



**STARTING THE 110 MAGMA DIESEL POWERED
CIMLINE TAR KETTLE**

Before starting the tar kettle,
Open the control station box, verify the agitator switch is
the neutral position.

⚠ WARNING: TO PREVENT BODILY INJURY

DO NOT OVERHEAT



DE NO SOBRE CALENTAR



**DO NOT OPERATE
THIS MACHINE WHILE
UNDER THE INFLUENCE
OF ALCOHOL OR
DRUGS!**

CHECK ALL HOSES, FITTINGS & VALVES FOR
LEAKS BEFORE STARTING.
*HAVE A FULLY CHARGED DRY CHEMICAL
OR CO₂ FIRE EXTINGUISHER AT
THE SITE AT ALL TIMES. BE
PREPARED TO USE IT. KEEP
FLAMMABLES AWAY FROM UNIT.



IN CASE OF FIRE

1. CLOSE THE LOADING DOORS -
NEVER THROW WATER ON FIRE!
2. SHUT OFF FUEL SOURCE IF POSSIBLE.
3. USE FIRE EXTINGUISHER ON ANY FLAMES
OUTSIDE OF UNIT TO PREVENT SPREAD OF
FIRE.
4. IF FIRE PERSISTING TO SPREAD CALL THE
FIRE DEPARTMENT.
PROTECTORS CLEAN SET AT LEAST THREE
A YEAR AND MONITOR TEMPERATURES PER
RECOMMENDATIONS.



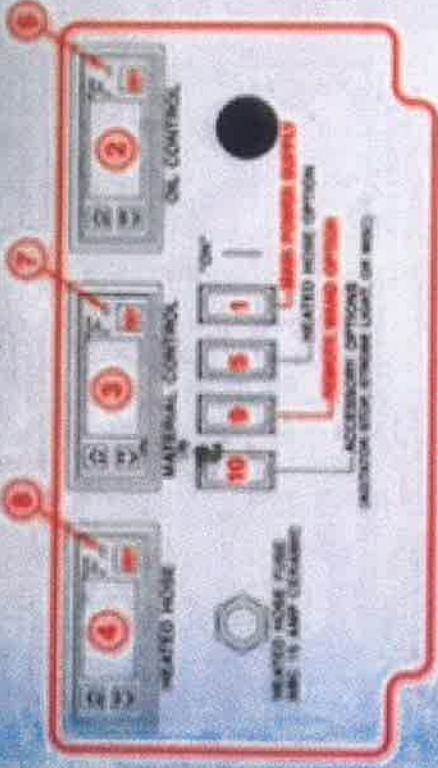


110 MAGMA

From the control station box, the right hand side at the front of the tar kettle, is the throttle switch and key. Turn the back ring on the throttle switch one turn and tighten, Turn the starting key to the glow plug position, the burner will turn on, after 15 seconds, pushing the red throttle button in, turn the key until it starts. Next, adjust the throttle and tighten the ring.

1. Press Set button (A). Light (B) will flash in setting mode.
2. Press "UP" or "DOWN" button until desired temp is shown.
3. After a few seconds, control will display actual temperature.

NOTE! Press set button (A) at anytime to display the setpoint temperature.



"EE" indicates thermocouple break or sensor at overrange of system.
 "..." indicates shorted thermocouple



OPERATING PROCEDURE

1. Turn rocker switch (1) on. The switch rocker will light up indicating that the control system is on. The oil control indicator light (2) will also light. The material control light (3) will be on only when the burner is running. Lights 4, 5, 6, 7 should all be on during a cold start-up.
2. Set oil controller (3) to 550° F.
3. Set the material controller (2) to the recommended material working temp. Typically listed on package.
4. On units with heated hose, activate rocker switch (3) and set controller (4) to the pour temperature. The rocker will light up indicating the hose circuit has been activated.
5. Hosts indicator light (8) will light only when hose is being heated.
6. Switch (9) is used to activate remote control (optional) or valve (if equipped).
7. Switch (10) is used to activate an auxiliary or option (if provided).

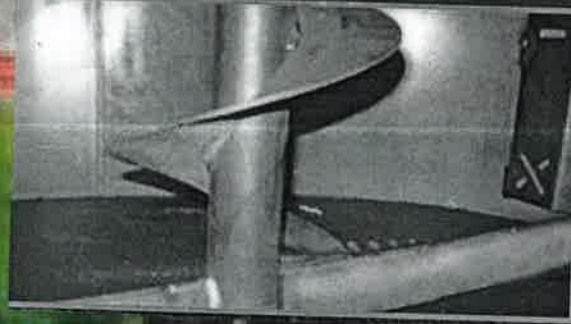
NOTE! If the unit does not ignite within 15 seconds, turn switch off and wait 30 seconds before attempting again.

CONTROL STATION BOX



AUGER ASSISTED AGITATOR

Multi-directional mixing improves overall heating and flow. The Cimline design raises the material using a spiral and rotates the material with the agitator bar.



SEALANT LOADING

Productivity soars while back injuries and fatigue drop because of our low loading heights (48-54") and specially designed loading doors. Our angled doors extend over the fenders for less reach to keep loading safe and simple.



Open the sealant loading door; verify that the agitator is not turning.



Diesel tank and fuel sight gauge

This hot melt crack and joint sealant block is the equivalent of 3 gallons of melted sealant. The block weighs approximately 30 pounds, equaling 10 pounds per gallon.

