

intelli-mix

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model IMCS
operation guide

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1. Disclaimer

This information is provided in good faith and is believed to be complete and correct at the time of compilation, To the extent permitted by law, no responsibility is accepted for any loss or damage incurred due to errors or omissions, however caused.

2. Warnings

The Intelli-mix IMCS controls machinery that is potentially dangerous, and it should be treated as such at all times. In particular:

- No person should place himself or herself in a location where sudden machine movement could cause injury. While the vehicle engine is running, the machine should be considered capable of starting at any time.
- The radio remote control is capable of operation over long distances (up to some kilometres). The remote control should not be operated unless the machine is in full view.
- Before carrying out any kind of maintenance or inspection on the machine, suitable steps must be taken to isolate the power and control systems.
- This manual intended as an operation guide, and is not sufficient instruction for persons installing or maintaining the Intelli-mix IMCS.
- No attempt must be made to override any of the interlocks of the system.
- The control system should be tested for correct operation at regular intervals. It is recommended that the Emergency-Stop controls be tested at the start of each shift. If any unexpected behaviour occurs, turn off the electrical power and vehicle engine, and seek assistance.

2.1. *Welding*

The voltages and currents used in welding have the potential to damage the IMCS system – ensure that it is unplugged (including any fixed aerial connection) before undertaking any welding on the vehicle.

3. Introduction

The Intelli-Mix IMCS is designed for the simple and safe control of concrete transport vehicles. The system controls the vehicle's engine speed, bowl speed and discharge chute, and can be operated from either a compact console in the vehicle cab, or from a remote control. A number of features are provided, including a Transit mode that allows the bowl to rotate at a constant rate irrespective of the engine speed, resulting in a more consistent mix, and reduced bowl wear.

The Intelli-Mix IMCS system comprises five main components:

In-Cab Console ICC-01: The in-cab console is typically located on the dashboard or above the operator's head in the vehicle cab. It provides full control of the machine, as well as an LCD display that informs the operator of the machine status.

Radio Control Transmitter IMLK-08: The transmitter provides full control of the machine functions without the need for trailing cables, allowing the operator to choose the most convenient and safest location from which to monitor operations.

Rear Command Station RCS-01: The control station located at the rear of the truck includes a STOP button that can be used to interrupt machine operations if necessary. As an option, the RCS-01 can be provided with additional controls for the engine speed and bowl speed - most commonly as an alternative to radio control.

Control Board IMCB-01: The control board may be located in a less-accessible part of the vehicle, as it has no operator controls. The IMCB-01 contains the main control system, power supply, and drive electronics, as well as some diagnostic displays.

The LBC930D Battery Charger

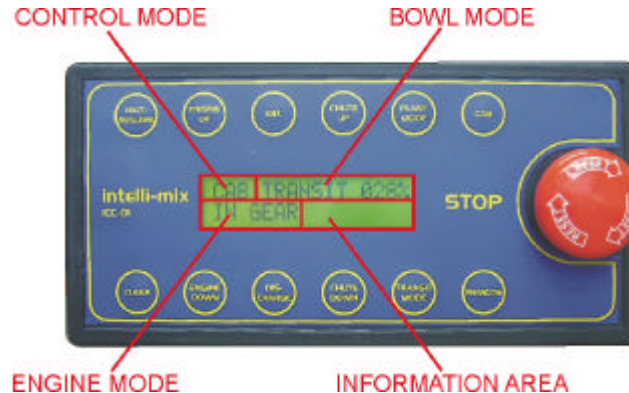
The IMLK-08 transmitter is supplied with 2 batteries that are placed in the LBC930D for recharging.

4. Display and Commands

The Intelli-Mix IMCS system has a number of different controls and indicators. It is important that prior to using the system, the use of these controls, and the meaning of the indicators are known and understood by the operator.

4.1. Status Display on LCD

The 2-line display on the ICC-01 in-cab controller displays the current machine status, and is segmented into a number of areas as described below. Note that the status displayed reflects the drive signals from the Intelli-mix to the vehicle – in the event that there is a mechanical, electrical, or hydraulic fault, this may not necessarily reflect the actual machine state. Should the machine not operate as expected, press the STOP button, turn off the engine and consult the Trouble-shooting section.



