

## Sno-Way® Snowplows & Spreaders Frequently Asked Questions

### Blade Skins

#### **What can I use to clean my poly blade?**

Sno-Way recommends using soap and water or isopropyl alcohol

#### **Are there products I should not use to clean poly?**

Abrasive or highly alkaline cleaners, acetone, carbon tetrachloride, benzene, leaded gasoline or brake cleaner should NOT be used. These products will ruin polycarbonate.

#### **Should I buy my Sno-Way plow with polycarbonate or steel blade skin?**

Polycarbonate has extremely high impact strength, a low coefficient of friction and is proven to efficiently roll more snow than metal blade skins. Polycarbonate will not corrode. Steel blade skins provide maximum value and exceptional strength.

#### **Can a polycarbonate blade skin break?**

Although very durable as a moldboard, polycarbonate skins can break. Most occurrences of breakage involve puncture of the poly skin by hitting an immovable object. Replacement of skins are available through your local Sno-Way Retailer and easily ship via UPS.



### Pro Control™ 2 Plus

#### **How to Program my wireless ProControl II and ProControl™ 2 Plus**

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. A red blinking LED indicates the receiver has power and is not communicating with a transmitter.
2. Turn the ProControl 2 Plus™ transmitter on and put it into Pairing Mode by pressing and holding the Down pressure button or pairing button for at least 5 seconds, but not more than 10 seconds. When the button is released, the backlights will flash continuously, and the transmitter will be in pairing mode.
3. Place a magnet into the divot on the backside of the receiver module. (See Figure 1-1). Remove the magnet and the LED on the receiver will alternately flash green and red to indicate the receiver is in pairing mode.

4. When the receiver and transmitter are paired, the DP light (plow) or salt light (spreader) will flash three times and the LED on the receiver will flash green three times and then flash red. When this happens, push the DP (down pressure) button or pairing button to exit pairing mode. *NOTE: If the DP light or salt light on the transmitter does not flash and the LED on the receiver does not flash green three times before going back to flashing red, the pairing attempt has failed. Go back to step 1 and repeat steps.*
5. After exiting pairing mode, the back lights and DP light or salt light on the transmitter will flash alternately 4 times. Then the DP light or salt light on the transmitter will flash three times and the signal light on the transmitter and LED light on the receiver will change to flashing green. Once this occurs the control is ready to use.

## **Pro Control™ II**



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. A red blinking LED indicates the receiver has power and is not communicating with a transmitter.
2. Turn the ProControl II™ transmitter on and put it into Pairing Mode by pressing and holding the Down pressure button or pairing button for at least 5 seconds, but not more than 10 seconds. When the button is released, the backlights will flash continuously, and the transmitter will be in pairing mode. *NOTE: Refer to "OPERATION" section for button details.*
3. Place a metal object across the 2 pairing pins on the receiver module. (See Figure 1-1). Remove the object and the LED on the receiver will alternately flash green and red to indicate the receiver is in pairing mode.
4. When the receiver and transmitter are paired, the DP light (plow) or salt light (spreader) will flash three times and the LED on the receiver will flash green three times and then flash red. When this happens, push the DP (down pressure) button or pairing button to exit pairing mode. *NOTE: If the DP light or salt light on the transmitter does not flash and the LED on the receiver does not flash green three times before going back to flashing red, the pairing attempt has failed. Go back to step 1 and repeat steps.*
5. After exiting pairing mode, the back lights and DP light or salt light on the transmitter will flash alternately 4 times. Then the DP light or salt light on the transmitter will flash three times and the signal light on the transmitter and LED light on the receiver will change to flashing green. Once this occurs the control is ready to use.

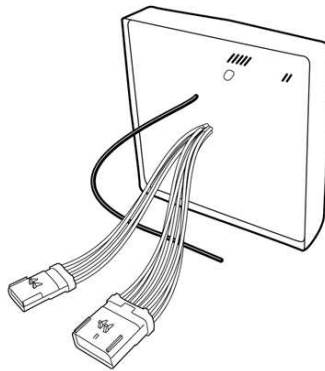
## **ProControl™**



### **How do I program my wireless ProControl™?**

Programming Sno-Ways Pro control is both easier and faster than the Legacy style control.

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 “Paring Remote” is displayed on transmitter LCD screen.
3. Place metal object across the 2 pin Transmitter Code Learn contacts on the receiver module.



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.

### **Diagnostic Functions / Lost Signal No Receiver**

Your ProControl™ transmitter has built in diagnostic capability. There is a chart on page 11 of the installation and owner’s manual for the ProControl (97101382). This includes the audible alerts, screen displays, and descriptions used to make you aware of a problem.

