

SNO-WAY®

SNOW & ICE CONTROL EQUIPMENT

INSTALLATION & OWNER'S MANUAL

PROCONTROL™ OPERATING SYSTEM PACKAGE

99100993, 99100994

Sno-Way®, Down Pressure® and EIS® are registered trademarks of Sno-Way International, Inc.
ProControl™, MegaBlade™, V-Wing™, E-Z Switch™, Revolution™, MaxAdjust™, SpeedLock™, and QuickJack™
are trademarks of Sno-Way International, Inc.

©2009 Sno-Way® International

97101382B

TABLE OF CONTENTS

	Page
INTRODUCTION	2
SAFETY	3
FCC STATEMENT OF CONDITIONS	4
INSTALLATION	5
Receiver Installation on Plow Power Pack	5
Programming Receiver to Learn	
Transmitter Code (Wireless ProControl™).....	5
Control Harness Installation (Hard-Wired ProControl™)	6
OPERATION.....	8
Theory of Operation	8
ProControl™ Operation - Basic Functions.....	8
ProControl™ Operation - Extended Functions	10
Programming a Macro	10
Common Macro Programming	10
Programming the Clock	11
Auxiliary Functions	11
Remaining Buttons.....	11
Start/Stop Procedure for ProControl™ Transmitters	11
Power Saving Mode	11
Diagnostic Functions	11
ProControl™ Charging and Battery Replacement.....	12
ProControl™ Transmitter Mounting Instructions	12
Using the ProControl™ to Aid in Mounting the Snow Plow	13
Storage (Hard-wired ProControl™)	13

INTRODUCTION

This manual was written for the assembly, installation and maintenance of your new Sno-Way ProControl™ Operating System. Most importantly, this manual provides an operating plan for safe use. Refer to the Table of Contents for an outline of this manual.

Please keep this manual with your machine at all times as reference material and so it can be passed on to the next owner if the machine is sold.

We require that you read and understand the contents of this manual COMPLETELY, especially the chapter on SAFETY, before attempting any procedure contained in this manual.



The Society of Automotive Engineers has adopted this SAFETY ALERT SYMBOL to pinpoint characteristics that, if NOT carefully followed, can create a safety hazard. When you see this symbol in this manual or on the machine itself, BE ALERT!, your personal safety and the safety of others, is involved.

• Defined below are the SAFETY ALERT messages and how they will appear in this manual.

	WARNING
FAILURE TO FOLLOW CAN RESULT IN INJURY OR DEATH.	

	CAUTION
Information, that if not carefully followed, can cause injury or damage to equipment!	

NOTE: Additional information concerning the equipment or the procedure that may or may not be contained elsewhere in this manual.

BE AWARE! It is illegal to remove, deface or otherwise alter the safety decals mounted on this equipment.

Record the ProControl™ transmitter and Receiver Serial Numbers. This is information that your Dealer needs to answer questions or to order replacement parts, if needed, for your unit.

NAME PLATE DATA	
PROCONTROL™ SERIAL NUMBERS:	
TRANSMITTER S.N.	_____
RECEIVER S.N.	_____
(FILL IN)	

DEALER	
NAME	_____
ADDRESS	_____
CITY _____ STATE _____ ZIP _____	
PHONE ()-	_____
(FILL IN)	

ORIGINAL PURCHASER	
NAME	_____
ADDRESS	_____
CITY _____ STATE _____ ZIP _____	
PHONE ()-	_____
(FILL IN)	

We reserve the right to make changes or improve the design or construction of any part(s) without incurring the obligation to install such parts or make any changes on any unit previously delivered.

SAFETY

BEFORE ATTEMPTING ANY PROCEDURE IN THIS BOOK, READ AND UNDERSTAND ALL THE SAFETY INFORMATION CONTAINED IN THIS SECTION. IN ADDITION, ENSURE ALL INDIVIDUALS WORKING WITH YOU ARE ALSO FAMILIAR WITH THESE SAFETY PRECAUTIONS.

For your safety Warning and Information Decals have been placed on this product to remind the operator to take safety precautions. It is important that these decals are in place and are legible before operation begins. New decals can be obtained from Sno-Way or your local dealer.

REMEMBER The careful operator is the best operator. Most accidents are caused by human error. Certain precautions must be observed to prevent the possibility of injury to operator or bystanders and/or damage to equipment.

NEVER operate Plow when under the influence of alcohol, drugs or other medications that could hamper your judgement and reactions. An accident may result in serious injury or death to other persons or yourself.

ALWAYS operate vehicle in a well-ventilated area. The carbon monoxide in exhaust gas is highly toxic and can cause serious injury or death.

NEVER allow hands, hair or clothing to get near any moving parts such as fan blades, belts and pulleys. Never wear neckties or loose clothing when working on the vehicle.

NEVER wear wrist watches, rings or other jewelry when working on the vehicle or individual equipment. These things can catch on moving parts or cause an electrical short circuit that could result in serious personal injury.

ALWAYS wear safety goggles when working on the vehicle to protect your eyes from battery acid, gasoline, and dust or dirt from flying off of moving engine parts.