4.1.1. Control Mode

Indicates whether the ICC cab controller or the remote control panel is being used to control the system. (The remote control panel may be either the IMLK-08 radio controller or the RCS-01 control station, depending on which is fitted to the vehicle). As a safety measure, the machine can only be controlled from one location at any one time.

CAB: Commands are being accepted from the ICC-01 in-cab controller. The remote control (either the IMLK-08 radio controller, or the RCS-01 cabled control station) is not functional. The STOP button of the RCS-01 is always operational, regardless of the control mode.

RMT: Commands are being accepted from the IMLK-08 remote control, or RCS-01 control station (whichever is fitted). The in-cab controller is not functional, except for the CAB button which can be used to pass control back to the in-cab controller. The STOP button located on the ICC-01 is always operational, regardless of the control mode.

4.1.2. Bowl Mode

Displays the current direction and speed of the bowl, as well as any special control mode being used.

EMERGNY-STOP: One of the emergency-stop buttons is depressed, and there is no power to the bowl or chute. If the system is in Remote control mode, then the radio system may not be enabled – press the Start button on the transmitter. The Stop buttons located on the ICC cab controller and elsewhere on the vehicle will stop the system in either Cab or Remote mode – they must all be released before the bowl or chute can be used.

BOWL STOPPED: There is no drive to the bowl hydraulics, so the bowl is stationary.

BOWL RUNNING: This is only displayed on systems which do not have an electronically-controlled bowl speed. On such systems, the bowl direction and speed are controlled by an electro-mechanical actuator, the position of which is not known to the IMCS. In this type of installation, the IMCS can only display whether the bowl is running or stopped, with no indication of direction or speed.

STOPPING.... : A command to stop the bowl has been accepted, and the bowl is ramping down in speed. The display will change to BOWL STOPPED when the drive to the hydraulics has been reduced to zero, which brings the bowl to rest. It is necessary to wait for the bowl to stop before further bowl commands will be accepted.

MIX : The bowl is rotating in the mix direction. Also shown is the drive signal being given to the hydraulic system., displayed as a percentage. A higher value means a higher bowl speed, although this may also be affected by the engine speed.

DISCHG: The bowl is rotating in the discharge direction. Also shown is the drive signal being given to the hydraulic system., displayed as a percentage. A higher value means a higher bowl speed, although this may also be affected by the engine speed. The ICC-01 will beep every 3 seconds while the bowl is in discharge mode.

PLANT : The bowl is rotating in the mix direction, with a 100% drive to the hydraulic controls. This mode is typically used for initial loading of the mixer.

TRANSIT : The bowl is rotating in the mix direction. Also displayed is the drive signal being given to the hydraulic system, displayed as a percentage. This value will automatically decrease as the engine speed rises, in order to keep the bowl speed approximately constant. Transit mode is only available on vehicles with electronic control of the hydraulic pump.

4.1.3. Engine Mode

This displays the percentage of engine speed requested of the vehicle computer (also know as the Engine Control Unit or ECU). There are interlocks that must be present before the engine speed can be raised above idle – the park brake must be

engaged, the footbrake must be off, and the transmission must be in Neutral (for vehicles that have a compatible transmission). Some installations will also require that the Remote Throttle switch (if fitted) is in the Remote position. **Note: Some vehicle computers are configured to only recognise a change to remote throttle when the engine is not under load. On such vehicles, switching ON the remote throttle switch will automatically slow and stop the bowl. Once stopped, it may be restarted in the mode desired.**

ECU: The engine computer is requested to set the engine speed to a value indicated by the percentage shown. A higher value indicates a higher engine speed.

PARKBRKE : No command is being given to the engine computer because the park brake is engaged. If a Remote Throttle switch is fitted to the vehicle, this must be in the Remote position.

FOOTBRKE : No command is being given to the engine computer because the foot brake is depressed.

IN GEAR : No command is being given to the engine computer because the transmission is not in neutral.

Blank : On vehicles without a direct interface to the engine computer, the engine mode display will be blank once all interlocks have been satisfied.

4.1.4. Information Area

This section of the display may contain different information, depending on how the system was configured:

Blank: no additional information is available

RPM: The current engine speed is displayed

ERR: an internal error has occurred, and an error code is given. Record the error code, turn off the Intelli-mix system, and seek technical assistance.

nnn:xxx (where nnn and xxx are 3-digit numbers). This indicates that the system is in User Diagnostics mode, and is displaying information for troubleshooting purposes. For more information, see the section on User Diagnostics. To exit this mode, press the CLEAR button to stop the bowl, then press and release the STOP button.

