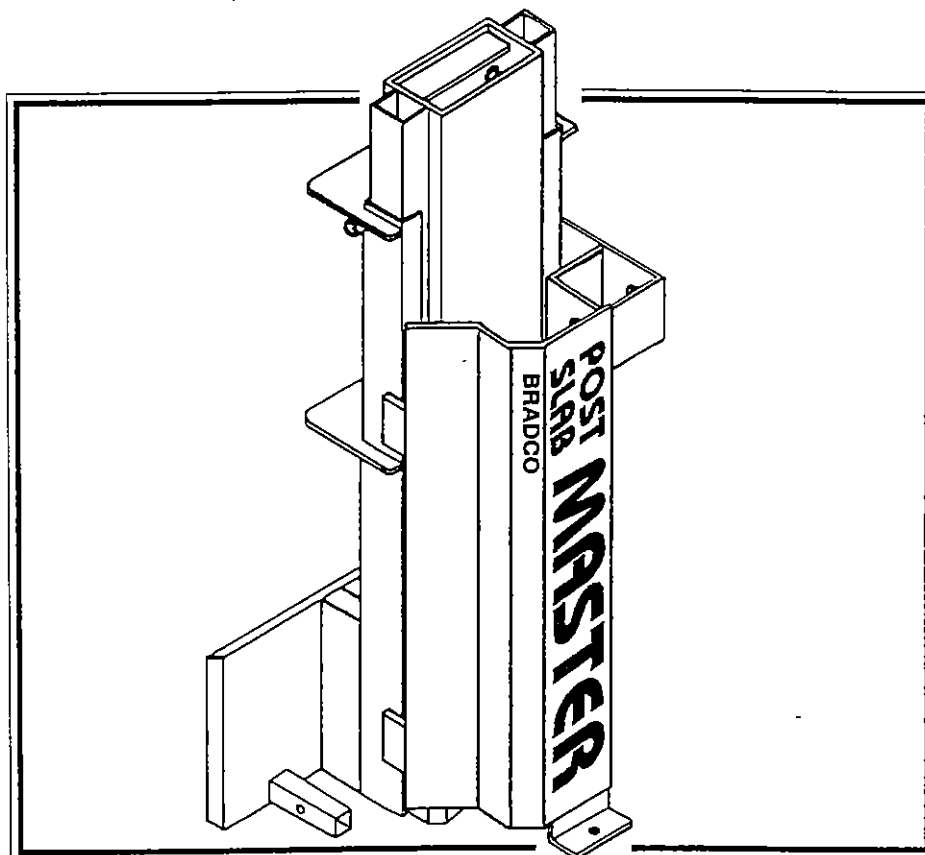
BRADCO®

POSTMASTER & SLABMASTER

OM586

7620

3-16-99



PARTS & OPERATOR'S MANUAL

75486

BRADCO •
P.O. Box 266 • Delhi, Iowa 52223 USA
(319) 922-2981 • (800) 922-2981
Fax 319-922-2130
A Division of ATI Global Inc.

TABLE OF CONTENTS

POSTMASTER / SLABMASTER

	SECTION
TO THE OWNER	A
SAFETY PRECAUTIONS	B
INTERNATIONAL SYMBOLS	C
PRE-OPERATION	D
Preparing the Vehicle	
Additional Weight	
Postmaster Options	
MOUNTING INSTRUCTIONS	E
Parts Diagrams and Lists	
Installation Instructions	
Setting Flow Control	
OPERATING INSTRUCTIONS	G
Postmaster Operation	
Post Grapple Installation	
Postmaster with Grapple Operation	
Slabmaster Operation	
MAINTENANCE AND SERVICE	L
Maintenance:	
Lubrication	
Daily Inspection	
Service:	
Replacing Drive Chain	
Changing Postmaster Upper Head Assembly / Collar	
Changing From Postmaster to Slabmaster	
Changing From Slabmaster to Postmaster	
REMOVAL / STORAGE	M
BOLT TORQUE SPECIFICATIONS	O
SPECIFICATIONS	P
DECAL PLACEMENT	Q
PRE-DELIVERY CHECK LIST	R
WARRANTY	S
SUPPORTING INFORMATION	
HYDRAULIC MOTOR PARTS & REPAIR INFORMATION	

TO THE OWNER

BRADCO POSTMASTERS & SLABMASTERS**GENERAL COMMENTS**

Congratulations on the purchase of your new BRADCO Postmaster and/or Slabmaster! Your unit was carefully designed and manufactured to give you many years of dependable service. Your Postmaster and/or Slabmaster will require some minor maintenance to keep it in top working condition. Be sure to observe all maintenance procedures and safety precautions in this manual and the safety decals located on the unit itself and on any equipment to which it is mounted.

ABOUT THIS MANUAL

Read this manual before using your Postmaster and/or Slabmaster. This manual has been designed to help you do a better and safer job. Read this manual carefully and become familiar with the operating procedures before attempting to operate. **Remember, never let anyone operate this unit without them having read and completely understanding the "Safety Precautions" and "Operating Instructions" section of the manual, or having them be fully trained by an experienced, qualified person who has read and completely understands the "Safety Precautions" and "Operating Instructions" (see sections B and G respectively).**

SERVICE

When servicing your Postmaster and/or Slabmaster remember to use only original manufacturer replacement parts. Substitute parts may not meet the standards required for safe, dependable operation.

To facilitate parts ordering, record the model and serial number in the space provided on the page. This information may be obtained from the identification plate located on the right side of the unit by the quick attach mounting plate.

MODEL _____ **SERIAL NO.** _____

Your parts department needs this information to insure that you receive the correct parts for your specific model of auger bucket.

SAFETY ALERT SYMBOL

This is the "Safety Alert Symbol" used by this industry. This symbol is used to warn of possible injury. Be sure to read all warnings carefully. They are included for your safety and for the safety of others working around you.

SAFETY PRECAUTIONS

TAKE NOTE! THIS SAFETY ALERT SYMBOL FOUND THROUGHOUT THIS MANUAL IS USED TO CALL YOUR ATTENTION TO INSTRUCTIONS INVOLVING YOUR PERSONAL SAFETY OR OTHERS. FAILURE TO FOLLOW THESE INSTRUCTIONS CAN RESULT IN INJURY OR DEATH.



THIS SYMBOL MEANS:
ATTENTION!
BECOME ALERT!
YOUR SAFETY IS INVOLVED!

SIGNAL WORDS: Note the use of signal words DANGER, WARNING, and CAUTION with the safety messages. The appropriate signal word for each has been selected using the following guidelines:

DANGER: Indicates an imminently hazardous situation which, if not avoided, will result in death or serious injury. This signal word is to be limited to the most extreme situations, typically for machine components which, for functional purposes, cannot be guarded.

WARNING: Indicates a potentially hazardous situation which, if not avoided, could result in death or serious injury, and includes hazards that are exposed when guards are removed. It may also be used to alert against unsafe practices.

CAUTION: Indicates a potentially hazardous situation, which, if not avoided, may result in minor or moderate injury. It may also be used to alert against unsafe practices.

SAFETY PRECAUTIONS

To insure skid-steer stability and to prevent tipping, always observe the following safety rules.



Keep clear of unit while in operation.



Before operating the skid-steer, read the operating and safety instructions provided by the manufacturer. Observe all warnings and cautions, particularly those which describe the use of seat belts and other operator restraints and those which describe the proper way of carrying loads as close to the ground as possible.



When using the postmaster/slabmaster, be sure that the weight of the load is not too heavy. A light load sticking out too far can have the same tipping effect of the loader as a heavy load carried in close.



WARNING

AVOID INJURY OR DEATH
DO NOT EXCEED RATED
OPERATING CAPACITY OF
LOADER. TIPPING CAN RESULT

SAFETY PRECAUTIONS

SAFETY PRECAUTIONS (CONTINUED)



Never operate the postmaster/slabmaster when people are standing by the unit and could be injured.



Do NOT obstruct your vision when traveling or working. Carry the postmaster / slabmaster LOW for maximum stability and visibility while traveling.



Operate at speeds slow enough so that you have complete control at all times. Travel slowly over rough or slippery ground and on hillsides.



Avoid steep slopes or unstable surfaces. If you must drive on a slope, keep the load low and proceed with extreme caution. Do not drive ACROSS a steep slope under any circumstances. Drive straight up and down the slope.



Avoid turning on an incline, if at all possible. If it is necessary, use extreme caution and make the turn wide and SLOW with the bucket carried low.



**IF YOU CAN'T SEE WHERE YOU ARE GOING
STOP!**

SKID-STEER LOADER SAFETY

1. READ THE ENTIRE SKID-STEER LOADER OPERATOR'S MANUAL BEFORE EVER ATTEMPTING TO USE THE SKID-STEER LOADER. THIS KNOWLEDGE IS NECESSARY FOR SAFE OPERATION.
2. Follow all safety decals on the skid-steer loader. Keep them clean and replace them if they become worn and hard to read.
3. Know the limitation of your equipment. Do not use equipment for anything other than what it was originally designed for.
4. Pay attention to the job at hand. Do not let your mind lose concentration on what you are doing.
5. Use your seat belt and R.O.P.S. (Roll-Over Protective Structure) when operating this skid-steer loader. Keep belt and ROPS in good repair. Do not modify the ROPS or seat belt. Do not remove ROPS or seat belt. Overturning the skid-steer loader without proper ROPS and seat belt can result in death.
6. Fasten your seat belt before and during skid-steer loader operation. Remain seated at all times.
7. Do not take passengers on the skid-steer loader or attachment. There is no safe place for a passenger.
8. Use handholds when getting on/off the skid-steer loader. Failure to do so could cause a fall.
9. Inspect the skid-steer loader before you try to operate the unit. Check for needed maintenance or repairs and have them done before using the equipment.

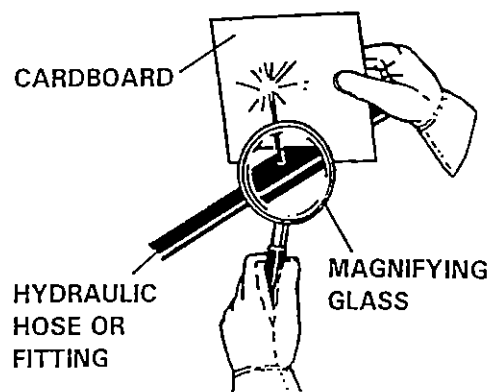
10. Never leave the skid-steer loader running unattended. Always lower lift arms, set parking brake, turn off engine, and remove key.
11. Wear appropriate clothing such as safety glasses, ear plugs, etc. Do not wear loose fitting clothing, it may catch on the equipment. Always wear a hard hat when operating a skid-steer loader to prevent head injury.
12. When driving on public roads use safety lights, reflectors, Slow Moving Vehicle signs, etc., to prevent accidents. Check with local governments for regulations that may affect you.
13. Turn off skid-steer loader before performing maintenance. If lift arms must be left raised for any reason use a positive lift arm lock to secure arms in place. Serious damage or personal injury could result from lift arms accidentally lowering.
14. Reduce speed when driving on rough terrain, slopes, or turning, to avoid overturning the skid-steer loader.
15. Do not smoke when refueling the skid-steer loader. Allow room in the gas tank for expansion. Wipe up any spilled fuel. Secure cap tightly when done.

WARNING! Escaping fluid under pressure can have sufficient force to penetrate the skin causing serious personal injury. Fluid escaping from a very small hole can be almost invisible. Use a piece of cardboard or wood, rather than hands to search for suspected leaks.




































