

3 OPERATION

3.1 Operation Guidelines

- The AirBoss system was pre-tested for leaks before shipping, however, we recommend that you test the system using WATER to ensure you do not have leaks before moving onto sealant
- The air-pump is self-priming
- Flush clean water through the pump and hoses at the end of each day
- Place any used spray tips into a soapy water solution at the end of each day
- Do not let sealant dry onto the spray tips
- Put the spray tips into a container with soapy water when finished with them
- Clean the spray tips with soft nylon brushes only
- Have clean water available at the job site for emergency rinsing
- Clean the strainer daily to ensure proper sealant flow
- Check the engine oil levels daily
- Check the compressor oil levels daily

⚠ WARNING

- Turn the engine off for extended work stoppages (10+ minutes), such as breaks, lunches, or other unplanned work stoppages

- avoid recirculating for more than 10 minutes at a time

NOTE: Apart from wasting fuel, this may cause your sealant to become foamy, which can introduce excessive air into the lines and can introduce inconsistent spray intensity.

- Foamy sealant can take an hour or more to return to a useable state.
- Set fuel control to OFF while traveling (if equipped)

Spray Tip

Each system ships with 5 sizes of spray tips (80/20, 80/30, 80/40, 80/50, 80/100). The spray wand (RA-SWA-0005) included with your AirBoss will have an 80/70 tip installed on it. The 2 numbers used to designate the spray tip size denote the spray fan angle and tip flow when sprayed at 40 psi (for example, an 80/30 has an 80° spray fan angle and has approximately 3.0 GPM of flow when sprayed at 40 psi). Increasing or decreasing the regulator pressure will also increase or decrease the tip flow rate from the 40 psi rating.

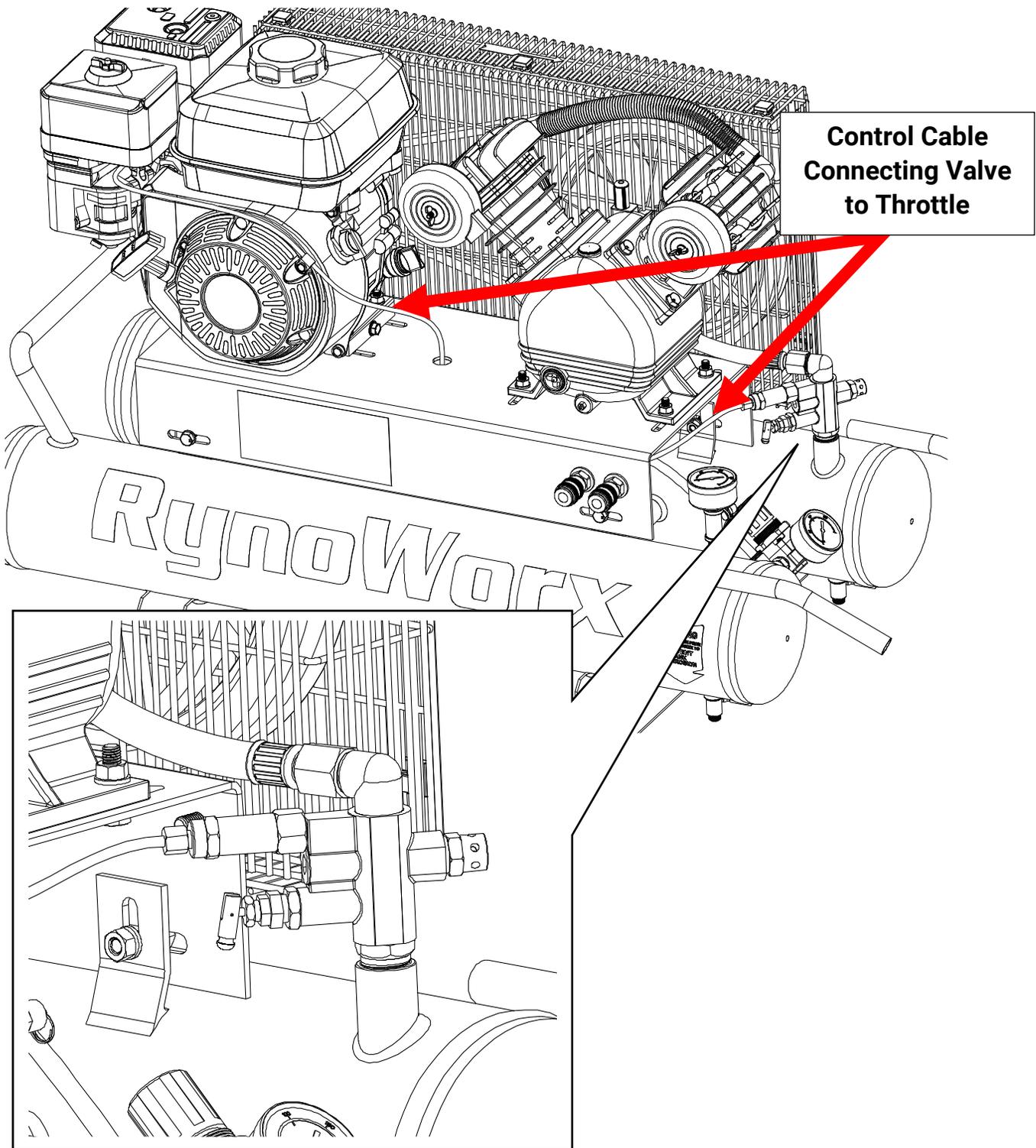
Tip sizes like an 80/20 or 80/30 are ideal for smaller jobs, like driveways, while larger tips are more suitable for large driveways and parking lots. You will also need to consider the type of product you are working with. Coal tar products have less solids in them and should work trouble free with any of the included sizes. Emulsion based sealers have more solids in them, and require 80/50 tips or larger to work effectively.

When selecting the operating pressure for your job, always go with the lowest pressure required to create your desired spray pattern. Pressure tends to vary over the life of the spray tip as it becomes worn, the consistency of the mix can also cause variations in the pressure. The life span of a spray tip can vary with different factors such as sand load usage, but tips typically last for around 700 gallons of sealer.

Filter baskets

Your system comes with 2 sizes of filter baskets. 4 mm (approx. 5/32") and 5.5 mm (approx. 7/32"). We recommend using the larger basket for emulsion and sealers with more solid, and the smaller filter for coal tar sealers.

3.2 Compressor Operation

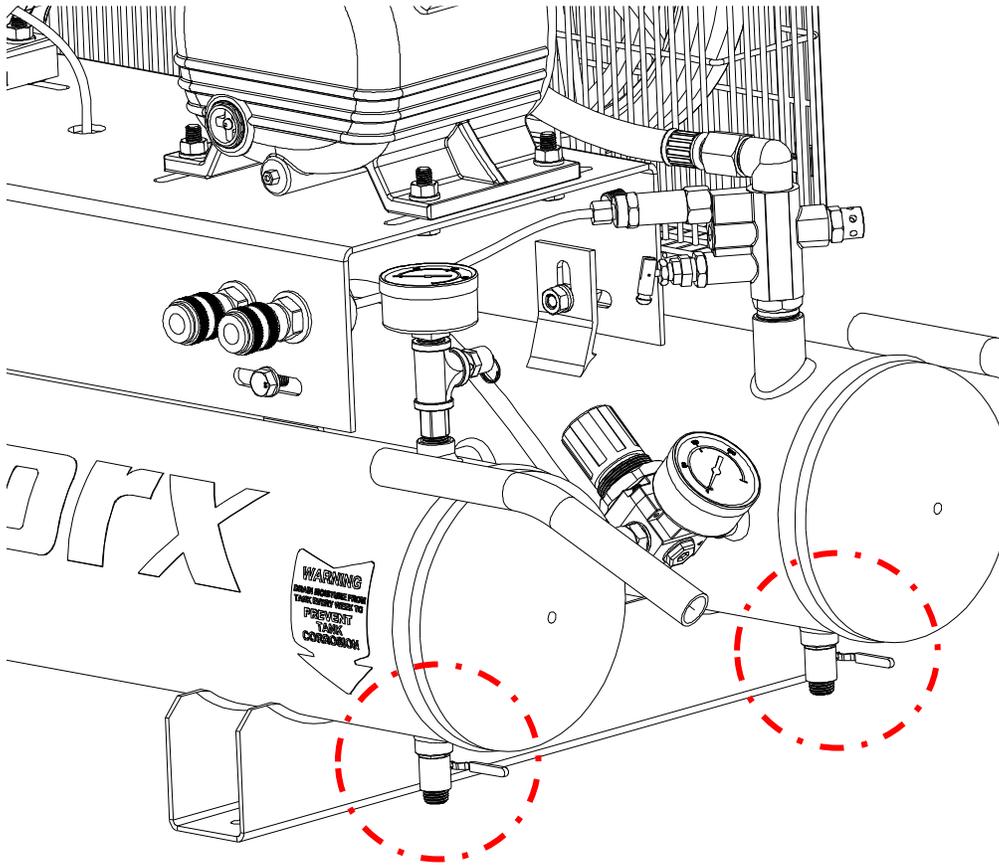


Auto Idle Throttle Control Cable

Your AirBoss Spray system is equipped with an auto idle kickdown to lower engine RPM when not running the compressor. This cable runs from the brass valve to the throttle on your engine. This sensor is attached between the compressor and the tank and will reduce the engine RPM when the target PSI has been achieved.

