

FRAZIER





EC Declaration of conformity

**T.J. Frazier Ltd.
The Airfield
Seaton Ross
York YO4 4NF**

Type: FRAZIER DEMOUNTABLE SPRAYER

Model:.....

Serial no

**This is to certify that the above machine complies with
the Supply of Machinery (Safety) Regulations 1992 and
has been self-certified by the above named company.**

Signed..... Date.....

On behalf of T. J. Frazier Ltd.

THE FRAZIER DEMOUNTABLE SPRAYER FOR THE FRAZIER CHASSIS UNIT

OPERATORS INSTRUCTION MANUAL 20 - 28m ALUMINIUM BOOM MODELS

MANUFACTURED BY:

T.J. FRAZIER LTD.

The Airfield, Seaton Ross, York. YO4 4NF.

Tel. Melbourne (01759) 318703

FAX: 318769

After hours: 318602

**THIS MANUAL SHOULD BE KEPT WITH THE MACHINE AT ALL TIMES AND
SHOULD BE READ BY ALL OPERATORS BEFORE OPERATING**

After reading this manual and becoming acquainted with the Frazier tractor unit (see appropriate manual) and the sprayer, it is recommended that you fill the sprayer with clean water only and have a trial run in a grass or stubble field. It is important that you get used to all aspects of operating, calibrating and cleaning out the sprayer before applying chemicals.

Revised January 1998 - Applicable to machines manufactured from January 1998 onwards.

© T.J. Frazier January 1998

Issue 3

Table of contents

Introduction	3	Maintenance and technical information	21
Safety precautions	3	Cleaning	21
Environmental considerations	4	Frost protection	22
Operating - the spraying system	5	Agitator	22
In cab controls	5	Filtration	23
The spray tank	6	Recommended mesh sizes	23
Main control valves	6	Main suction filter	24
Agitator control	8	Main pressure filter	24
Boom balance return	8	Line filters	25
Chemical inductor	9	The spray pump	25
Tank washing system	11	Pulsation damper	25
Calibration	12	Pressure relief valve	25
Field operation	14	Lubrication	26
The booms	15	Electric control unit	26
Folding and unfolding	15	Emergency manual operation	26
Hydraulic break back	16	Hoses	27
Boom maintenance	16	Parts	27
Boom suspension	18	RDS Controller	27
Boom adjustments	18		
Boom dampers	19		
Anti-yaw adjustment	19		
Folding chains	20		
Folding rams	20		
Demounting	20		

Introduction

The Frazier demountable sprayer has been designed specifically for the Frazier range of self-propelled low ground pressure vehicles. The sprayer is built to varying specifications depending on the customer requirements, although the operation is basically the same for all models.

This instruction manual concentrates on the standard sprayer designed for the Frazier chassis unit (1998 specification). Information on non-standard booms, sprayer controls etc. are available on request.

The machine identification/serial no. should have been filled in at the front of this manual before you received your new sprayer, if not please fill it in now. It can be found on the spray pump mounting plate. You will find it useful for future reference particularly when ordering spare parts.

Whilst every precaution is taken in selection of materials and components used in the manufacture of their machines to ensure maximum resistance to corrosive and clogging effects, T.J. Frazier Ltd. cannot accept liability for any damage to machines of their manufacture, or any possible lack of efficiency, resulting from the improper use of the sprayer or chemicals, or the use of unsuitable spraying materials.

T.J. Frazier Ltd. cannot accept any liability for damage to their machines, or third parties, any accident, injury, or any other occurrence resulting from the incorrect use or maintenance of the machine.

T.J. Frazier Ltd. reserve the right to alter specifications as and when necessary without prior notice.

Safety precautions.

For your own and, more importantly, other people's safety please read this section carefully and remember the points made.

- Ensure guards are fitted at all times and are properly maintained.
- Stop engine before attaching PTO shaft or making any adjustments.
- Keep all nuts and bolts tight.
- Always read instructions on chemical containers - if protective clothing is recommended : USE IT.
- Do not, at any time, leave the sprayer unattended whilst it is being filled with water or chemical.
- Ensure the sprayer is thoroughly decontaminated and/or use any necessary protective clothing necessary when making adjustments or carrying out any repairs to the sprayer.
- Do not carry contaminated clothing in the cab.
- Only use clean mains water to fill the hand wash tanks.
- Keep clear of overhead power cables when folding and unfolding booms.
- Ensure area is clear and level before folding/unfolding booms.
- Ensure precautions are taken to avoid damage to the sprayer in frosty weather.
- Never allow children to play near the sprayer.
- Adhere to the code of practice for the use of pesticides at all times.
- Keep both the inside and the outside of the sprayer clean.
- **Please remember that common sense is the greatest safety factor with any machine.**

Safety

If our service engineers are called out to work on the machine, or if the machine has to be returned to our works for repair, it must be thoroughly decontaminated and cleaned both internally and externally, removing all chemical residues to enable the work to be carried out safely and effectively. If the machine is not clean, we reserve the right to either refuse to carry out the work or to charge for any necessary cleaning.

Environmental considerations.

- Do not fill the sprayer directly from open waters.
- Ensure a non-return valve is always fitted on the end of any self-fill hose.
- When filling from a mains supply, the filling hose should never touch the level of fluid in the tank, i.e. only use water in free fall. This ensures that pollution of the mains cannot occur due to a cut-off of mains flow or sudden pressure drop.
- Always store empty pesticide containers in a secure empty container pound, do not leave them lying around where children and animals can access them.
- Always read the "instructions for use" supplied with the chemicals and follow the recommendations given.
- Check that you have the right chemical for the field you will be spraying.
- Make sure that the crop or pest is at the recommended stage for best results.
- Check that filters are suitable for use with chemical to be sprayed.
- Do not spray in windy weather.
- Do not spray if any wind is blowing towards:-
 - Grazing livestock
 - Regularly used pastures
 - Susceptible crops
 - Gardens or orchards and hedgerows
 - Lakes or ponds
 - Occupied premises
- Check that beekeepers have been warned.
- Never blow or suck a blocked nozzle to clear it. Always carry spares and replace blocked jets immediately. Clear blocked jets later with an air line, after thoroughly washing them.
- Read all operators and instruction manuals.
- Before carrying out any spraying operations you should be sure that you are adequately trained and aware of the following relevant Acts of Parliament and legislation controlling the use of pesticides on farms:

The Control of Pollution Act, The Health and Safety at Work Act, the Poisonous Substances in Agriculture Regulations, The Food and Environment Protection Act, The code of Practice for the Use of Pesticides on Farms and Holdings 1990 and The Control of substances Hazardous to Health Regulations.