### **What does the blinking red L.E.D. on the ProControl™, ProControl II, and ProControl 2 Plus™ Receiver mean?**

The Red or amber L.E.D light blinking indicates that you have at least 5.5V of power supplied to the receiver. When the light is solid green the control is turned on and paired to the receiver.

### **How do I use the Auxiliary Functions?**

This “AUX” button 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 not discussed are for future innovations and currently provide no functionality.

### **How to replace the ProControl™ battery**

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. Remove battery cover to expose battery pack. Once battery pack is exposed, move to one side to expose the 4 pin connector that connects the battery wires to the circuit board. Unplug connector and discard old battery.



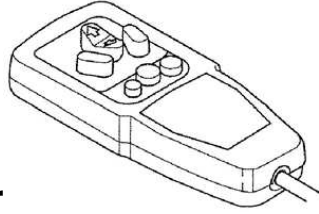
For installation, follow steps in reverse.

### **What is the warranty on the ProControl™ battery?**

There is a one year limited warranty on all ProControl™ rechargeable batteries.

### **Can I convert my Legacy control to a ProControl™?**

Any plow with a Monarch/Bucher SMO1 pump can be upgraded to the new ProControl 2 Plus™ because they are all based off the same ground switching system. This includes ST, MT, HT, HTV/28V, 22, 26, 29, 29T, 29HD 32.



## **Legacy Controller**

### **How do I program my legacy wireless control?**

Programming a Sno-Way wireless control is quick and easy.

1. Start by turning-off the wireless control.
2. Next, using a screwdriver, simultaneously touch both electrodes on the receiver module (under pump cover) until the green L.E.D. on the receiver glows solid. The light will stay green for approximately 8 seconds, then blink four times, then go out. Remove the screwdriver from the electrodes. All transmission codes have now been erased from the receiver.
3. Turn on wireless control. The L.E.D. on the control should be a solid green color. Cross the two electrodes with the screwdriver again. The L.E.D. on the receiver module should turn on. Remove the screwdriver.
4. Operate any function on the control. The green L.E.D. should flicker and the L.E.D. on the receiver should turn off. You have now programmed your wireless control. Wait five seconds before testing all plow functions.

Visit [www.snoway.com](http://www.snoway.com) and click "Service Center" to view a clip of this procedure.

### **How do I turn my Legacy wireless control on?**

Simultaneously hold the "ON/OFF" and "DOWN PRESSURE™" buttons. The "ON/OFF" button should glow solid glow.

### **What is the code to turn my first generation Legacy control on?**

There is a two start-up sequences codes that exist. Older controls use a sequence of "ON-UP-DOWN-DOWN PRESSURE™-ON". Newer controls can be turned on by holding "ON" and "DOWN PRESSURE™" buttons simultaneously.

### **The green L.E.D. is solid when I turn on the control, but nothing happens when I try to move the plow. What's the problem?**

The green L.E.D. on the control should flicker when any of the functions are operated. If the L.E.D. is on but does not flicker when operating the plow, the batteries are not powerful enough to generate or transmit a signal. Replace the batteries on the control.

### **What can I do if I think my wireless control has signal interference?**

There are three main types of interference:

1. ON-BOARD- generated by your vehicle
2. GEOGRAPHICAL-generated by outside sources in the area that you plow
3. CONTROLLER BASED-caused by a transmitter and receiver which are not communicating efficiently. Trying a different controller eliminates many, if most, of these problems. In those rare instances when your plow route or vehicle contain inference which none to the wireless units can contend with, you may have to use a wired control to assure prompt and reliable plow

response. Your local authorized Sno-Way Retailer is the best resource for assessing the signal problem.

**Where does the ground wire go from the Legacy receiver module?**

The receiver ground connects to the same stud as the black 4 gauge motor ground.

**How often do I have to reprogram my wireless control to the receiver?**

Once. Even if the batteries fail, the control and module remain connected.

**How can I convert my wired Sno-Way controller to a wireless control?**

Simply swap-out the wired receiver module under the pump cover on the snowplow.

Install the new receiver and program it to the new wireless transmitter. That's it! You're ready to plow!

## **Electrical Malfunctions**

**Should I use dielectric grease? If so, where?**

Yes. Dielectric grease should be used on all electrical connections outside the vehicle cab, including: power connectors, plow light harness connections, headlight adapter connections and receiver module connections.

**Whenever I activate DOWN PRESSURE™, my plow comes up. What's wrong?**

For Sno-Way 24 and 25 Series snowplows, with the Down Pressure™ hydraulics engaged, check for magnetic pull by touching a screwdriver to the retainer nut on the valve stem. The valve is located on the auxiliary valve block with the blue and black wires connecting to the coil. If magnetism is not present, you have an electrical problem. If magnetism is present, then the valve is stuck and needs to be fixed or replaced.