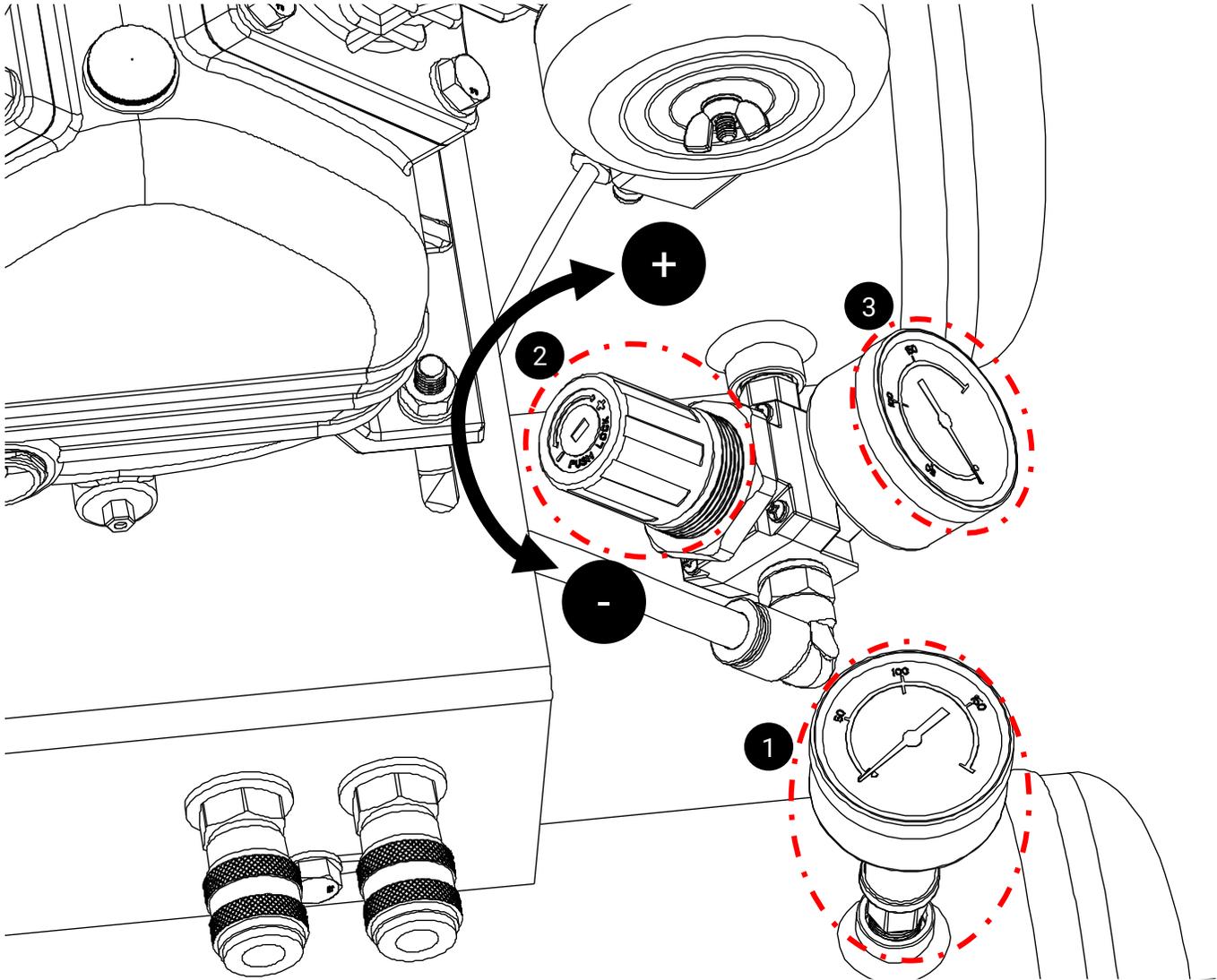
Compressor & Air Tanks:

NOTE: You must fully open the pressure relief valves at the bottom of **BOTH** tanks at the end of each day. Condensation can form and shorten the life of the tanks.



Setting the desired pressure:

1. Gauge that displays the current pressure in the tanks
2. Regulator valve to adjust desired operating air pressure
 - Clockwise to increase pressure, counter-clockwise to decrease
 - Push to lock, pull to unlock
3. Gauge that displays the operating air pressure

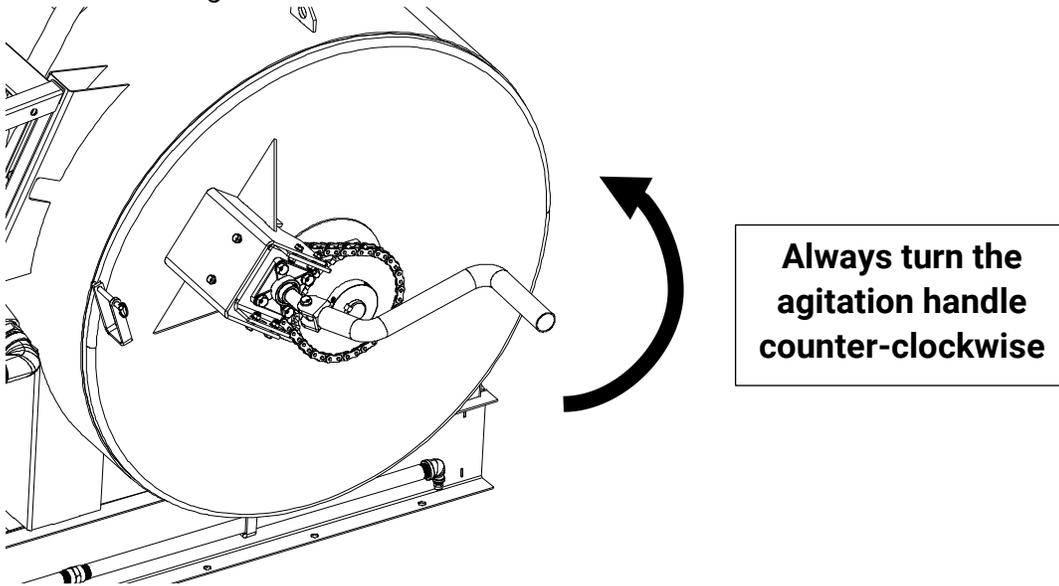


Note: the regulator will be set to 90 psi from the factory

3.3 System Modes

Notes:

- If using aggregate while operating, we suggest that you turn the agitation handle a few times hourly to prevent aggregate from settling
- Agitation handle is approximately 3:1 (3 turns of handle = 1 turn inside tank)
- After work stoppages of more than 30 minutes, we recommend recirculating for 2-3 minute before resuming work