In-cab controls

Sprayer on/off

The main sprayer on/off switch is situated in the lower left corner of the sprayer control panel (Fig. 1). Push the switch down to start spraying and up to stop spraying. This switch is normally connected to the RDS area meter to stop area being accumulated whilst turning on headland. It is also connected to the four wheel steering system (if fitted) and (if selected) automatically activates four wheel steer when spray lines are switched off, e.g. when turning.

Pressure control

The spraying pressure can be altered from the sprayer control panel (fig. 1), Push the switch up to increase pressure and down to decrease pressure. The pressure can be monitored with the pressure gauge mounted in front of the cab windscreen.

If an automatic controller is fitted it must be switched to manual mode along with the additional pressure selector switch.



Fig.1 Main sprayer control panel

Boom section controls

The sprayer will be fitted with a 4 or 5 section spray line control.

To stop an individual boom section spraying push the appropriate switch to off and to start it again push the switch to on. Warning lights next to the boom section switches will indicate whether a section is spraying or not (fig. 1), the master on/off switch will override all the boom section controls.

The boom section switches may be connected to the RDS area meter for more accurate acreage recording if an "Area Compensation Interface" is fitted (see tractor unit manual).

Bout marker control

If a factory fitted bout marker is fitted, it is operated by a two way switch on the sprayer control panel (fig. 1). Depress the switch to the left to activate the left hand side, and to the right for the right hand side. Warning lights next to the switch indicate which side is in use.

PTO controls.

Please see tractor unit manual for details on the PTO system.

NB. Please remember it is recommended that the PTO be run at as low a speed as possible with sprayers that are fitted with high capacity pumps. i.e. 320 rpm for 5/6 cyl pumps & 400 rpm for 4 cyl pumps. (see tractor manual for more detail)

Operating

The spray tank

Tank lid

The tank lid (fig. 2) is a screw on type and can be opened by turning anti-clockwise.

Filter basket.

There is a filter basket inside the tank lid. If you add chemicals directly into the spray tank always do so through this filter and make sure that the chemical is washed through the filter with a hose pipe.

Tank drain.

The spray tank is fitted with a remote tank drain tap on the top of the spray tank (Fig. 2). To drain the tank contents turn the valve anti-clockwise. When closing the valve it is important not to over tighten it. The valve plug can be removed by unscrewing the tap and withdrawing the rod up to the top of the tank. The plug can then be pulled off the end off the rod for cleaning.



Fig. 2 Tank lid and tank drain.

Main control valves.

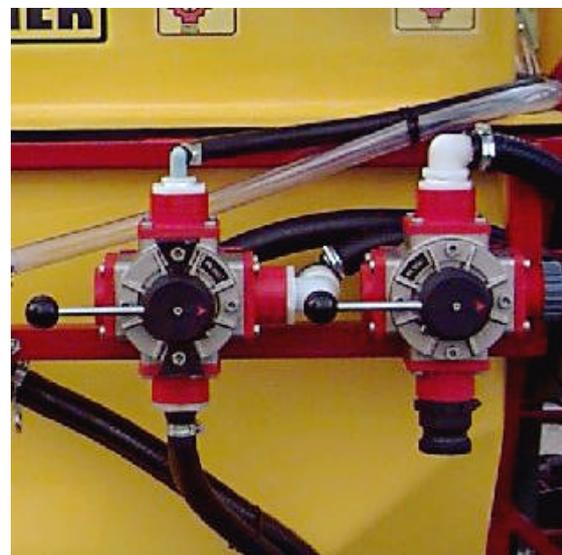
The main sprayer control valves are situated on the nearside of the sprayer (fig 3).

A. Suction valve.

This valve controls the suction side of the pump and selects between the main spray tank, the clean water wash tank, and self fill.

B. Pressure valve.

This valve directs the pressure flow to either the spray lines, the chemical inductor or to the tank washing nozzles.



Valve B Valve A

Fig 3. Main control valves

Valve A.

Water fill

The self fill hose is connected using a quick release cam type coupler. Always use the hose supplied with the machine or one that is fitted with a non-return valve. Do not fill the sprayer direct from open waters. To fill the sprayer ensure the master spray control switch is **Off**, the spray pump is running, set valve A to **water fill** and valve B to **fill/spray**.

Spray / Circulate

When you have reached the required amount in the tank, turn valve A to **spray/circ**, the chemical will now circulate the system until you are ready to spray.

Clean water

Turn valve A to **clean water** to draw from the wash tank. This can be diverted through the **tank wash**, the **chemical inductor** or **spray** ports, depending on the position of valve B.

Valve B.

Spray / fill / circulate

This is the normal running position for valve B during filling and spraying.

Chemical inductor

To activate the chemical inductor whilst filling, wait until the tank is approx. half full then turn valve B to **chemical inductor**.

Tank wash

With Valve B set to **tank wash** the pressure flow will be diverted to the tank wash nozzles. NB the pump should only be run at low revs Whilst tank washing.

Quick fill

This is an optional valve enabling the tank to be filled directly from a water bowser.



fig 4. Valve A



fig 5. Valve B



Fig 6. Quick fill valve

Always check that main on/off switch in cab and chemical inductor valves are turned off before operating valves A, B, or quickfill.

Operating

Agitator control

A booster agitator is fitted inside the spray tank for extra agitation if required. It is recommended that it be used when spraying chemicals that are held in suspension or are prone to settling out. It is operated by moving the valve shown in Fig. 7. The valve in the picture is shown in the on position.



Fig. 7 Agitator control valve.

Boom balance return valves

These are normally only fitted to machines without an automatic spray control.

Whilst spraying, if a boom section is switched off, the flow of water is returned to the tank through its respective balanced return valve. When correctly set these valves ensure that the spraying pressure remains constant no matter how many sections are turned on or off.

They have no effect whatsoever when all the boom sections are switched on. Each valve only affects the spraying pressure when its respective boom section is switched off.

These valves should be re-set whenever you change jets although if you are only changing to a jet one size up or one size down you are unlikely to see a significant fluctuation in the spraying pressure. However, if you are changing from a very small jet to a very large jet and you do not adjust the balanced returns, you will see a marked increase in the spraying pressure when you switch a boom section off.