Keep unprotected body parts, such as face, eyes, and arms as far away as possible from a suspected leak. Flesh injected with hydraulic fluid may develop gangrene or other permanent disabilities.

If injured by injected fluid, see a doctor at once. If your doctor is not familiar with this type of injury, ask him to research immediately to determine proper treatment.



INTERNATIONAL SYMBOLS

As a guide to the operation of your equipment, various international symbols have been utilized on the instruments and controls. The symbols are shown below with an indication of their meaning.

	Engine speed		Alternator charge
	Hours recorded		Power take-off (on)
	Engine water temperature		Power take-off (off)
	Lights		"Tortoise," slow or minimum setting
	Horn		"Hare," fast or maximum setting
	Engine oil pressure		Caution
	Hazard warning		Control lever operating direction
	Axle connect		Rock shaft (raised)
	Axle disconnect		Rock shaft (lowered)
	Continuously variable		Remote cylinder (extended)
	Increase		Remote cylinder (retracted)
	Decrease		Remote cylinder (FLOAT)
	Diesel fuel		Differential lock
	Creeper range		Read operators manual
	High range		Neutral
	Low range		Forward
			Reverse

PRE-OPERATION

GENERAL INFORMATION

The purpose of this manual is to assist in setting up, operating and maintaining your Postmaster and/or Slabmaster.

Parts lists and diagrams along with optional equipment available are located in Section "E" of this manual.

The illustrations and data used in this manual were current at the time of printing, however, we reserve the right to redesign and change the Postmasters and/or Slabmasters as may be necessary without notification.

PREPARING THE VEHICLE

Your skid-steer must be equipped with a universal quick-tach hitch and auxiliary hydraulics. Read your skid-steer loader operator's manual and know the limitations of your skid-steer loader, it may require a counterweight kit to ensure that the weight of the Postmaster and/or Slabmaster does not exceed the rated capacity of your loader. (Contact your local dealer if mounting the Postmaster and/or Slabmaster to a different skid-steer than what it was originally purchased and are not sure if a counterweight is required.

WARNING! Never let anyone operate the skid-steer loader and attachment without understanding all of the "Safety Precautions" and "Operating Instructions" sections of this manual. (See Section B and G respectively. Always choose hard, level ground to park the skid-steer loader on and set the parking brake so that the unit cannot roll.



ADDITIONAL WEIGHT

Adding additional weight (up to 700 lbs total hammer weight) is recommended on both the Slabmaster and Postmaster, except when using T-post adapter. There are various options available for adding weight, for example; logging chain, metal punch slugs, lead tire weights, etc. Do not use concrete or sand.

POSTMASTER OPTIONS

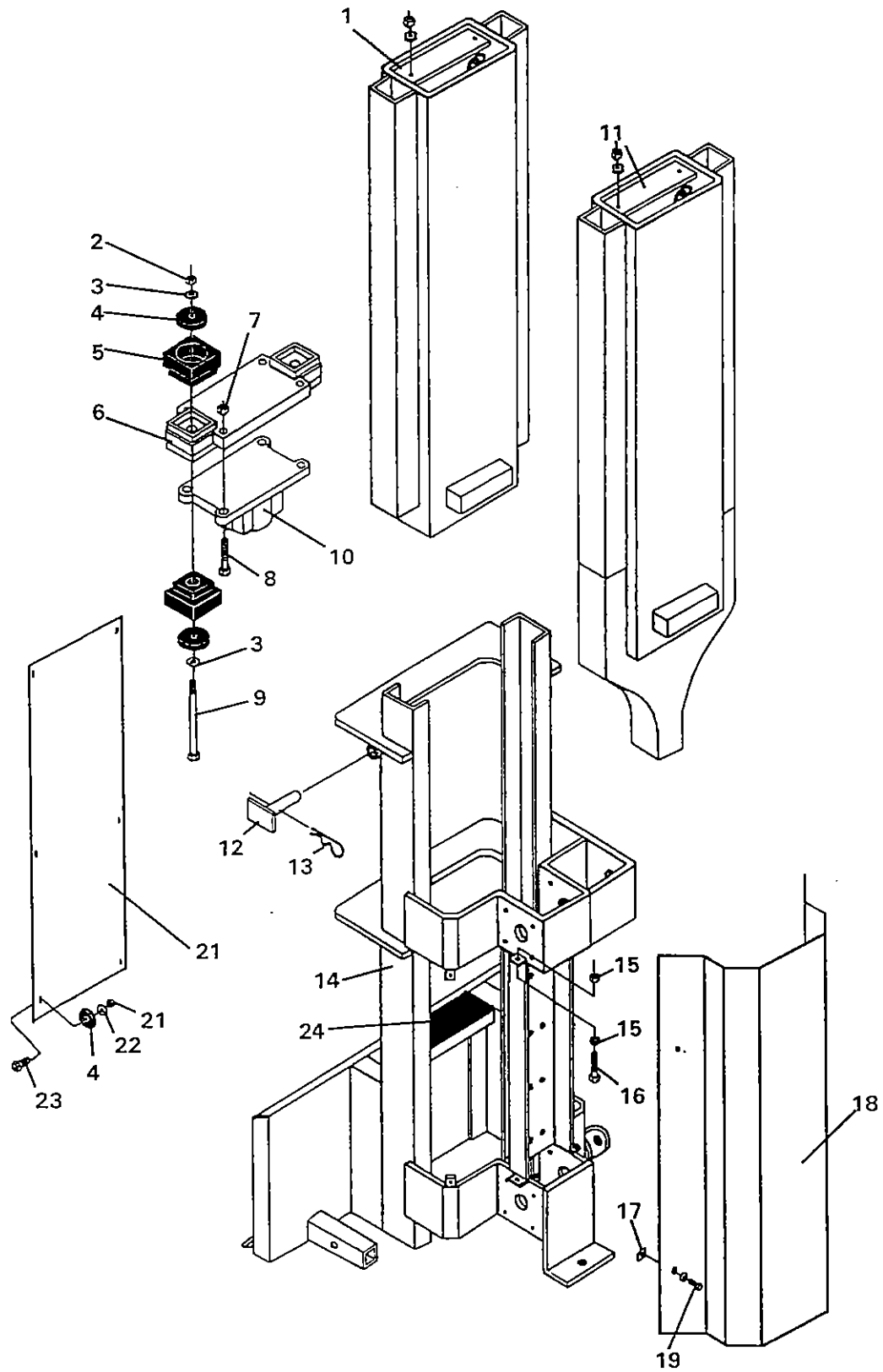
The basic Postmaster is shipped complete with a 6" standard head. Refer to the table below for optional post heads:

<u>OPTION</u>	<u>PART #</u>
3" Head	#87118
4" Head	#87117
6" Head	#87120
8" Head	#87119
"T" Post Adapter.....	#87122

POST GRAPPLE: "ONE MAN OPERATION" Allows the skid-steer operator to pick up fence posts 8" x 10' max. from the ground, (Post length may be restricted by lift arm height.) set them up and pound with no extra hydraulics and all controlled from the cab of the skid-steer.

MOUNTING KIT INSTALLATION

POSTMASTER AND/OR SLABMASTER



MOUNTING KIT INSTALLATION

POSTMASTER AND/OR SLABMASTER

<u>NO</u>	<u>REQ'D</u>	<u>PART NO.</u>	<u>DESCRIPTION</u>
1	1	87238*	Postmaster Hammer
2	2	1812*	.50" UNC Lock Nut - Grade 8
3	4	1646*	.50" Hard Flat Washer
4	10	87553*	Rubber Retainer
5	4	87588*	Guide Block
6	1	87589*	Post Upper Head Plate
7	4	87575*	.62" UNC Lock Nut - Grade 8
8	4	87590*	.62" UNC X 3.00" Hex Capscrew - Grade 8
9	2	87591*	.50" UNC X 6.00" Hex Capscrew - Grade 8
10	1	-----	Post Head Collar
	-	87118*	3" Head
	-	87117*	4" Head
	-	87120*	6" Head - Standard
	-	87119*	8" Head
	-	87142*	H-Beam Head
	-	87122*	T-Post Adapter
11	1	87141**	Slabmaster Hammer
12	1	87592	Safety Catch Pin
13	1	87582	Hair Pin
14	1	----	Postmaster/Slabmaster Base Unit (Not Sold Separately
15	8	1228	.50" UNC Hex Nut
16	4	87563	.50" UNC X 3.00" Hex Capscrew
17	4	87593	M6 Cage Nut
18	1	87594	Front Cover
19	4	87595	M6 X 25mm Hex Capscrew
20	1	87596	Back Cover
21	6	1224	.25" UNC Hex Nut
22	6	1512	.25" Flat Washer
23	6	1004	.25" UNC X 1.25" Hex Capscrew
24	1	87597	Rubber Cushion
	2	87562	.38" UNC X 2.00" Carriage Bolt

* Postmaster ONLY

** Slabmaster ONLY

NOTE:

UPPER HEAD ASSEMBLY #A87121 INCLUDES ITEMS #2 THRU #9.

TO CONVERT FROM A SLABMASTER TO A POSTMASTER, PURCHASE
ITEMS #1 THRU #10.

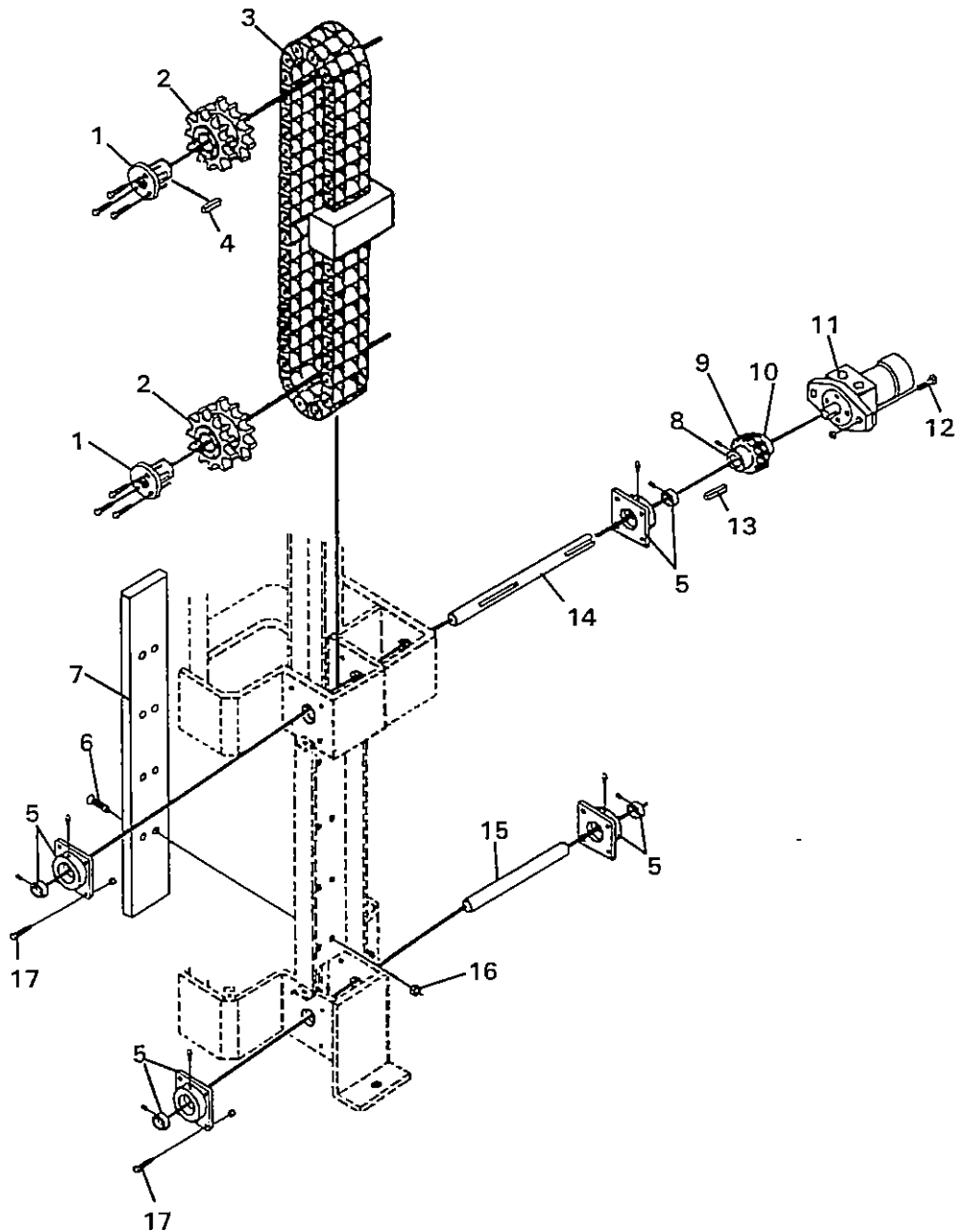
TO CONVERT FROM A POSTMASTER TO A SLABMASTER, PURCHASE
ITEM #11.

