



Bedding Conveyor Patent Number: 4,462,747

Bedding Conveyor
Installation Instructions

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Introduction

Please read these instructions thoroughly before beginning the installation of your new Felco Bedding Conveyor. There are some unique aspects to a bedding conveyor installation that are quite different from most other attachment installations. Because the conveyor is attached to the car body, special considerations are given to hydraulic supply and 360 degree rotation of the upper house. The hydraulic circuit and mounting technique are rather simple, but can be confusing if you do not fully understand what is trying to be accomplished.

In this manual, we will go through all the steps to mount and plumb a bedding conveyor to an excavator. Because there are so many different makes and models available, the information provided is generic to excavators in general. You may find that your particular excavator may be somewhat different from what is explained or drawn in this manual. If you have any problems, Felco has technicians available from 8:00 AM to 5:00 PM Mountain time Monday through Friday. It is a toll free call at 1-800-221-5427.

General Requirements

The easiest location to install the conveyor would be a well-equipped shop with plenty of room and equipment. But, the conveyor can be installed in the field, if necessary, with a minimum of tools and other conveniences.

You should allow 40 to 80 man hours of labor to install the conveyor. The most productive utilization of labor is to have a qualified welder with all the proper tools for welding and a qualified heavy

equipment mechanic with the proper tools for working on hydraulics and electrical systems.

Plenty of blocking to position the conveyor on the excavator is necessary and a come-a-long is helpful to have, also for positioning the conveyor. At least 4 yards of bedding material is needed to test run the conveyor when the installation is complete.

Step 1: Mounting Conveyor

Positioning the conveyor and welding all of the mounting brackets will take the most amount of time. It is best to start with both the mechanic and welder working together to get the conveyor in position and the mounting hardware tack-welded in place. Once the mounting hardware is tack-welded in place, set the conveyor on the ground and move the excavator away from the conveyor so that the welder can start doing the final welding and the mechanic can start the hydraulic plumbing.

Felco requires the conveyor to be mounted with the discharge end of the conveyor at the sprocket end of the tracks. Start by placing the conveyor on the ground with the discharge end flat. Walk the excavator over the top of the conveyor with the tracks in the proper

position. Raise the conveyor up to the car body, giving yourself as much ground clearance as possible. You may need to trim the skirt board rubber to allow the conveyor to raise up as far as you need. Check for tail swing clearance at the counterweight. Make sure you have approximately 3" of clearance and that the discharge end is approximately even with the end of the tracks. Also check the conveyor position for level to the car body and centered between the tracks. At this point you are ready to tack-weld the mounting hardware in position.

Depending on the size of your excavator, you will either have eyes that weld to the car body or a mounting beam that is positioned between the tracks. Skip forward to Mounting Beam Procedure if you have a mounting beam.

Mounting Eyes - Hopper End

Refer to figure #1098 & 3133 to help in positioning the hardware for the hopper end of the conveyor. There are 1 5/8" flat washers provided in the kit for use with the mounting pins that can be used as spacers at this point to allow for clearance to aid in ease of mounting and dismounting the conveyor. The eyes

provided by Felco are made to fit a variety of excavators and will probably need to be trimmed to fit your particular machine. The whole weight of the conveyor is on these two pins, so therefore you should put the equivalent of three passes with 1/8" 7018 welding rod all around.

Mounting Beam Procedure

The mounting beam is used primarily on larger excavators to allow the pin connections to be located within the proper distance of the hopper to prevent damage to the conveyor. The maximum distance from the front of the hopper to the beam is 8 feet. Keep the distance as short as possible for maximum support.

Refer to figure #1099 & 3120 for proper positioning of the mounting beam brackets that are welded to the vertical side of the track frames. The mounting beam is bolted to the brackets so that if the conveyor is not being used the beam can be removed. These brackets need to be welded with the equivalent of three passes of 1/8" 7018 welding rod.

Mounting Eyes - Discharge End

Refer to figure #1098 & 1099 & 3132 to help in positioning the hardware at the discharge end of the conveyor. Again, use the flat washers as spacers and trim the eyes to fit. There is actually up pressure on these eyes and therefore one pass with the equivalent of 1/8" 7018 is

all that is necessary. In the same figures is shown the "jam blocks" that are welded to the top of the conveyor and allowed to bump against the bottom of the car body for added support and stability.

Step 2: Hydraulic Plumbing

Once again, the best way to handle the two different jobs of welding and plumbing is to lower the conveyor to the ground and walk the excavator away from the conveyor after the mounting brackets have been tack welded in place.

