NEW

BEUTHLING

B300

SELF PROPELLED VIBRATORY COMPACTOR–2 TON

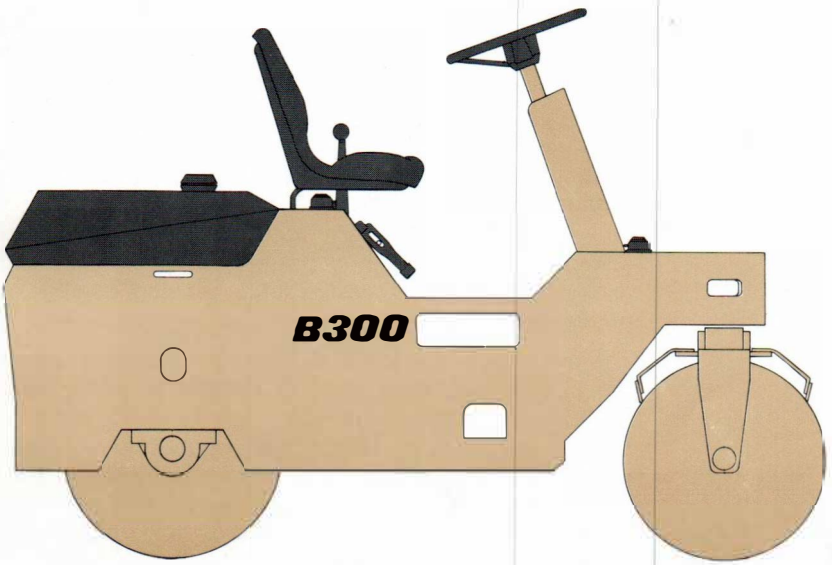
B200

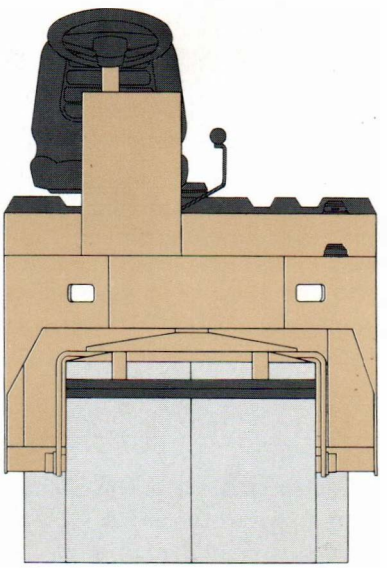
SELF PROPELLED STATIC COMPACTOR–2 TON

OWNER'S MANUAL & PARTS LIST

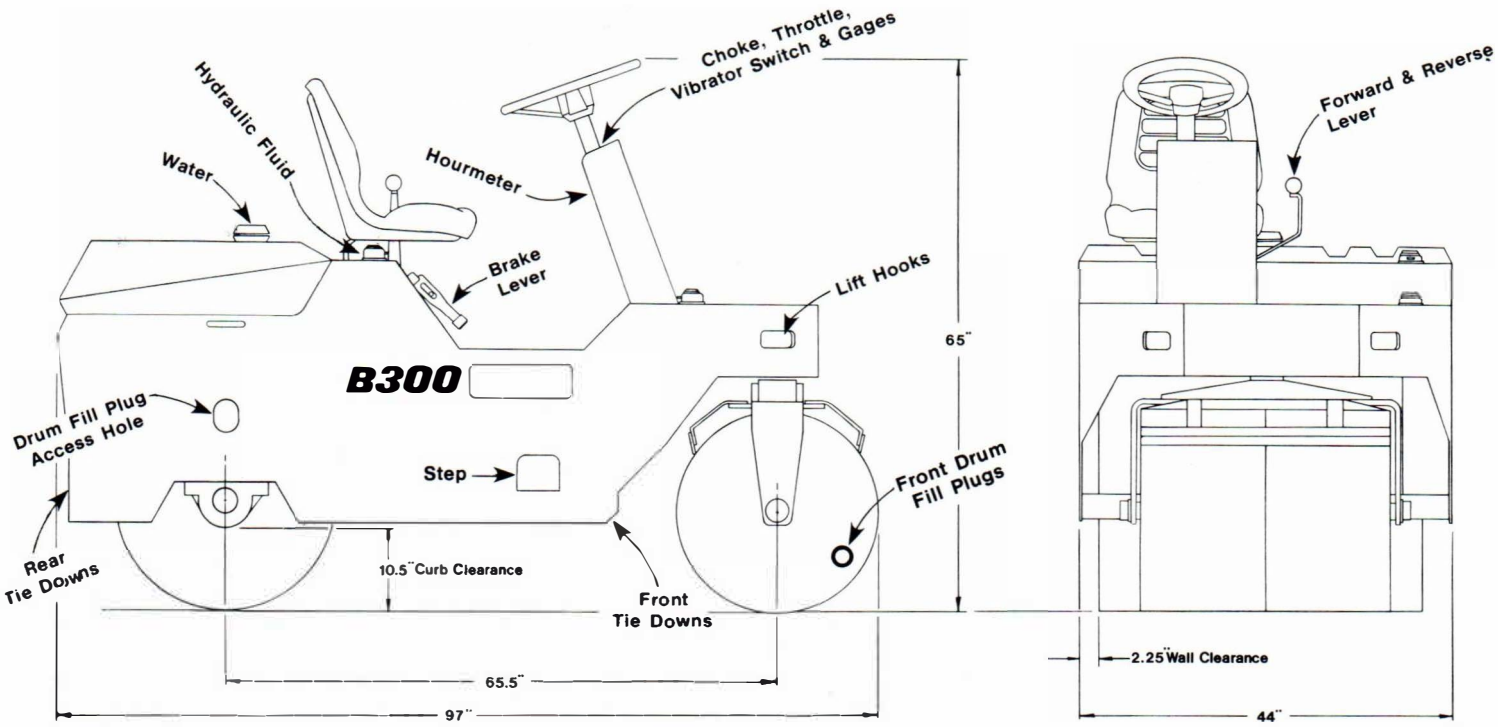
B300 S/N 1152 & UP

B200 S/N 5054 & UP





WARNING! READ THIS MANUAL BEFORE OPERATING OR SERVICING YOUR MODEL B300 or B200.



NOTE: This Owner's Manual covers both the B200 Static Compactor and the B300 Vibrating Compactor. All operating information pertains to both compactors except for references to vibrating components which pertain to the B300 ONLY.

The B300 is designed as a high capacity vibratory compactor which also may be used as a versatile static roller. The B200 is designed for the user whose needs are strictly for that of a static roller. Both may be used on asphaltic base, surface courses and light sub-base.

The engine is set for a maximum of 3,200 RPM. A maximum 1800 VPM for vibrator shaft speed (frequency)is realized from the engine RPM setting. The most suitable frequency range for soil or finished blacktop compaction is between 1200 and 1800 VPM which is controlled by the engine speed setting. **DO NOT** reset or change engine speed or operate over 3,200 RPM!

WARNING! Read engine manual, before starting engine for proper service of engine.

Check hydraulic fluid level in reservoir. When fluid is seen at the bottom of the screen, fluid is at proper level. It is recommended that a lock be used to guard against possible vandalism or contamination. Provisions on the fill neck cap have been provided for such a lock.

OPERATION & SAFETY

Before starting engine make certain control lever is in neutral position (a neutral start switch has been installed) and the parking brake is engaged. The brake handle is located on the operators right and is engaged or "on" when handle is in the up position and "off" when handle is in the down position. **CAUTION:** Never adjust parking brake hand lever too tightly, only enough to hold unit on incline. Start engine and maintain slow RPM for approximately one minute to allow hydraulic system to warm-up before moving, release the parking brake. Travel speed and direction of travel are controlled by a single lever (avoid any fast movement of this lever or hitting the end of a full stroke with excessive force causing damage to pump control shaft seals.)

The unit is put into motion by moving the control lever in the direction of travel desired. **CAUTION:** The control lever should always be moved slowly from one direction through neutral to the opposite direction. This procedure utilizes the hydraulic system's dynamic capability to bring the machine's weight to a complete stop, at neutral, before going in the opposite direction. Use of this procedure will prevent damage to the system.

If it is noticed that the engine is lugging down, when the control lever is fully advanced during a heavy pull, move the control lever back to increase power and eliminate lugging.