7639

4-28-99

MOUNTING KIT INSTALLATION

POSTMASTER AND/OR SLABMASTER
DRIVE ASSEMBLY



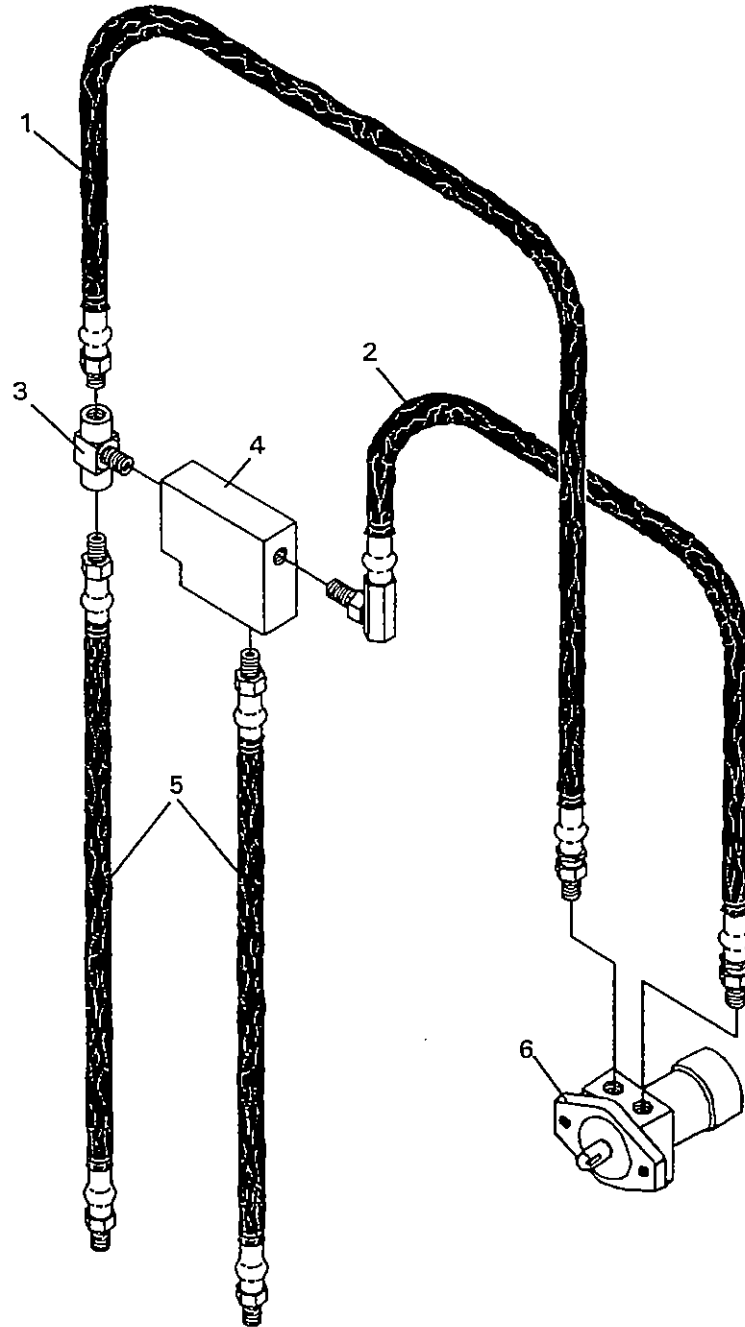
MOUNTING KIT INSTALLATION

**POSTMASTER AND/OR SLABMASTER
DRIVE ASSEMBLY**

<u>NO</u>	<u>REQ'D</u>	<u>PART NO.</u>	<u>DESCRIPTION</u>
1	2	87541	Bushing (Includes (3) Capscrews and (1) Key)
2	2	87542	Double Tooth Sprocket
3	1	87543	Drive Chain - 8000 Series
	1	87544	Drive Chain - 9000 Series
4	2	87598	Replacement Key
5	4	87545	Bearing Assembly
6	8	87564	.31" UNC X 1.25" Flathead Socket Capscrew
7	1	87546	Nylon Guide Plate
8	1	87547	Chain Coupler (1.25" - Drive Chain Side)
9	1	87549	Chain
10	1	87548	Chain Coupler (1.00" - Hydraulic Motor Side)
11	1	87540	Hydraulic Motor #101-1036
12	2	1092	.50" UNC X 2.00" Hex Capscrew
	2	1228	.50" UNC Hex Nut
13	1	87608	Replacement Key
14	1	87599	Drive Shaft
15	1	87600	Idler Shaft
16	8	87601	.31" UNC K-Nut
17	16	2653	M10 X 35mm Hex Capscrew
	16	-87565	M10 Hex Nut

MOUNTING KIT INSTALLATION

POSTMASTER / SLABMASTER - HYDRAULICS



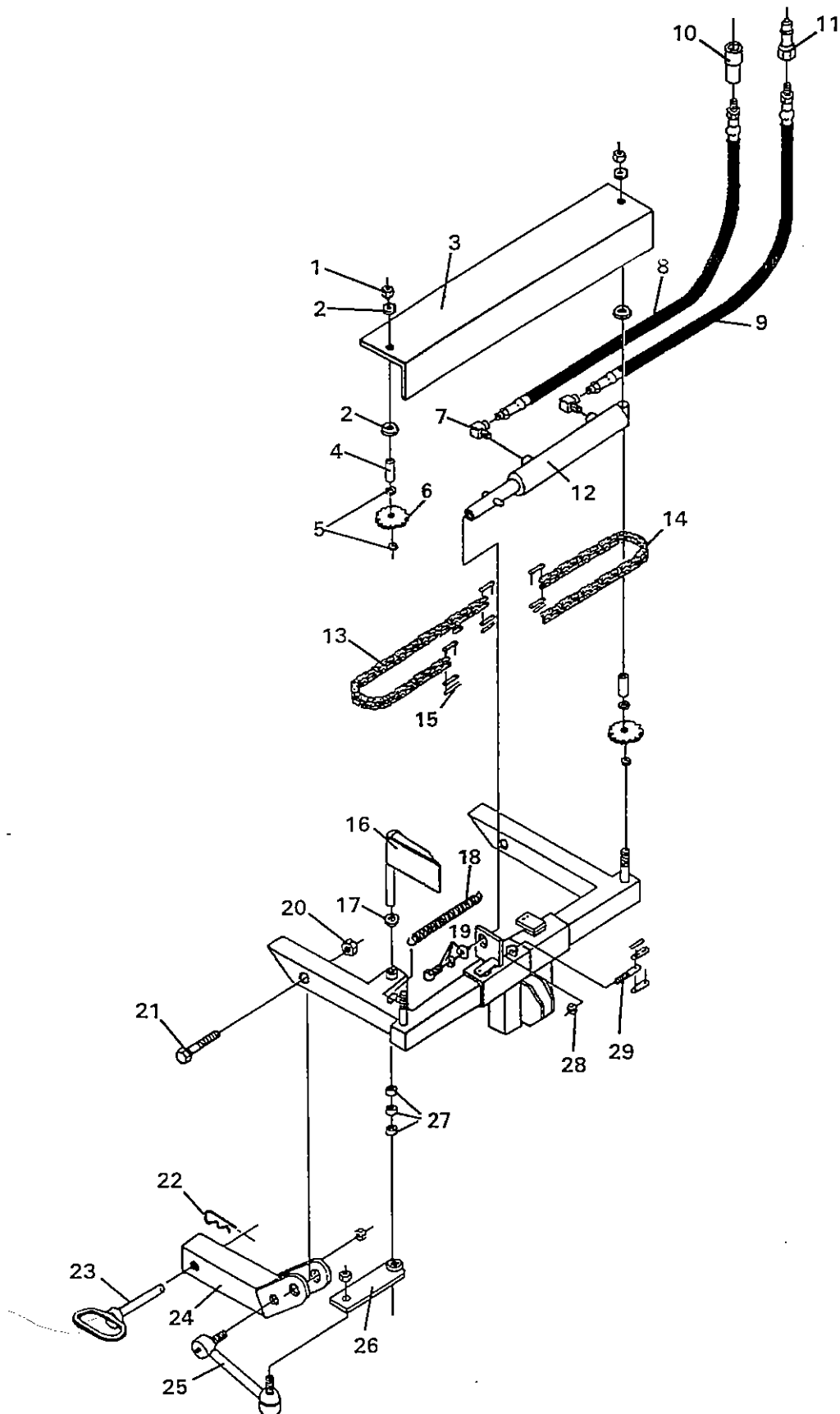
MOUNTING KIT INSTALLATION

POSTMASTER / SLABMASTER - HYDRAULICS

<u>NO</u>	<u>REQ'D</u>	<u>PART NO.</u>	<u>DESCRIPTION</u>
1	1	87537	Hose Assembly .50" X 28" 8MP - 10MBX - HS
2	1	87538	Hose Assembly .50" X 24" 90° 8MPX - 10MBX - HS
3	1	30182	Tee 8MP-8FP-8FP
4	1	87539	Flow Control Valve
5	2	35106	Hose Assembly .50" X 76" 8MP - 8MP - HS
6	1	87540	Hydraulic Motor #101-1036