ALWAYS be aware of and avoid contact with hot surfaces such as engine, radiator, and hoses.

ALWAYS wear safety glasses with side shields when striking metal against metal! In addition, it is recommended that a softer (non-chipable) metal material be used to cushion the blow. Failure to heed could result in serious injury to the eye(s) or other parts of the body.

NEVER allow children or unauthorized person to operate this unit.

NEVER exceed 45 m.p.h. when snow plow is attached to vehicle. Braking distances may be increased and handling characteristics may be impaired at speeds above 45 m.p.h.

ALWAYS lock the vehicle when unattended to prevent unauthorized operation of the plow.

ALWAYS check the job site for terrain hazards, obstructions and people.

NEVER exceed 10 m.p.h. when plowing. Excessive speed may cause serious injury and damage of equipment and property if an unseen obstacle is encountered while plowing.

ALWAYS position blade so it does not block path of headlamps beam. Do not change blade positions while traveling. An incorrect plow position blocking headlamp beam may result in an accident.

ALWAYS check surrounding area for hazardous obstacles before operating this unit.

ALWAYS inspect the unit periodically for defects. Parts that are broken, missing or plainly worn must be replaced immediately. The unit, or any part of it should not be altered without prior written approval of the manufacturer.

ALWAYS insert the cylinder lock when plow is not in use. If the cylinder lock is not installed, the plow blade could inadvertently drop and cause serious injury.

ALWAYS shut off the vehicle engine, place the transmission in Neutral or Park, turn the ignition switch to the "OFF" position and firmly apply the parking brake of the vehicle before attaching or detaching the blade from the vehicle or when making adjustments to the blade.

ALWAYS inspect lift system bolts and pins whenever attaching or detaching the plow, and before traveling. Worn or damaged components could result in the plow dropping to the pavement while driving, causing an accident.

ALWAYS keep hands and feet clear of blade and A-Frame when attaching or detaching plow.

NEVER stand between the vehicle and blade or directly in front of blade when it is being raised, lowered or angled. Clearance between vehicle and blade decreases as blade is operated and serious injury or death can result from blade striking a body or dropping on hands or feet.

NEVER work on the vehicle without having a fully serviced fire extinguisher available. A 5 lb or larger CO² or dry chemical unit specified for gasoline, chemical or electrical fires, is recommended.

NEVER smoke while working on the vehicle. Gasoline and battery acid vapors are extremely flammable and explosive.

NEVER use your hands to search for hydraulic fluid leaks; escaping fluid under pressure can be invisible and can penetrate the skin and cause a serious injury! If any fluid is injected into the skin, see a doctor at once! Injected fluid MUST BE surgically removed by a doctor familiar with this type of injury or gangrene may result.

REMEMBER it is the owner's responsibility for communicating information on the safe use and proper maintenance of this machine.

FCC STATEMENT OF CONDITIONS

Compliance Statement (Part 15.19)

This device complies with Part 15 of the FCC Rules and with RSS-210 of Industry Canada.

Operation is subject to the following two conditions:

1. This device may not cause harmful interference, and
2. This device must accept any interference received, including interference that may cause undesired operation.

Warning (Part 15.21)

Changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

OEM Responsibility to the FCC Rules and Regulations

The FreeStar Module has been certified per FCC Part 15 rules for integration into products without further testing or certification. To fulfill the FCC certification requirements the OEM of the FreeStar Module must ensure that the information provided on the FreeStar Label is placed on the outside of the final product.

The FreeStar Module is labeled with its own FCC ID Number. If the FCC ID is not visible when the module is installed inside another device, then the outside of the device into which that module is installed must also display a label referring to the enclosed module. This exterior label can use wording such as the following:

"Contains Transmitter Module FCC ID: TFB-FREESTAR"

or

"Contains FCC ID: TFB-FREESTAR"

The OEM of the FreeStar Module must only use the approved antenna, which has been certified with XXX module.

The OEM of the FreeStar Module must test their final product configuration to comply with Unintentional Radiator Limits before declaring FCC compliance per Part 15 of the FCC rules.

RF Exposure (OET Bulletin 65)

To comply with FCC/IC RF exposure requirements for mobile transmitting devices, this transmitter should only be used or installed at locations where there is at least 20cm separation distance between the antenna and all persons.

Section 7.1.5 of RSS-GEN

Operation is subject to the following two conditions:

1. This device may not cause interference, and
2. This device must accept any interference, including interference that may cause undesired operation of the device.

INSTALLATION

Receiver Installation on Plow Power Pack

1. Loosen the wing nuts holding the pump cover in place and then lift and remove the pump cover.
2. Remove the ¼"x1.5" cap screw and the ¼" nylock nut from the top of the receiver mounting bracket.
3. With the 5-pin in-circuit programming pins positioned on the top of the unit (See Figure 1-1), slide the receiver module into the receiver mounting channel with the exposed wires of the receiver box positioned toward the hydraulic reservoir (See Figure 1-2).