Most of the hydraulic work will be done at one of the travel motors. Refer to hydraulic schematic #2060 and to figure #3228 to assist in proper installation of the components.

The hydraulic supply for the conveyor is obtained from one of the track motors. You will be installing tee's in one track motor. There is a valve to mount to the

hopper base plate and a small solenoid valve to plumb into the brake line in the upper house. The solenoid valve will be controlled by a toggle switch in the cab. The operator will have to engage the toggle switch, and steer to the track motor that you have put your tees in and step on the travel pedal that will make the conveyor run. The solenoid valve is blocking the pressure in the brake line so the brakes will remain locked and the oil will take the path of least resistance and go through the tees and run the conveyor motor.

The conveyor's motor has a splined shaft which is inserted into the gear box at the

hopper end of the conveyor. There are three hoses to attach to the motor. The motor should be positioned in the gear box such that the two largest ports that are next to each other are on top. These two ports are the pressure and return lines. These ports are #10 o-ring boss. There are two fittings in the kit that are #10 o-ring boss to #8 JIC male. They will screw into those ports and two #8 hoses with 90 degree ends on them will thread onto the fittings. The pressure line will be attached to the port furthest away from the conveyor frame and attached to port "M1" on the valve. The smaller port on the bottom of the motor is the case drain line. There will be a 90 degree fitting in the kit that will screw into that port and a #6 hydraulic hose will attach to that. There will be a #4 hydraulic hose in the kit as well. This hose is attached to the pilot port on the valve. On the other end of these hoses will be attached hydraulic quick couplers. Arrange the quick couplers on the #8 hoses so that there is one male end on one hose and one female end on the other. The #6 & #4 hoses do not matter if they have the male or female end. Secure these four hoses in place with the hose brackets supplied in the kit.

There will be four tees; two in the working lines, one in the case drain line and one in the brake line. These

connections will have hoses connected to them that will be routed up on top of the car body and will terminate with quick couplers. The lines that connect to these quick couplers will come from a valve that you have mounted on the hopper base plate. This valve has three ports that need to be attached; "P" and "R" are the pressure and return lines, respectively. The "PILOT" port will connect to the brake line. The case drain line from the conveyor motor will route behind this valve and connect with the excavator case drain. The pressure and return lines will tee into the working lines of the track motor.

There is a small solenoid valve that is mounted in the upper house. It is put in-line of the brake line just before the brake line goes into the swivel and down to the track motors. Refer to Drawing # 3651 for attachment of hoses to the ports on this valve. The coil on this valve has two electrical leads. One lead needs to have 24 VDC attached to it and the other needs to be attached to ground. It doesn't matter which lead has which. This circuit needs to have a switch that interrupts it. There is a toggle switch in the kit that is mounted to one of the joy sticks in the cab or wherever it is comfortable for the operator. This is a spring loaded switch and the operator will have to hold the switch on while he is running the conveyor.

Step 3: Mounting and Testing

Start by first adjusting the tension on the belt. Both the drive pulley and nose pulley have adjuster bolts to increase the belt tension. A good rule of thumb for belt tension is to check the belt at the curve of the conveyor. At this bend in the conveyor the belt will bow upwards with more tension. If you press down on this bow with your hand you can estimate the amount of distance the belt rises off the belt supports. A good starting point is to have the belt rise 3" to 4" above the belt supports. Once the conveyor is loaded with bedding material you may need to increase the belt tension to keep the drive pulley from slipping.

With everything done, mounting the conveyor to the excavator should be a relatively quick and simple task. Start by walking the excavator over the conveyor. Swing the house so that you can use the bucket to lift the hopper end of the conveyor. There are eye holes on the very end of the conveyor for attaching either a chain or cable sling. Use the buckets lifting eye and lift the hopper end of the conveyor until you can insert the pins into the mounting brackets. If you have a mounting beam, insert the pins into the eyes closest to the car body first and then lower the bucket slightly until you can get the other two pins in. Once the rear pins have been put in, lower the bucket until the discharge end of the conveyor comes up and you can insert those pins.

With the conveyor now mounted to the excavator, all that is left is to connect the quick couplers together. Route the hydraulic lines up and over the car body. Install brackets or clips as necessary to keep the hoses in place.

There are a few simple tests that should be done to make sure the conveyor is running properly. To test the hydraulic circuit you should have at least two gauges, one 0 to 300 PSI and one 0 to 6000 PSI.