**Where do I check to make sure all my fuses are good?**

There are three main fuse areas to review.

1. Under the hood- In-line between the battery and the power connector you will find a 250-Amp fuse and/or 150-Amp circuit breaker.
2. Under the pump cover-3" down line from the receiver module you will find a 3-Amp fuse in a fusible link.
3. Under the pump cover-6" down line from the power solenoid in the red/black wire you will find a 10-Amp fuse in a fusible link for the straight plows along with the 29R and Revolution. The Mega Blade V-plow uses a 20A fuse.

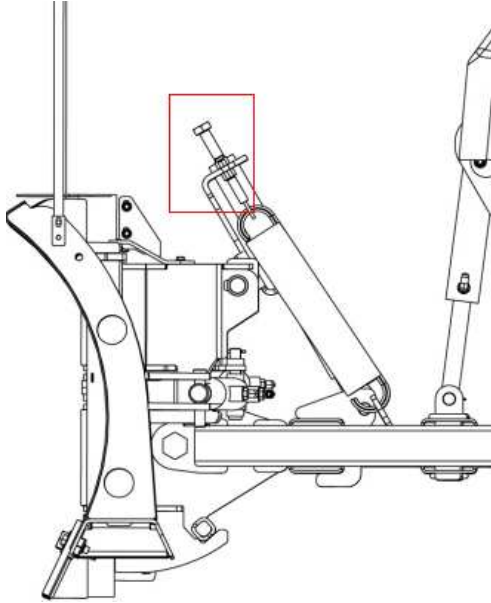
**My plow does not work. What should I check first?**

If the control is powered "ON" and the plow motor will not run, remove the pump cover and lay a screwdriver across the two large terminals at the top of the power solenoid. This should close the circuit between the battery and the motor, and the motor should run. This would tell you that you have a problem in the CONTROL circuit. If the motor does not run, the problem is in the POWER circuit (battery, 4-gauge cable, power solenoid, and motor).

**Where should I run the power cables on the truck?**

Sno-Way recommends routing the power cables through the grille of the vehicle. Use cable ties to secure the power cable to the vehicle. This will help prevent the harness from dragging on the ground. The plow-side harness should be secured to the A-frame away from the pinch of the angle cylinders and lift linkage. See any 22, 26, 26R, 26V, 29, 29R, 29V, 32 series installation manuals for proper routing instructions

## **General Maintenance**



### **How do I adjust my V-Plow tower?**

This plow is equipped with the MaxAdjust™ System (Patent pending). Adjust cap screw as required to position center of moldboard at a 90° angle to the ground.

### **How much hydraulic oil does it take to fill a snowplow?**

Each Sno-Way plow is different, but 2.5 quarts is generally an accepted fill volume. Multi-position plows, like the V Series or R Series will accept more oil.

### **Can I use different hydraulic oil in my plow?**

Although Sno-Way high performance hydraulic oil is recommended (1 quart P/N 96005029) for use in all truck-mounted plows, most non-synthetic fluids with anti-foaming properties will work. Never mix

hydraulic oils. Synthetic fluids can deteriorate the valve and cylinder seals and o-rings. Bleed the hydraulic system empty before replacing with a different type of oil. If you encounter a hydraulic issue and need to add oil in the system while at a job site, be sure to match the Sno-Way oil (Mil Spec 5606) with a similar variety.

### **Where can I go for service?**

Sno-Way service is available whenever Sno-Way plows are sold. For a complete list of authorized Sno-Way Retailers, visit [www.snoway.com](http://www.snoway.com).

### **Where can I buy a stand for my plow to sit in my garage?**

Sno-Way does not sell plow stands. There are various aftermarket companies that make plow stands that will work with Sno-Way snowplows.

### **Can I buy parts for my plow or spreader directly from Sno-Way?**

Sno-Way does not sell direct. Factory-original Sno-Way parts are available through any authorized Sno-Way Retailer. Visit [www.snoway.com](http://www.snoway.com) for a complete list of locations.

### **Are manuals available for Sno-Way products on the Web?**

Yes. Visit [www.snoway.com](http://www.snoway.com) and click on "Service Center." Manuals and other technical documents are available for download in PDF format.

## **Hydraulic Malfunctions**

### **The first time I try to angle my plow for the season, it does not work. What's wrong with my snowplow?**

First, remove the pump cover and identify the valve seated in port "XRV." If the cap on the valve is GOLD, simply nudge your plow blade into an immovable object (\*sidewalk curbing, etc.). This will free a sticky angle cylinder. If the cap on the valve is BLACK, or if the plow repeatedly will not angle, your plow will need diagnostic work at your local authorized Sno-Way Retailer.