MOUNTING KIT INSTALLATION

OPTIONAL POST GRAPPLE ASSEMBLY

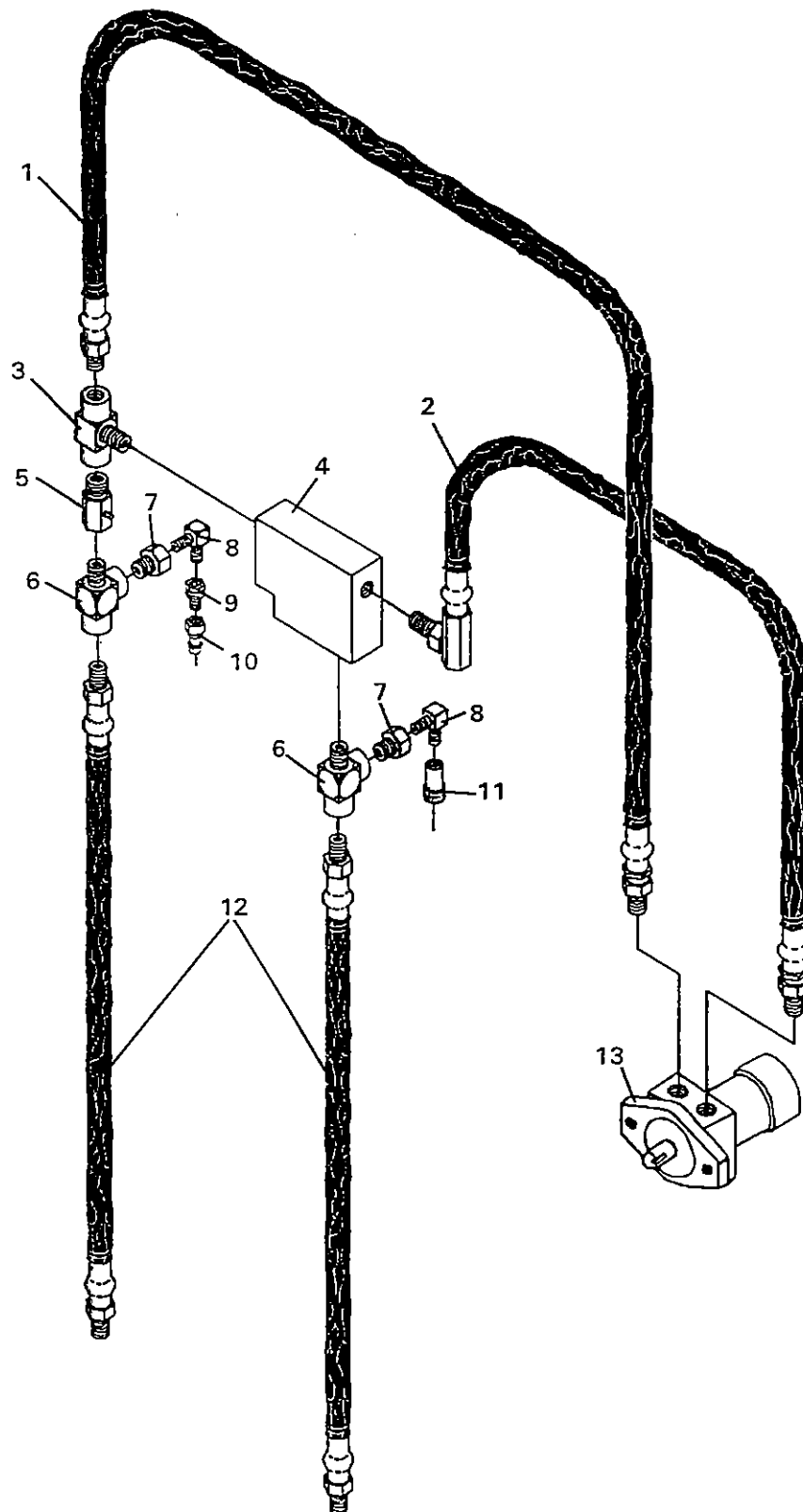


MOUNTING KIT INSTALLATION**OPTIONAL POST GRAPPLE ASSEMBLY**

<u>NO</u>	<u>REQ'D</u>	<u>PART NO.</u>	<u>DESCRIPTION</u>
1	2	87575	.62" UNC Lock Nut - Grade 8
2	2	1517	.62" Flat Washer
3	1	87527	Chain Guard
4	2	87528	Spanner Bushing
5	2	87529	Idler Sprocket Bushing
6	2	87530	Idler Sprocket
7	2	3171	90° Elbow 4MP-4FP
8	1	87531	Hose Assembly .25" X 60" 4MP-4MP
9	1	87532	Hose Assembly .25" X 68" 4MP-4MP
10	1	61464	Female Coupler
11	1	61465	Male Coupler
12	1	87576	Cylinder
13	1	87577	Grapple Chain (With Spring Link)
14	1	87533	Grapple Chain
15	4	87578	Connector Link
16	1	87579	Pivot Actuator
17	1	87534	Actuator Shim
18	1	87535	Spring
19	1	1112	.62 X 1.00 Hex Capscrew
	1	1506	.62 Lock Washer
	1	87550	.62 Special Flat Washer
20	1	87580	.75" UNC Lock Nut - Grade 8
21	1	87581	.75" UNC X 5.00" Hex Capscrew - Grade 8
22	2	87582	Hair Pin
23	2	87536	Hitch Pin (Includes Hair Pin)
24	1	87583	Grapple Pivot Mount
25	1	87584	Pivot Actuator (Includes Nuts and Zerks)
26	1	87585	Actuator Pivot Plate
27	3	87638	Nylon Bushing
28	1	87586	.44 UNC Nylock Nut - Grade 8
29	1	87587	Chain Anchor (.44" UNC Grade 8)

MOUNTING KIT INSTALLATION

POSTMASTER With GRAPPLE - HYDRAULICS



MOUNTING KIT INSTALLATION

POSTMASTER With GRAPPLE - HYDRAULICS

<u>NO</u>	<u>REQ'D</u>	<u>PART NO.</u>	<u>DESCRIPTION</u>
1	1	87537	Hose Assembly .50" X 28" 8MP - 10MBX - HS
2	1	87538	Hose Assembly .50" X 24" 90° 8MPX - 10MBX - HS
3	1	30182	Tee 8FP-8MP-8FP
4	1	87539	Flow Control Valve
5	1	80181	Check Valve
6	2	3212	Tee 8MP-8FP-8FP
7	2	3028	Reducer 8MP-4FP
8	2	3176	Elbow 4MP-4MP
9	1	30183	Swivel Adapter with Restrictor
10	1	61465	Male Coupler
11	1	61464	Female Coupler
12	2	35106	Hose Assembly .50" X 76" 8MP - 8MP - HS
13	1	87540	Hydraulic Motor #101-1036

MOUNTING INSTRUCTIONS

POSTMASTER / SLABMASTER

After determining the rated capacity of your loader and adding any counterweight kits that are needed you are ready to install your Postmaster and/or Slabmaster.

INSTALLATION INSTRUCTIONS

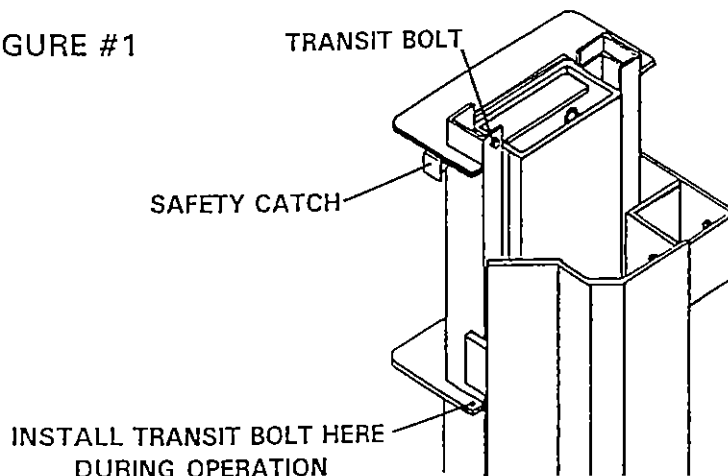
1. If your unit was shipped in the upright position, remove the lag bolt that is bolting the Postmaster and/or Slabmaster to the pallet.
2. Remove the metal bands from around the mounting plate and pallet.
3. If you have received a Postmaster with Grapple, remove the grapple assembly from the top of the Postmaster. The Grapple will be installed later.
4. Attach the Postmaster and/or Slabmaster to your skid-steer by following your skid-steer operator's manual for installing an attachment. After making sure the attachment is securely latched to the skid-steer, remove the shipping pallet.
5. Remove the hydraulic hoses from the "D" ring hose guide and connect to your skid-steer's auxiliary hydraulics.

WARNING! DO NOT ROUTE HYDRAULIC HOSES THROUGH THE "D" RING HOSE GUIDE ON THE QUICK-TACH MOUNTING PLATE AT THIS TIME. DAMAGE TO THE HYDRAULIC HOSES WILL OCCUR.



6. Remove the transit bolt from the top left of the hammer rails and install in the storage hole located on the left side of the unit. See Figure #1

FIGURE #1



WARNING! DO NOT OPERATE WITH THE TRANSIT BOLT INSTALLED AND DO NOT TRANSPORT WITHOUT REINSTALLING THE TRANSIT BOLT.



MOUNTING INSTRUCTIONS

POSTMASTER / SLABMASTER

7. Raise the Postmaster and/or Slabmaster in the air and tilt forward 90 degrees. Watch for any obstructions or pinching of hydraulic hoses.

WARNING! DO NOT TILT THE POSTMASTER AND/OR SLABMASTER WITH THE HOSES IN THE "D" RING HOSE GUIDE. DAMAGE TO THE HOSES WILL OCCUR.

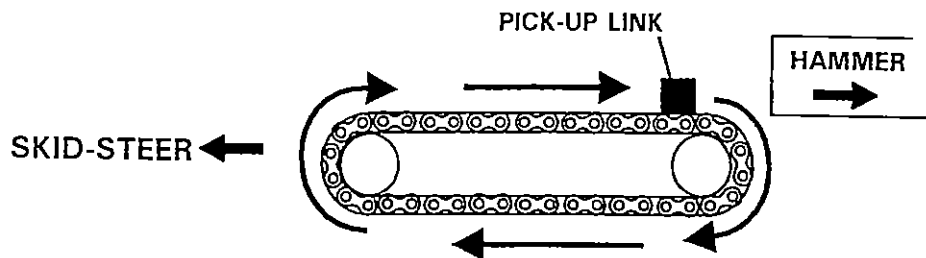


8. Grease the exposed hammer rails.
9. After ensuring that the safety catch is in place, (See Figure #1) pull the Hammer out towards you until it hits the safety catch. The chain drive unit can now be run without effecting the hammer, therefore allowing you to set the flow control.
10. Grease the rest of the hammer rails and oil the chain drive.

WARNING! DO NOT OPERATE THE POSTMASTER AND/OR SLABMASTER WITHOUT FIRST SETTING THE FLOW CONTROL. SERIOUS DAMAGE TO THE DRIVE ASSEMBLY MAY OCCUR.



11. Before starting the skid-steer, set the flow control at three (3).
12. With the skid-steer running at full throttle, engage the auxiliary hydraulics. Note the direction of the chain rotation (this is visible from the operator's seat). The chain should be rotating from the bottom to the top, if it is not, reverse the hydraulic hoses at the skid-steer end.



NOTE: ON POSTMASTERS WITH GRAPPLES, IF THE CHAIN IS NOT RUNNING AT ALL - REVERSE THE HOSES.

13. After the correct chain rotation has been achieved, count the number of rotations of the pick up link per minute. This is visible from the operator's seat or looking down at the chain.

WARNING! KEEP HAND AND LOOSE CLOTHING CLEAR OF THE CHAIN DRIVE ASSEMBLY. SEVERE PERSONAL INJURY COULD OCCUR.



MOUNTING INSTRUCTIONS

POSTMASTER / SLABMASTER

14. Time the number of rotation and increase the flow control setting by one (1) increment at a time until you reach the desired number of rotations per minute but DO NOT exceed the maximum of 50 rotations per minute for safe performance.