Start by running the belt slowly at low idle for at least 5 to 10 revolutions. While the belt is turning check the alignment of the belt on the drive pulley and the nose pulley. Adjust the pulleys as necessary so the belt is centered on the pulleys.

Once the belt has been adjusted, go to full throttle and check the conveyor speed. It is handy to use the lace in the belt as a marker and count the revolutions of the belt. Correct belt speed will range from 10 to 15 RPM.

At the conveyor motor, tee the two pressure gauges into the hydraulic lines. Tee the 0 to 300 PSI gauge into the case drain line. Tee the 0 to 5000 PSI gauge into the pressure line. The pressure line is the one furthest away from the conveyor. A normal reading for the case drain line would be 25 PSI or less. A normal reading for the pressure line can range between 1800 and 2500 PSI empty and 2100 to 3200 PSI for a loaded belt.

Troubleshooting

There are some common errors and problems that can occur when installing a bedding conveyor. Refer to this section if the conveyor does not run properly when you are testing it.

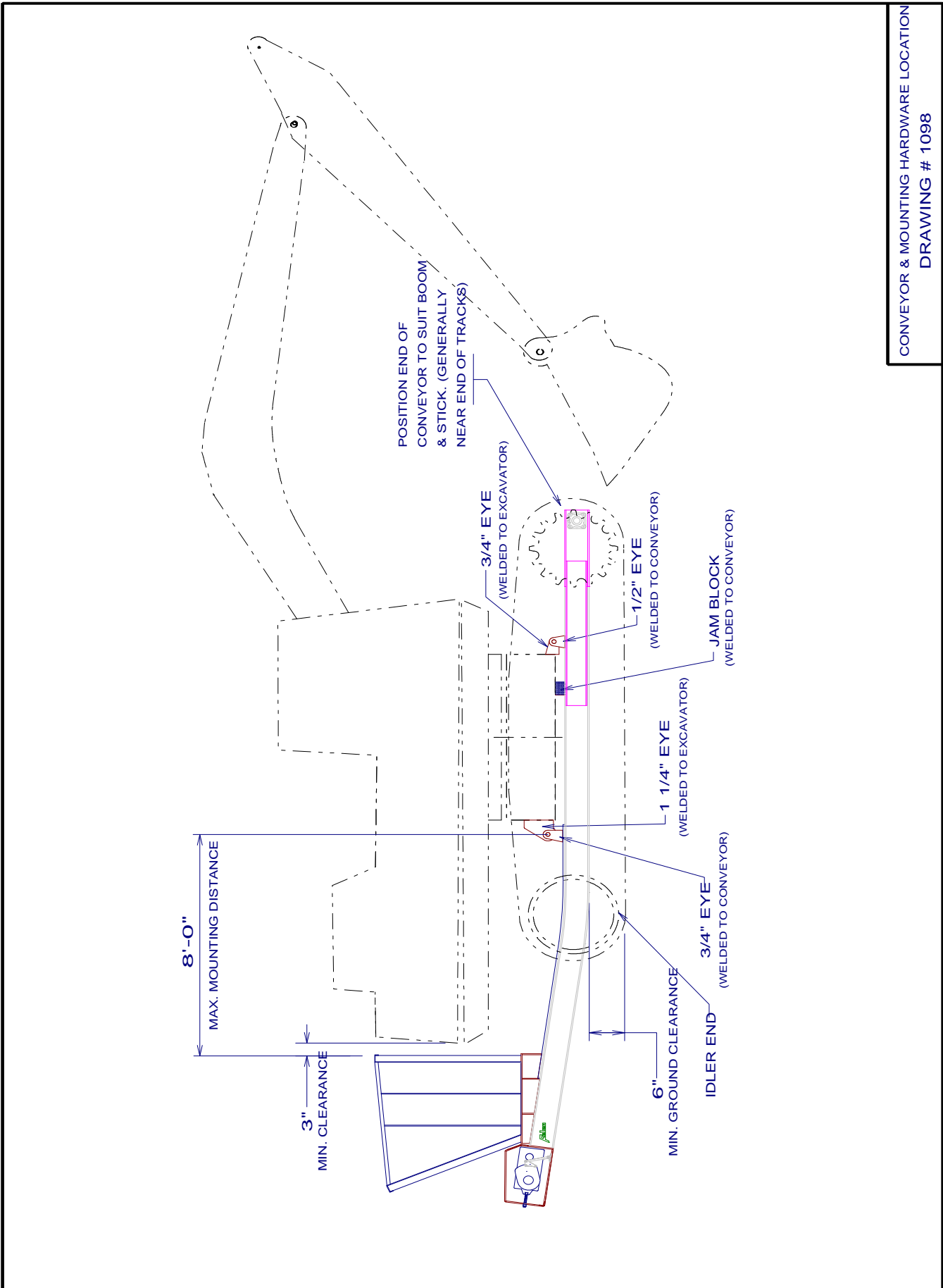
Problem: With the toggle switch engaged and travel pedal depressed nothing happens.