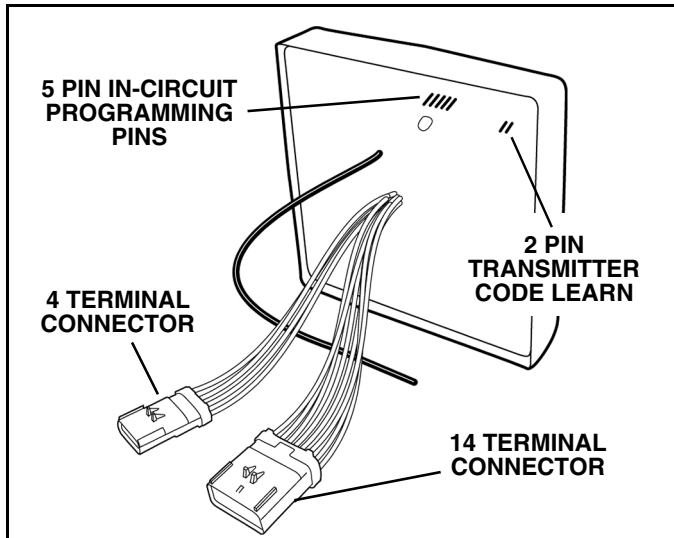


Figure 1-1

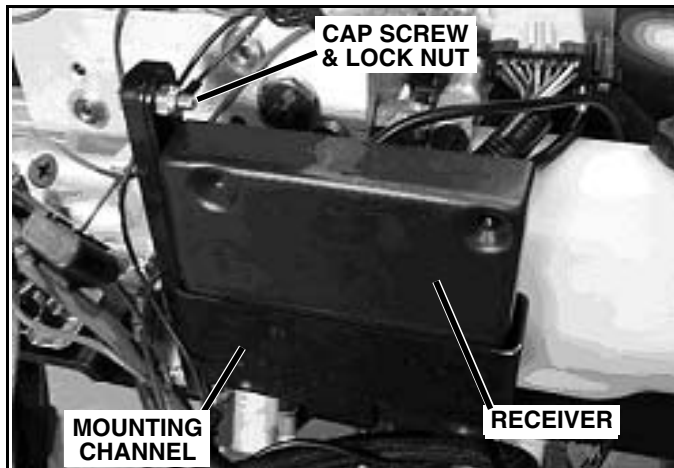


Figure 1-2

4. Re-install the ¼" x1-1/4" cap screw and the ¼" nylock nut previously removed.
5. Connect the 14 terminal connector on the receiver module to the snow plow power pack. On MBV and MBR Models only, also connect the four (4) terminal connector on the receiver to the connector on the snow plow power pack.



CAUTION

The connectors must be plugged in correctly. The connectors are keyed; you must line up the slots with the tabs when plugging in the connectors. Failure to do so **WILL CAUSE FAILURE** of the receiver. When plugged in correctly, the wire colors on each connector will match.

Programming Receiver to Learn Transmitter Code (Wireless ProControl™)

NOTE: Hard-wired control systems do not require the receiver to "learn" the transmitter code. Owners with hard-wired controls can proceed to the next section.

Every transmitter has its own unique code. In order to operate the plow, the receiver must "learn" the transmitters code. The receiver will only function with a transmitter it has been programmed for. That way several wireless units with different transmitter codes can function in the same area. Each receiver can "learn" one transmitter code.

1. Ensure vehicle bumper connection is made and vehicle supply voltage is 12VDC. Also verify that the 14 and 4 pin (when present) connectors are connected from the receiver module to the power unit.

2. Start by putting the ProControl™ transmitter into Pairing Mode by pressing the On and Timer buttons (two buttons below LCD screen) simultaneously until "Pairing Remote" is displayed on transmitter LCD screen.

NOTE: Refer to "OPERATION" section for additional button details.

3. Place metal object across the 2 pin Transmitter Code Learn contacts on the receiver module. (See Figure 1-1).

4. The ProControl™ transmitter LCD should now say "Paired Plow". Press the Power key once to complete the pairing process. The ProControl™ will beep twice and the LCD display will flash "Pairing Complete".

NOTE: Unlike the previous generation wireless controls, the ProControl™ receiver module does not need to be cleared before pairing a new transmitter. If at any time the receiver module on wireless units is disconnected or power is interrupted, the ProControl™ transmitter will display "lost connection" on its LCD screen.

Control Harness Installation (Hard-Wired ProControl™)

NOTE: Wireless control systems do not require the control harness to be installed. Wireless owners may proceed to next section.

1. Remove the wire harness components from the bag of harness parts included in the control package.
2. Run the 4 wire harness on the receiver unit over to the main power harness. Zip tie where necessary to the main power harness. Ensure the control wire harness is routed in the power harness clamp and continue running with the main power harness. Leave enough room to connect harness to vehicle harness. Ensure the cable is clear of pinch points and latching mechanism. Any excess cabling should be kept and zip tied under the pump cover. (See Figure 1-3).