WARNING! EXCEEDING 50 ROTATIONS PER MINUTE WILL CYCLE THE CHAIN FASTER THAN THE HAMMER DROPS MAKING THE CHAIN COME INTO CONTACT WITH THE HAMMER AS IT IS STILL FALLING CAUSING SEVERE DAMAGE TO THE DRIVE ASSEMBLY.



15. When the flow control has been properly set, turn off the auxiliary hydraulics and slide the hammer back into the Postmaster and/or Slabmaster until it reaches the bottom.
16. Slowly tilt the Postmaster and/or Slabmaster back to a vertical position.
17. Shut off the skid-steer and disconnect the hydraulic hoses. Route the hoses through the "D" Ring hose guide on the quick-tach mounting plate and reconnect to the skid-steer auxiliary hydraulics.
18. Your Postmaster and/or Slabmaster is ready for operation.

NOTE: If you have purchased a Postmaster with Post Grapple Assembly it is recommended that you use your Postmaster without the grapple a few times before installing. Therefore the Post Grapple Installation Instructions are located in the operating section of this manual (Section G) following the Postmaster Operation Instructions.

OPERATING INSTRUCTIONS

POSTMASTER AND/OR SLABMASTER

GENERAL INFORMATION

After reading all "Safety Precaution" and following the "Mounting Instructions" in this manual you are read to operate your Postmaster and/or Slabmaster.

In this section you will find operating instructions for the Postmaster, Postmaster with Grapple and then Slabmaster. Go to the instructions for the either the Postmaster or the Slabmaster.

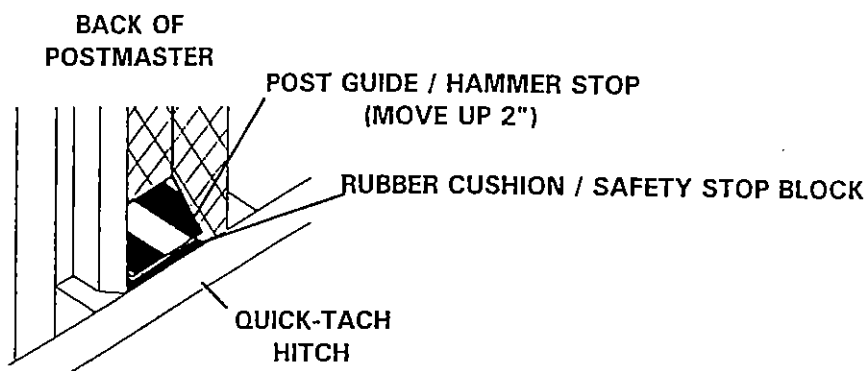
POSTMASTER OPERATION

If you have purchased a Postmaster with Post Grapple Assembly, we recommend that you use your Postmaster without the grapple a few times before installing.

POSTMASTER OPERATION

1. The basic Postmaster requires a second person to position the fence post. This person will set the fence post at the desired location and grasp the post securely making sure his hands are at least 30" from the top of the post.
2. After the post is in position the skid-steer operator can move the skid-steer into position with the arms raised and the Postmaster positioned directly over the top of the fence post.
3. Lower the Postmaster onto the top of the fence post (ensuring that the post is inside of the positioning collar) keep lowering until the collar and head assembly has moved up approximately 2 inches. This can be measured by watching the post guide on the back of the unit which is visible from the skid-steer operator's seat. See Figure #1

FIGURE #1



WARNING! AFTER THE POST IS IN POSITION THE SECOND PERSON MUST MOVE AWAY FROM THE POSTMASTER AND SKID-STEER. PERSONAL INJURY COULD OCCUR.

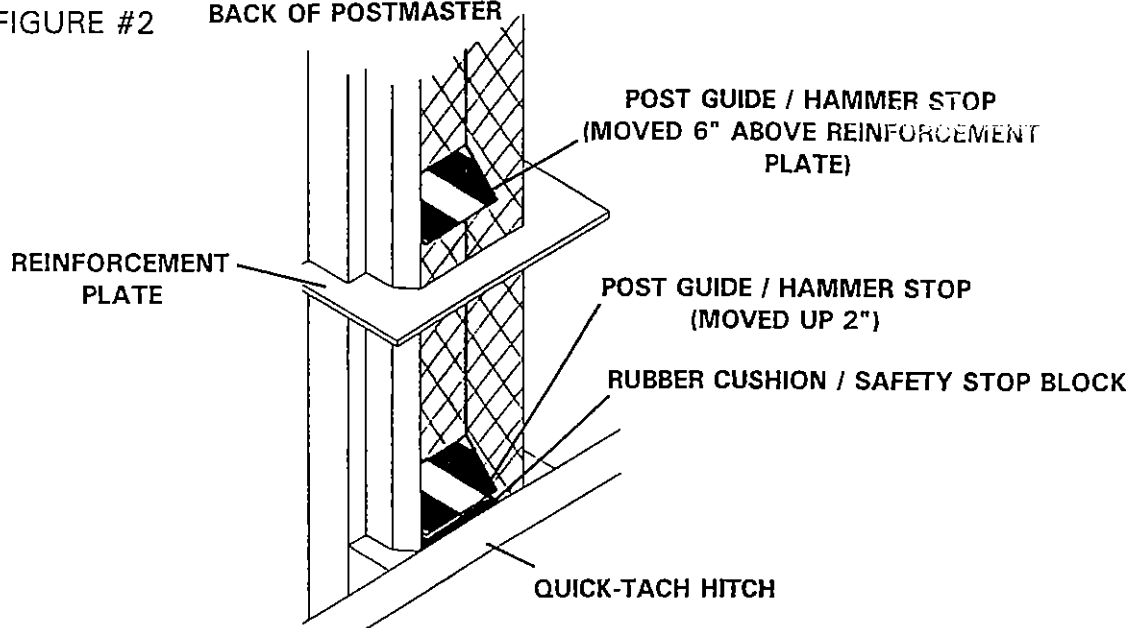


OPERATING INSTRUCTIONS

POSTMASTER AND/OR SLABMASTER

4. After the second person has cleared the area, continue lowering the Postmaster onto the post approximately 24 inches. This can be measured by noting when the post guide is approximately 6 inches above the first reinforcement plate. See Figure #2

FIGURE #2 BACK OF POSTMASTER



5. The Postmaster can now be activated by turning the auxiliary hydraulics to the forward or locking position. Drive the post into the ground until the post guide is approximately 6 inches above the rubber cushion on the safety stop block. Shut off the auxiliary hydraulics and reposition the skid-steer to ensure that the post is driven into the ground STRAIGHT.
6. Repeat Steps #4 & #5 until the post has been driven to the desired depth.
7. Shut off the auxiliary hydraulics and raise the Postmaster until the post is cleared and move on to the next post.

POSTMASTER WITH GRAPPLE

POST GRAPPLE INSTALLATION

Once you have become comfortable with the operation of the Postmaster, and are driving the posts in straight, you are ready to install your Post Grapple Assembly.

1. Lower the Postmaster to the ground and shut off the skid-steer loader.

OPERATING INSTRUCTIONS

POSTMASTER AND/OR SLABMASTER

2. Set the grapple unit down in front of the Postmaster aligning the square tubes of the grapple with the square tubes of the Postmaster. (One on either side of the chain guard and drive assembly.)
3. Remove the hitch pins from the post grapple mounting tubes.
4. Slide the square tubes of the grapple into the tubes of the Postmaster. Align the mounting holes and insert the hitch pins and springs pins provided.
5. Route the hydraulic hoses for the post grapple through the "D" ring hose guide and connect to the corresponding connectors located directly below the flow control.
6. The hydraulic system has been shipped dry and will require that the auxiliary hydraulics be activated slowly to fill the hoses, motor and cylinder. (The post grapple may act erratic until all the air is out of the hydraulic system.)
7. With the skid-steer running at a slow idle, turn the auxiliary hydraulics to the forward or locking position for a few seconds at a time until the grapple arms raise. (CAUTION! When the grapple is raised and the jaws are completely open, the post hammer weight will raise.)
8. Reverse the auxiliary hydraulics until the jaws close.
9. Repeat Steps #7 & #8 until grapple operation is smooth.
10. Once you have accomplished smooth operation and the grapple jaws are closed, return the auxiliary hydraulics to the forward or locking position until the hammer starts to raise. This will raise and open the grapple jaws.
11. The Postmaster and Post Grapple are now ready for operation.


POSTMASTER WITH POST GRAPPLE OPERATION

Picking up a post from the ground may require a few tries to get it perfect. We recommend attaching a 24" length of deck chain to the hook provided next to the bottom of the drive assembly. This will help the operator align the grapple jaws with the head of the fence post, ensuring a perfect pick-up of the fence post every time. NOTE: This guide chain may need to be adjusted up or down in length to compensate for the arc of the skid-steer's lift arms.

OPERATING INSTRUCTIONS

POSTMASTER AND/OR SLABMASTER

1. Set a fence post on the ground with the head of the post facing the skid-steer.
2. Raise the Postmaster approximately two feet off of the ground (making sure that the grapple arms are in the UP position and the jaws open. Refer to Step #10 in the Post Grapple Installation Instructions.
3. Drive forward and position the Postmaster over the head of the fence post. Align the end of the guide chain approximately 1" - 2" to the right of the head of the fence post. **NOTE: You do not need to center the jaws over the post since the grapple is self aligning.**
4. After the skid-steer is in position, lower the lift arms until the Postmaster is resting lightly on the fence post, allowing the grapple to center the post.
5. Turn the auxiliary hydraulics to the reverse position until the jaws close on the fence post.
6. Lift the Postmaster 4" - 6" off the ground and repeat Step #5.
7. Raise the arms of the skid-steer until the fence post has swung down and is clear of the ground. This should set the head of the fence post into the positioning collar. If the fence post is jammed against the front or back of the positioning collar DO NOT release the jaws. Back up the loader while lowering the fence post to the ground. Once the post is on the ground, open the jaws.

WARNING!  **OPENING THE JAWS OF THE GRAPPLE WHEN THE FENCE POST IS NOT IN THE POSITIONING COLLAR COULD CAUSE THE POST TO FALL BACK TOWARDS THE SKID-STEER. SERIOUS INJURY TO THE OPERATOR COULD OCCUR.**

NOTE: If the fence post was jammed on the back side of the positioning collar (towards the skid-steer) shorten the guide chain one link at a time (repeat Steps #3 - #7) until the fence post is positioned in the collar. If the fence post was jammed on the front of the positioning collar, lengthen the guide chain one link at a time (repeat Steps #3 - #7) until the fence post is positioned in the collar.

8. When the fence post has been properly positioned in the positioning collar, move the skid-steer to the desired location and lower the lift arms until the tip of the post is touching the ground.

OPERATING INSTRUCTIONS

POSTMASTER AND/OR SLABMASTER

9. Briefly turn the auxiliary hydraulics to the forward position (just enough to release the hydraulic pressure). You do not want the jaws to open at this time. Releasing the hydraulic pressure should loosen the jaws enough that the post will slide through but still maintaining the spring tension that is holding the post in position.
10. Align the fence post by moving the skid-steer and using the guide chain as a plum line.
11. Lower the Postmaster onto the fence post approximately 24 inches. Reposition the skid-steer using the guide chain as a plum line.
12. Turn on the auxiliary hydraulics in the forward position which will open the jaws, swing the grapple assembly up out of the way and start the hammer.
13. Continue pounding the post into the ground until the post guide / hammer stop is approximately 6 inches above the rubber cushion on the safety stop block. Turn off the hydraulics and reposition the lift arms.
14. Repeat Steps #11 - #13 until post is driven to desired depth.