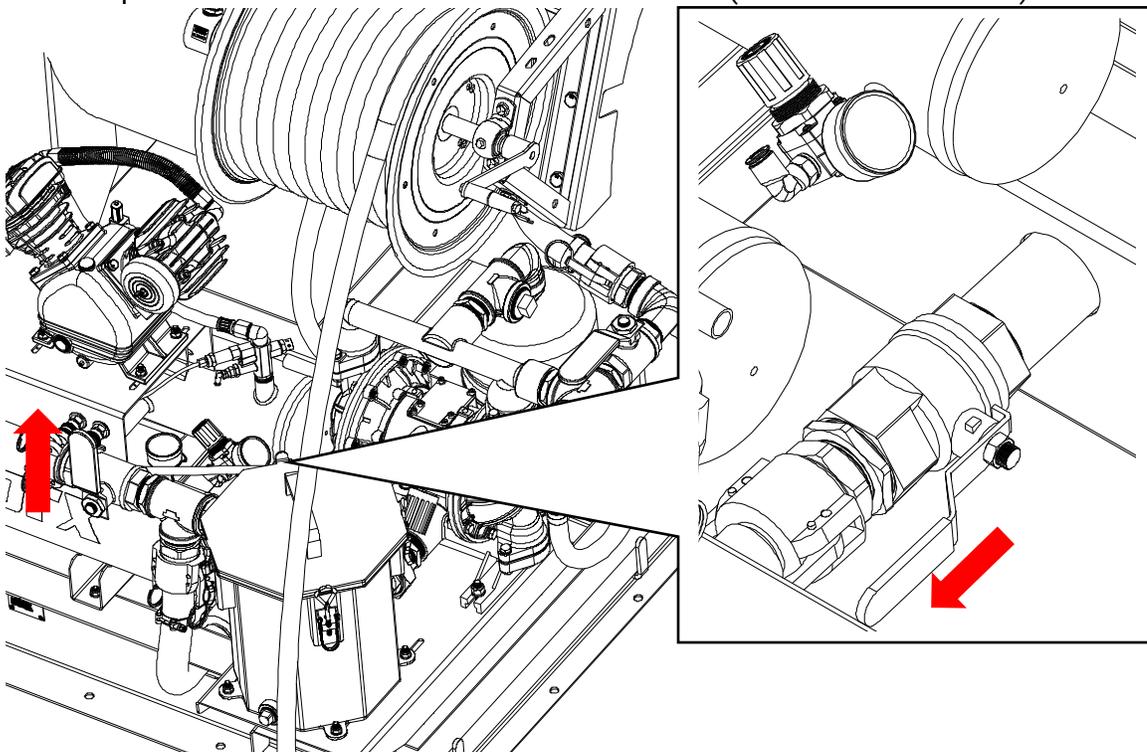


3.3.1 Input Modes

1) Main 300-gallon Tank

This is going to be the way you will be operating most of the time. Feeding from your main 300-gallon tank.

- Close the 1.5" valve at the front/top of the unit (connected to the filter pot)
- Open the 2" valve at the front/bottom of the unit (connected to the tank)

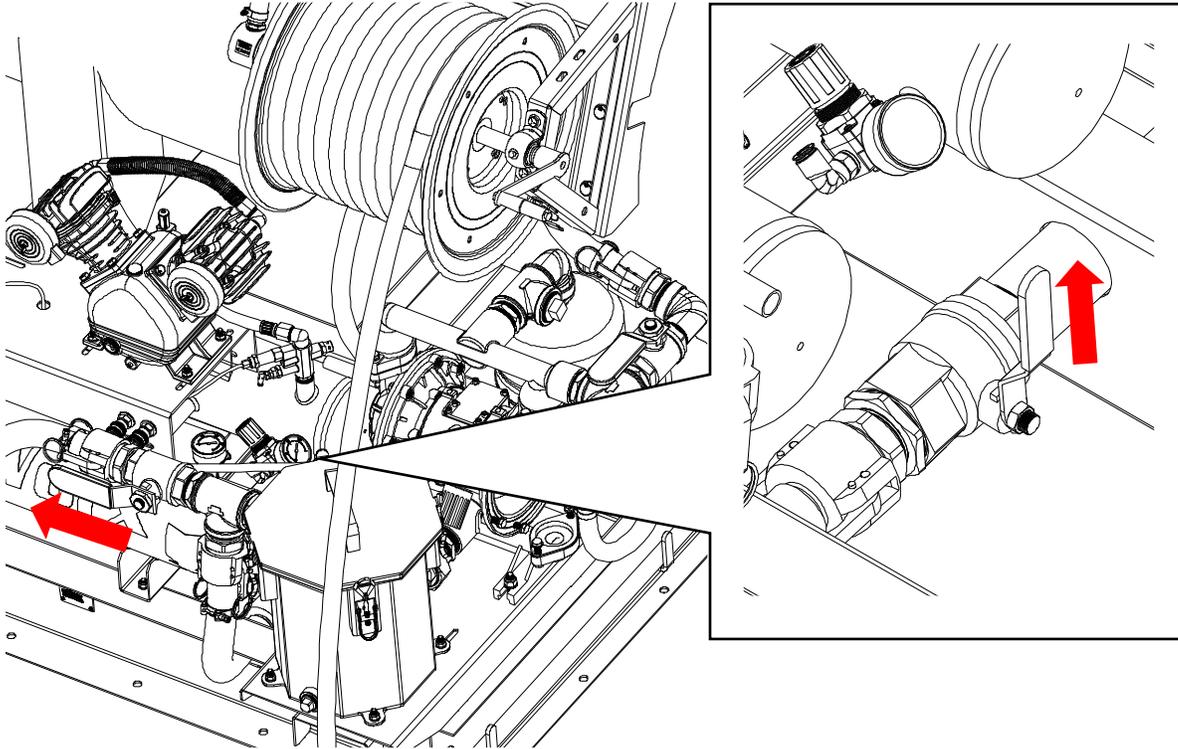


2) Secondary Input Source/ Transfer

This is primarily going to be for re-filling your 300-gallon tank from a secondary source, such as a barrel or tote.

However, this secondary source can also be used for general spraying as well (spraying directly from a tote or barrel)

- Open the 1.5" valve at the front/top of the unit (connected to the filter pot)
- Close the 2" valve at the front/bottom of the unit (connected to the tank)