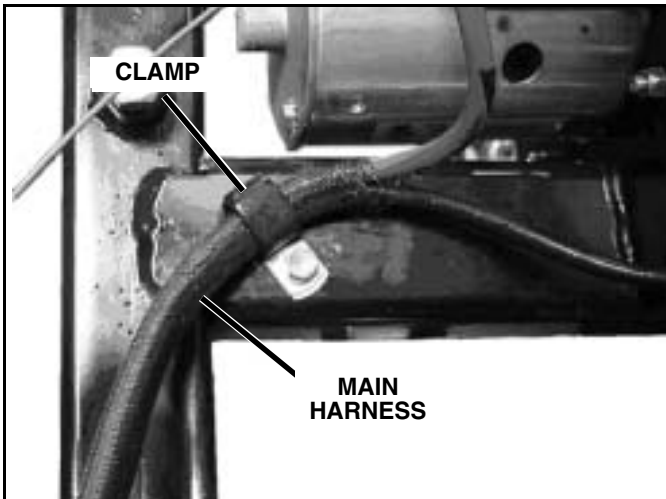


Figure 1-3

NOTE: This system has no separate storage cap. It does have a male and female connector combination that allows for convenient storage when the plow is not in use. Simply plug the male and female connectors together for storage.

2. Determine a routing for the 12 ft. long harness from the vehicle bumper at the left side of the power pack through the vehicle engine compartment to the cab of the vehicle.

3. Look for an existing hole with a rubber grommet in the vehicle firewall. The hole must be .38" diameter or larger.



CAUTION

DO NOT drill any holes until a thorough visual inspection is performed to determine that the area around the hole to be drilled, on both sides of the firewall, is clear of any obstacles such as brake lines, linkage or vehicle wiring.

4. If an existing .38" hole is not available, look for an area to drill that satisfies these conditions:

- **DO NOT put a hole in such a spot that will force the wiring harness, when installed, to interfere or be routed behind accelerator pedal, brake pedal, clutch pedal, parking brake or associated linkage.**

NOTE: If the hole has to be drilled through carpeting and/or insulation pull carpet and/or insulation back and out of the way. After hole has been drilled, mark back side of carpet and/or insulation where harness will pass through. Mark location to be cut with a "X" then, using a sharp utility knife, cut along the "X". Route harness through drilled hole and cut in carpet and/or insulation. Reinstall carpet and/or insulation. This will allow for a clean repair should the plow ever be removed. Simply place a piece of duct tape on the back side of the carpet and press into place. This will virtually hide the cut in the carpet where the harness was routed.

5. Drill a .38" hole through the vehicle firewall.



CAUTION

Keep wiring harness away from moving parts, sharp edges and areas of extreme heat to avoid electrical failure and fire.

6. Remove blue pin lock from female connector. Push the pins on the end of each of the four wires into the back side of the connector (the end with recessed light blue seal). (See Figure 1-4 for pinning).

NOTE: The connector pin locations are labeled on the side opposite of the red secondary lock tab.

**CAUTION**

The four wires MUST be inserted into the proper holes in the connector. Failure to place the wires in the proper holes in the connector can result in failure of the transmitter.

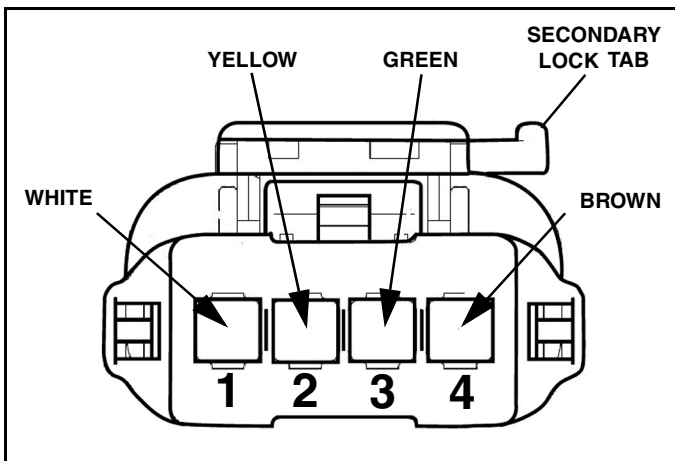


Figure 1-4

7. Verify wire placement by connecting the ProControl™ harness. If wire colors do not line up, verify pin placement with Figure 1-4.

8. If necessary use Sno-Way® EIS™ Pin Removal Tool 96108632 or equivalent to push the contacts into the connector until a slight “click” is heard or felt. Visually inspect the connector to make sure the pins are all the way seated and pull lightly on the wire to make sure the contact is locked into position. If the pin does not come out of the connector, it is properly installed.

9. Re-install the blue pin lock removed in step 6.

10. After the harnesses have all been properly placed, inspect them to insure that the harnesses are clear of all obstructions and sharp objects and not near any areas of excessive heat. Tie the harnesses securely with plastic tie straps (provided) to ensure that the harnesses will stay in place.

11. After all harnesses are in place and all electrical connections have been made. replace the pump cover and tighten the wing nuts which hold the cover in place.

