Wireless Spreader Controller

MSPV Spreader w/Gas Engine

Installation & Operation

SWP-00189 / 05090512

Notice

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Revision Level December 26, 2012

Monroe Truck Equipment, Inc.
1051 W. 7th Street
Monroe, WI 53566

NHTSA Notification

If you believe that your vehicle has a defect which could cause a crash or could cause injury or death, you should immediately inform the National Highway Traffic Safety Administration (NHSTA) in addition to notifying Monroe Truck Equipment.

If NHTSA receives similar complaints, it may open an investigation, and if it finds a safety defect exists in a group of vehicles, it may order a recall and remedy campaign. However, NHTSA cannot become involved in individual problems between you, your dealer, or Monroe Truck Equipment.

To contact NHTSA, you may either call the Auto Safety Hotline toll-free 1-800-424-9393 (or 366-0123) in Washington, DC area) or write to: NHTSA, U.S. Department of Transportation, Washington, DC 20590. You can also obtain other information about motor vehicle safety from the Hotline.

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Product Description

The MTE wireless spreader controller allows users to control the spreader engine and to start and stop the spreader from the vehicle cab using a wireless transmitter. The wireless controller is a direct installation for all MSPV spreaders with gas engines built after January 01, 2011.

The system consists of a transmitter fob, a receiver box, a battery cut-off device, and all wiring to connect the receiver to the engine and battery.

The transmitter fob provides outputs for these functions:

- Engine Start (Crank)
- Engine Stop/Drive Clutch Disengage
- Throttle Up/Choke
- Throttle Down/Engine Stop
- Spreader drive clutch engage/disengage

To avoid long cables from the vehicle battery and problems with ground connections between the spreader and vehicle, MTE recommends that the spreader engine be equipped with its own battery at the engine enclosure. The dedicated battery option can be retrofitted to existing spreaders. Contact MTE Sales for more information.

The MTE wireless spreader controller may be retrofitted to MSPV spreaders built prior to January 01, 2011, but a voltage regulator may have to be installed on the engine along with a remote battery. Contact MTE Sales for more information.

Specifications

Controller model: RF-550-8EF
Voltage: +12 VDC
Maximum current draw: 5 amps
Transmitter operating frequency: 418 MHz
Transmitter range: 25-75 ft (7.62-22.86 m)
Transmitter/receiver address: User set
Maximum # transmitters per receiver: 40
Transmitter outputs: 4 momentary, 1 latch/unlatch
Transmitter battery: +3.0 V lithium, CR 2032
Battery lifespan: 1-2 years

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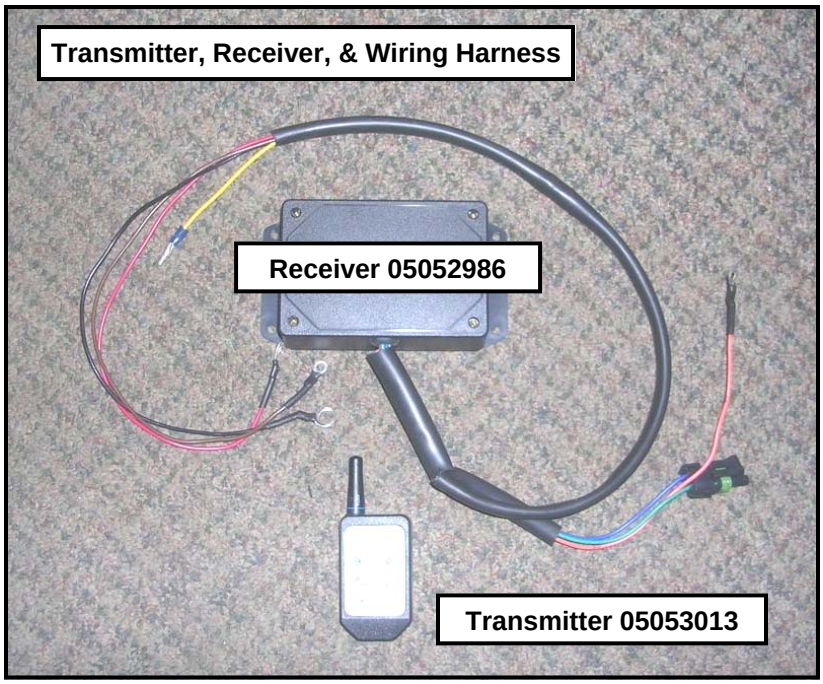
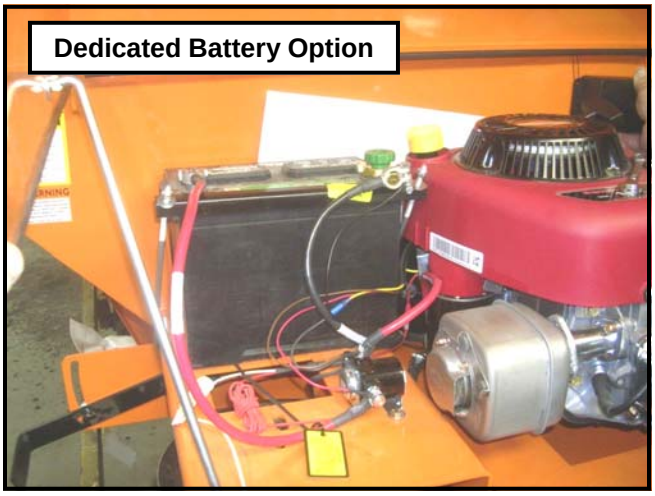
Installation Kit Parts

