



CHECK YOUR EQUIPMENT

REAR QUICK COUPLERS

MEET JASON HAMILTON

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Now that winter is finally arriving I'm sure you are getting your machines ready for the upcoming season. After you get your machine serviced be sure to operate all functions, insuring nothing will go wrong on that first trip out. Also do not forget about the trailer! You should load the machine on the trailer and check tie-down straps, tires, brakes, lug nuts, lights etc.. Regardless of how well the machine operates the trailer that gets it to the snow must also be serviced and maintained. Loosing a wheel bearing could lead to serious problems. Make sure to have those bearings checked and repacked at the beginning of every season, adding grease to the hub is not a substitute for repacking the bearings. While transporting be sure to check the temperature of the hubs when you are refueling or during your safety stops and contact us with any questions or concerns.



REAR QUICK COUPLERS

Lever Couplings

ZERO PRESSURE Connection Coupler - Pressures to 2500 PSI

- Connect or Disconnect at Zero Pressure"even with pressurized lines.
- Positively locks the valves in the open position.
- Accepts any male tip that meets the industry standard (Pioneer 8010).
- Color coded levers identify raise and lower lines.
- Easily connect or disconnect with one hand (clamp mounted)
- Eliminates spillage and spraying with no back flow checking



Open position, locks open the valves in the body and the tip, so they are unaffected by rapid variations in fluid flow. However, inadvertently turning the lever to open without the tip in place will not result in oil flow. Valves will close automatically in case of breakaway.

Closed position shuts off oil flow at the remote outlet, allowing for easy, sprayless, zero-pressure connecting or disconnecting.

Above is the description of the quick couplers we install on the back of our machines to control the grooming drags. We have heard of some users having a hard time connecting the hoses from their drags into these couplers. The female side has a open/close valve (pictured above). It could be that if the valve is open while the engine is operating and then moved to the close position, pressure could be trapped between the valve and the end of the coupler. This pressure would make it difficult to engage the male end, so remember to close the valves prior to disconnecting the drag hoses. Also make sure the snap covers are working properly.

MEET JASON HAMILTON



Jason Hamilton started with Tucker Sno-Cat® in February of 2003 as a welder. In addition to welding blades, cabs, frames, and sub-assemblies, Jason has also spent time setting up differentials and in the final production area assembling the machines. He is currently the lead welder in the frame department.

Jason is from Southern Oregon, his wife works in the banking industry, and they are raising 2 young children. In addition to the endless entertainment of young children Jason also enjoys the adventures of the great outdoors; hunting fishing & camping!