OPERATION

Theory of Operation

1. The Sno-Way ProControl™ Operating System includes two key components. The first is a hand held transmitter. When a switch is actuated, the ProControl™ transmitter sends a signal out to the snow plow through the plow control harness indicating which operation is to be performed, such as 'Raise', 'Swing Right' and 'DP On'.

2. The second key part of the ProControl™ system is the receiver module on the plow. It receives the signal from the ProControl™ transmitter and processes the signal to open or close valves on or off so that the hydraulic system of the plow power unit will perform the required operations.

3. 12V DC power is fed from the battery terminal of the start solenoid to the individual valve solenoid coils and the receiver module. The ground wires for the start solenoid primary circuit and the coils of the valve solenoids return to the circuit board of the receiver where switches on the circuit board open or close the ground to complete or break the circuit to each coil and solenoid.

NOTE: This is a ground switching system and has power on the coils as soon as power is connected to the plow. The receiver module energizes the coils by providing a ground path to them.

4. On wired ProControl™ systems, a low voltage power circuit leads from the receiver to the ProControl™ transmitter. This powers the circuit board of the ProControl™ transmitter and supplies the low voltage power needed to process the signal from the switches on the transmitter and send a signal back to the receiver on the plow.

ProControl™ Operation Basic Functions – All Plows

The ProControl™ transmitter contains all of the control functions necessary for the operation of your Sno-Way snow plow.

1. The round button below the LCD screen and to the left (Figure 1-5, A) is the power button. Press and hold the power button for approximately two seconds to turn on the control.

NOTE: If no receiver module is paired with the transmitter or there is no power to the paired receiver module, the transmitter will beep and display "lost connection" on it's LCD screen.

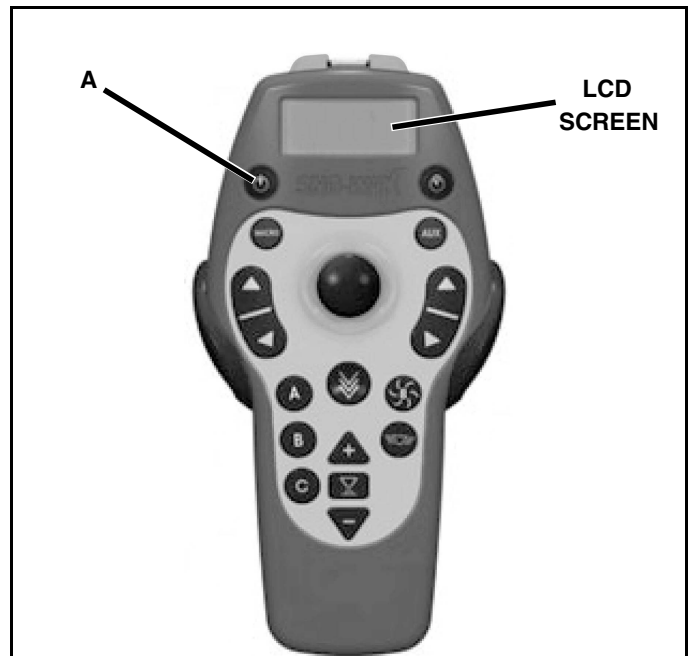


Figure 1-5

2. The round button below the LCD screen and to the right (Figure 1-6, B) is the Job Timer button. While the control is off, press and hold the Job Timer button approximately two seconds to enter Clock-set mode. Use the blade Raise / Lower button to toggle between 24-hour and 12-am/pm. Use the blade Angle Left / Angle Right to advance the edit-digit position. Use Blade Raise / Lower to increment / decrement digit value. Advancing beyond the “hh” digits rolls-over to Date-set mode. Press the Job timer Button once to save and exit Clock-set mode. While the control is on, press job timer button to start the job timer. Press job timer button again to stop job timer. The Control will beep once when starting the job timer and twice when stopping it. While timer is running, square brackets will enclose the time value. A running timer continues to run even when the handheld control is OFF. When the maximum displayable time of 9 hours, 59 minutes have been reached, the timer will stop. Hold Job Timer button for approximately two seconds to reset time value. There will be a long beep when reset.