4.2. Controls

4.2.1. Backlight

The display backlight is normally on whenever the system is powered. If automatic-dimming has been enabled, then the backlight will dim whenever the vehicle is in-gear or the park brake is released, to minimize driver distraction.

4.2.2. STOP mushroom button

The red STOP button on the cab control unit latches down when pressed, and must be twisted gently clockwise to release it. Pressing the STOP button will return the engine to idle and stop all motion of the bowl and chute. These functions are not usable until the STOP button is released. This button should only be used in urgent circumstances, as it stops the bowl without first ramping down. To stop the bowl normally, use the CLEAR button, which will slow the bowl gradually to a stop.

4.2.3. Halt/Resume Button

The Halt/Resume button allows the operator to temporarily halt the operation of the machine, then to later resume the same bowl direction, speed, and engine speed. If the bowl is in the MIX, DISCHARGE, PLANT or TRANSIT mode when the button is pressed, then the current settings are saved to memory, then the bowl is slowed to a stop and the engine returned to idle. When the button is pressed again, the bowl resumes the same mode and speed, and the engine returns to the original speed (only on vehicles with direct connection to the engine computer). As a safety measure, pressing any buttons other than Chute Up/Down after halting will prevent resumption. In that case, manually set the bowl and engine to the desired settings.

4.2.4. Clear Button

The Clear button is used to ramp the bowl to a stop and bring the engine speed back to idle. It is not intended for use under urgent circumstances – in that case, press the red STOP button.

4.2.5. Engine Up/Down Buttons

When the Engine Up/Down button is depressed, the engine speed is increased/decreased within the programmed limits. Interlocks are present which will prevent the engine increasing above idle until the footbrake, park-brake, transmission and Remote-Throttle switch (if fitted) are in the correct states – see the section on the Engine Mode display for more details. For vehicles with a direct interface to the engine computer, the status display will show the percentage of engine speed being requested.

4.2.6. Chute Up/Down Buttons

Drives the chute up or down while the button is pressed. Ensure that the chute is not obstructed by persons or objects before commencing motion. The chute will move as long as the button is held depressed.

4.2.7. Mix Button

Pressing the Mix button has slightly different results depending on the current control mode:

Mix Mode: If the bowl is currently mixing, then pressing the Mix button will increase the bowl speed. Pressing the button momentarily will increase the speed by a small increment. If the button is pressed and held, the speed will

continue to increase until the button is released. Once the hydraulic drive signal reaches 100%, the bowl speed will not increase further – further increase may be possible by raising the engine speed.

Plant Mode: If the machine is in Plant Mode, the bowl is already rotating at full speed in the Mix Direction. Pressing the Mix button has no effect.

Discharge Mode: If the bowl is currently discharging, then pressing the Mix button will decrease the bowl speed. Pressing the button momentarily will decrease the speed by a small increment. If the button is pressed and held, the speed will continue to decrease until the button is released. Once the hydraulic drive signal reaches 0%, the bowl will stop. If the Mix button is held down or pressed again, the direction will reverse, and the machine will enter Mix Mode, and the bowl speed will start to increase.

Stopped: On vehicles with an electronically-controlled hydraulic pump, pressing the Mix button while the bowl is stopped will enter Mix mode, and set the bowl speed to minimum. Pressing or holding the Mix button will then behave as per Mix mode above. On vehicles with a mechanically-controlled pump, pressing the Mix button will enable the pump, **and it will resume operation in the direction in which it was last operated, which may be in the discharge mode. For that reason, it is important on such vehicles to carefully monitor the bowl when starting.** Holding the Mix button down while the bowl is discharging will slow it to a stop, then reverse it.

Transit Mode: In transit mode, the system holds the bowl speed relatively constant by reducing the hydraulic drive as the engine speed increases. Pressing the Mix button while in Transit mode will increase the target bowl speed within the allowable limits.