### **My plow continually drifts down. How can I fix it?**

Review the ports on the plow hydraulic manifold. Each should be identified with the embossed letter. Remove valve "B" and swap it with either the "E" valve or the: F: valve. If this does not work, swap the Check valve (next to the Down Pressure™ relief valve) with the Check valve on the passenger's side of the manifold. If the plow still drifts down, your plow may need a new lift cylinder. Contact your local authorized Sno-Way Retailer to schedule a time for more comprehensive diagnostic work.

### **The "Down Pressure™" plow hydraulic function keeps running the motor. What's wrong?**

The Down Pressure™ plow relief valve is adjusted to a pressure that is under the pressure switch rating. This setting would not be enough to resist the pressure being generated by your pressure switch. Remove the Allen-head cap from the relief valve. With Down Pressure™ plow hydraulics running, turn the Allen-head set screw (inside the valve body) clockwise one complete turn. If the Down Pressure™ hydraulic rate has not slowed, adjusting the relief will not remedy the problem. Do not adjust the relief more than on full turn or you could cause damage to your plow. Contact your local authorized Sno-Way Retailer to schedule a time for more comprehensive diagnostic work.

### **How can I adjust the drop speed on my plow?**

See your authorized Sno-Way Retailer. Sno-Way service kit 96108627 includes flow control components and instructions on how to install them into your Sno-Way plows.

### **The lift cylinder on my plow started to leak. How can I fix it?**

Sno-Way recommends replacing the cylinder. Seal kits are no longer available.

## **Service**

### **I recently moved to a different area, how can I get parts for my Sno-Way plow?**

Visit [www.snoway.com](http://www.snoway.com) to find your local authorized Sno-Way Retailer. Most Sno-Way Retailers will allow you to order parts over the phone provided you know the part numbers and you can pay by credit card.



**Does Sno-Way offer 24-hour telephone technical support?**

No. However, some Sno-Way Retailers do offer emergency plow service. Visit [www.snoway.com](http://www.snoway.com) to locate a Retailer near you.

**Can I upgrade my gravity plow with a Down Pressure™ hydraulic system?**

No. This upgrade would require significant changes to your existing snowplow. Sno-Way recommends purchasing a plow with a Down Pressure™ hydraulic system.

**Spreader****Why can't I spread sand with my 4, 6, or 9 cubic foot spreader?**

All Sno-Way receiver spreaders are designed to use free-flowing, bagged ice melt products. The moisture in sand allows it to compact in the hopper and easily "bridge."

**Can I leave salt in my spreader overnight or between snow events?**

Sno-Way recommends removing spread materials for the spread hopper after every use. Salt is hygroscopic and will attract moisture, resulting in "bridging" and poor spreader performance.

**Why does my variable speed spreader control buzz at me after I start it?**

The controller ground is faulty. Verify the ground is attached directly to the vehicle battery and it is clean. Variable speed is not an on/off switch. It is at the lowest speed at "0", there could be slight movement.

**Subframe/Truck Mount****Why do I have to convert my older 3-pin plow to fit your new subframes?**

Sno-Way 3-pin plow mounts systems will not attach to newer Sno-Way 2-pin subframes without installing a conversion kit. The number of pins and the mount locations are not the same. See your local authorized Sno-Way Retailer for the appropriate conversion kit.

**What structural components does the warranty cover?**

Sno-Way's Standard Limited Structural Plow Warranty covers all weldments and structural metal for 2 years against defects in material and workmanship.

**I currently have a Sno-Way 26 Series plow. Can I install a 29 Series plow using the same subframe?**

No. The mount locations on both plows Series are different and are not compatible. For a complete vehicle application information, see Sno-Way's application guide here.

**Do you offer a snowplow for my truck?**

For a complete list of vehicle applications, visit [www.snoway.com](http://www.snoway.com) and select "What plow fits."

## **Warranty**

### **Do I have a warranty on my plow?**

All Sno-Way truck-mounted plows currently include a warranty of 2 years.

### **Can I purchase an extended warranty for my Sno-Way plow?**

Sno-Way currently does not offer an extended warranty for purchase.

### **Under normal conditions, if my Sno-Way plow damages the surface I am plowing, will Sno-Way pay for this damage?**

Sno-Way only offers a warranty for its products. Damage incurred while operating a Sno-Way product is not covered under Sno-Way warranties.

### **What is your product warranty?**

Truck-Mounted Plows: 24 months

Skid Steer-Mounted Plows & Spreaders: 12 months

Receiver & V-Box Spreaders: As of 4/1/2019 - 24 months

For complete Sno-Way warranty details, see your local authorized Sno-Way Retailer or visit Sno-Way's web site at <https://www.snoway.com/manuals/>