NOT-APPLIED MODIFIED ASPHALT SEALANT FOR PAVEMENT CRACKS AND JOINTS

PLEXI-melt





With loading door open, set one block of crack and joint sealant on lid. **CLOSING THE LOADING DOOR QUICKLY.**





Propane for heating the tar pots




BANDER APPLICATOR

Push-style bander/applicator to provide a perfect concave seal allowing for contracting and expansion of the pavement.

or
Tar puts
↓





Crack and joint sealant spigot

SPECIFICATIONS

Specifications	Model	AC60-D	AC60-G	OC60-D	OC60-G	OC80-D	OC80-G	OC95-D	OC95-G
Type		Vertical, air-cooled, 4-cycle diesel engine		Vertical, Oil & Air-cooled, 4-cycle diesel engine					
Number of cylinders		1							
Bore X Stroke (mm)		72X68							
Displacement (ℓ)		0.276							
Rated output (PS/rpm)		5.6/1800	5.6/1800	5.6/1800	5.6/1800	7/1800	7/1800	8.5/3600	8.5/1800
Maximum output (PS/rpm)		6.2/3600	6.2/1800	6.2/3600	6.2/1800	8/3600	8/1800	9.5/3600	9.5/1800
Dimensions	Length (mm)	379.5							
	Width (mm)	462							
	Height (mm)	429							
Weight (kg)	Electric start	—							
	Recoil start	32							
	Electric & recoil	36							
Cooling system	Air-cooled								
Combustion system	Direct injection system								
Fuel	Diesel fuel oil (SAE No.2-D)								
Lubricating oil	API Service CC-class (SAE #30, 20, 10W30)								
Lubricating system	Forced lubrication with trochoid pump								
Fuel tank capacity (ℓ)	3.6								
Crankcase oil capacity (ℓ)	1.3								
Rotational direction	Counterclockwise viewed from the power take-off shaft								
Starting system	12V, 0.7kW starting motor/ Recoil starter		12V, 1.2kW starting motor						

● Specifications are subject to change for improvement without prior notice.

FUEL AND OIL

FUEL

Use SAE No.2-D Diesel Fuel Oil.

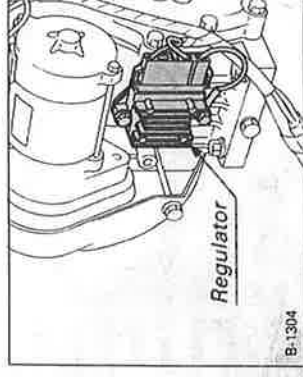
OIL

Use at least class-CC oil. Select the cor-

rect oil (shown in the following table) according to the temperature.

Summer	20°C (68°F) or more	SAE30
Spring and autumn	5°C (41°F) to 20°C (68°F)	SAE20
Winter	5°C (41°F) or less	SAE10W or 10W-30

Installing the regulator

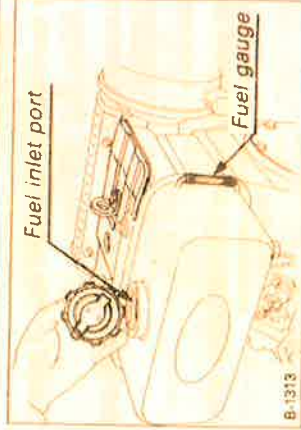


PRE-START CHECKS

CAPACITY

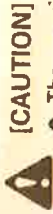
Item	Capacity		
	AC60, OC60	OC80, OC95	
Fuel tank	3.6 ℓ	5.5 ℓ	
Crankcase (oil)	1.3 ℓ	1.7 ℓ	

FUEL



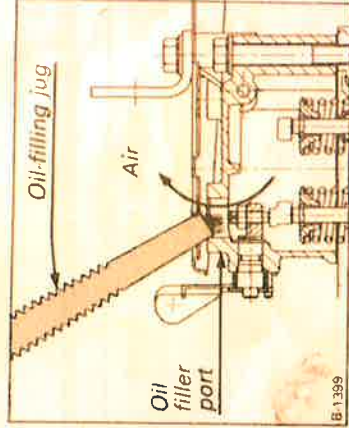
Use SAE No.2-D Diesel Fuel Oil.

As air trapped in the fuel is purged automatically, there is no need to bleed the air.

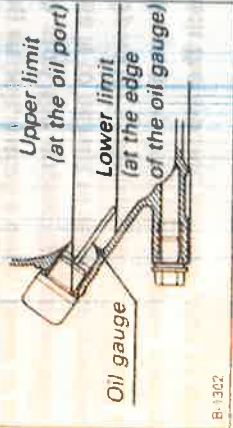
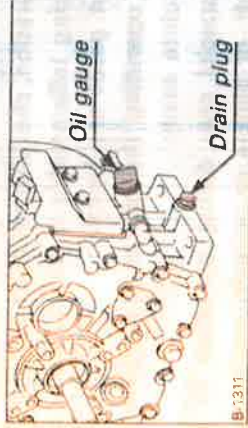


[CAUTION]

- The engine must be shut down and kept away from any source of fire when fuel is added.



CRANKCASE OIL



Place the engine horizontally and fill it with oil.

Always check the oil level with the oil gauge screwed in.

On models with an oil filler port in the head cover, be sure to take out the oil gauge first and then pour oil. When filling oil, take care not to let the oil-filling jug's tip or the like block the oil filler port; this is for air inside the engine to go out of the oil filler port. This is essential for measuring the oil level correctly after letting the poured oil flow down into the oil pan.