Things to check: You may just need to increase the engine RPM's to get the conveyor to turn. If the track is not turning that means the valve is working. Try depressing the pedal in the other direction. If still nothing happens you will need to check some of the hydraulic components. Start by checking the quick couplers to make sure they are fully engaged. Check the drive pulley to see if it is spinning but not turning the belt. If this is the case, you will need to increase the tension on the belt. If still nothing

happens, check the skirtboard rubber. The skirtboard rubber needs to have 1/8" to 1/4" clearance between itself and the belt. If it has become pressed down tight to the belt it will act as a brake and not allow the belt to turn.

Problem: With toggle switch engaged and travel pedal depressed the track turns.

Check: Make sure there is 24 VDC at the Solenoid valve. Double check the hydraulic lines at this valve to verify they are correct. Put a pressure gauge in the brake line at the track motor. You should read approximately 350 PSI with the switch disengaged and 0 PSI with the switch engaged. If you do not have these readings there may be a problem with the Solenoid valve. If you do have these readings you may have weak brakes and the brakes will have to be rebuilt.



CONVEYOR & MOUNTING HARDWARE LOCATION
 DRAWING # 1098

EXCAVATOR
CARBODY

TRIM TO FIT
CARBODY

PIN

COTTER PIN

3/16" CLEARANCE
BOTH SIDES

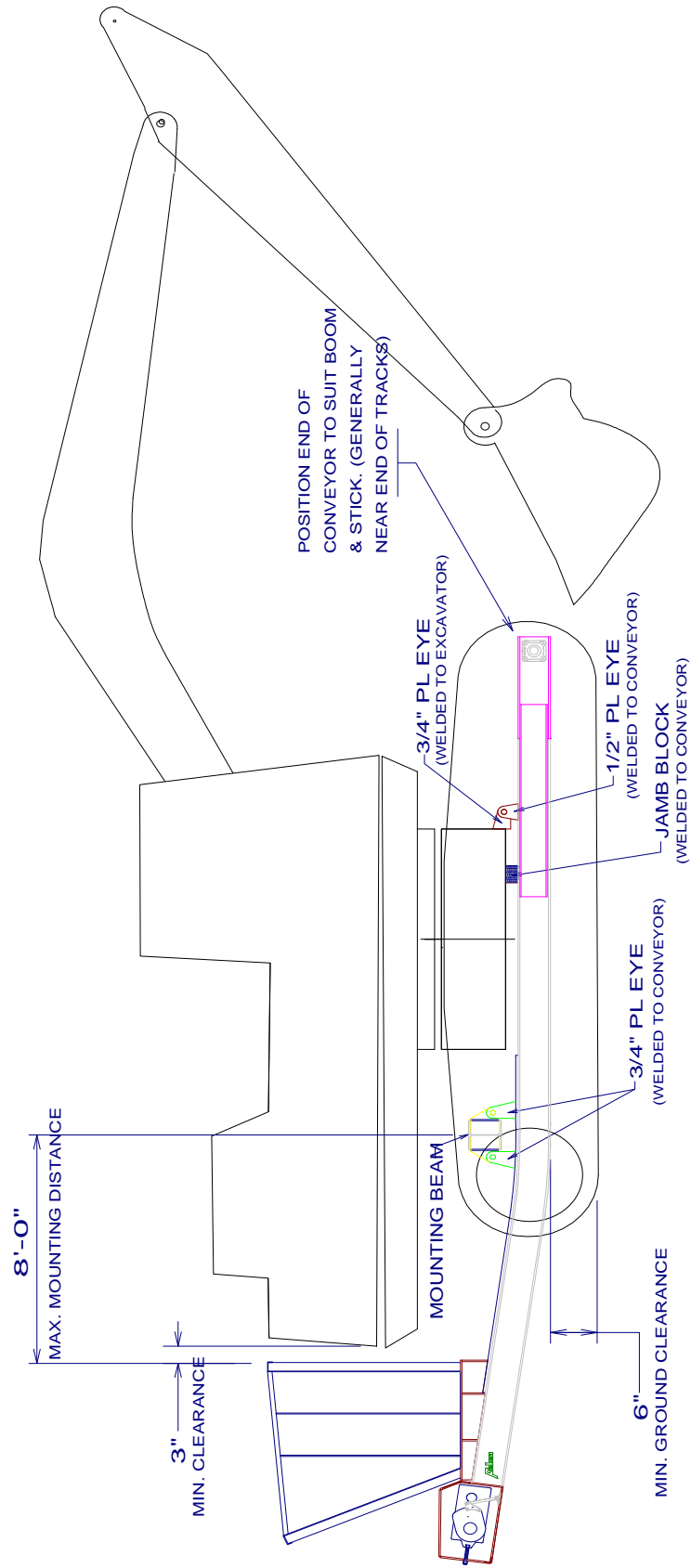
TRIM AS REQUIRED
AND CENTER ON BEAM

CONVEYOR MAIN
FRAME BEAM

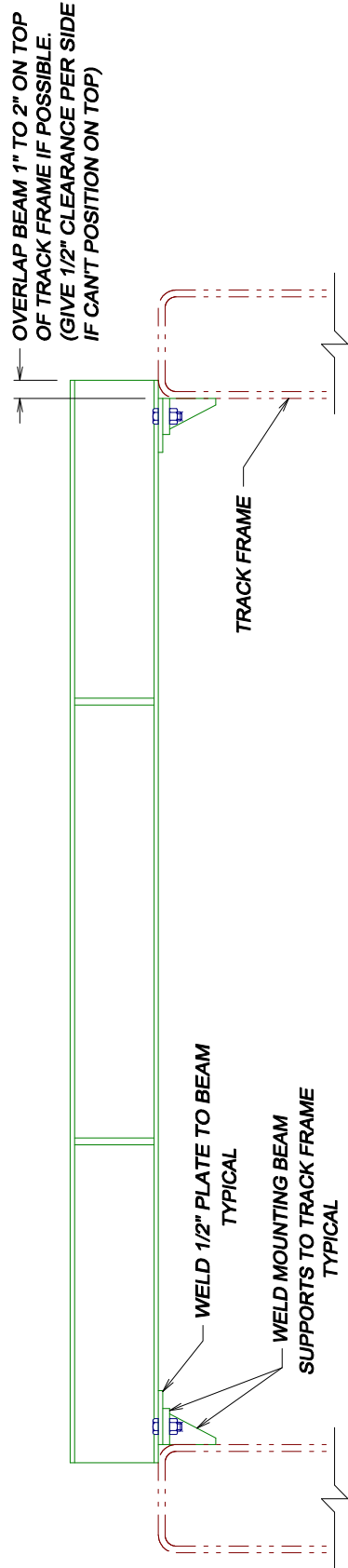
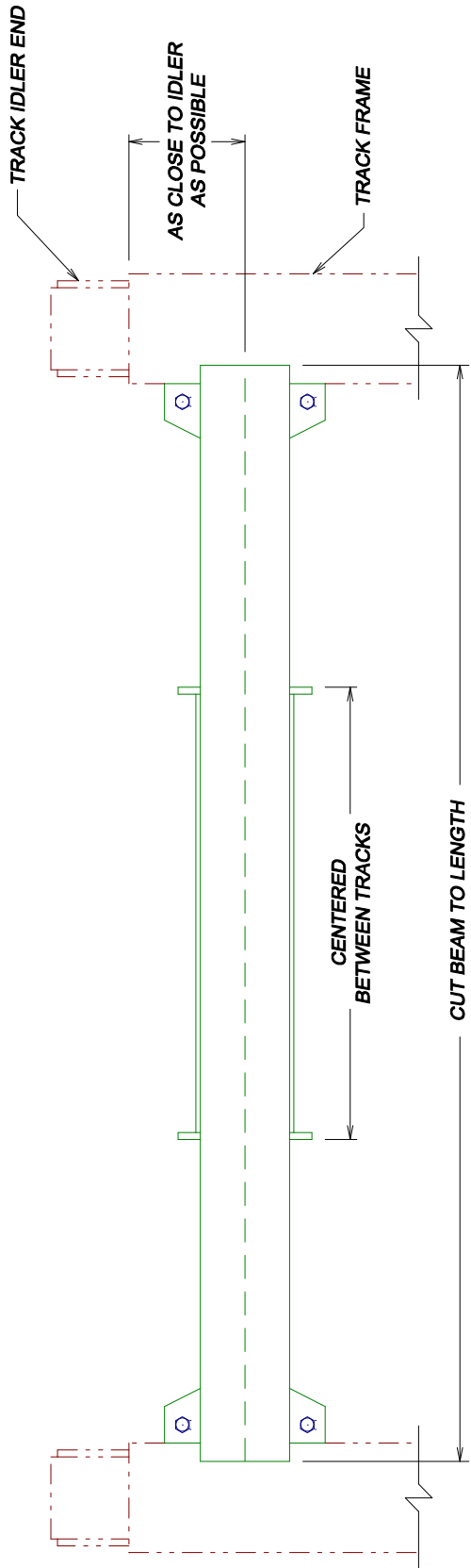
TYP