It is extremely important to ensure that these valves are set accurately if your sprayer is fitted with the RDS Delta 3/4 automatic controller. If they are not then the actual application rate can vary from the target and indicated rate by a significant amount when you are spraying with one or more sections switched off.

Setting up

NB The valves should only be set whilst spraying out clean water.

- 1/ Set sprayer up for spraying with your selected jets fitted and switch the sprayer on.
- 2/ Set the spraying pressure to your target pressure. e.g. 3 bar.
- 3/ Switch the LH boom section off and watch the pressure gauge to see if the pressure alters.
- 4/ If the pressure increases, turn the LH balance valve anti-clockwise until the pressure drops to the original setting. e.g. 3 bar.



Fig. 8 Balance valve showing +/- adjuster tap.

5/ If the pressure decreases, turn the LH balance valve clockwise until the pressure reaches the original setting. e.g. 3 bar.

6/ Switch the LH boom section back on again - the pressure should remain at the original setting. e.g. 3 bar.

7/ Repeat the above procedure with each boom section in turn until all have been set.

8/ When you have finished you will find you can have any combination of sections switched on or off and the pressure will remain constant.



Fig. 9 Control bar showing boom valves.

Once you have set the balanced return valves for different jets a few times you will get to know how much to adjust them by and will be able to pre-set them without going through this complete procedure. It is quite easy to mark the valves with a "permanent marker pen" to show the positions for the different jets that you use.

Chemical Inductor

The chemical inductor hopper is fitted to the nearside of the spray tank (Fig. 10) and is the preferred method of getting chemicals into the spray tank.

It works on the venturi principle. i.e. A high pressure flow from the pump passes through a Venturi tube underneath the hopper. This creates a drop in pressure as the flow passes into the larger bore outlet hose. This in turn "sucks" the contents out of the hopper and "blows" it straight through the outlet hose into the tank.



Fig. 10 The inductor hopper let down

catch

The advantage of this system is that no neat chemical has to pass through the pump and the "sucking" and "blowing" effect mixes and disperses liquid and powdered chemicals in the spray tank without pre-mixing.

The hopper is fitted to a bracket that can be raised and lowered by lifting the catch shown in Fig. 10. This is particularly useful when the machine is fitted with high clearance wheels.

A container flushing nozzle is also built into the hopper (Fig. 11) which can be used to flush out empty chemical containers with the washings going straight into the hopper.

Operating

Operating

1. Run the spray pump to at least 320 revs on the PTO and put at least 200 litres of water into the spray tank.
2. Ensure all the taps on the inductor are initially turned off.
3. Turn main sprayer control valve B. to CHEM INDUCTOR.
4. A flushing ring is fitted around the top of the hopper and can be used to flush the contents down into the venturi. To turn it on, switch the can-wash/flush ring tap on the left hand side of the hopper to the on/up position (fig. 14).
5. Pour chemicals or powders into hopper.
6. Turn main tap on inductor to the on position (Fig. 13). Chemical/powders will then be drawn out of the hopper.
7. To operate the can-wash, the flush ring must also be working then simply invert the empty container and press down on the valve. A jet of water will then be directed into the can. For the best cleaning effect, move the can around so the jet reaches all parts of the can.
8. A flushing hose is also fitted to the hopper to assist cleaning the hopper. A tap is situated on the left hand side of the hopper for this hose (Fig. 12).
9. As soon as the hopper is empty, turn the tap under the hopper to the OFF position. Failure to do so will cause foaming in the spray tank due to the venturi sucking air. This tap may have to be turned on and off several times during the filling and flushing operation or alternatively may be only partially opened to slow down the flow from the hopper.
10. When you have finished, turn all taps on the chemical inductor to the OFF position.

Turn the main sprayer control valve B. back to the **spray/fill** position.

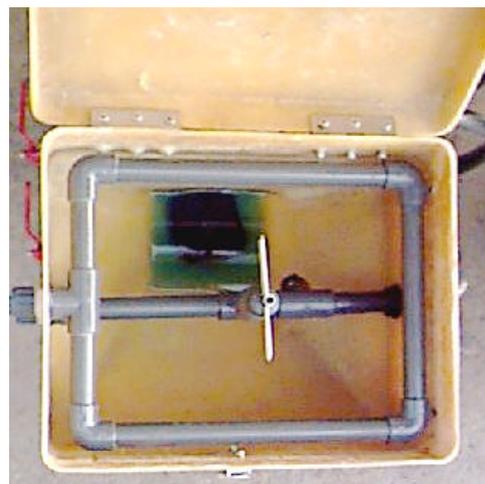


Fig. 11 Can wash nozzle and flush ring.



Fig. 12 Auxiliary valves and main induction valve.

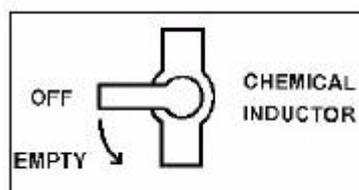
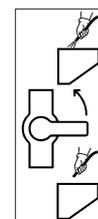


Fig. 13 Main valve positions.



Can wash/flush ring



Wash hose

Fig. 14 Auxiliary valve positions

Tank washing system

The optional tank wash system allows the tank and spray lines to be rinsed out and the washings disposed of in the field.

If you are changing chemicals and crops, and there is a potential danger of crop damage being caused by the tank not being thoroughly cleaned, then it is recommended that a further full wash is carried out with a cleaning agent by conventional methods afterwards.

The clean water tanks on all the sprayers hold 10% of the main tank volume.

To fill the clean water tank, connect a hose to the small valve to the left of the main control valves (fig 15). **Only clean water should be used.**

Recommended procedure.

The following procedure is recommended to ensure that your crops are not overdosed and you end up with a relatively clean sprayer using the minimum amount of water and, of course, minimising the possibilities of any pollution.

When you spray a field in which you know you are going to use the tankwash afterwards, the area of the field where you intend to spray the washings should be under-dosed by approximately 15%. The area required can be calculated as follows:

$\frac{1}{2}$ wash tank volume \div Application rate (l/ha) e.g. $75 \div 200$ l/ha = 0.375 hectares.

The easiest way to achieve this to increase your speed by 15%. e.g. from 10 to 11.5 kph. Choose a smooth area of the field and before setting off reset the trip area meter on the RDS Delta. You can then simply watch the area meter until you have covered the required area and then slow down again. If you have a variable speed PTO you will need to set it in constant mode. If you have an automatic rate controller you will need to alter either the application rate programmed into the unit or switch it into manual mode.