Wireless controller kit is part # **00100659**, includes receiver, transmitter, and battery disconnect.





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Safety Statements

DANGER		**Potential severe injury to extremities due to contact with moving spreader parts.** **Disconnect the battery and spark plug when working on the spreader or engine to prevent accidental starting.** **Before starting the engine, replace covers over the drive belts and close the hopper top grates to prevent access to the conveyor.** **Stay out of the hopper and away from the drive pulleys and belts when the engine is running.**
DANGER		**Potential severe injury to eyes due to granular material ejected from the spreader spinner.** **When installing the spreader controller and testing the operation, there must not be any material in the hopper.** **Stay away from the material spinner when the engine is running and there is granular material in the hopper.**
CAUTION		**Potential damage to electrical wiring, electrical fire damage.** **If the spreader electrical system is connected to the vehicle electrical system, be certain that all wires and battery cables are properly sized for the estimated current draw. Install proper circuit protection (fusing, etc.) at the power source.** **Route and secure all wiring to prevent rubbing and possible electrical short circuits that can lead to a fire.**

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Receiver Installation

1. If the optional dedicated battery kit is supplied, install the kit at this time. The battery cables are provided with the engine even if the dedicated battery is not requested.

2. Install the battery cut-off device. Note that the battery cut-off is installed at the ground terminal of the battery.

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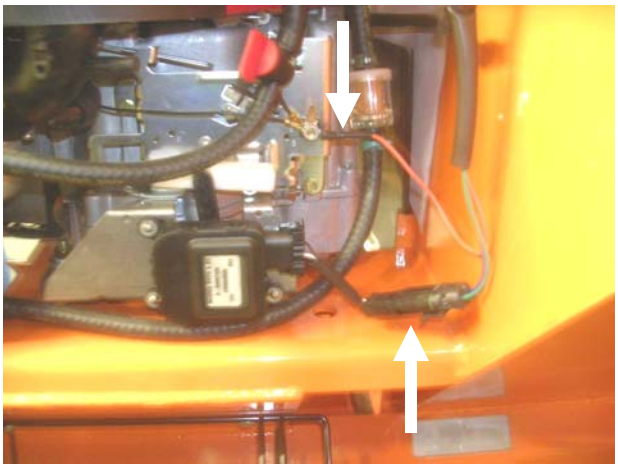
		3. Position the receiver box as shown and mark the fastener holes on the spreader hopper. Make sure the engine cover will clear the box when closed. 4. Drill pilot holes for #6 self-tapping sheet metal screws. 5. Install the receiver box on the hopper with four (4) #6 x 3/4" long self-tapping screws.
		6. Connect the two-terminal weather-pack connector to the throttle control. 7. Attach the orange engine-kill wire to the stop-switch terminal on the side of the engine.