4.2.8. Discharge Button

Pressing this button has slightly different results depending on the current control mode:

Discharge Mode: If the bowl is currently discharging, then pressing the Discharge button will increase the bowl speed. Pressing the button momentarily will increase the speed by a small increment. If the button is pressed and held, the speed will continue to increase until the button is released. Once the hydraulic drive signal reaches 100%, the bowl speed will not increase further – further increase may be possible by raising the engine speed.

Plant Mode: If the machine is in Plant Mode, the bowl is rotating at full speed in the Mix Direction. Pressing the Discharge button will change the mode to Mix, and the bowl speed will start to decrease.

Mix Mode: If the bowl is currently mixing, then pressing the Discharge button will decrease the bowl speed. Pressing the button momentarily will decrease the speed by a small increment. If the button is pressed and held, the speed will continue to decrease until the button is released. Once the hydraulic drive signal reaches 0%, the bowl will stop. If the Discharge button is held down or pressed again, the direction will reverse, and the machine will enter Discharge Mode, and the bowl speed will start to increase.

Stopped: On vehicles with an electronically-controlled hydraulic pump, pressing the Discharge button while the bowl is stopped will enter Discharge mode, and set the bowl speed to minimum. Pressing or holding the Discharge button will then behave as per Discharge mode above. On vehicles with a mechanically-controlled pump, pressing the Discharge button will enable the pump, **and it will resume operation in the direction in which it was last operated, which may be in the Mix mode. For that reason, it is important on such vehicles to carefully monitor the bowl when starting.** Holding the Discharge button down while the bowl is mixing will slow it to a stop, then reverse it.

Transit Mode: In transit mode, the system holds the bowl mixing speed relatively constant by reducing the hydraulic drive as the engine speed increases. Pressing the Discharge button while in Transit mode will decrease the target bowl speed within the allowable limits.

4.2.9. Plant Button

The plant mode button drives the bowl to full mix speed and increases the engine speed to the preset plant speed (as long as the required interlocks are met). It is not possible to enter Plant Mode directly from Discharge mode— stop the bowl first using

the CLEAR button, and wait until the bowl ramps down to a complete stop. Once in Plant Mode, the engine speed can be adjusted using the Engine Up/Down buttons. Pressing the Plant Mode button again will bring the engine speed back to the preset speed.

On vehicles with a mechanically-controlled hydraulic pump, pressing the Plant button will activate the hydraulic pump in the direction in which it was last used, which may cause the bowl to initially rotate in the discharge direction. For that reason, the bowl on such systems must be carefully observed when starting. Once started, the bowl speed will be ramped to full speed in the Mix direction.

4.2.10. Transit Button

(Note: On vehicles with no tachometer input to the IMCS, transit mode gives a fixed drive signal to the hydraulic system, and the bowl speed will fluctuate as the engine speed changes. On vehicles without electronic control of the hydraulic pump, transit mode is disabled.)

The Transit button drives the bowl to a preset mix speed and removes the drive signal to the engine computer. For correct operation, the Remote Throttle switch (if fitted) must be in the Normal position. The drive to the hydraulic system will then be automatically increased or decreased in order to keep the bowl speed constant as the engine speed changes while driving. It is not possible to enter Transit Mode directly from Discharge mode— stop the bowl first using the CLEAR button, and wait until the bowl ramps down to a complete stop. Once in Transit Mode, the target bowl speed can be adjusted using the Mix/Discharge buttons within the permitted limits. Pressing the Transit button again will return to the standard transit speed. (This is useful for temporarily increasing the transit speed while ascending a steep incline – increase the transit speed using the Mix button, then return to the standard speed by pressing the Transit button again).

To permanently change the default Transit speed, proceed as follows:

- Enter Transit mode
- Adjust the bowl speed as required using the Mix and Discharge buttons

- Press and hold the Transit button for 3 seconds to set this as the default Transit speed – the cab unit will emit a long beep to indicate acceptance of the command.

To return to Mix or Discharge Mode from Transit Mode, press the Clear button and wait for the bowl to stop before making another selection.

4.2.11. Cab Button

Pressing this button puts the system into Cab control mode, and disables the remote control (IMLK-08 radio control or RCS-01 control station). It is the only button other than the STOP on the In-Cab controller that functions in Remote mode. If the system is running on the remote control when the Cab button is pressed, it will continue to run.