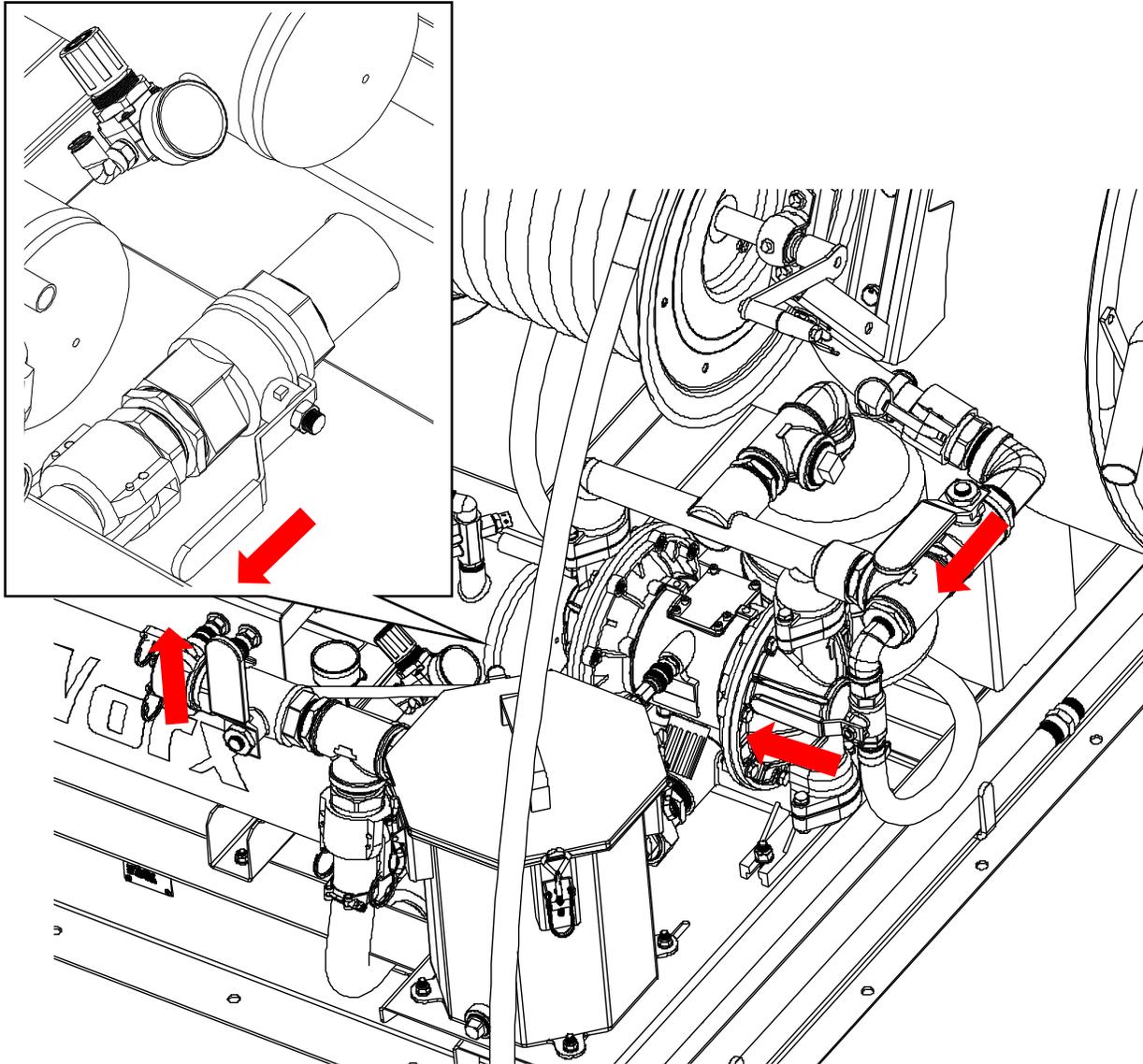


3.3.2 Output Modes

1) Recirculation Mode

This is one of 2 ways that you can mix your product. This will output back into the 300-gallon tank to help mix your product before beginning work

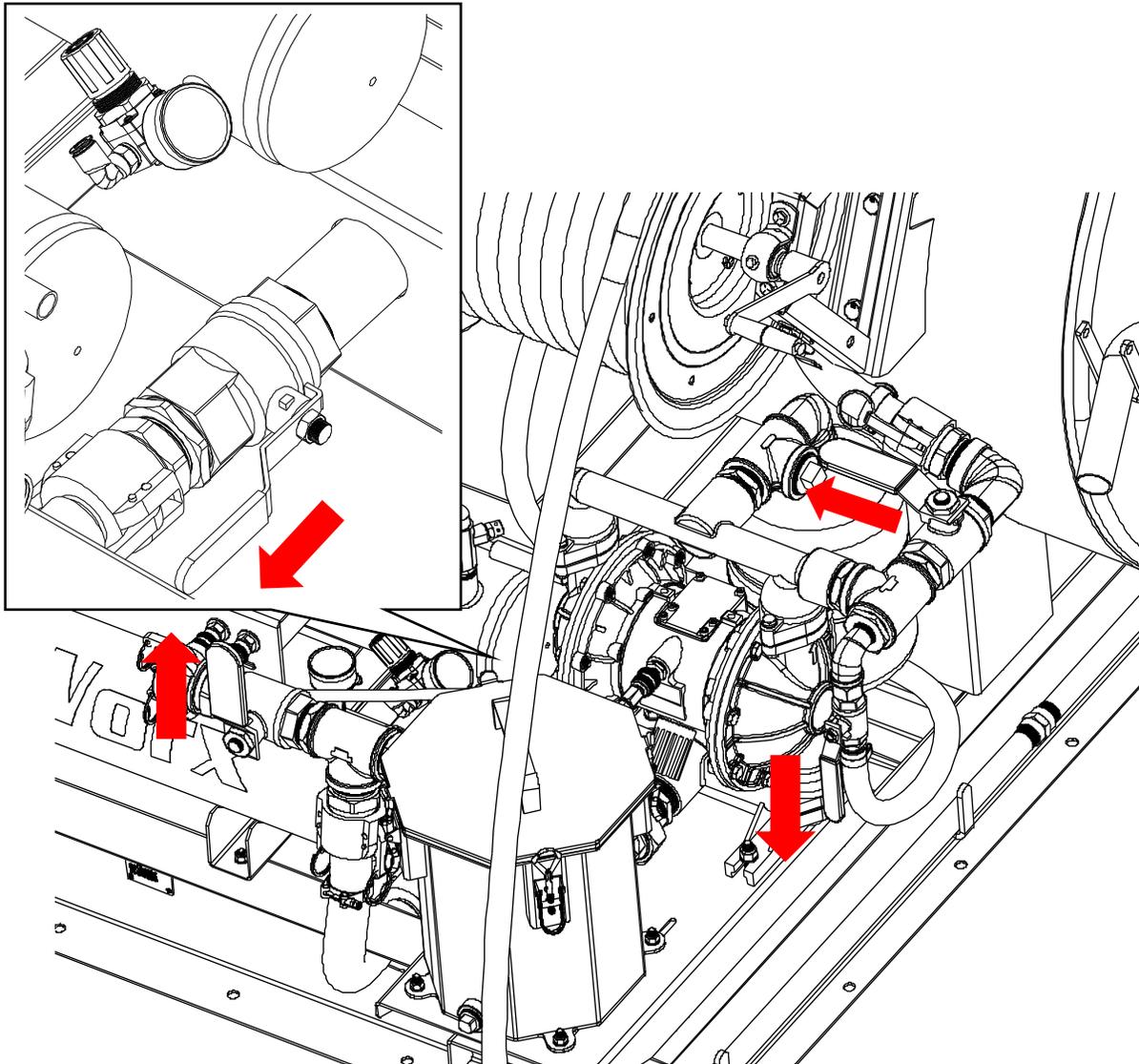
- Close the 1.5" valve at the front/top of the unit (connected to the filter pot)
- Open the 2" valve at the front/bottom of the unit (connected to the tank)
- Open the 1.5" valve at the back/top of the unit (connected to the pump)
- Close the 3/4" valve at the back/top of the unit (connected to the pump)



2) Spray Mode

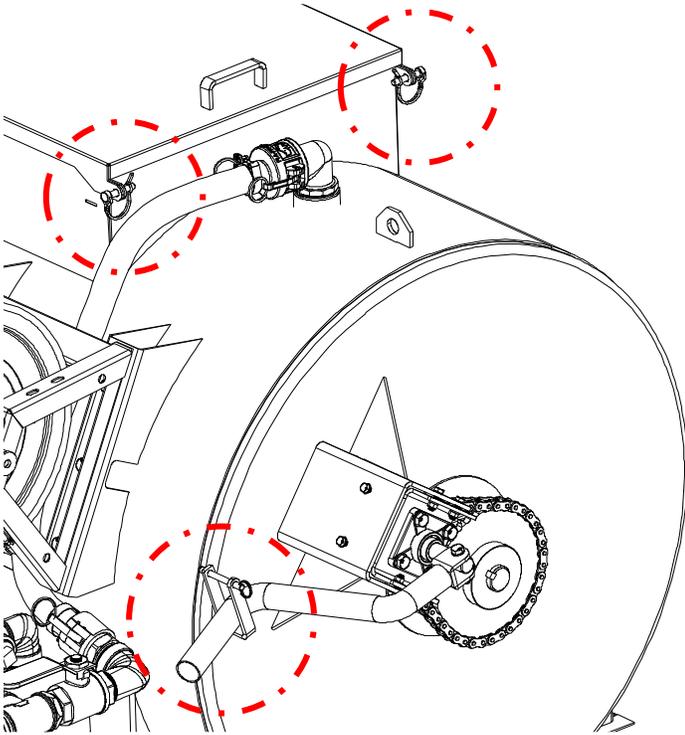
This is how you will be operating your system most of the time. Spraying through your spray wand.