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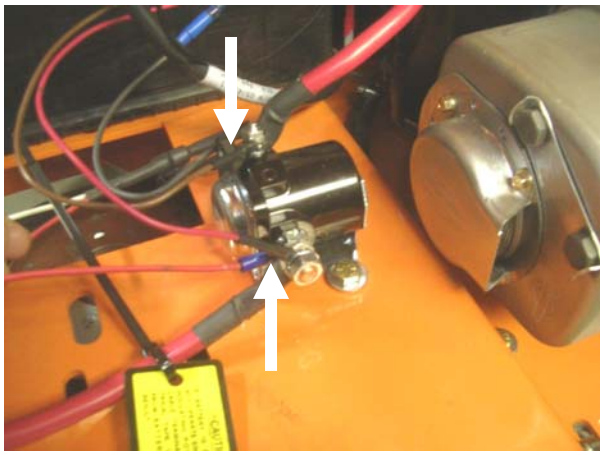
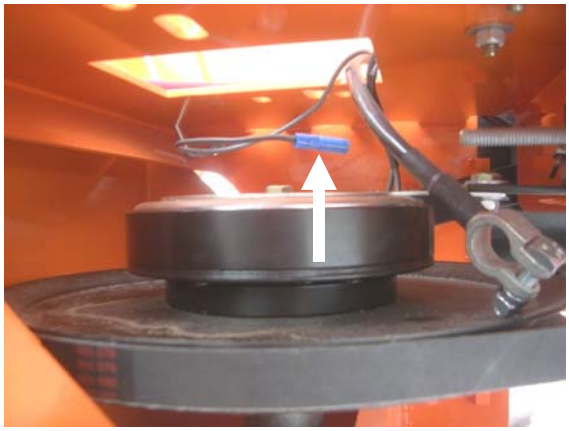
		8. Connect the brown wire to the coil (energize) terminal on the starter solenoid. 9. Connect the red wire to the feed (hot) terminal on the starter solenoid.
		10. Connect the yellow wire to the open clutch wire connector.
		11. If the engine starter circuit is connected to the vehicle battery, connect the black wire to the chassis ground. 12. If a dedicated battery is installed, connect the black wire to the ground lug at the battery.

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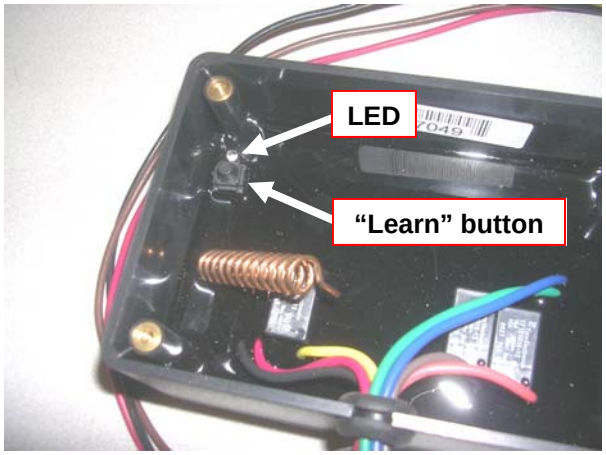
Program Transmitter Address & Match to Receiver

NOTE		**A new transmitter with a good battery will already have an address programmed into it.** **Unless the end user wants to enter a specific address number, all that is necessary is to open the receiver box and match the box to the receiver (Steps 12-14).**
		1. Verify that the transmitter has a fresh battery installed. 2. Turn the transmitter over and locate the "Create" button access hole and the LED above it. The Create button is pressed using a paper clip or other stiff wire through the hole in the transmitter case.
		3. Remove the cover from the receiver box. 4. Locate the "Learn" button and the LED above it.

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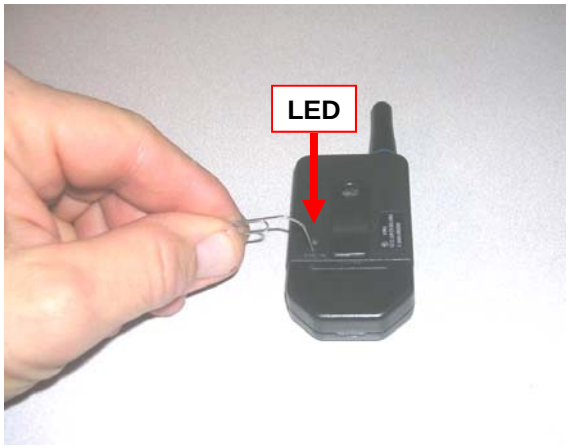
		5. Connect the +12 V power supply to the receiver box.
		6. Use a paper clip or stiff wire to press the Create button through the hole in the transmitter case. 7. Verify that the blue LED begins to blink rapidly.
		8. Immediately turn the transmitter over and press each of the eight buttons in a random order. If several transmitters will be programmed to the receiver, write down a selected sequence of numbers first so it will not be accidentally duplicated on other transmitters. 9. Note that buttons 2, 7, and 8 are hidden (not labeled) under the keypad cover. 10. You have 18 seconds to enter the number sequence before the blue LED stops blinking. 11. When the blue LED stops blinking, the unique address is stored in the transmitter.