TYP

REAR MOUNTING EYE DETAIL
DRAWING # 3133



CONVEYOR & MOUNTING HARDWARE LOCATION
 DRAWING # 1099



**MOUNTING BEAM
DRAWING # 3120**

EXCAVATOR
CARBODY

TRIM TO FIT
CARBODY

PIN

COTTER PIN

3/16" CLEARANCE
BOTH SIDES

JAM BLOCK
(WELD TO CONVEYOR)

TRIM AS REQUIRED
AND CENTER ON BEAM

CONVEYOR MAIN
FRAME BEAM

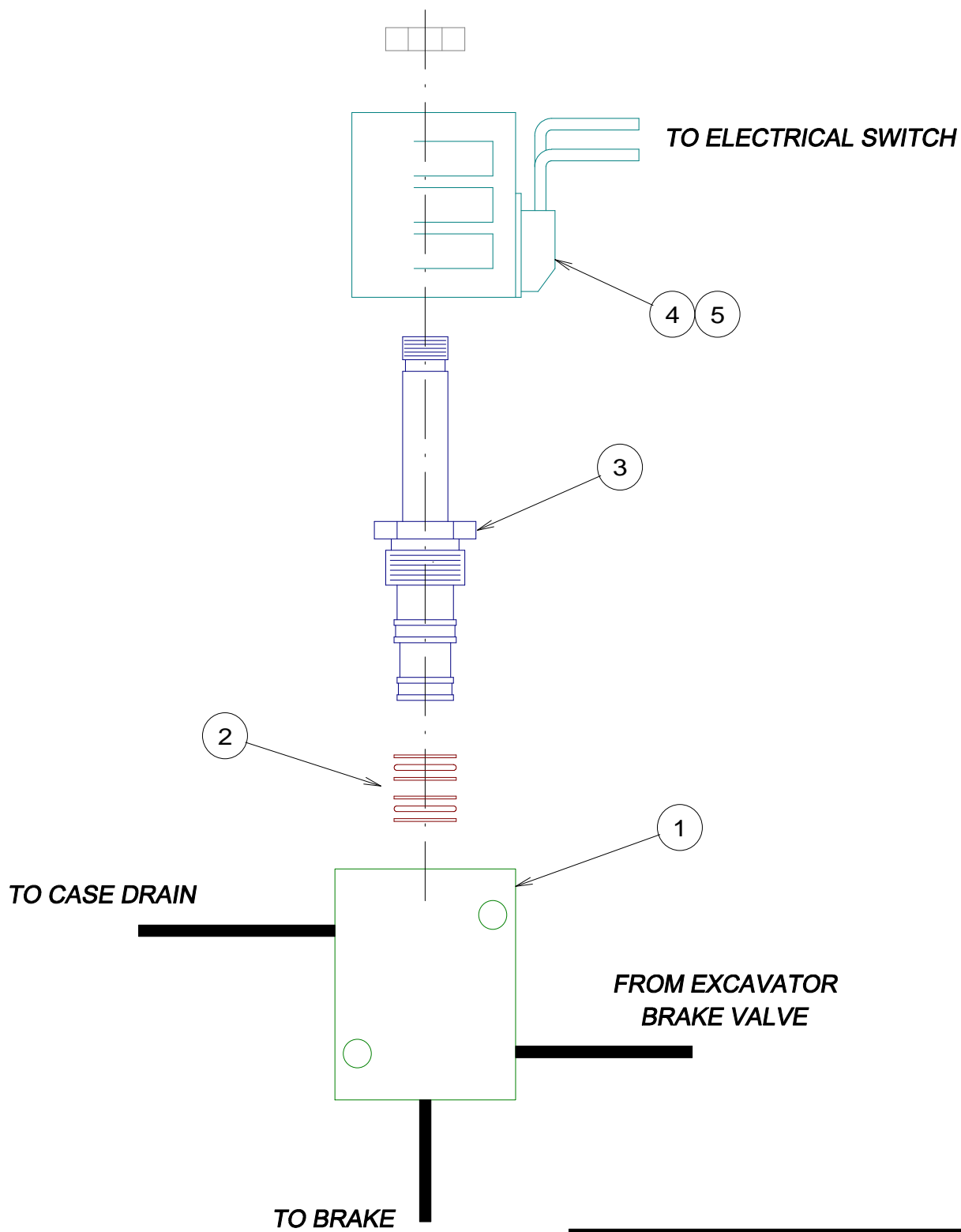
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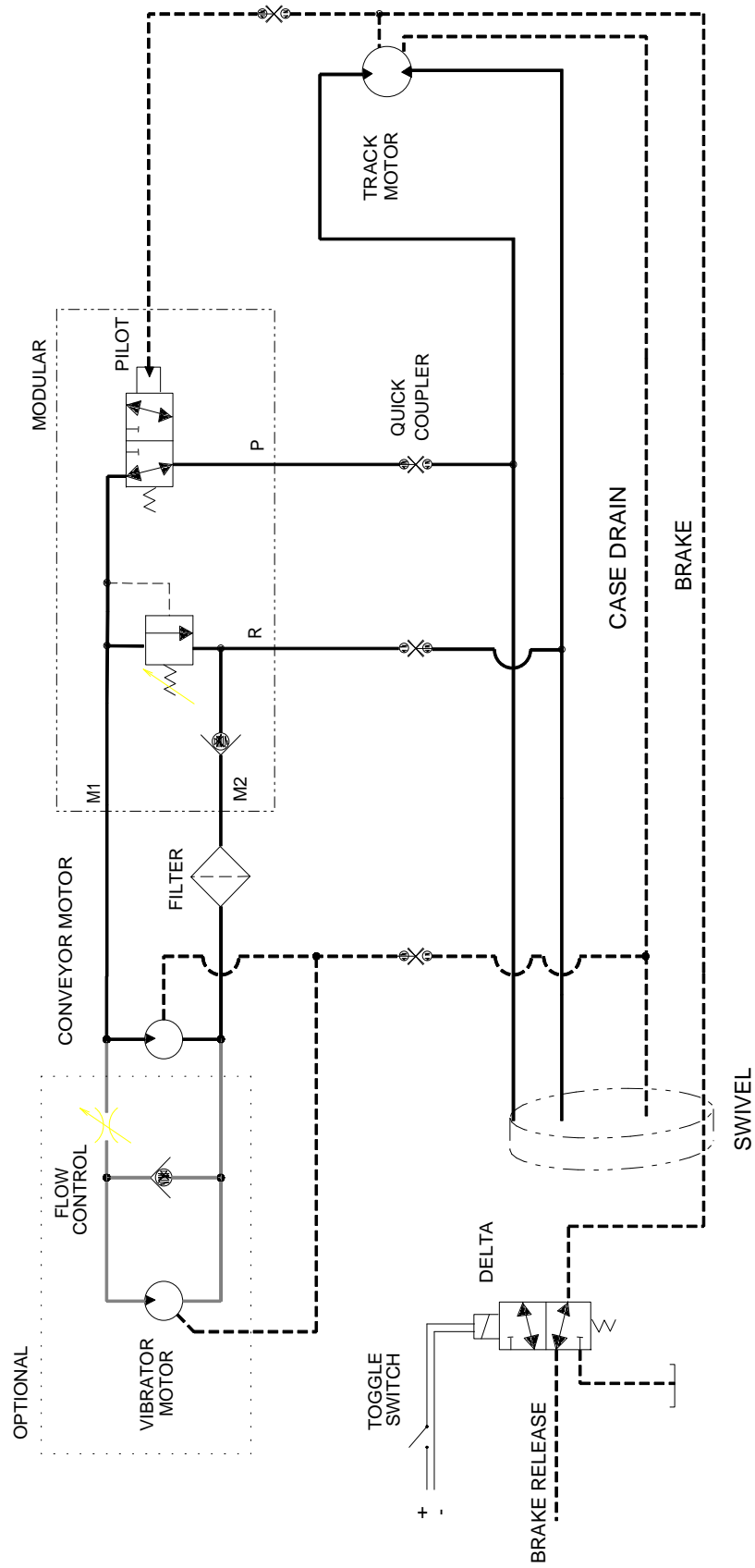
FRONT MOUNTING EYE DETAIL
DRAWING # 3132