- Close the 1.5" valve at the front/top of the unit (connected to the filter pot)
- Open the 2" valve at the front/bottom of the unit (connected to the tank)
- Close the 1.5" valve at the back/top of the unit (connected to the pump)
- Open the 3/4" valve at the back/top of the unit (connected to the pump)



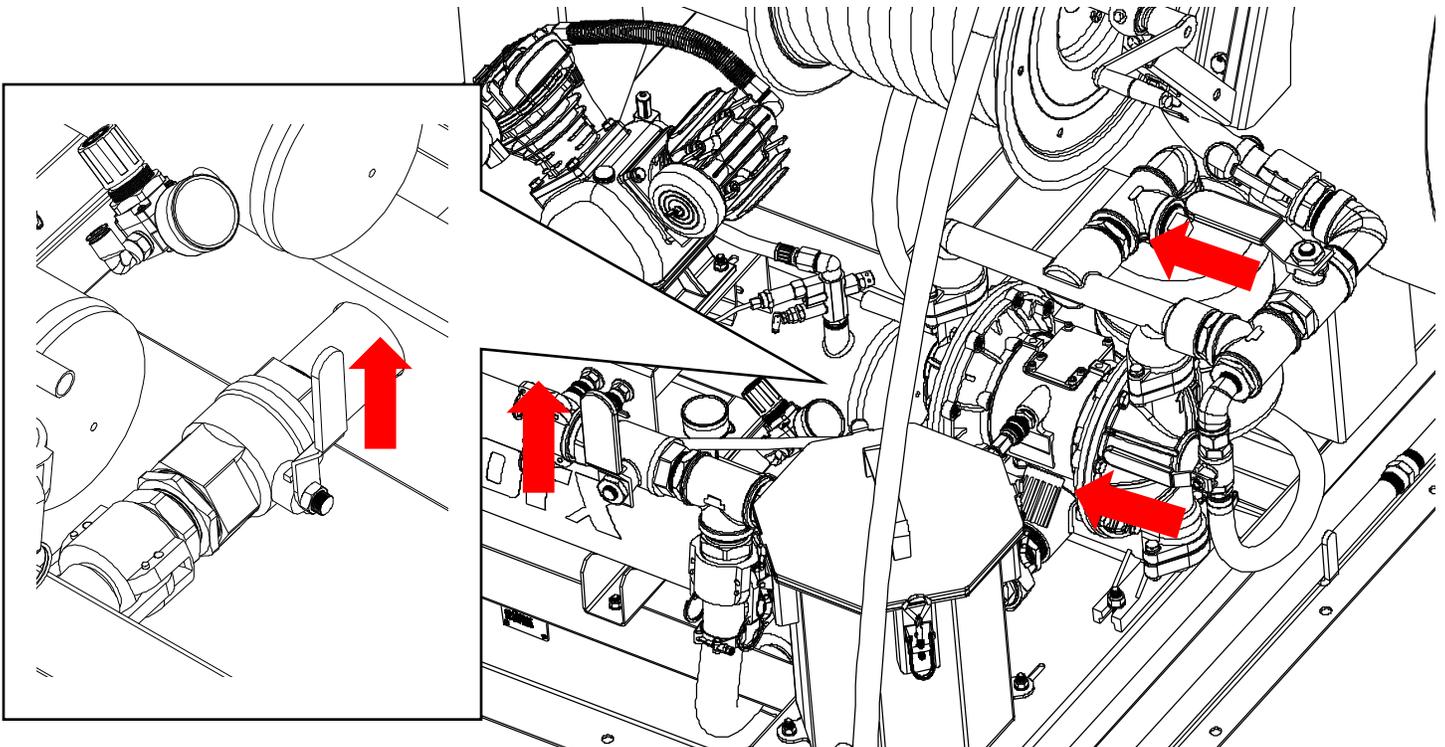
3) Travel Mode

Make sure to secure the pins on the manway as well as the pin on the agitation handle before transporting the unit.



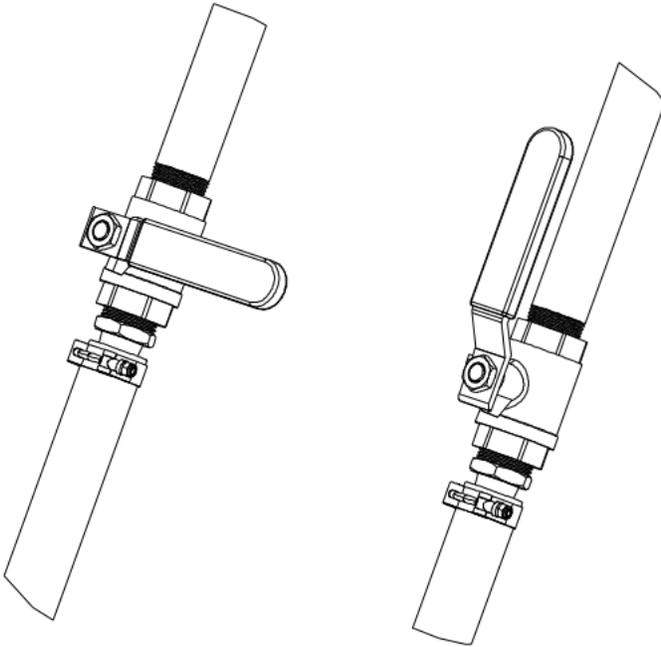
In order to reduce any risks of spillage while traveling, we recommend that you close ALL FOUR valves whenever traveling with the unit.

- Close the 1.5" valve at the front/top of the unit (connected to the filter pot)
- Close the 2" valve at the front/bottom of the unit (connected to the tank)
- Close the 1.5" valve at the back/top of the unit (connected to the pump)
- Close the 3/4" valve at the back/top of the unit (connected to the pump)



3.3.3 Spray Wand Operation

The spray wand included with this system has a ball valve handle to accurately control the flow of sealer. Please refer to the following diagram for the valve positions.