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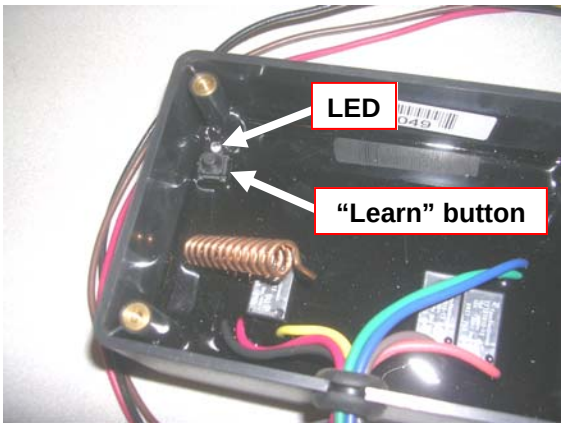
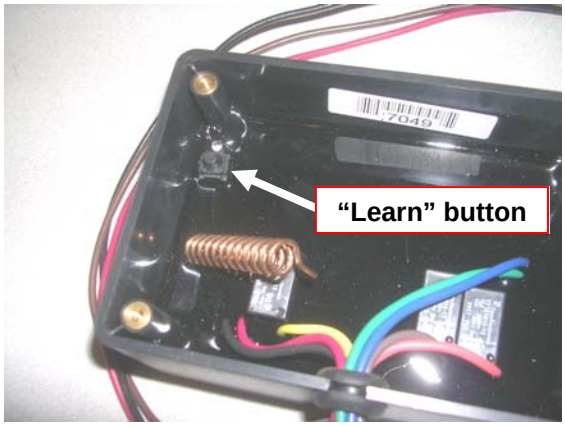
		12. At the receiver box, press the Learn button. The red LED should begin to blink. The receiver is now in the "Learn" mode, ready to receive the selected address from the transmitter.
		13. At the transmitter, press button #1 within 15 seconds. This transmits and saves the selected address to the receiver.
		14. At the receiver box, press the Learn button again. When the LED stops blinking, the address programming is complete. 15. If additional transmitters will be programmed for this receiver, repeat the above process for each additional transmitter using different sequences of address numbers. 16. Up to 40 transmitters can be programmed to one receiver.

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NOTE		**When the receiver is taken out of the "Learn" mode, the red LED is a diagnostic device to indicate that a transmitter signal is being received by the receiver box.** **When any button is pressed on the transmitter, the red LED should illuminate to show that a signal is being received.**

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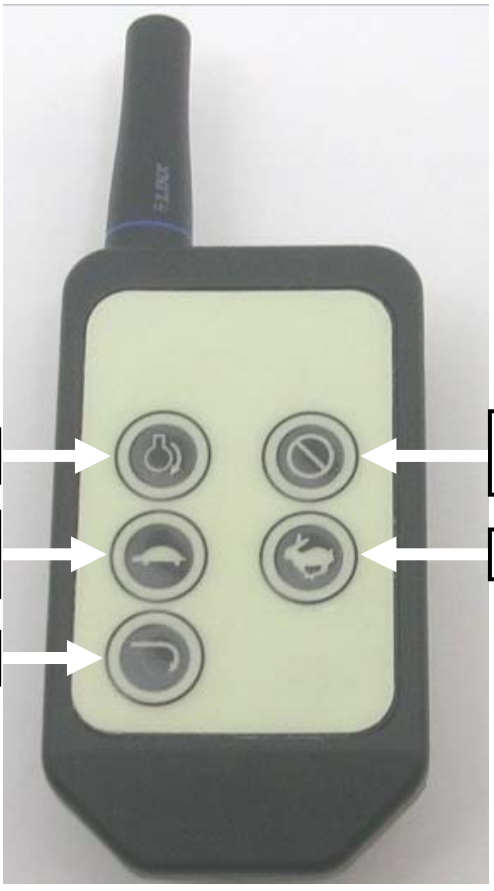
Normal Operation