4.2.12. Remote Button

Pressing this button puts the system into Remote control mode, and disables the in-cab console buttons (except for the STOP button, and the CAB button which can be used to return to Cab control). If the system is running on the cab controls when the Remote button is pressed, the bowl will stop and the engine will return to idle as a safety measure. The remote control must then be Started and used normally – see the section on the IMLK-08 or RCS-01 for further details.



4.3. *IMLK-08 remote control transmitter*

The controls available on the IMLK-08 transmitter are largely the same as those on the ICC-01 cab controller, although there are no Cab or Remote buttons – to change between Cab-Remote modes, the cab controller must be used. Refer to the section on the ICC-01 for a description of the command buttons - the section below describes the special features of the IMLK-08:

4.3.1. *Starting*

When remote control mode is first selected, there will be no power to the controls, and the ICC will display EMERGENCY STOP. To enable the radio system, proceed as follows:

- Ensure that there is a battery in the transmitter, and that the key-tag is inserted.
- Ensure that the STOP button is released (twist it gently clockwise to release it).
- Press and hold the start button for approximately 4 seconds or until the in-cab controller is heard to beep.
- The green LED on the transmitter will flash about once per second to show it is operating
- Control the system as you would using the cab controller

4.3.2. *Stopping*

Pressing the STOP button on the transmitter will cause immediate loss of power to the bowl and chute drive systems. While this is appropriate in urgent circumstances, it is unnecessary for normal use – stop the bowl by pressing the Clear button, then press the STOP mushroom to turn the transmitter off.

4.3.3. Changing Frequency

If the system performs stops unexpectedly while being controlled from the IMLK-08 remote control, there may have been a temporary loss of radio communication. Press the START button on the transmitter again to restart. If such interruptions continue, there may be interference on the radio link (such as from another remote control on an adjacent machine). To change the operating frequency, proceed as follows:

- Start the IMLK-08 remote control normally
- While pressing the START button, press the STOP button on the IMLK-08 remote control
- While still holding the START button depressed, gently twist the STOP button to release it
- Release the START button, then press and hold for 8-10 seconds to restart on the new frequency.

4.3.4. Low Battery

Once the START button on the transmitter is pressed, the green LED on the transmitter will emit a quick flash at an interval of about one second to show that it is operational. Once started, the transmitter will continue to operate until it is turned off or the battery goes flat – press the STOP button to turn the controller off, after first stopping the bowl with the CLEAR button. A fully-charged battery will operate the transmitter for approximately 12 hours. When there is less than 30 minutes of operation time remaining, the green LED on the transmitter will change to RED to indicate that a system STOP is imminent. The system should be stopped immediately using the CLEAR button, and the battery changed.

4.4. Rear Control Station RCS-01



The rear control station may be fitted with a STOP button only, or with additional engine, and bowl controls. The STOP button operates in both Cab and Remote modes, but the other controls are only operational when Remote operation has been selected. The functions of the various commands are the same as those on the ICC-01 cab controller – refer to that section for details.

4.5. LBC930D Battery Charger

When the remote control battery level is low, the green LED on the transmitter will change to red. Stop the bowl, then swap the battery with the one in the charger. The charger has two indicator lamps:

Power: Illuminated Green whenever power is applied to the charger.

Charge: Illuminated yellow whenever a battery is charging. When a battery is first inserted, the Charge LED may flash to indicate that the charger is conducting a test cycle. If the Charge lamp flashes for more than 4 hours, then the battery is faulty, and requires replacement.

Note that batteries should only be charged when they are flat – excessive charging will reduce the battery lifetime. Only charge the batteries in temperatures between 5°C and 45°C. Do not store batteries in very hot locations – e.g. on the dashboard of a vehicle.



5. Troubleshooting

Symptom: No display on ICC-01 controller

Check:

Power lamp on IMCB-01

IMCB Power Lamp On:

Cable to IMCB-01

Contrast adjustment

IMCB Power Lamp Off:

Power supply to IMCB-01

Internal protection circuits – remove power, wait 5 minutes, and retry.