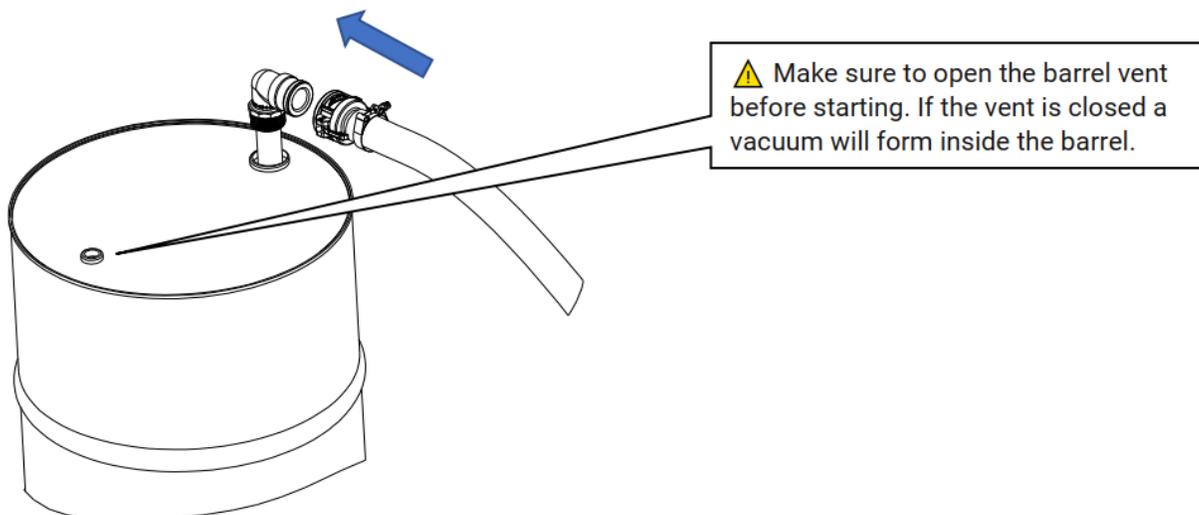
Spray wand valve closed

Spray wand valve open

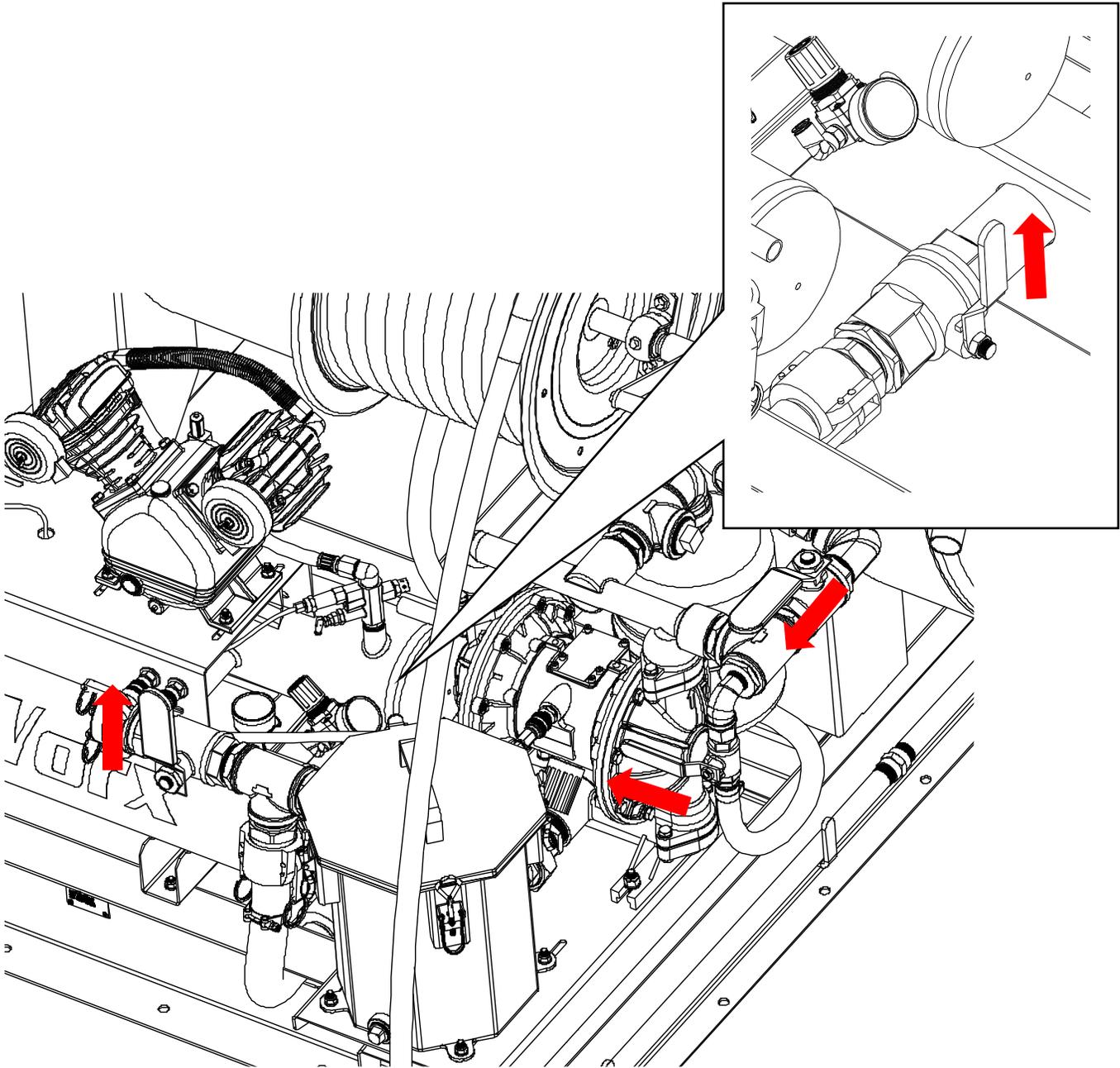
3.4 Transferring Sealer from a Drum (Transfer kit sold separately)

Mix the sealer with a drum mixer for several minutes before transferring

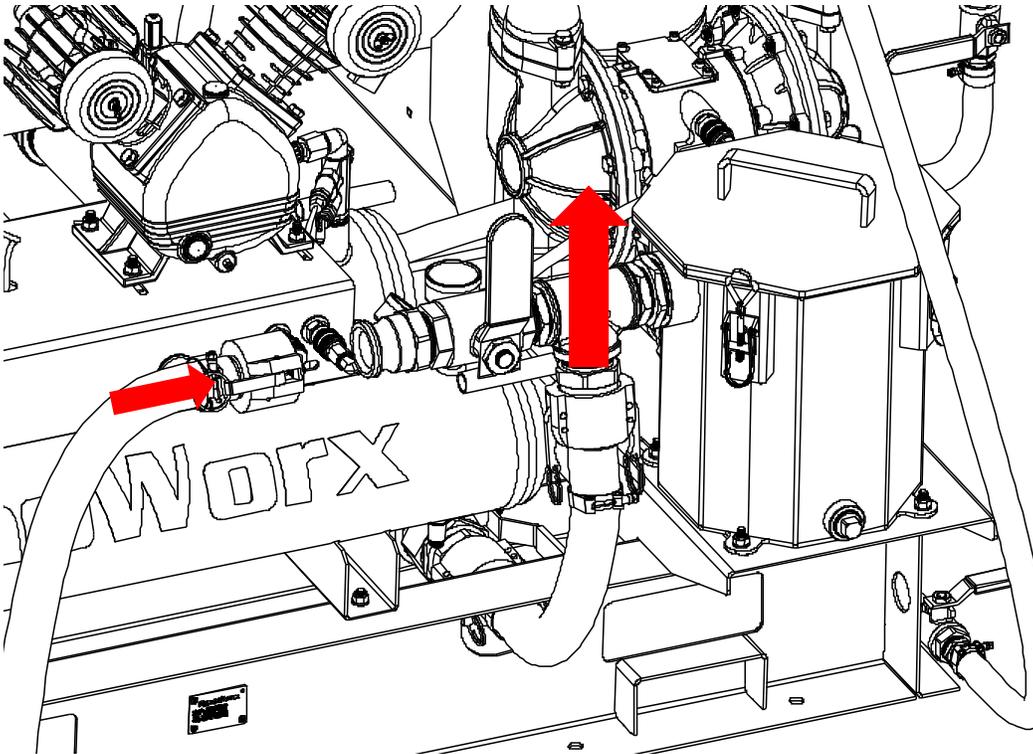
1. Insert the transfer tube into the barrel's 2" NPT opening
2. Open any vents in the barrel
3. Connect the female cam lock on the 15' transfer hose to the transfer tube.



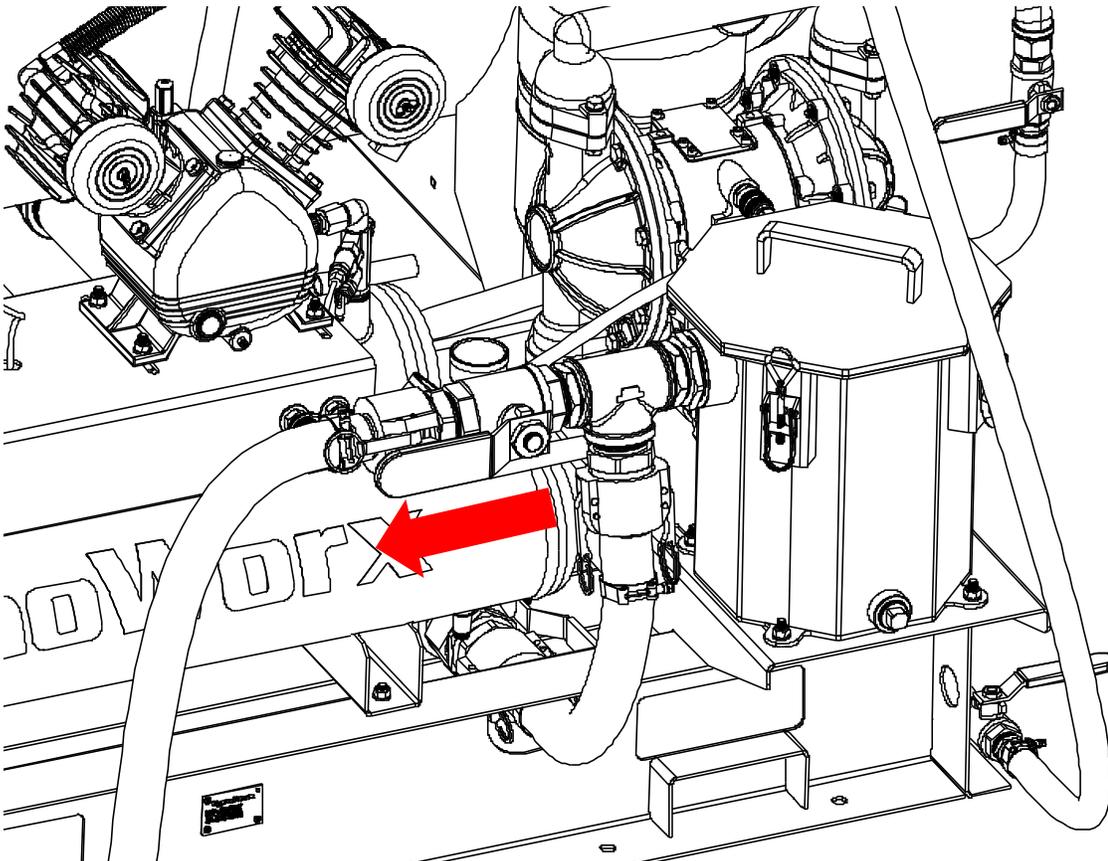
4. Set up the valves on the unit to prepare for transfer.
- Close the 1.5" valve at the front/top of the unit (connected to the filter pot)
 - Close the 2" valve at the front/bottom of the unit (connected to the tank)
 - Open the 1.5" valve at the back/top of the unit (connected to the pump)
 - Close the ¾" valve at the back/top of the unit (connected to the pump)