WARNING! Failure to lower the Postmaster as the post guide nears the rubber cushion on the safety stop block will result in the hammer bottoming out. Although occasionally bottoming out the hammer will give the operator a jolt it will not under normal conditions damage the Postmaster. HOWEVER, REPEATED BOTTOMING OUT OF THE HAMMER WILL CAUSE STRUCTURAL DAMAGE AND EXCESSIVE WEAR TO THE POSTMASTER AND SKID-STEER LIFT ARMS.



15. Turn off the auxiliary hydraulics and raise the Postmaster up off the post and proceed to the next post.

SLABMASTER OPERATION

The Slabmaster operates basically the same as the Postmaster with the exception that the Slabmaster has a one piece hammer and does not have a separate head and hammer assembly. The Slabmaster hammer has approximately nine (9) inches of usable/wearable hardened steel hammer point.

OPERATING INSTRUCTIONS

POSTMASTER AND/OR SLABMASTER

SLABMASTER OPERATION

1. Move the skid-steer into position with the arms raised and the Slabmaster positioned directly over the concrete you wish to break up.
2. Lower the Slabmaster until the base unit is approximately two to three inches off of the concrete.

WARNING! Failure to lower the basic unit two to three inches from the ground will result in the hammer hitting the rubber cushion on the safety stop block. Although occasionally bottoming out the hammer will give the operator a jolt it will not under normal conditions damage the Slabmaster. HOWEVER, REPEATED BOTTOMING OUT OF THE HAMMER WILL CAUSE STRUCTURAL DAMAGE AND EXCESSIVE WEAR TO THE SLABMASTER AND SKID-STEER LIFT ARMS.



3. The Slabmaster can now be activated by turning the auxiliary hydraulics to the forward or locking position. NOTE: The speed of travel of the skid-steer will depend on the thickness (up to 10") and toughness of the concrete. The Slabmaster will break up approximately ten square feet of concrete per minute.
4. Once the concrete is broken up and ready for removal, shut off the auxiliary hydraulics, raise the Slabmaster and move on to the next location.

MAINTENANCE AND SERVICE

POSTMASTER / SLABMASTER

GENERAL INFORMATION

Your Postmaster and/or Slabmaster was designed to be virtually maintenance free. Very little effort is needed to keep it in top condition. It is however, important to follow these procedures to get full performance and longevity out of the unit.

WARNING! PERFORM MAINTENANCE ONLY WHEN THE POSTMASTER AND/OR SLABMASTER HAS BEEN COMPLETELY LOWERED TO THE GROUND AND HYDRAULICALLY DISCONNECTED FROM THE POWER SOURCE.



MAINTENANCE

LUBRICATION

EVERY 40 HOURS

- * Grease the zerks on each of the four (4) bearings.
- * Grease zerks on both ends of the pivot linkage on the post grapple assembly.
- * Lubricate hammer rails.
- * Lubricate drive chain and chain coupling with a high quality commercial chain lubricant.
- * Visually inspect nylon guide plate for wear. Replace if drive chain is hitting the flathead socket capscrews.
- * Check bolts on the Postmaster upper head assembly for tightness.

DAILY INSPECTION

- * Check hydraulic hoses for damage, leakage or signs of excessive heat. Replace if necessary.
- * Check all bolts for tightness.
- * Visually inspect the machine for damage.
- * Visually check drive chain alignment.
- * Check flow control mounting bolts for damage or breakage. Replace if necessary. (Repeated bottoming out of the unit is the only cause of damage to the mounting bolts. If bolts are damaged or breaking, check complete unit for structural damage and review operating procedures.
- * Visually check rubber cushion on the safety stop block for damage and wear. (Repeated bottoming out of the unit is the only cause of wear or damage to the rubber cushion. If rubber cushion is showing wear or damage, check complete unit for structural damage and review operating procedures.)

MAINTENANCE AND SERVICE

POSTMASTER / SLABMASTER

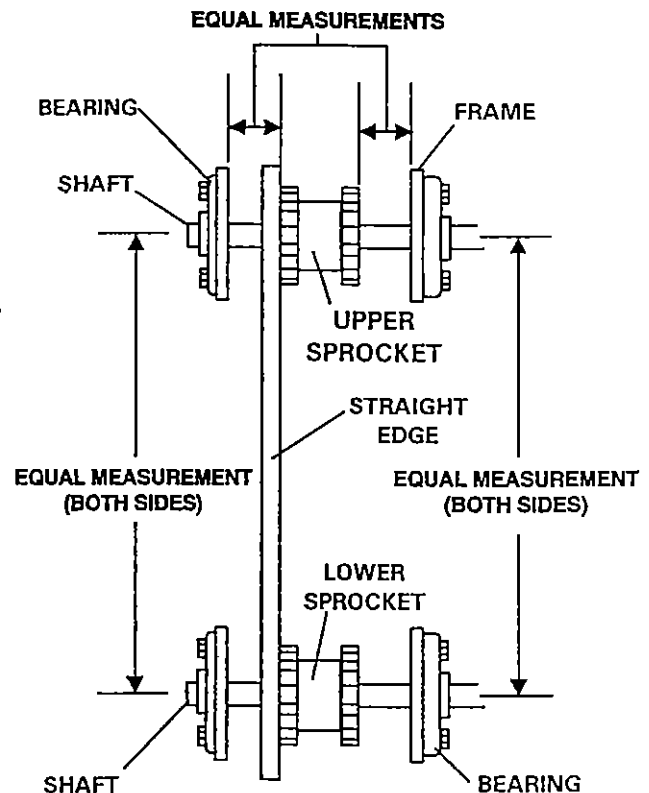
SERVICE

REPLACING DRIVE CHAIN

1. Remove safety catch pin from the top of the frame and insert a hook into the chain links welded to the top of the hammer, and lift out the hammer with a hoist, forklift or another skid-steer. Lay the hammer on the ground.
2. Disconnect the hydraulic hoses remove the Postmaster and/or Slabmaster from the skid-steer loader.
3. Carefully lay the Postmaster and/or Slabmaster down onto its back.
4. Remove the front guard cover.
5. Remove the chain. (The drive chain has been welded together and must be cut off.)
6. Loosen the bolts on the bearings, therefore allowing the sprockets to slide closer together for reassemble.

NOTE: Check sprockets and nylon guide for wear and replace at this time if necessary.

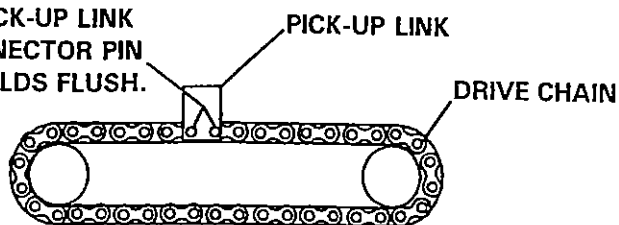
7. Check the alignment of the sprockets by measuring the distance from each side of the sprocket to the frame on the upper and lower sprocket. Then place a straight edge on the side the sprockets from the upper sprocket to the lower sprocket to ensure straight alignment. See Diagram
8. Position the new drive chain around the frame and sprockets and install pick-up link. Drive pinsthrough pick-up link and chain, weld connector pin holes shut and grind weld flush. See Diagram on following page.
9. Slide the bearings back out and tighten bolts. Measure distance between the two shafts, this measurement must be the same on both sides. See Diagram



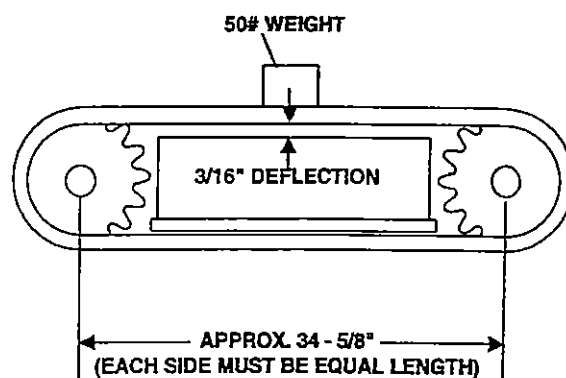
MAINTENANCE AND SERVICE

POSTMASTER / SLABMASTER

DRIVE PIN THROUGH PICK-UP LINK
AND CHAIN. WELD CONNECTOR PIN
HOLES SHUT. GRIND WELDS FLUSH.



10. Check the tension of the drive chain by either placing a 50# weight or the upper head assembly on the center of the chain, midway between the upper and lower sprocket. Deflection with the weight placed on the chain should be $\frac{3}{16}$ ". Tighten or loosen chain as needed.



CHANGING THE POSTMASTER UPPER HEAD ASSEMBLY OR COLLAR

1. Remove safety catch pin and insert a hook into the chain links welded to the top of the Postmaster hammer, and lift out the hammer with a hoist, forklift or another skid-steer. Lay the hammer on the ground.
2. Disconnect the hydraulic hoses from the skid-steer auxiliary hydraulics, remove them from the "D" ring hose guide on the quick-tach mount and reconnect to the skid-steer.
3. Raise the Postmaster and in the air and tilt forward 90 degrees. Watch for any obstructions or pinching of hydraulic hoses. Set the parking brake and shut off the engine.

WARNING! DO NOT TILT THE POSTMASTER WITH THE HOSES ROUTED THROUGH THE "D" RING HOSE GUIDE. DAMAGE TO THE HOSES WILL OCCUR.




4. With the Postmaster in a horizontal position, push the head assembly out.
5. If you are changing the collar only: Remove the bolts securing the collar to the upper head assembly and install the desired collar using the existing bolts. Reinstall the head assembly with collar into the Postmaster.

MAINTENANCE AND SERVICE

POSTMASTER / SLABMASTER

If you are changing the upper head assembly only: Remove the bolts securing the collar to the existing upper head assembly and install the collar onto the new head assembly. Install the new assembly into the Postmaster.

If you are changing the complete upper head assembly with collar: Remove the existing head assembly and install the new assembly into the Postmaster.

CAUTION!  **THE EIGHT INCH (8") COLLAR ASSEMBLY MUST BE INSTALLED INTO THE POSTMASTER WITH THE FLAT PORTION OF THE COLLAR TOWARDS THE DRIVE CHAIN. FAILURE TO INSTALL THE COLLAR CORRECTLY WILL CAUSE THE PICK-UP LINK TO CATCH ON THE COLLAR AND LIFT THE COLLAR OFF THE POST. WHEN THIS HAPPENS, THE POST WILL NOT BE HELD SECURELY AND MAY CAUSE DAMAGE TO THE DRIVE CHAIN AND COLLAR.**

IMPORTANT: FREQUENT CHANGING OF POST HEAD COLLARS COULD RESULT IN THE LOCK NUT THAT IS SECURING THE COLLAR TO THE UPPER HEAD ASSEMBLY TO LOSE ITS EFFECTIVENESS. CHECK FOR TIGHTNESS REGULARLY AND REPLACE IF NECESSARY.

6. After the upper head assembly has been reinstalled, start the skid-steer and slowly tilt the Postmaster back to a vertical position.
7. Shut off the skid-steer and disconnect the hydraulic hoses. Route the hoses through the "D" ring hose guide on the quick-tach mounting plate and reconnect to the skid-steer auxiliary hydraulics.
8. Lift the Postmaster hammer and reinstall in the Postmaster. Reinstall safety catch pin.