Washing the tank

- 1) As you finish spraying, empty the tank of as much chemical as possible and switch the main sprayer switch off.
- 2) Turn the main sprayer control valve B to the **tank wash** position.
- 3) Turn the main sprayer control valve A to the **clean water** position.
- 4) Clean water will then be drawn out of the tank and will be pumped through the rotary flushing nozzles in the tank.

Tickover speed is all that is required to operate the rotary nozzles at a high enough speed for a good cleaning action.

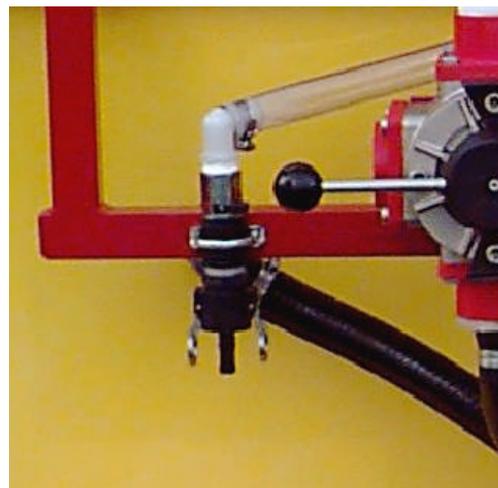


Fig. 15 Wash tank fill valve.

Operating

For the best cleaning effect it is recommended that the tank and lines be flushed through twice, so only draw half of the clean water out of the tank for now.

5) Whilst the water is being drawn out of the clean water tank, turn valve B to the **chemical inductor** position for a few moments to flush clean water through the chemical inductor. Also operate the other valves on the inductor to flush through all the other pipes and then turn valve B back to the **tank wash** position.

6) When you have drawn the required amount of water out of the clean water tank, turn valve A back to the **spray/circ** position, and valve B back to the **spray/fill** position.

7) Turn all the boom switches off and the master sprayer switch on for a few moments - this will flush out the return pipes back to the tank. Turn the master switch off and the boom switches back on again.

8) You can then proceed to spray the washings out on to your under-dosed area of the field.

9) When you have finished, the whole procedure should be repeated with the second half of the clean water.

Calibration.

It is outside the scope of this manual to go through the complete nozzle selection procedure. You should have been taught the ins and outs of spray quality, nozzle selection procedures, volumes etc. during your sprayer operators training, however the following notes should serve as a useful reminder.

The recommended procedure for calibrating this, or any other sprayer, is as follows:

1. Read label.

Check the label on the chemical pack (or accompanying leaflet) for recommended volume of application and spray quality (nozzle type and operating pressure). Decide on application rate.

2. Calibrate speed.

The Frazier chassis unit is fitted with an electronic speed meter, however, this will only be accurate if the information programmed into it is correct. Please see the chassis unit manual for the correct calibration procedure.

The following procedure should be used to double check the accuracy of the instrument.

a. Carry out a trial run to establish a forward speed which gives an acceptable level of boom stability and an appropriate gear and engine speed for the ground and crop conditions. (see notes on page 13)

b. Carry out a check over a marked distance of 100 metres, using the speed decided above. Measure the time taken, in seconds, to cover this distance.

c. Establish the actual forward speed from the formula: **$360 \div \text{Time in seconds} = \text{speed in km/h}$**

d. Adjust engine speed and repeat check to get required forward speed.

3. Calculate Nozzle output.

a. Measure and record the nozzle spacing. Frazier sprayers normally have a spacing of 0.5 metres.

b. Calculate and record the output per nozzle required to achieve the intended volume of application using the following formula:

Application volume (l/ha) X Speed (km/hr) X Nozzle spacing (m) ÷ 600 = Nozzle output (l/min)

4. Select and fit nozzles.

Refer to nozzle manufacturer's data charts or cards, or to MAFF lists, and select type and size of nozzle that will provide the calculated nozzle output and the spray quality required. Record the recommended spraying pressure for the required output.

5. Check nozzles.

a. Fill sprayer with CLEAN water, start spraying and set pressure to the pressure decided above.

b. Check spray patterns and alignment visually. Replace any faulty nozzles and re-check.

c. Compare the output of individual nozzles by use of either a nozzle flow meter or a calibrated recording jug. Replace nozzles with more than a $\pm 5\%$ variation from the average.

6. Calibrate sprayer.

a. Using a calibrated jug, measure the output from at least four nozzles or at least one from each boom section, and compare with the calculated nozzle output.

b. If the output differs by a small amount from the calculated output, alter the pressure accordingly and repeat the calibration until you have established the correct pressure for the required application rate.

c. If the output differs by a large amount, re-check calibration and calculations and change the nozzle size and/or forward speed if necessary.

Operating

Field operation.

The Frazier chassis unit is capable of working at speeds in excess of 16 km/h, however, these sort of speeds are very rarely suitable for crop spraying operations. Speeds considerably higher than those used for conventional tractor spraying can normally be used however, due to the excellent boom stability of the Frazier sprayer. For most spraying operations you should be able to spray at between 10 and 12 km/hr. When deciding working speeds, the following factors must be taken into consideration:

- a). Size, shape, contours of field and obstacles - can you maintain your target speed?
- b). Ground conditions - if the whole field is wet or there are wet patches - again, can you maintain your target speed? - you may have to consider taking smaller tank loads if conditions are bad.
- c). Application volume / spray quality - make sure you can get the required spray quality if you are using large jets and a high speed to get your required application rate.
- d). Spray drift - Ensure that you don't use too high a pressure with an undersized nozzle to get your required application rate at a high speed.
- e). Target - don't forget the whole object of the crop spraying operation is to hit the target weed or crop with the chemical. If the crop is dense and the target is weeds in the bottom of the crop, then don't go too fast or the spray will not penetrate.
- f). Boom stability - It is most important that the boom is stable whilst spraying. A boom that is bouncing or yawing will cause uneven application, particularly at the boom tips. This will be more noticeable with booms over 12 metres wide.

When you have decided your working speed, have calibrated the sprayer and have become fully acquainted with the operation of the chassis unit and the sprayer, it is recommended that you practice in a suitable field with clean water only. This is particularly important if you have not driven a self-propelled sprayer before - there are an awful lot of new things to get used to!