1. A +12VDC power source must be connected to the starter solenoid. This can be the vehicle battery or a dedicated battery at the spreader engine.
2. If the engine is cold, press and hold the Throttle Up/Choke button for 2-3 seconds to set the choke.
3. Press and hold the Engine Crank button until the engine starts.
4. If the choke was set on a cold engine, press the Throttle Down button briefly to release the choke and reduce the engine speed while it warms up.
5. When the engine is warm, use the Throttle Up and Throttle Down buttons to set the engine speed at the desired level.
6. To engage the spreader conveyor and spinner, press and release the Spreader Clutch button. To stop the spreader, press and release the Spreader Clutch button again.
7. To immediately disengage the spreader clutch and stop the engine, press and hold the Engine Stop button until the engine has stopped turning.
8. The engine can also be stopped by pressing and holding the Throttle Down button for 2-3 seconds. This moves the engine throttle to its full Off position and activates the stop switch.



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Maintenance

The MTE wireless spreader controller requires very little maintenance.

- If the spreader engine is connected to the vehicle battery, make sure all cable connections are tight and clean. Inspect the cable runs for rubbing, cutting, and other insulation damage annually.
- If the spreader engine has the dedicated battery option, keep the top of the battery and the battery terminals free of dirt and corrosion. Clean the battery and terminals at least annually.
- Verify the dedicated battery is charging properly. Note that a battery charged by the spreader engine may require up to 30 minutes of engine run time to fully recharge after cranking the engine, especially in very cold weather. If the engine is started and stopped frequently, the spreader engine may not be able to keep the battery fully charged.
- If the spreader engine must be started and stopped frequently, it may be better to connect it to the vehicle battery to insure starting when needed.
- For summer storage, a dedicated battery should be removed from the spreader or at least disconnected from the controller system. The receiver box will continue to draw a small amount of current even when not in use. Note that even when disconnected, a battery will continue to discharge in storage due to normal internal discharge. A battery in storage should be trickle charged occasionally to keep it charged above 80% of capacity. A lead-acid battery that is allowed to fully discharge in storage will fail prematurely due to sulfating of the plates.
- Check all wiring and connections annually for corrosion, rubbing, and insulation damage. Repair any problems immediately to prevent unexpected failures during use of the spreader.
- Make sure the four screws for the receiver box cover are in place and tight.
- The battery in the transmitter will typically last for 1-2 years. If the transmitter is still working after 2 years, it is a good idea to replace the battery as preventive maintenance. A spare battery should be kept on hand as well.
- If the battery in the transmitter goes dead or is removed, or if the power to the receiver box is disconnected, the address match between the transmitter and the receiver will be lost. The transmitter address creation and match procedure will have to be performed. See page 7.

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Replacing Transmitter Battery

Battery type: CR 2032, 3.0 volt lithium

Approximate lifespan: 1-2 years

1. Remove the battery cover by pushing it away from the transmitter with your fingers.
2. Slide the old battery out of the holder.
3. Slide the new battery into the holder with the positive side (+) toward you as shown.
4. Snap the battery cover back into place.
5. The transmitter must be re-matched to the receiver. See instructions on page 7.

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Troubleshooting

Symptom	Cause	Repair
Engine won't crank	1. Dedicated battery discharged 2. Battery cables corroded, broken, disconnected. 3. Starter solenoid not grounded 4. Starter solenoid defective 5. Transmitter inoperative 6. Transmitter/receiver address not matched 7. Receiver output inoperative	1. Recharge and load test battery. Replace if defective. Verify that engine generator & voltage regulator operating properly. Dedicated battery may not be practical if engine is started and stopped frequently. 2. Clean battery connections, ground connection, check for damaged wiring. 3. Make sure solenoid is grounded (grounds to base). Clean mounting point if corroded. 4. Jump coil contacts to see if solenoid engages. 5. Check red LED inside receiver box when start button is pressed on transmitter. 6. If no red LED when start button is pressed, perform address match procedure. 7. If red LED lights, check for 12V output at brown wire to solenoid. If no output, receiver is probably defective.
Engine cranks but won't start cold	1. Out of gas 2. Choke not being set prior to cranking 3. Throttle control not setting choke 4. Engine throttle/choke linkage damaged 5. Engine fuel delivery system problem 6. Ignition problem	1. Add gas. 2. Press & Hold the Throttle Up button 2-3 seconds so throttle control has time to move to choke position. 3. Press and hold Throttle Up button on transmitter while watching throttle control. Verify that choke sets. 4. Remove throttle control and inspect linkage. 5. Inspect and repair fuel delivery system. 6. Test and repair ignition system.
Engine cranks but won't start hot	1. Out of gas 2. Throttle control not opening throttle 3. Engine throttle/choke linkage damaged 4. Engine fuel delivery system problem 5. Ignition problem	1. Add gas. 2. Press and hold Throttle Up button on transmitter while watching throttle control. Verify that throttle moves through full range. 3. Remove throttle control and inspect linkage. 4. Inspect and repair fuel delivery system. 5. Test and repair ignition system.