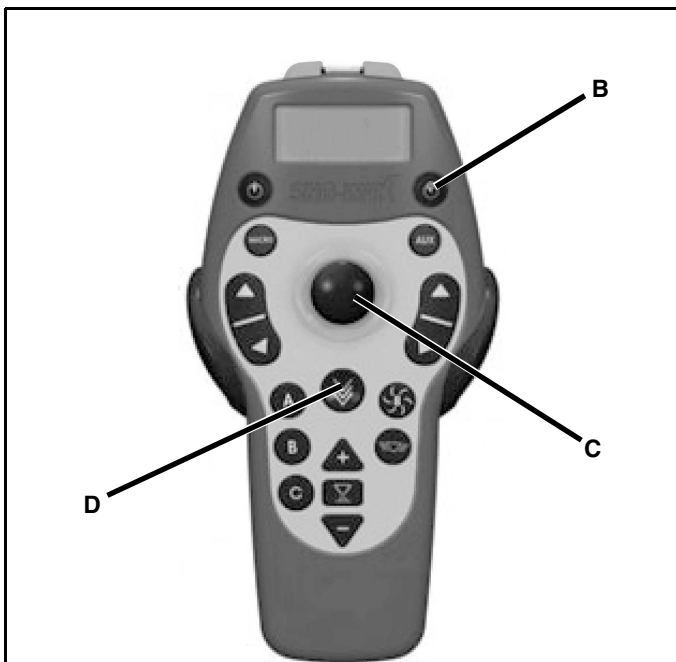


Figure 1-6

3. The molded joystick cap in the center of the ProControl™ transmitter (Figure 1-6, C) operates the “Raise”, “Lower”, “Left” and “Right” functions. Pushing joystick forward (towards the LCD screen) will “Lower” the plow. Pulling the joystick towards the charge port if wireless or wire if hard-wired will “Raise” the plow. Pushing the joystick left will cause the plow to do a “Left” function. Pushing the joystick right will cause the plow to do a “Right” function.

4. The round button just below the joystick (Figure 1-6, D) is the “Down Pressure” button. Pressing the button will turn on the down pressure and a red indicator light on the button will glow. Pressing the button again will turn the down pressure off.

Basic Functions: V-Wing™ and Revolution™ Plows

1. The button to the left of the joystick (Figure 1-7, E) is the Driver’s Side Wing button. Push the button in the area of the arrow that is closest to the LCD screen to perform a left wing extend function. Push the button in the opposite direction to perform a left wing retract function.



Figure 1-7

2. The button to the right of the joystick (Figure 1-7, F) is the Passenger’s Side Wing button. Push the button in the area of the arrow that is closest to the LCD screen to perform a right wing extend function. Push the button in the opposite direction to perform a right wing retract function.

Extended Functions: All Plows

Programming a Macro

1. A macro is a user programmable function that remembers pre-programmed functions. Example: User may program the plow to raise and do a left swing. This capability is built into every ProControl™ transmitter and can be used with all plows. The ProControl™ transmitter can store up to 3 macro functions.

NOTE: All macros are based on time. Macros can be programmed and reprogrammed as needed.

2. Locate the round button (Figure 1-8, G) that is labeled macro. Press and hold macro button two seconds until LCD screen displays “Begin Learning.”

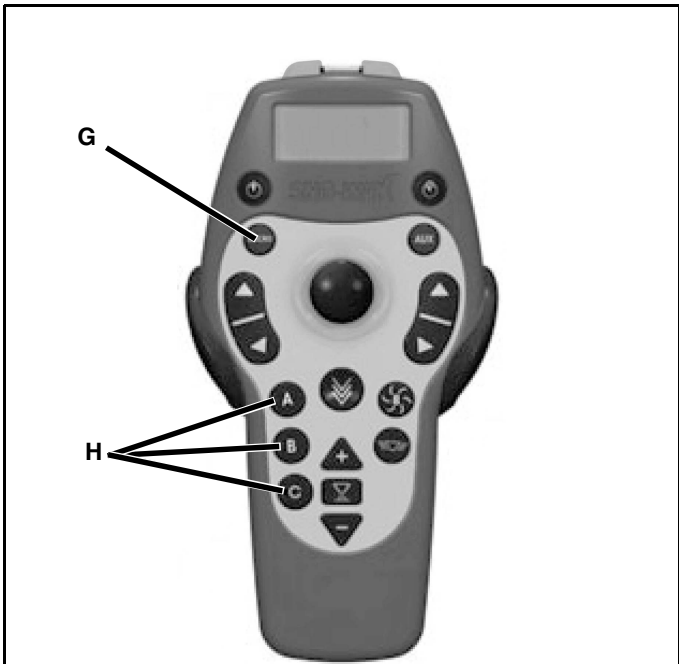


Figure 1-8

3. Perform functions that are desired. As buttons are pressed, top line of LCD will display plow action and bottom line of LCD will display time duration. The maximum number of steps per macro is ten.

NOTE: All macros are based on time. In other words, the macro will tell the plow to open and close valves and or solenoid at timed intervals. Therefore, when programming a macro, it is best to start at the extreme positive position to ensure the pump runs long enough to position the plow properly.

4. Press A, B or C (Figure 1-8, H) depending on desired storage location for macro.

5. Test macro. Repeat steps 2-4 if desired results have not been achieved.

6. Macro programming complete.

Common Macro Programming

Contractor Straight Plow

1. Up-2-seconds, Left-4-seconds – Angle left
2. Up-2, Left-4, Right 2, - Straight
3. Left-4, Down-1, Dp-1- Angle left drop plow with down pressure.

V-Wing™ Plow

1. Up-3, Left and right extend-4. - Scoop
2. Left and right retract-4, Down-1 - Vee
3. Left extend and right retract 4, down-1 – Full Right

Revolution™ Plow

1. Up-3, left-3, left retract-2, right retract-2, right extent-1 – Main blade left, left wing full back, right wing at 45°
2. Up-3, left-4, right 2, left and right retract-2 (similar to v function on V-wing), left and right extend-1 – Main blade straight wings at 45°
3. Up-, left-4, right 2, left and right extend-3 – Transport

Programming the Clock

While the control is off, hold the job timer function (Figure 1-9, I). A window will display the type of time to display (24 hr and 12 hr formats). Use the joystick to select between these options.