5. Remove the cap and connect the other end of the transfer hose to the SECONDARY input on the AirBoss



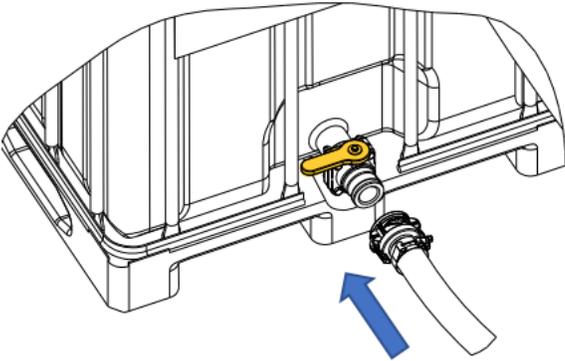
6. Open the 1.5" valve at the front/top of the unit (connected to the filter pot)



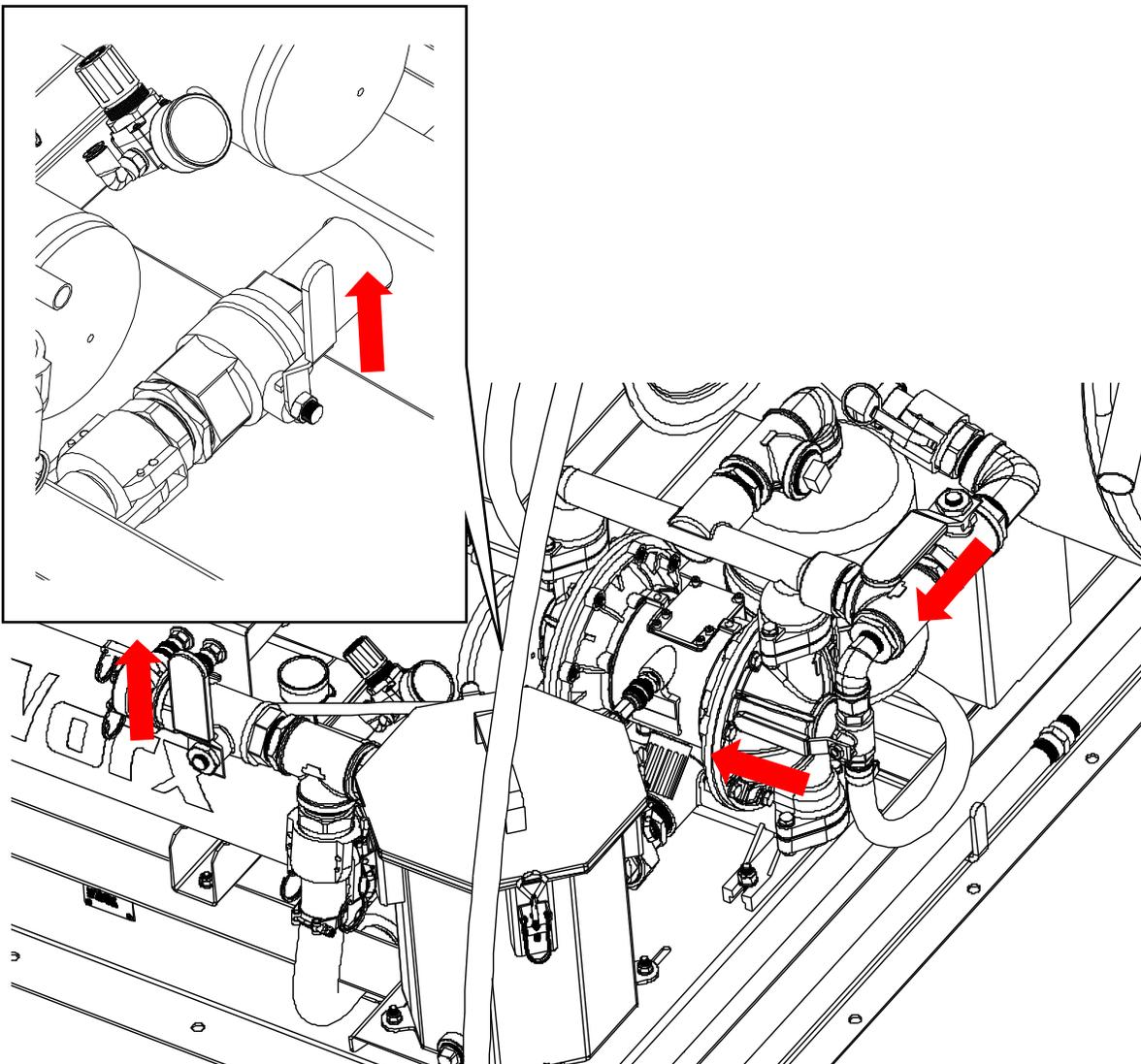
7. Start the pump to begin transferring sealer.

3.5 Transferring Sealer from a Tote (Transfer kit sold separately)

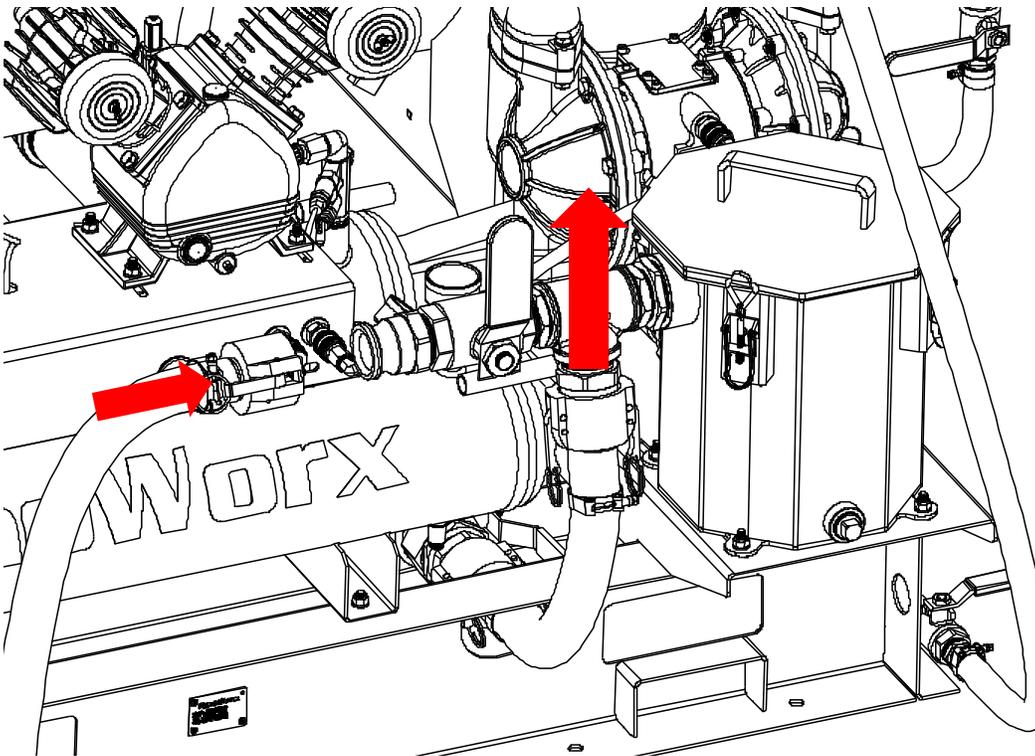
1. Mix the sealer with a drum mixer for several minutes before transferring
2. Connect the 2" female cam lock on the 15' transfer hose to outlet port on the tote.