Troubleshooting (Cont'd)

Symptom	Cause	Repair
Transmitter doesn't activate functions—any button	1. Transmitter battery dead 2. Address not set and/or matched with receiver box 3. Receiver box not powered 4. Receiver box not grounded 5. Transmitter too far from receiver when used or signal blocked	1. Remove and test battery. Replace if discharged. If battery is over 2 years old, replace. 2. Set address in transmitter, then match receiver box. After matching, check for red LED at receiver when any button on transmitter is pressed. 3. Check fuse and red power wire for receiver. Replace fuse if blown. 4. Check black ground wire at battery. Disconnect and clean any corrosion. 5. Verify that transmitter works when held close to the receiver. Range is 25-75 feet, but may be affected by vehicle structure. If the transmitter doesn't work from inside the truck cab, the receiver may have to be relocated.
Throttle control doesn't work (increase or decrease), all other functions OK	1. Engine throttle linkage broken or stuck 2. No transmitter signal 3. No receiver output 4. Throttle controller defective	1. Remove throttle controller, inspect engine throttle linkage. 2. Open receiver box, check for red LED when either Throttle button on transmitter is pressed. If no LED, transmitter may be defective. 3. Check for +12V output at blue and green wires (alternately) when throttle buttons are pressed. If no output(s), receiver may be defective. 4. Remove throttle controller and observe output shaft as throttle buttons are pressed. If output shaft doesn't move, controller is defective.
Spreader drive clutch doesn't engage, all other functions OK	1. Clutch ground connection corroded 2. Clutch coil defective 3. No transmitter signal 4. No receiver output	1. Remove clutch ground wire from spreader panel, clean, reinstall. 2. Disconnect coil power wire, jump +12V directly to coil. If clutch does not engage, replace clutch assembly. 3. Open receiver box, check for red LED when Clutch button on transmitter is pressed. If no LED, transmitter may be defective. 4. Check for +12V output at yellow wire when Clutch button on transmitter is pressed. If no output, receiver may be defective.

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Troubleshooting (Cont'd)

Symptom	Cause	Repair
Engine won't stop when Stop button is pressed, all other functions OK	1. Stop wire broken or disconnected from engine stop switch terminal 2. Engine stop switch defective 3. No transmitter signal 4. No receiver output	1. Check orange wire for damage, verify tight connection at stop switch. 2. Test engine stop switch for proper operation. 3. Open receiver box, check for red LED when Stop button on transmitter is pressed. If no LED, transmitter may be defective. 4. Check for ground circuit at orange wire when Stop button on transmitter is pressed. If no circuit, receiver may be defective.