When spraying at relatively high speeds, it is very important that your working speed is maintained to avoid under or over dosing. It is important that two bouts are sprayed around the headland, when using a 12 metre boom, to give yourself plenty of time to turn the sprayer on and off. Maintain your working speed as you travel on to the headland and turn the sprayer off before you start turning. After turning, straighten up and accelerate to your target speed before switching on again. **If you turn whilst spraying you will get considerable overdosing at the outside of the inner boom.**

For the same reasons always reverse into corners and accelerate as quickly as possible as you switch the sprayer on - the motorised valves fitted on the sprayer tend to be little slow building up to full pressure which, of course, is a definite advantage in this situation.

If the sprayer is fitted with an automatic spray rate controller,(RDS Delta 3/4) it is still important to keep as near to your target speed as possible or the spray quality will vary considerably.

When spraying potatoes and other dense crops with row crops fitted, always try to travel in the same direction each time you spray the field. The tops will then tend to grow in that direction with very little damage caused. If you change direction each time, you will find the tops are dragged back the other way, causing considerably more damage.

Folding/unfolding booms

The machine must be stationary when folding and unfolding booms and should be parked on as level ground as possible.

Ensure you are well clear of any obstacles or overhead power cables.

The manual hydraulic spool valve controls on the **Agribuggy** and **Phantom** are positioned at the left hand side of the drivers seat (Fig 16).



Fig. 16 Manual spool valve levers.

It should only be normally necessary to run the engine at tick-over to open and close the booms.

The decal to show the operation of the boom controls (Fig. 17) is positioned in front of the levers.

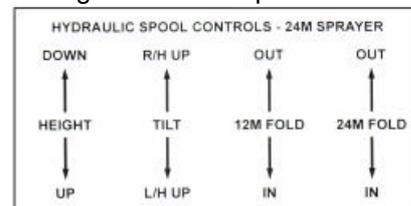


Fig.17 Manual spool controls - 24m boom

The electro-hydraulic spool valve controls on the **Stealth** are on the main control pod (Fig. 18).

It will be necessary to run the engine at approximately 1500.rpm to activate the electro-spools, and up to 3000.rpm in some instances, e.g. cold weather.

The decal to show the operation of the boom is on the same control panel.

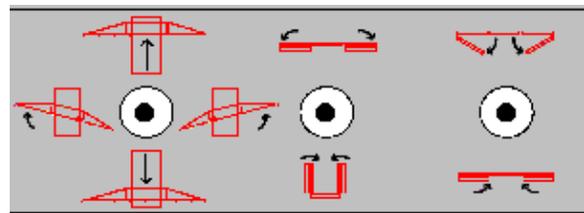


Fig. 18 Electro spool switches

Unfolding

1. Raise the boom to the top of the height mast ensuring that the centre section hits both the rubber stops (Fig. 19).
2. Open the boom out to 12 metres "First fold".
3. Open boom out to full width "second fold" (if required).
4. Lower boom to working height.

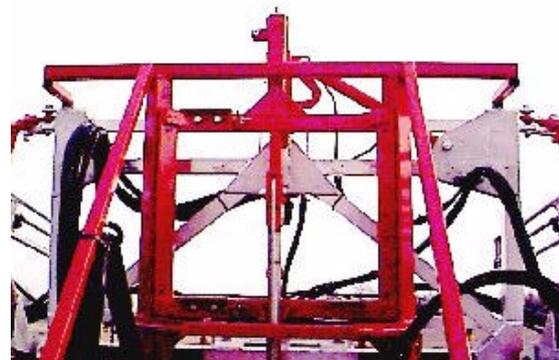


Fig. 19 Top of height mast and boom

stops.

Operating

Folding

1. Make sure you are parked on level ground and are well clear of obstacles and overhead power cables.
2. Using the hydraulic tilt ram ensure that the boom is level.
3. Raise the boom to the top of the height mast ensuring that the centre section hits both rubber stops (Fig. 19).
4. Fold outer sections in to 12 metres.
5. Fold inner sections in until boom touches the vertical plates on the front boom rests.
6. Lower boom right down into boom rests ensuring all the pressure is off the hydraulics and it is seated into the rear rests.



Fig. 20 Front boom rests

Hydraulic break-back

On some variants the second fold rams may have a hydraulic break-back incorporated as a safety precaution. E.g. If the boom tips have been removed from the 24m boom for spraying at 20m. If the break-back is activated, the hydraulic pressure will be lost out of the second fold rams and so it is important to re-pressurise by activating the outer section lever or switch.



Fig. 21 Rear boom rests

Maintenance

Lubrication

Height mast

The height mast / sliding frame should be kept well coated in oil or grease. If the mast dries up you may experience difficulty in raising and lowering the booms when they are in the folded position. The mast may need lubricating daily if you are opening and closing the booms a lot, especially if the weather is hot and you are working in dusty conditions. The mast should be degreased periodically, particularly after working in dusty conditions, and relubricated.

Grease nipples

The boom is fitted with grease nipples on the majority of the pivot points. These should be greased at least once a week. Any pivot points that are not fitted with grease nipples should be oiled generously.

There is also a grease nipple on each yoke of the PTO shaft and a grease point on each end of the PTO shaft guard - again grease weekly.

Back frame lubrication points

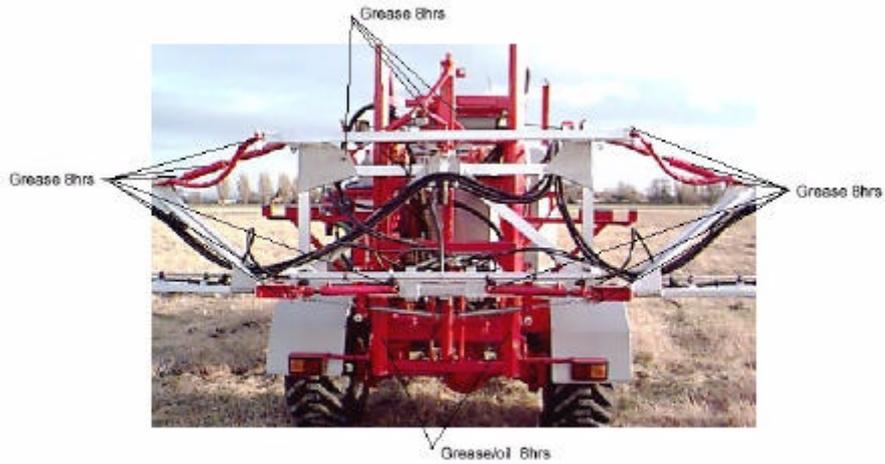


Fig. 22 Back-frame lubrication points

Boom lubrication points



Fig. 23 Boom lubrication points

Maintenance

Boom suspension

The main boom suspension sliding unit (shown in fig. 22) should be kept well coated in oil or grease.