Symptom: ICC-01 displays “COMMUNICATION ERROR”

Check:

Cable to IMCB-01

ICC-01 displays “EMERGENCY STOP”

Check:

Machine STOP buttons

If in REMOTE mode, start the IMLK-08 radio control

Cannot raise Engine Speed above idle

Check:

Display on ICC-01 for which interlock is responsible (see Engine Mode on page 7)

5.1. User Diagnostics mode

User Diagnostics mode is not a normal function of the control system. It is a special mode that allows normal control of the machine, but displays some internal parameters for diagnostic purposes. If requested to enter User Diagnostic mode by a technician trouble-shooting the system, proceed as follows:

5.1.1. To enter User Diagnostics mode

- Press the CAB button to ensure that the system is in CAB mode
- Press the CLEAR button and wait for the bowl to stop
- Press and hold the CAB button
- With the CAB button held down, press the STOP button in
- With the CAB button still held down, release the STOP button
- Release the CAB button

5.1.2. Functions in User Diagnostics Mode

In User Diagnostics mode, the Information Area on the ICC-01 screen shows a value

nnn:xxx

where:

nnn is the number of the parameter being displayed
xxx is the value of the parameter being displayed

Pressing the CAB button will scroll through the various parameters one-by-one. If you are performing diagnostics under instruction from a technician, they will tell you which parameter to scroll to, and they will interpret the data there.

A full description of the various parameters and their meanings may be found in the Intellimix IMCS Technical Manual.

While User Diagnostics mode is active, it is also possible to set the engine speed minimum and maximum values requested of the ECU. **Because the normal restrictions on engine speed do not apply, extra caution should be exercised when setting the speed this way.**

To set the minimum (idle) speed requested of the ECU

- Enter User Diagnostics Mode as described above
- Press the CAB button to ensure that the system is in CAB mode
- Press the CLEAR button and wait for the bowl to stop
- Ensure the park brake is on, the foot brake is off, and the transmission is in neutral
- Ensure the Remote Throttle switch (if fitted) is in the Remote position
- Press the ENGINE DOWN button until the engine speed drops to idle
- Press the ENGINE UP button until the engine speed increases slightly above idle
- Press the ENGINE DOWN button until the engine speed just drops to idle
- With the CAB button held down, press the ENGINE DOWN button to set the minimum speed

To set the maximum speed requested of the ECU

- Enter User Diagnostics Mode as described above
- Press the CAB button to ensure that the system is in CAB mode
- Press the CLEAR button and wait for the bowl to stop
- Ensure the park brake is on, the foot brake is off, and the transmission is in neutral
- Ensure the Remote Throttle switch (if fitted) is in the Remote position

- Adjust the engine speed using the ENGINE UP / ENGINE DOWN buttons until the desired maximum speed is reached.
- With the CAB button held down, press the ENGINE UP button to set the maximum speed

After setting the engine speeds, exit User Diagnostics mode, and test the minimum and maximum speeds are operating as expected.

5.1.3. To exit User diagnostics mode

- Press the CAB button to ensure that the system is in CAB mode
- Press the CLEAR button and wait for the bowl to stop
- Press the STOP button
- Release the STOP button and operate the system normally

6. Maintenance

6.1. Every Day

Before operating the system, check the operation of all commands. In particular, start the bowl spinning slowly and press the STOP button to ensure that the bowl stops immediately.

6.2. Annually

The system should be inspected annually by a technician competent to do so. Refer to the Intelli-mix IMCS Technical Manual for a description of the recommended tests.

6.3. Cleaning

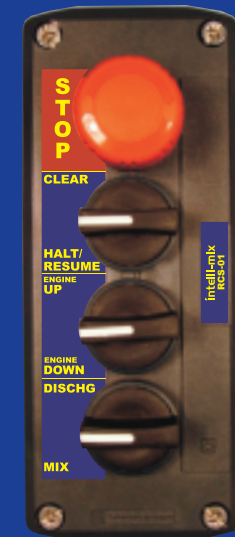
Do not use any solvents or abrasives to clean the components of the system. A moist cloth may be used to clean the external surfaces of the ICC-01, RCS-01, IMLK-08, and IMCB-01. Use a dry cloth when cleaning the LBC930D charger.

6.4. Storage

Store the system in a clean dry location with a temperature between 5oC and 35oC. If the system is unused for 30 days or more, the batteries must be removed from the IMLK-08 transmitter, and charged. The charge should be repeated every 60 days.

6.5. Disposal

The components of the IMCS control system contain substances which may be subject to disposal restrictions in some jurisdictions – the circuit boards contain lead in the solder, and the NiMH batteries may require special handling. Consult your local authority or your supplier for further instructions.



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