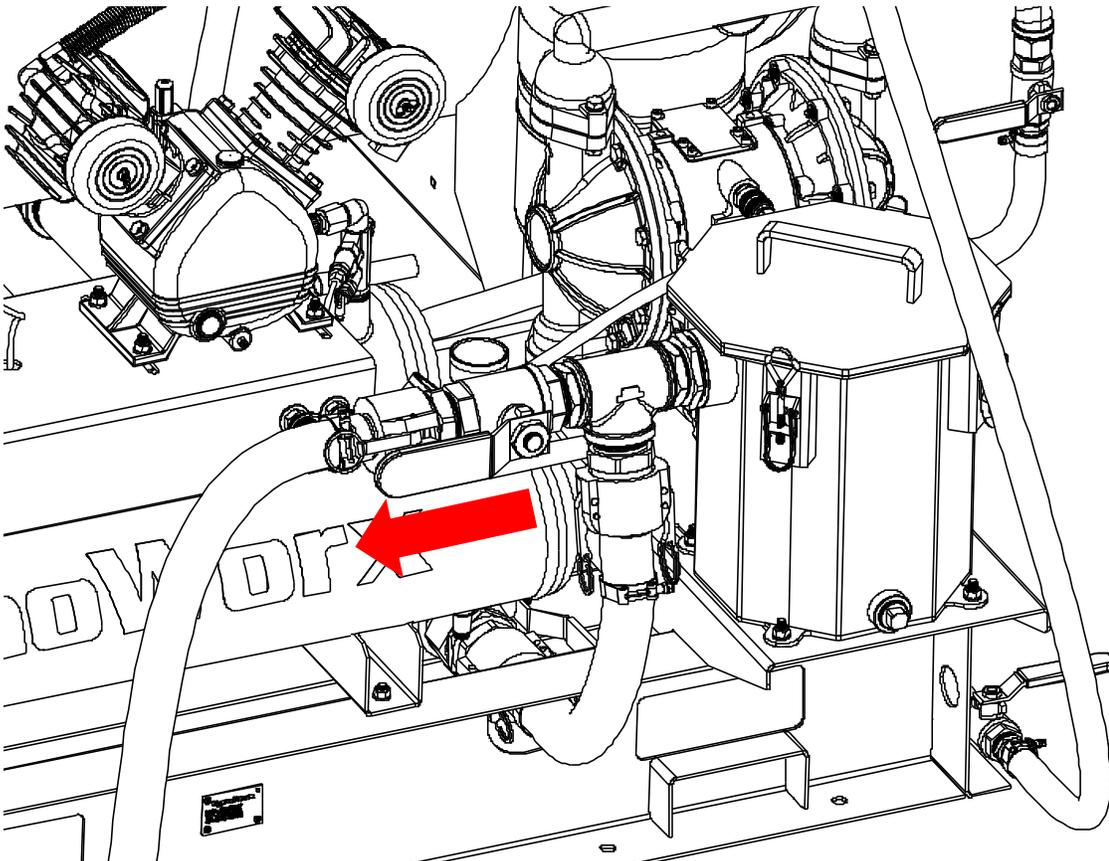
3. Set up the valves on the unit to prepare for transfer.
 - Close the 1.5" valve at the front/top of the unit (connected to the filter pot)
 - Close the 2" valve at the front/bottom of the unit (connected to the tank)
 - Open the 1.5" valve at the back/top of the unit (connected to the pump)
 - Close the 3/4" valve at the back/top of the unit (connected to the pump)



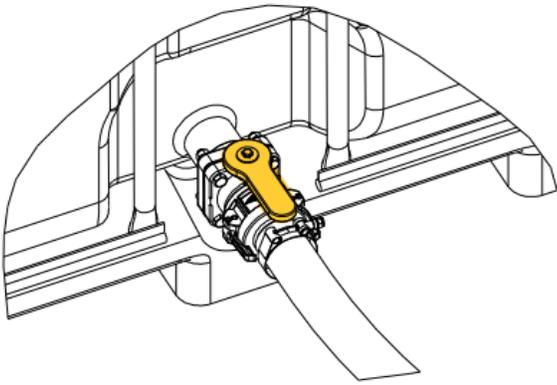
4. Remove the cap and connect the other end of the transfer hose to the SECONDARY input on the AirBoss



5. Open the 1.5" valve at the front/top of the unit (connected to the filter pot)



6. Open the valve at the tote outlet.



7. Loosen the lid on the top of the tote

8. Start the pump to begin transferring sealer.

3.6 Starting the Engine

Your AirBoss is equipped with either a Kohler SH265 or a Kohler RH265 engine.

Kohler - RH265



Choke:



Full:



Low:



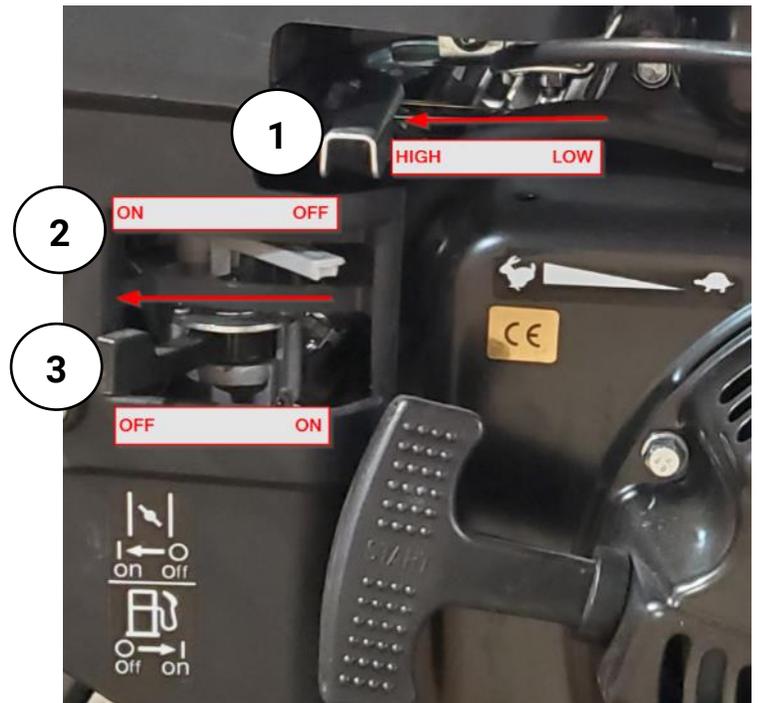
Off:



Kohler - SH265



1. Engine RPM
2. Choke
3. Fuel



SH265 Starting:

1. Turn the fuel shut-off valve to ON position
2. Turn the engine on/off switch to ON position
3. Start the engine as follows:
 - Cold engine:
 - a. Place the throttle control midway between the SLOW and FAST positions
 - b. Place the choke control into the ON position
 - Warm engine:
 - a. Place the throttle control midway between the SLOW and FAST positions
 - b. Return the choke to OFF position as soon as the engine starts
 - c. A warm engine usually does not require the choke on
4. Slowly pull the starter handle until just past compression-STOP! Return the starter handle; firmly pull straight out to avoid excessive rope wear from the starter rope guide
5. Gradually return the choke control to OFF position after the engine starts and warms up.
Engine/equipment may be operated during warm up period, but it may be necessary to leave the choke partially on until the engine warms up

RH265 Starting:

1. Turn the engine on/off switch to the ON position
2. Start the engine as follows:
 - Cold engine: Place the lever in the choke position
 - Warm engine: Place the lever in the full throttle/ FAST position
3. Slowly pull the starter handle until just past compression-STOP! Return the starter handle; firmly pull straight out to avoid excessive rope wear from the starter rope guide
1. Gradually move the lever to FAST position after engine starts and warms up. The engine/equipment may be operated during the warmup period, but it may be necessary to leave the choke partially on until the engine warms up fully