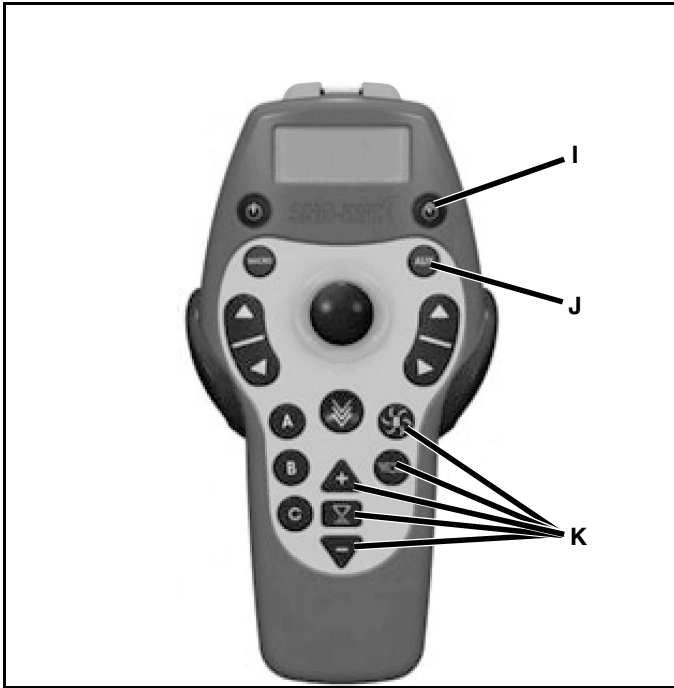


Figure 1-9

Auxiliary Functions

This button (Figure 1-9, J) is used to control an external relay (installed by end user). This relay could control a multitude of items, ranging from beacon lights to additional plow lamps. This output is fused at 3 amps.

Remaining Buttons

The remaining buttons (Figure 1-9, K) not discussed are for future innovations and currently provide no functionality.

Start/Stop Procedure for ProControl™ Transmitters

To prevent the ProControl™ transmitter from inadvertently and accidentally being switched on or off the power button is to be held approximately 2 seconds to be turned off or on.

Power Saving Mode

The ProControl™ transmitter uses a very small amount of electrical current anytime it is 'On'. To minimize current use when the ProControl™ transmitter is inactive, the system has a 'Sleep' mode to shut itself down. If no control function is pressed for a time period of approximately 15 minutes, the ProControl™ transmitter will beep twice then shut down by itself. When this happens, the power button must be depressed for approximately two seconds to switch it back "ON."

Battery Charging

See ProControl™ Charging and Battery Replacement on page 12.

Diagnostic Functions

Your ProControl™ transmitter has built in diagnostic capability. The following chart lists the audible alerts, screen displays and descriptions used to make you aware of a problem.

AUDIBLE ALERT	LCD DISPLAY	DESCRIPTION
Short beep (1/4-second)	RECHARGE BATTERY	ProControl™ Battery Failure.
Long beep (1/2-second)	BATTERY LOW	ProControl™ Battery Low.
	RELAY FAULT	+12 Volt supply not sensed at Start Switch coil.
	LOST SIGNAL	Transmitter/receiver pairing failed. Radio communication lost to plow.
	NO RECEIVER	Radio communication lost to plow. No radio communication.
No Tone Alert	--:--:--	Real Time Clock Failure.
	-- -- --	Calendar Failure.

ProControl™ Charging and Battery Replacement

Your ProControl™ transmitter uses a rechargeable battery pack. While the transmitter is off and connected to the charger, the charge status will be periodically displayed as either “Charging” or “Charged”. While the transmitter is on and connected to the charger, the charge status will not change, only regular information will be displayed.

NOTE: The ProControl™ wireless transmitter uses a Lithium-Polymer rechargeable battery. It is recommended that the transmitter not be stored in the vehicle over-night or under circumstances where the vehicle cab temperature will fall to 32°F or below. Temperatures below this point will inhibit the battery from charging. Should this occur, allow the transmitter to warm before charging.

Although the ProControl™ battery is rechargeable it will require replacement after a finite number of charge cycles. To access the battery pack remove 2 screws securing battery cover. (See Figure 1-10). Remove battery cover to expose battery pack.