6 COMPLETE 12V DELTA VALVE

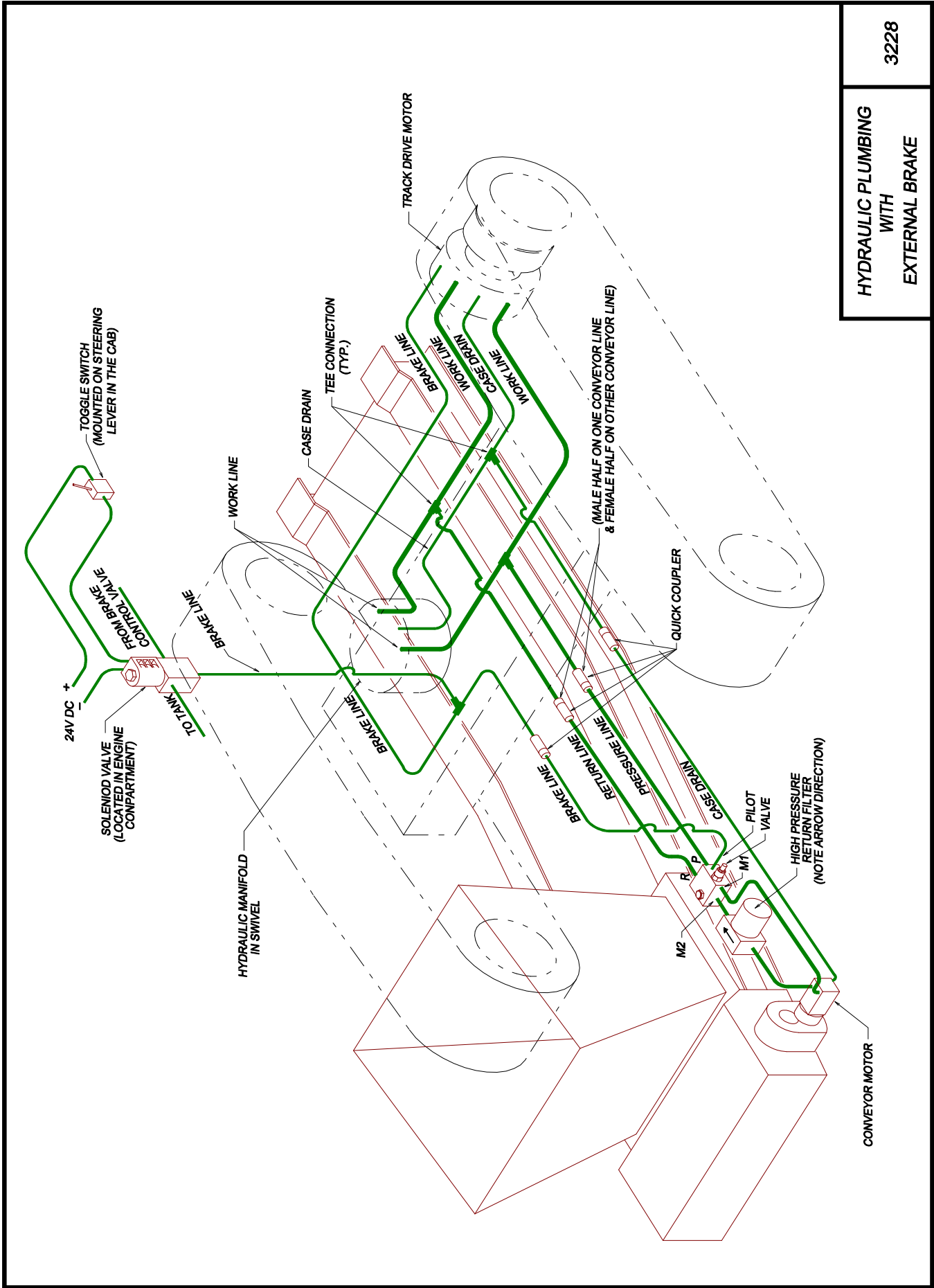
7 COMPLETE 24V DELTA VALVE



DELTA VALVE	3651
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HYDRAULIC SCHEMATIC
WITH EXTERNAL BRAKE LINE



HYDRAULIC PLUMBING WITH EXTERNAL BRAKE

3228