Boom adjustments

Various areas of the boom may need adjusting from time to time as wear naturally takes place. It is important to keep the boom adjusted correctly to get the best life and performance from it.

You should also thoroughly inspect the boom from time to time for any signs of fatigue or cracking. It is much easier to repair a cracked boom than it is a broken one.

Height mast / slide frame

It is important that movement between the sliding frame and the height mast should be kept to a minimum. If the movement becomes too great the booms will not clear the front supports by an adequate margin when you are folding them in.

There are nylon wear pads inbetween the height mast and slide frame, 4 at each side. Check that these are O.K. then the slide frame needs adjusting by the two adjusting slides fitted to the offside of the frame, one at the top and one at the bottom (Fig. 24).

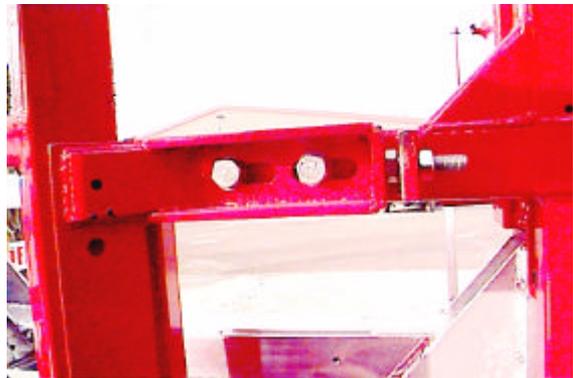


Fig. 24 Slide frame adjusting bracket

(top)

Adjust as follows:

- 1) Slacken off the two set studs securing the top bracket to the frame.
- 2) Slacken off the locknut on the adjusting bolt.
- 3) Turn the adjusting bolt to push the slide bracket up to the height mast - do not over tighten.
- 4) Tighten the two securing studs and the adjuster bolt locknut.
- 5) Repeat with the lower bracket.
- 6) With the booms open lift the boom up and down to check that the carriage does not bind. If it does slacken the slides off slightly and try again.

Boom dampers.

The main boom sections are suspended on damper units to absorb shock loads. After initial use and from time to time afterwards the booms may start to sag.

If so slacken off the locknut shown on fig. 25 and turn the damper to shorten the overall assembly length. When set at the required level remember to tighten the locknut.

These dampers should be checked regularly to ensure that they are working correctly by “bouncing” the boom up and down by hand and checking that the suspension action is still working. If it is not then the shock loads will be carried down the boom resulting in the booms cracking. Replacement units are available from your supplier or T.J. Frazier.



Fig. 25 Boom damper and folding chain adjusters

Anti-yaw adjustment

The boom is fitted with an anti-yaw device to damp out any yawing movements of the boom. As the nylon wear plates begin to wear the play will increase.

You will find that the booms will not clear the front supports by an adequate margin when you are folding the booms if the play becomes too great.

The gap between the spring cover tube and the rear wear plate should not exceed 30mm. It should be checked with the boom open and it can be adjusted by tightening the two nuts indicated on fig. 33.

Please ensure that the top and bottom bolts are adjusted evenly.

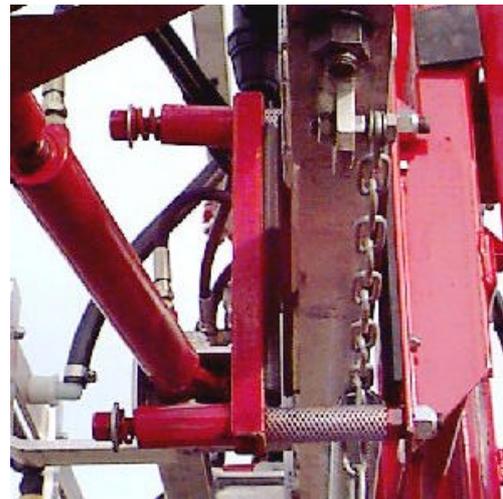


Fig. 26 Anti-yaw adjustment

Boom folding

Folding chains.

As the booms fold inwards the weight is taken on the folding chains instead of the dampers. The length of these chains should not be adjusted unless absolutely necessary.

If you do not have adequate clearance between the booms and the front supports when folding the booms, ensure that the sliding frame and the anti-yaw device are both adjusted correctly first before touching the folding chains. If you do find it necessary to shorten these chains it is imperative that they are not over-shortened. Doing so will reduce the amount of weight carried on the front supports in the transport position and increase the pressure on the aluminium centre section. This, over the long term, will lead to fatigue and possible boom failure.

Maintenance

Main fold rams

The main boom fold rams should be adjusted so that the booms just touch the front inner boom support plates when the booms are in the fully closed position. If the booms are forced too hard against these plates when you fold the booms, damage will eventually be caused. If adjustment is necessary slacken off the locknut shown in fig. 27 and turn the ram rod with a suitable spanner. Remember to re-tighten the locknut when correctly set.

Fig 27 - main fold rams



Secondary fold rams

The second fold rams are part of a very complex system, and therefore should only be adjusted by a person qualified to do so.

Main lift ram

The main lift ram relies on a wire rope to lift the boom, after a while this may stretch and the back frame will not travel all the way to the top of the height mast.

It is easily adjusted by shortening the threaded eye bolt shown in fig. 28.

Demounting

It is recommended that the optional de-mount legs are used when removing the sprayer from the chassis unit. If you make your own legs ensure that they support the sprayer in such a way that it can't be pushed or blown over when it is removed.

If you remove the sprayer from the chassis unit when row crop wheels are fitted it is advisable to lower it down on the jacks, after de-mounting, to the lowest position to make it more stable.

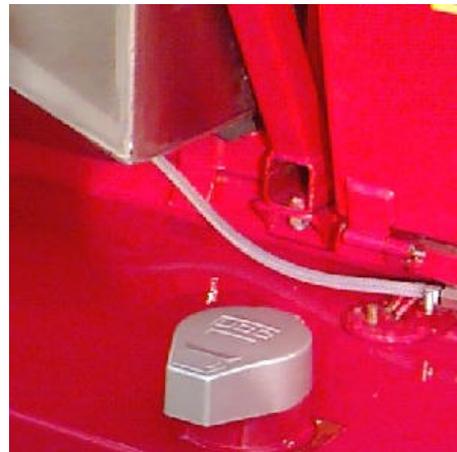
When fitting the de-mount legs ensure that the security pins are fitted through the holes in the inside end of the legs so that they can't slip out of their locating sockets.