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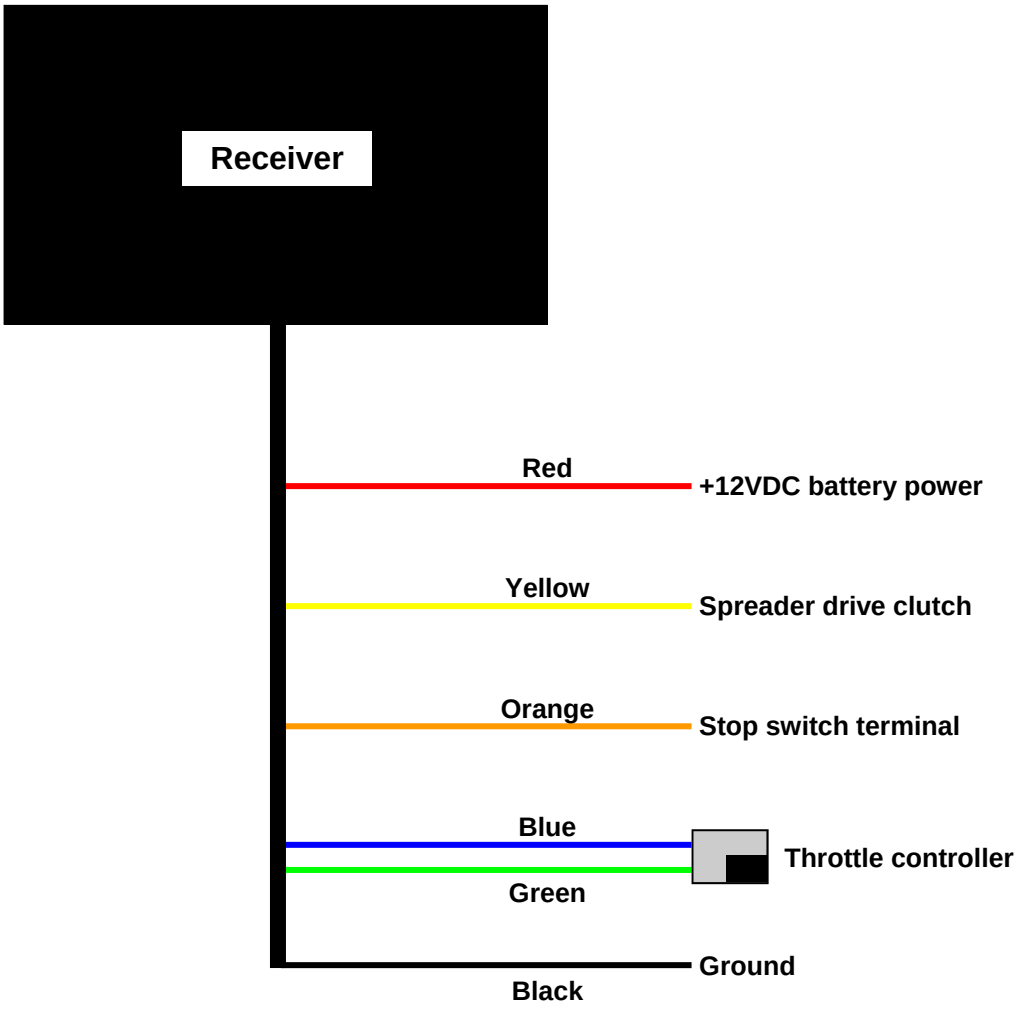
Wiring Schematic



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Warranty Statement

Monroe Truck Equipment Limited Warranty

All components and products manufactured and installed by Monroe Truck Equipment (MTE) are warranted to be free from defects in material and workmanship for either (1) year from the date of purchase or (1) year from the date that the vehicle was put in service by its original operator, or 12,000 miles whichever occurs first.

All MTE workmanship, whether installation of MTE products or purchased components, fabrication, or repair, is covered for the same 12 month/12,000 mile warranty.

This limited warranty is the sole and exclusive remedy for defective product manufactured and/or installed by MTE.

This limited warranty covers only components manufactured by MTE. Except for installation workmanship, this limited warranty does not pertain to components manufactured by non-MTE suppliers and purchased by MTE, regardless of whether these components were selected or recommended by MTE.

Purchased Materials and Components Warranty

MTE sells and installs many components manufactured by and purchased from other suppliers. These components are covered by the warranty policies of the individual suppliers. MTE will, as a service to the buyer, pass on any warranties received from the manufacturer of these components and will process warranty claims related to supplier products. Unless the end user chooses to work directly with a non-MTE component supplier, MTE shall act as intermediate between the end user and the component supplier.

Non-MTE supplier policies typically differ from the MTE limited warranty. MTE has no control over the warranty policies of other suppliers and shall not deviate from a supplier's warranty without express written permission from that supplier.

Any and all claims concerning non-MTE components must be forwarded to MTE within 10 days of the discovered defect. All documentation of said claims must be accompanied with the identification number of the vehicle and/or a copy of the invoice. MTE has, at their option, a choice of whether to repair or replace the defective part at a MTE repair center or a location approved by MTE unless otherwise specified by the manufacturer.

Peripheral, Incidental, and Consequential Damages and Claims

The MTE limited warranty does not apply to damage and failure resulting from misuse, abuse, neglect, accident, improper customer/distributor installation, lack of maintenance, or acts of God. Any modifications by the buyer or any third party, without the prior written consent of MTE, may void this warranty. Operating conditions, or applications not made known to or contemplated by MTE at the time of delivery to the buyer may also void this warranty. Damages resulting from any other abnormal operation will not be covered by this warranty.

Normal maintenance, wear, and consumable items such as oils, coolants, fluids, tires, belts, hoses, filters, air cleaners, and light bulbs supplied in connection with goods or services provided by MTE are not covered under this warranty.