CHANGING FROM A POSTMASTER TO A SLABMASTER

1. Remove the safety catch pin and insert a hook into the chain links welded to the top of the Postmaster hammer, and lift out the hammer with a hoist, forklift or another skid-steer. Lay the hammer on the ground.
2. Disconnect the hydraulic hoses from the skid-steer auxiliary hydraulics, remove them from the "D" ring hose guide on the quick-tach mount and reconnect to the skid-steer.
3. Raise the Postmaster and in the air and tilt forward 90 degrees. Watch for any obstructions or pinching of hydraulic hoses. Set the parking brake and shut off the engine.

MAINTENANCE AND SERVICE

POSTMASTER / SLABMASTER

WARNING! DO NOT TILT THE POSTMASTER WITH THE HOSES ROUTED THROUGH THE "D" RING HOSE GUIDE. DAMAGE TO THE HOSES WILL OCCUR.



4. With the Postmaster in a horizontal position, push the head assembly out.
5. Start the skid-steer and slowly tilt the unit back to a vertical position.
6. Shut off the skid-steer and disconnect the hydraulic hoses. Route the hoses through the "D" ring hose guide on the quick-tach mounting plate and reconnect to the skid-steer auxiliary hydraulics.
7. Lift the Slabmaster hammer and install in the Postmaster hammer location. Reinstall the safety catch pin.
8. Read the instructions for SLABMASTER OPERATION.

CHANGING FROM A SLABMASTER TO A POSTMASTER

1. Remove safety catch pin and insert a hook into the chain links welded to the top of the Slabmaster hammer, and lift out the hammer with a hoist, forklift or another skid-steer. Lay the hammer on the ground.
2. Disconnect the hydraulic hoses from the skid-steer auxiliary hydraulics, remove them from the "D" ring hose guide on the quick-tach mount and reconnect to the skid-steer.
3. Raise the Slabmaster in the air and tilt forward 90 degrees. Watch for any obstructions or pinching of hydraulic hoses. Set the parking brake and shut off the engine.

WARNING! DO NOT TILT THE SLABMASTER WITH THE HOSES ROUTED THROUGH THE "D" RING HOSE GUIDE. DAMAGE TO THE HOSES WILL OCCUR.



4. With the unit in a horizontal position, install the head assembly with collar into the Slabmaster with the collar towards the skid-steer.
5. Start the skid-steer and slowly tilt the unit back to a vertical position.
6. Shut off the skid-steer and disconnect the hydraulic hoses. Route the hoses through the "D" ring hose guide on the quick-tach mounting plate and reconnect to the skid-steer auxiliary hydraulics.
7. Lift the Postmaster hammer and install in the Slabmaster hammer location. Reinstall the safety catch pin.
8. Read the instructions for POSTMASTER OPERATION and also POSTMASTER WITH GRAPPLE INSTALLATION AND OPERATION if you have purchased a Post Grapple Assembly.

REMOVAL AND STORAGE

POSTMASTER AND/OR SLABMASTER

REMOVAL

To remove the Postmaster and/or Slabmaster, just follow the simple procedure outlined below. Remember, always position the skid-steer loader on hard and level ground when the unit is to be removed.

1. Lower the Postmaster and/or Slabmaster to the ground.
2. Unlock the toolbar attachment locking levers.
3. Slowly tilt the toolbar forward while driving in reverse to clear the unit without going so far as to stress the hydraulic lines.
4. Shut off the engine and set the parking brake. Relieve the hydraulic pressure from the hoses.
5. Climb out of the skid-steer. Disconnect the hydraulic hoses from the skid-steer's auxiliary hydraulics. Connect the power and return hose couplers together to keep foreign particles out of the hydraulic system.

STORAGE








To prepare the Postmaster and/or Slabmaster for storage, first wash off all dirt and grime from the unit. If you have a post grapple, coat the exposed portions of the cylinder rod with grease. Lubricate the drive chain and chain coupler and all grease fittings. Make sure the hydraulic system is properly sealed against contaminants entering the unit. When storing the Postmaster and/or Slabmaster, place the unit in a clean, dry place with a cover over it if possible.

BOLT TORQUE

BOLT TORQUE SPECIFICATIONS

GENERAL TORQUE SPECIFICATION TABLE

Use the following torques when special torques are not given. These values apply to fasteners as received from suppliers, dry, or when lubricated with normal engine oil. They do not apply if special graphited or moly disulphide greases or other extreme pressure lubricants are used. This applies to both UNF and UNC threads. Remember to always use grade five or better when replacing bolts.

SEE Grade No.		2				5				8*			
Bolt head identification marks as per grade. NOTE: Manufacturing Marks Will Vary						  				  			
		TORQUE				TORQUE				TORQUE			
Bolt Size		Pounds Feet		Newton-Meters		Pounds Feet		Newton-Meters		Pounds Feet		Newton-Meters	
Inches	Millimeters	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.
1/4	6.35	5	6	6.8	8.13	9	11	12.2	14.9	12	15	16.3	30.3
5/16	7.94	10	12	13.6	16.3	17	20.5	23.1	27.8	24	29	32.5	39.3
3/8	9.53	20	23	27.1	31.2	35	42	47.5	57.0	45	54	61.0	73.2
7/16	11.11	30	25	40.7	47.4	54	64	73.2	86.8	70	84	94.9	113.9
1/2	12.70	45	52	61.0	70.5	80	96	108.5	130.2	110	132	149.2	179.0
9/16	14.29	65	75	88.1	101.6	110	132	149.2	179.0	160	192	217.0	260.4
5/8	15.88	95	105	128.7	142.3	150	180	203.4	244.1	220	264	298.3	358.0
3/4	19.05	150	185	203.3	250.7	270	324	366.1	439.3	380	456	515.3	618.3
7/8	22.23	160	200	216.8	271.0	400	480	542.4	650.9	600	720	813.6	976.3
1	25.40	250	300	338.8	406.5	580	696	786.5	943.8	900	1080	1220.4	1464.5
1-1/8	25.58	-	-	-	-	800	880	1084.8	1193.3	1280	1440	1735.7	1952.6
1-1/4	31.75	-	-	-	-	1120	1240	1518.7	1681.4	1820	2000	2467.9	2712.0
1-3/8	34.93	-	-	-	-	1460	1680	1979.8	2278.1	2380	2720	3227.3	3688.3
1-1/2	38.10	-	-	-	-	1940	2200	2630.6	2983.2	3160	3560	4285.0	4827.4

* Thick Nuts must be used with Grade 8 bolts

METRIC BOLT TORQUE SPECIFICATIONS

		5.6			8.8			10.9		
Size of Screw	Grade No.	Coarse Thread			Fine Thread					
		Pitch (mm)	Pounds Feet	Newton-Meters	Pitch (mm)	Pounds Feet	Newton-Meters			
M6	5.6	1.0	3.6-5.8	4.9-7.9	-	-	-			
	8.8		5.8-9.4	7.9-12.7		-	-			
	10.9		7.2-10	9.8-13.6		-	-			
M8	5.6	1.25	7.2-14	9.8-19	1.0	12-17	16.3-23			
	8.8		17-22	23-29.8		19-27	25.7-36.6			
	10.9		20-26	27.1-35.2		22-31	29.8-42			
M10	5.6	1.5	20-25	27.1-33.9	1.25	20-29	27.1-39.3			
	8.8		34-40	46.1-54.2		35-47	47.4-63.7			
	10.9		38-46	51.5-62.3		40-52	54.2-70.5			
M12	5.6	1.75	28-34	37.9-46.1	1.25	31-41	42-55.6			
	8.8		51-59	69.1-79.9		56-68	75.9-92.1			
	10.9		57-66	77.2-89.4		62-75	84-101.6			
M14	5.6	2.0	49-56	66.4-75.9	1.5	52-64	70.5-86.7			
	8.8		81-93	109.8-126		90-106	122-143.6			
	10.9		96-109	130.1-147.7		107-124	145-168			
M16	5.6	2.0	67-77	90.8-104.3	1.5	69-83	93.5-112.5			
	8.8		116-130	157.2-176.2		120-138	162.6-187			
	10.9		129-145	174.8-196.5		140-158	189.7-214.1			
M18	5.6	2.0	88-100	119.2-136	1.5	100-117	136-158.5			
	8.8		150-168	203.3-227.6		177-199	239.8-269.6			
	10.9		175-194	237.1-262.9		202-231	273.7-313			
M20	5.6	2.5	108-130	146.3-176.2	1.5	132-150	178.9-203.3			
	8.8		186-205	252-277.8		206-242	279.1-327.9			
	10.9		213-249	288.6-337.4		246-289	333.3-391.6			

SPECIFICATIONS

POSTMASTER AND SLABMASTER

8000 SERIES POSTMASTER SPECIFICATIONS

DESCRIPTION	SPECIFICATION
Overall Length	48" (121cm)
Overall Width	24" (61cm)
Overall Height	64" (163cm)
Hammer Weight	275 LBS (125kg)
Length of Stroke	36" (91cm)
Strokes Per Minute	50
Motor	Eaton
Minimum Hydraulic Requirements	12 GPM (45 LPM) 2000 PSI (136 BAR)
Skid-Steer Mounting	Universal Hitch
Posts (Wood/Steel)	3"- 8" (8-20cm)
Optional T-Post & H-Beam Adapters	

9000 SERIES POSTMASTER SPECIFICATIONS

DESCRIPTION	SPECIFICATION
Overall Length	48" (121cm)
Overall Width	24" (61cm)
Overall Height	90" (229cm)
Hammer Weight	275 LBS (125kg)
Length of Stroke	56" (142cm)
Strokes Per Minute	50
Motor	Eaton
Min. Hydraulic Requirements	12 GPM (45 LPM) 2000 PSI (136 BAR)
Skid-Steer Mounting	Universal Hitch
Posts (Wood/Steel)	3"- 8" (8-20cm)
Optional T-Post & H-Beam Adapter	

All specifications and design are subject to change without notice and without liability therefore.

SPECIFICATIONS

POSTMASTER AND SLABMASTER

8000 SERIES SLABMASTER SPECIFICATIONS

DESCRIPTION	SPECIFICATION
Overall Length	48" (121cm)
Overall Width	24" (61cm)
Overall Height	64" (163cm)
Hammer Weight	440 LBS (200kg)
Length of Stroke.....	36" (91cm)
Strokes Per Minute	50
Motor	Eaton
Minimum Hydraulic Requirements	12 GPM (45 LPM) 2000 PSI (136 BAR)
Skid Steer Mounting	Universal Hitch

9000 SERIES SLABMASTER SPECIFICATIONS

DESCRIPTION	SPECIFICATION
Overall Length	48" (121cm)
Overall Width	24" (61cm)
Overall Height	90" (229cm)
Hammer Weight	440 LBS (200kg)
Length of Stroke.....	56" (142cm)
Strokes Per Minute	50
Motor	Eaton
Minimum Hydraulic Requirements	12 GPM (45 LPM) 2000 PSI (136 BAR)
Skid Steer Mounting	Universal Hitch

All specifications and design are subject to change without notice and without liability therefore.