Be sure all services have been disconnected and the lowest point on the sprayer is well clear of the chassis before driving away.

Fig. 29 De-mount point



Fig. 28 Wire rope adjuster



Maintenance and technical information.

The life of your sprayer will depend on the care it receives throughout its life. It is the operator's responsibility to ensure that the machine is not only correctly operated, but also to ensure that any maintenance operations outlined in this manual are carried out. Please remember that you are obliged to keep your sprayer in top working condition under the various Acts and codes of practice mentioned on page 4. If you are unsure of how to carry out any of the maintenance or repair operations, please do not hesitate to enlist the help of your dealer or T.J. Frazier Ltd.

Cleaning

The sprayer should always be kept clean and **MUST** be washed out daily whether you are using the same chemical the next day or not.

DO NOT leave chemicals in the tank overnight if you can possibly avoid it.

If your sprayer does not have the tank wash system fitted, particular care must be taken in washing the inside of the top of the tank, using a hosepipe and brush if necessary.

To get rid of any remaining traces of chemical in the sprayer, it is generally better to wash it through several times with relatively small amounts of water i.e. 100-200 litres than it is just to spray one large amount through.

For a thorough wash out, firstly add about 200 litres of clean water to the sprayer and circulate it whilst washing the inside of the tank with a hose. Then spray the water out through the spray lines and finally drain out the tank.

During the washing process direct the water through the chemical inductor for a while, and operate the flush ring, can-wash and flushing hose. Also turn the booster agitator on for a while, if you have not been using it, checking that the nozzles in the tank are not blocked. Whilst spraying the water out of the tank turn the boom section switches off for a few moments to flush out the balanced return pipes back to the tank. **It is important that all the hoses on the sprayer are flushed through during the cleaning process.**

After the initial flush out repeat the process adding some cleaning agent to the water and, when you have finished, give it a final rinse through with clean water again. Leave the pump running for a while with the tank drain open each time to empty as much water as possible out of the system. You cannot hurt the spray pump by running it dry.

If you have been spraying with a particularly "potent" or concentrated chemical, circulate a detergent mix through the sprayer and spray lines and leave to stand overnight. Before commencing spraying circulate the mix again, spray it out and then flush through twice more with clean water remembering to ensure that all the hoses are flushed through as above.

The outside of the sprayer should also be cleaned down immediately after use.

Please remember to follow the Code of Practice etc. when washing the sprayer out and disposing of tank washings.

When you have finished, remove all the filters from the sprayer and check them for cleanliness. Clean them off with brush in a bucket of water if necessary and then replace.

Maintenance

Frost protection.

It is most important that all the components on the sprayer be protected from damage caused by frost.

It is extremely difficult with today's modern sprayers and complicated plumbing systems to drain every last drop of water from the sprayer without disconnecting a number of hoses. For this reason the most practical method of frost protection, assuming you cannot store the sprayer in a frost protected building, is to use motor vehicle anti-freeze.

- 1) Wash out the sprayer thoroughly as on previous page and drain as much water out as possible.
- 2) Pour 10 litres of antifreeze and 20 litres of water into the tank.
- 3) Run the pump and circulate the mixture around the system, observing the notes on the previous page about flushing all the hoses through (Inductor, can-wash, agitator etc.)
- 4) Switch the sprayer on and spray the mix out through the spray lines to protect the filters, spray lines and nozzle bodies.
- 5) Before using the sprayer again flush the antifreeze out of the system with clean water.

Agitator

The Booster agitator in the tank is fitted with two nozzles which may need cleaning periodically (Fig. 30).

To remove the nozzles for cleaning, firstly disconnect the hose connection B in Fig. 31.

Then slacken the cap A in Fig. 31.

The Agitator pipe assembly can then be pulled up to the top of the tank.

Whilst holding the pipe the complete agitator assembly can be unscrewed off the bottom and removed for cleaning.



Fig. 30 The booster agitator nozzles

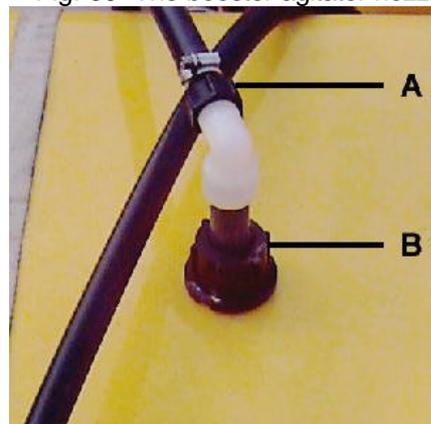


Fig. 31 Removing the agitator nozzles

Filtration

Efficient filtration is essential for successful crop spraying, especially with increasing use of low-volume application techniques requiring the use of small nozzles.

The Frazier sprayer is normally fitted with a three stage filtration system. Firstly there is a high capacity suction filter, followed by a pressure side filter after the pump and finally, line filters fitted on the boom - one for each boom section. **They should all be cleaned out at least once daily and each time you wash out to change chemicals.** If you are spraying a particularly "sticky" chemical or wettable powders held in suspension you may have to clean some of the filters out more often. Experience will soon tell you how often to clean them.

Not only is it most important that the filtration system is kept clean and well maintained, but also that the correct size mesh is used in each filter for the different rates of flow and chemical used. Always read the chemical container label for advice on filtration.

Filtration should be applied in three stages, starting with a coarse mesh, and progressing to finer sizes. In order to maintain efficient filtration without restricting liquid flow the screen area used should be as large as possible.

Recommended mesh sizes

Use the chart below to establish which size element should be fitted in each filter for each different nozzle used. Your nozzle selection chart will show the nozzle output in litres/min for each particular tip. The elements are all colour coded for easy reference.

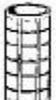
Nozzle output in litres/min at 3 Bar (flat fan, standard pressure tips)		  		
		SUCTION FILTER ELEMENT	FLUSHING FILTER ELEMENT	SMALL PRESSURE LINE FILTER ELEMENT
0.4 - 0.7		50# BLUE 	80# RED 	100# GREEN 
0.8 - 1.3		50# BLUE 	80# RED 	80# RED 
1.4 - 2.2	(standard for Frazier sprayer)	30# WHITE 	50# BLUE 	50# BLUE 
2.3 - 3.3		30# WHITE 	30# WHITE 	30# WHITE 
Over 3.4 litres / min		30# WHITE 	30# WHITE 	30# WHITE 

Fig. 32 Filters.