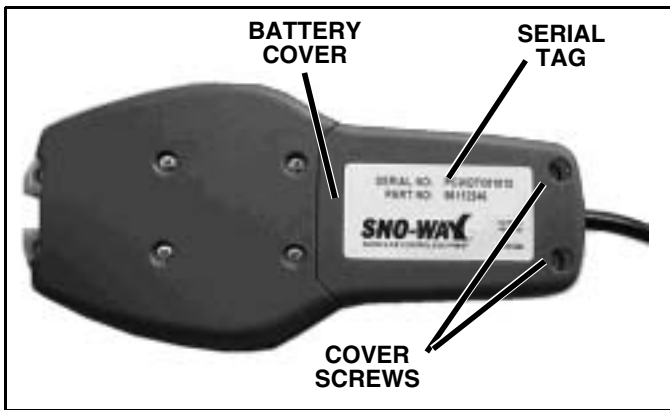


Figure 1-10

Once battery pack is exposed, move to one side to expose the 4 pin connector that connects the battery wires to the circuit board. (See Figure 1-11). Unplug connector and discard old battery. For installation, follow steps in reverse.

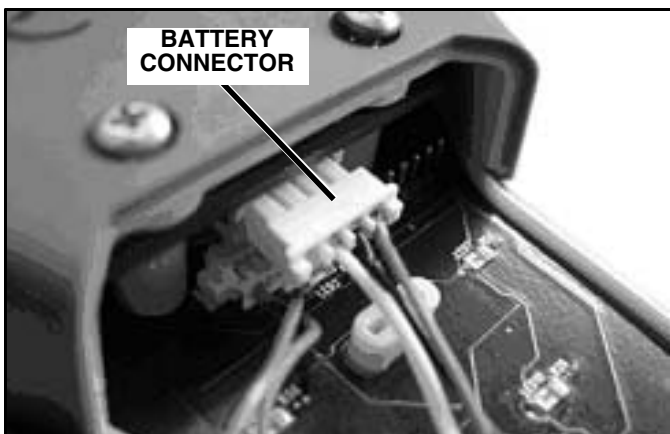


Figure 1-11

ProControl™ Transmitter Mounting Instructions

Your ProControl™ transmitter is equipped with a Dash Mount Clip for mounting purposes.

Fasten the mounting clip in the desired location using the 2 screw holes. (See Figure 1-12).

NOTE: Be certain control mounting does not obstruct items that are critical to safely operating your vehicle.

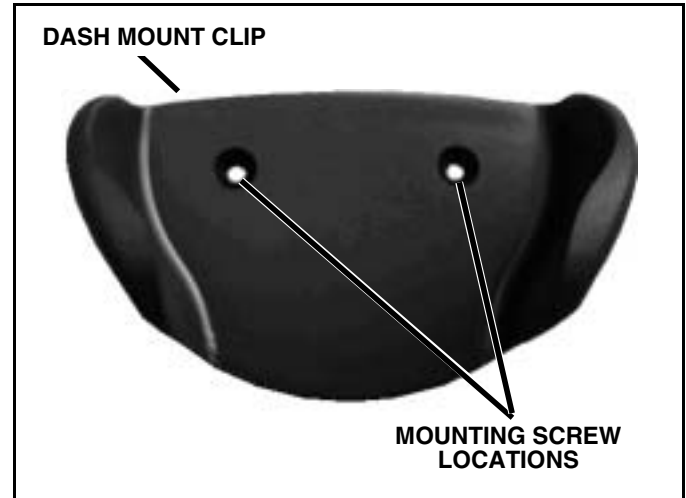


Figure 1-12

Secure the ProControl™ transmitter by sliding downward into the dash mounting clip. (See Figure 1-13).



Figure 1-13

Using the ProControl™ to Aid in Mounting and Removing the Snow Plow

The ProControl™ transmitter can be used near the snow plow when mounting or removing the plow with the aid of the power jackstand.

NOTE: For proper procedure in mounting and removal of the snow plow, refer to your Sno-Way Plow Owner's Manual.



WARNING

When using the ProControl™ transmitter near the plow, be especially careful of the movement of any plow components when any switch on the transmitter is actuated. Stand clear of the snow plow at all times to avoid being struck by any plow parts.

FAILURE TO FOLLOW CAN RESULT IN INJURY OR DEATH.

For Hard-Wired Units

Disconnect the cable for the ProControl™ transmitter at the harness connection inside the vehicle cab and take the controller to the front of the vehicle. Disconnect the plow control harness from the vehicle control harness at the connector at the front of the vehicle. Connect the ProControl™ transmitter to the plow control harness. The ProControl™ transmitter can now be used just as it is normally used in the cab of the vehicle.

When plow mounting or removal is completed, reconnect the ProControl™ transmitter to the vehicle harness connector in the cab.

For Wireless Units

Remove the ProControl™ transmitter from the cab, carry it to the front of the truck and use normally.

Storage (Hard-wired ProControl™)

Your receiver module is equipped with male and female connectors. When power is no longer connected to the plow, plug the male into the female connector for storage.

Your vehicle harness is also equipped with male and female connectors. Once the plow is disconnected, plug the male into the female connector for storage.

Wiring Schematics

ProControl™ system schematic diagrams are located in your products Installation & Owner's Manual.

NOTES

SNO-WAY® INTERNATIONAL, INC.

SNO-WAY
SNOW & ICE CONTROL EQUIPMENT

Hartford, WI 53027 USA
Website: www.snoway.com
©2009 Sno-Way® International