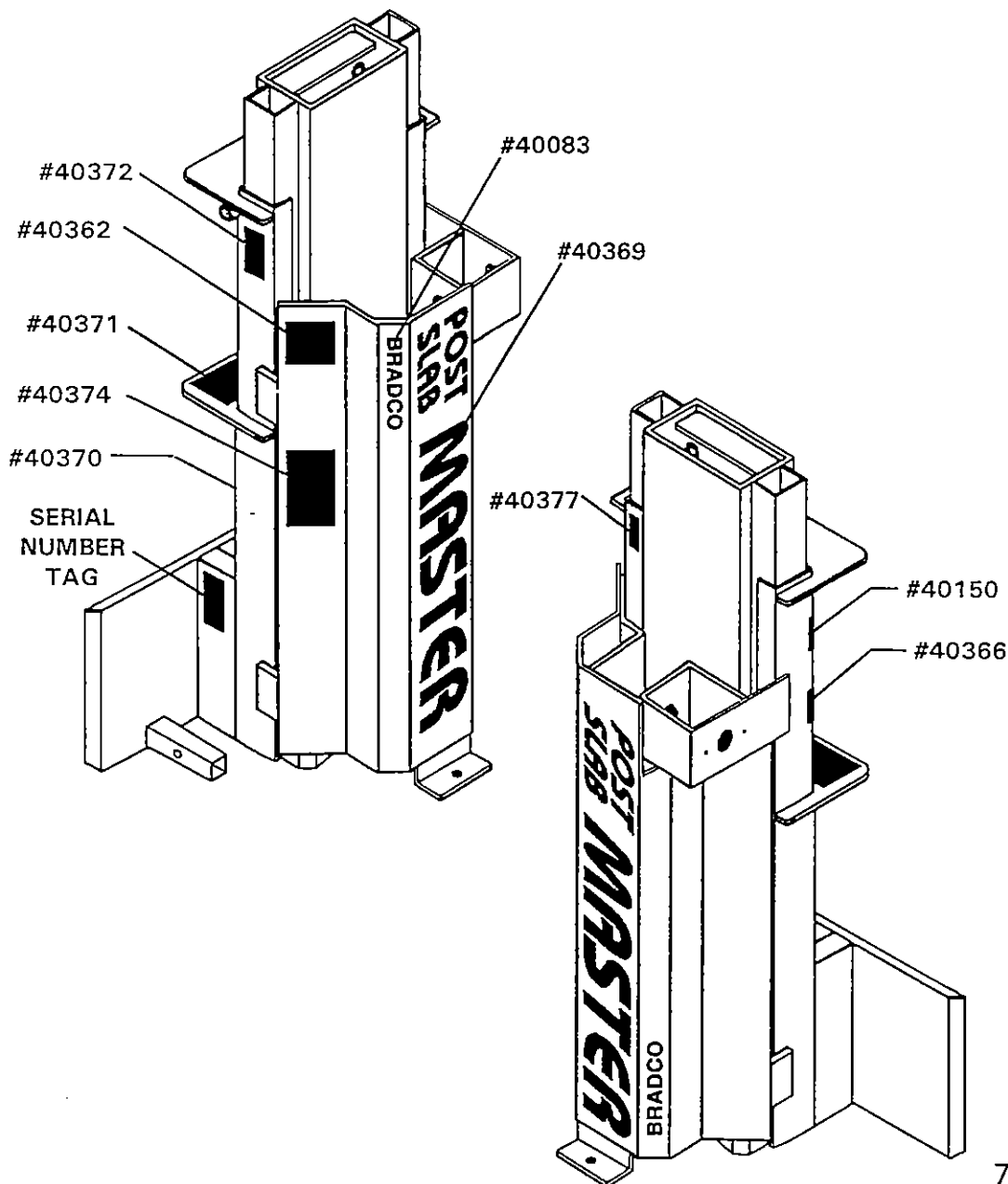
DECALS

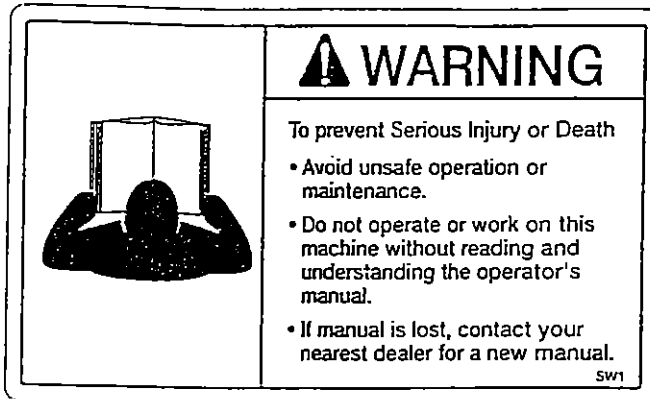
DECAL PLACEMENT

GENERAL INFORMATION

The diagrams on this page show the location of all the decals used on the BRADCO Postmaster and/or Slabmaster. The decals are identified by their part number, with reductions of the actual decals located on the following pages. Be sure to read all decals before operating the Postmaster and/or Slabmaster. They contain information you need to know for both safety and machine longevity.

Replace any torn or missing decals.

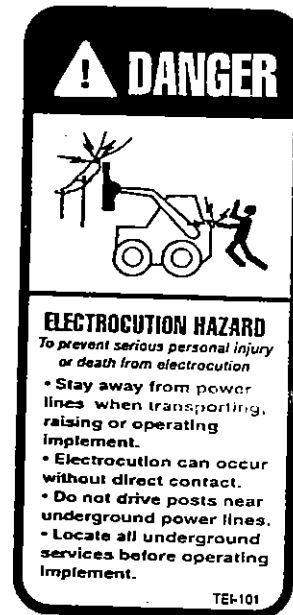




PART #40150
WARNING! READ MANUAL



PART #40370
WARNING! DO NOT ACTIVATE

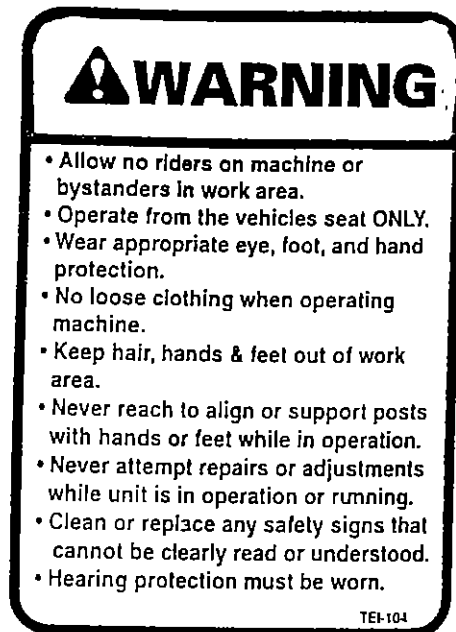


PART #40372
DANGER! ELECTROCUTION HAZARD

**POST
SLAB MASTER**

PART #40369
POST / SLAB MASTER LOGO DECAL

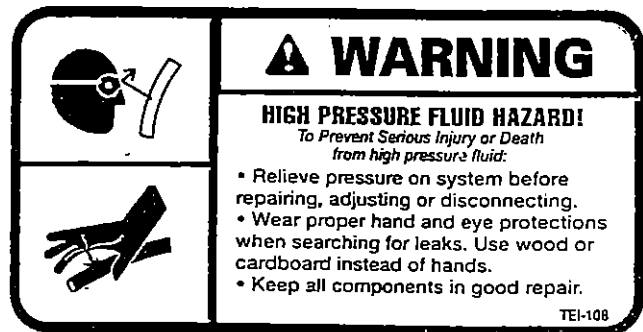
DECALS



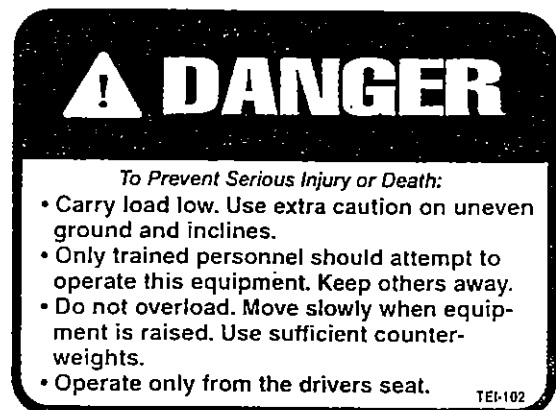
PART #40374
WARNING! ALLOW NO RIDERS



PART #40377
REMOVE



PART #40366
WARNING! HIGH PRESSURE FLUID



PART #40362
DANGER! CARRY LOAD LOW

BRADCO

PART #40083
BRADCO LOGO



PART #40371
WARNING! REPEATED BOTTOMING

PRE-DELIVERY CHECKLIST

POSTMASTER / SLABMASTER

GENERAL INFORMATION

The following is a list of areas that should be inspected by the dealer prior to delivery of the BRADCO Postmaster or Slabmaster to the customer. The customer should check the list and make sure that the dealer has completed the inspection. Completion of this check list will help insure that the customer receives the unit in complete working order, ready to install.

PRE-DELIVERY CHECKLIST - CHECK AND ADJUST AS NECESSARY

1. _____ Check bolts for tightness.
2. _____ Visually inspect the unit for damaged or missing parts. Check for any other irregularities.
3. _____ Check all hydraulic connections for leaks and all hoses for proper positioning to reduce chafing and binding.
4. _____ Make sure decals are not damaged or missing and are in their right location. See "Decals", Section Q.
5. _____ Check and Lubricate unit. See "Lubrication", Section L.
6. _____ Set the Flow Control. See instructions in Section E.
7. _____ Check Drive Chain alignment and lubricate.
8. _____ Check for correct operation of Post Grapple (if so equipped).
9. _____ Explain the safety features of the unit, such as the Safety Catch Pin and the Transportation Bolt.
10. _____ Operator to read the Operator's manual provided before operating unit.
11. _____ Complete and return the manufacturer's "Warranty Validation Form" and your signed dealership pre-delivery checklist.

LIMITED WARRANTY

EFFECTIVE MARCH 1, 1986

All new Bradco products are warranted by ATI Incorporated (formerly American Trencher Inc.) to be free from defects in materials or workmanship which may cause failure under normal usage and service when used for the purpose intended.

In the event of failure within twelve (12) months from initial retail sale, lease or rental date (excluding cable, ground engaging parts such as sprockets, digging chain, bearings, teeth, tamping and demolition heads, and blade cutting edges), if after examination, ATI determines failure was due to defective material and/or workmanship, parts will be repaired or replaced by ATI Incorporated. ATI may request defective part or parts be returned prepaid to them for inspection at their place of business at Delhi, Iowa, or to a location specified by ATI.

Any claims under this warranty must be made within fifteen (15) days after the Buyer learns of the facts upon which such claim is based. All claims not made in writing and received by ATI within the time period specified above shall be deemed waived.

THIS WARRANTY IS IN LIEU OF ALL OTHER WARRANTIES EXPRESSED OR IMPLIED AND THERE ARE NO WARRANTIES OF MERCHANTABILITY OR OF FITNESS FOR A PARTICULAR PURPOSE. IN NO EVENT SHALL ATI BE LIABLE FOR CONSEQUENTIAL OR SPECIAL DAMAGE.

ATI'S LIABILITY FOR ANY AND ALL LOSSES AND DAMAGES TO BUYER, RESULTING FROM ANY CAUSE WHATSOEVER, INCLUDING ATI'S NEGLIGENCE, IRRESPECTIVE OF WHETHER SUCH DEFECTS ARE DISCOVERABLE OR LATENT, SHALL IN NO EVENT EXCEED THE PURCHASE PRICE OF THE PARTICULAR PRODUCTS WITH RESPECT TO WHICH LOSSES OR DAMAGES ARE CLAIMED, OR, AT THE ELECTION OF ATI, THE REPAIR OR REPLACEMENT OF DEFECTIVE OR DAMAGED PRODUCTS.