Maintenance

Main suction filter

The main suction filter is situated alongside the pump on the back of the sprayer (fig. 33).

To remove the filter element firstly turn the yellow cap anti-clockwise on the underside of the filter bowl, unscrew the threaded ring, fig 33, and remove together with the lower bowl . The element can then be removed for cleaning. After cleaning reassemble ensuring the sealing ring is correctly seated.

The bowl should not be removed whilst there is chemical in the spray tank.



Fig. 33 Main suction filter

Main pressure filter.

The main pressure filter is situated on the back of the sprayer as shown in fig.34. It is a flushable type of filter which means it can be flushed out at any time without having to remove the bowl. (see below) When spraying some chemicals it may be advisable to flush the filter out every few tank loads.

The bowl should, however, be removed periodically to inspect the element and to give it a thorough clean. This time period will depend on what type of chemicals you are using - please use your own judgement. It should always be removed when giving the sprayer a thorough wash out.

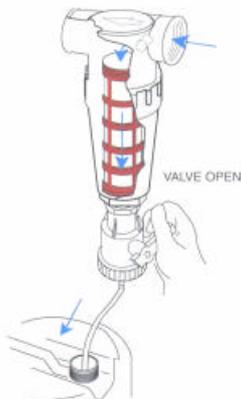


Fig. 34 Main pressure filter

Line filters

The line filters are normally mounted on the spray boom as shown in Fig. 37.

If large jets are being used you may find that the line filters are unnecessary. If this is the case the filter element may be removed completely from the filter housing.

To remove the filter simply unscrew the lower bowl and remove the filter element. Ensure the O ring seals are clean and in good order before replacing.

The spray pump

The spray pump fitted to your sprayer is a diaphragm type pump and may be one of several different types and/or sizes, however, the operation and maintenance is the same for all of them.

Pulsation damper

The damper is fitted to smooth out any pulsations in the flow of water away from the pump. For it to work correctly the air diaphragm should be inflated to approx. 1/3rd of your spraying pressure.

Pressure relief valve

The pressure relief valve is fitted purely as a safety valve.

To set it up proceed as follows:

- 1) When you have finished calibrating the sprayer and setting it up for spraying with the size of jets that you intend to use, switch the sprayer on (with clean water only) and increase the spraying pressure with the electric pressure control to approx. 2 bar (30 psi) above your target spraying pressure.
- 2) Assuming that you can achieve this pressure (if you can't see 4 below), unscrew the pressure relief valve until the pressure just, and only just starts to drop. The "safety" pressure is then set.
- 3) The pressure can then be reduced again with the electric pressure regulator to your target pressure.
- 4) If you cannot reach this pressure screw in the pressure relief valve until the pressure increases to your "safety pressure". It is then set and the pressure can be reduced again to your target pressure.



Fig. 37 Line filter



Fig. 38 Immovilli pump

Maintenance

Lubrication

The oil level should be kept up to the mark on the transparent bowl on the top of the pump. It should be topped up with a good quality 20W/30 motor oil. Change the oil every 200 hrs or at the end of the season. There is an oil drain plug located at the base of the pump body. Rotate the pump shaft slowly by hand until the oil stops flowing. Slowly refill, rotating the shaft by hand again, until the level reaches the mark on the reservoir.

If the oil changes to a milky colour this is a sign of water leaking into the oil through the diaphragms - they should then be checked immediately.

It is good practice to overhaul the pump; replacing diaphragms, valves and seals at the end of each season if you spray large acreages.

Electric control unit

The electric control unit for the sprayer is a modular unit incorporating the boom section valves, a master on/off valve, a proportional pressure regulator, a manual agitator control valve and the RDS flow sensor (if fitted with Delta 3/4).

If boom section valves are fitted with balanced return valves they are described on page 8 along with the agitator control.

The master on/off and the pressure regulator are described on page 5.

Details on all the incorporated RDS equipment are in the accompanying RDS manuals and in the back of this manual.

Emergency manual operation

Should one of the electric valves or the power supply to the control unit fail, the valves can be operated manually to "get you home". However, please check the fuses in the main fuse boxes first (see appropriate chassis unit manual).

Before attempting manual operation the multi-pin electrical connector which connects the sprayer to the chassis unit must be disconnected, having first switched on all the non offending valves.

Remove the retaining clip shown in fig. 39, and remove the orange motor vertically (it may be a little tight).

Insert a large screwdriver into the square cup and turn anti-clockwise, (Fig. 40) the valve will be fully on when it stops.



Fig. 39 Boom section valve, retaining clip.



Fig. 40 Boom section valve, manual

operation.

Hoses

All the hoses on the sprayer should be inspected periodically for any signs of deterioration. Also check for any signs of chafing, particularly around the areas of the height mast where the boom goes up and down.

Damaged or perished pipes should be replaced without delay. The consequences of a high pressure hose bursting can be quite serious.

Parts

All replacement parts are available from your dealer or T.J. Frazier Ltd. Some parts are fairly common and may also be available from other local sources. If you require any parts information please do not hesitate to contact either your dealer or ourselves.

A parts manual will soon be available on request.

When ordering parts please give us as much information as possible including the following:
The model/build number - this is on a plate on the front offside of the chassis e.g. 5D354
The sprayer model and serial number, on a plate behind the main suction filter.

RDS Delta 3/4 automatic sprayer controller

The RDS Delta 3 or 4 automatic sprayer controller may be fitted to your Frazier sprayer as optional equipment. If it is, you will find the main operating instructions in an accompanying RDS manual.

Instructions on how to calibrate the chassis unit wheel circumference, the engine tachometer and the PTO tachometer can be found in the RDS Delta 1 section of your chassis unit manual.

The following notes on the Delta 3 are specific to the Frazier sprayer and should provide a further useful reference.

The flow meter is fitted into a hose between the main electric on/off valve and the boom section valves. The hoses can be quite easily disconnected from each end of the flow meter for periodic cleaning.

Before attempting to use the Delta 3/4 the pressure relief valve pressure and the main spraying pressure must be set to approx. 2 bar (30 psi) above your target pressure. These pressures must be set when the RDS valve is in the fully closed position.

There after the pressure is only normally altered by depressing the + / - buttons on the head unit if the head unit is in manual mode, or if the dash board rocker switch is in manual mode, on the main sprayer control unit.