MTE will not reimburse for lost time, business, or business opportunity, or for any loss of use related to warranty claims. MTE will not provide or pay for the use of a rental vehicle, equipment, or tools while warranty work is performed. MTE will not reimburse for equipment or tools that are damaged, lost, or missing in conjunction with a warranty claim.

Warranty Repairs Performed by MTE or Authorized Agents

Whenever possible and feasible, warranty repairs shall be performed at an MTE facility or at an authorized distributor or dealer. In some instances, an MTE Field Service representative may repair the vehicle at the owner's selected location.

MTE may, at its discretion, pick up and return the vehicle to the owner's location or may request that the owner deliver the vehicle to the repair site. MTE is not responsible for and will not reimburse for mileage, fuel, and wear incurred in the process of driving the vehicle to a repair site, road testing, or delivery to the end user location, nor for lost time incurred by an owner delivering and picking up a vehicle.

Warranty Repairs Performed by Non-MTE Entities

In certain circumstances, MTE may authorize the vehicle owner, a dealer, a distributor, or another third party to perform warranty repairs. MTE will then reimburse the entity performing the work for components used and for labor to perform the repairs. Any such decision will be based on type of repair, distance to the nearest approved MTE repair site, and urgency of the repair.

Except for emergencies, MTE must grant authorization and permission before a non-MTE entity begins repair or replacement of components. Warranty claims for unauthorized and unsubstantiated work may be denied.

If MTE authorizes the buyer or a third party to repair or replace the defective parts instead of MTE doing such work itself, the buyer shall be invoiced for the replacement parts. Credit will be given pending the return of the defective parts and warranty issued by manufacturer. Authorized warranty work not performed by MTE will be at the rate of **$43.50/hr**, and invoices for authorized work will be paid net 30. In the event that MTE and the second party cannot come to an agreement, a binding third party arbitrator will be chosen with the mutual consent of both parties.

Electrical and hydraulic components are not to be disassembled without the express written consent of MTE. All defective parts returned must be accompanied by the manufacturers' model, serial number, and date of installation. Any parts returned for warranty must by returned with freight prepaid.

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How to Obtain Warranty Service from Monroe Truck Equipment

Making an Appointment for Warranty Service at an MTE Facility or Authorized Repair Site

Obtain the following information:

- Vehicle Identification Number (VIN)
- Type, model, and serial number of component or product requiring service
- Number of original MTE Sales Order if available
- Name of dealer that vehicle was purchased from if known
- Date of purchase/in-service date if known
- Detailed description of the problem

Call the MTE location where your truck was built. The build location will be marked on the yellow certification label in or near the driver's door jamb.

Monroe, Wisconsin: 1-608-329-8437 (Warranty Dept.) or 1-800-356-8134 (ask for Warranty Dept.)

Flint, Michigan: 1-877-233-2030 (ask for Warranty Dept.)

De Pere, Wisconsin: 1-800-848-5400 (ask for Service Dept.)

Marshfield, Wisconsin: 1-800-882-1900 (ask for Service Dept.)

Joliet, Illinois: 1-800-892-7052 (ask for Service Dept.)

Louisville, Kentucky: 1-502-426-0990 (ask for Service Dept.)

Discuss the problem with the Warranty representative to determine resolution and repair schedule.

Please let the Warranty representative know if your vehicle was sold with an extended or other non-standard warranty policy!

Requesting Authorization to Perform Warranty Work or Payment for Work Performed

Obtain the following information:

- All of the information requested in item #1 above, plus:
- Documented photographs for any physical damage. (paint, dents, etc.)
- Inspection notes by MTE personnel or a third party representing MTE if necessary.

Call the MTE location where your truck was built. The build location will be marked on the yellow certification label in or near the driver's door jamb. See the location list in item #2 above.

Discuss the problem with the Warranty representative to determine coverage and repair method.

The representative will grant permission to perform repairs if approved.

The representative will issue a Returned Goods Authorization (RGA) number.

Defective parts must be returned freight prepaid to MTE within ten days.

If the affected component was purchased from a non-MTE supplier, please allow extra time for MTE to contact and work with the supplier.

Monroe Truck Equipment reserves the right to deny any warranty if the procedures detailed above are not followed. Proper documentation, including photos, must be provided in order for MTE to validate and approve any claim submitted after repairs are done.

Policy revision/effective date: 10/11/12

Monroe Truck Equipment, Inc.
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