The rear drive chain should be disconnected before pushing or pulling the unit if it is to be moved without the engine running. If the chain is not removed, damage to the hydraulic system may result. **NOTE:** A hydrostatic Transmission-by-pass valve option is available to permit moving roller without disconnecting the chain when the engine isn't running.

The sprinkler valve handle is located under the operator's seat. This valve handle controls both front and rear water supply.

BALLAST

This unit is designed for use with or without liquid ballast in front and rear drums. Greater compaction will be achieved WITHOUT liquid ballast, when vibration is used on the B300. Maximum static weight (B200 or B300 without vibration) may be achieved through the use of ballast. If water ballast is used in temperatures below freezing, use 30% alcohol in water. If fuel oil is used, allow 10% for expansion. A pipe plug is located in each roller for filling purposes. Access to plug in rear roller is through a large clearance hole in right side plate. Rotate rear roller to remove plug.

HYDRAULIC SYSTEM

CAUTION: After a new unit has run 5 hours the oil filter should be changed. This is to rid the system of any trapped contamination from factory assembly. **CAUTON:** ANY TIME the filter has been changed, IDLE engine for three minutes with control lever in NEUTRAL. At the end of this running period, SLOWLY engage forward to reverse. This allows fluid to replace the air in the pump area introduced into the system with the filter change. IF THIS PROCEDURE IS NOT FOLLOWED partial or complete failure of the pump will result.

Check hydraulic fluid daily, change fluid and filter every 500 hours or sooner if conditions warrant, i.e., extreme dust or condensation. These units are equipped with a 4½ gallon oil reservoir – when changing or adding fluid, use ATF Type F. To prevent any foreign matter from entering the tank extreme care should always be used when removing filler cap. Fluid is at proper level when seen at the bottom of the screen in the fill neck – never fill reservoir to overflowing.

> **NOTE:** Use ATF Type F Fluid ONLY. Consult factory for equivalent hydraulic fluids.

LUBRICATION

The vibrator shaft gears **DO NOT** require lubrication. Vibrator shaft bearings should be checked weekly and greased monthly with a hand grease gun. Use a premium quality **lithium base grease**.

Check steering gear box every 500 hours, use chassis lubricant if necessary. Fill to overflow and replace plug.

Check main drive chain weekly – lubricate monthly with light oil either brushed on or applied with oil can.

Zerk fittings will be found on all pillow block bearings – on the rear drum (B200 & B300) and the jack shaft (B300 ONLY) off the engine, check weekly – grease monthly with premium quality **lithium base grease**. Fittings are also located on the ends of the front drum shaft, the front pivot tube and oscillating king pin. Lubricate weekly with chassis lubricant using grease gun. Front axle fittings require enough greasing to purge inner bearings.

One zerk fitting will be found on parking brake arm assembly, located on right side of inner frame. Access to grease fitting is from under side. Use chassis lubricant weekly.

VIBRATOR SHAFT TIMING

Two eccentric shafts create the vibration in the rear drum. If either of these shafts are removed they must be properly timed when replaced. Timing is achieved through proper meshing of the steel and fiber gears located at the end of the vibrator shafts. Proper timing procedure is to mesh the gears together so that the dot indentation of each gear is lined up with the other. When properly timed four cycles take place with each revolution of both shafts as follows: The out of balance weight of each shaft first point down together, second point the opposite direction of each other, third point up together and fourth point toward each other. This type of vibrating action produces only a straight up and down motion to the rear drum, never a forward or backward motion.

BELT & CHAIN ADJUSTMENT

The two belts in the vibratory system may be adjusted as follows: The first belt between the engine and the clutch is aligned by moving the engine within its slotted holes. The belt is then tightened by sliding the jack shaft assembly towards the rear drum. Make certain the jack shaft assembly is perpendicular to the belts before re-tightening.

The second belt between the jack shaft assembly and vibrator pulley is tightened by the idler arm. Loosen the bolt on the outside of the frame and swing the idler arm downward. Always make certain there is tension against the idler arm.

To tighten the main drive chain, loosen hydraulic drive motor plate bolts (4). Turn adjusting screws (2) (located front and rear of motor mount) in opposite directions from each other, until drive motor slides to desired location. Check for proper sprocket alignment before re-tightening motor plate bolts (4). Removal of a chain link will compensate for any excess stretch which may develop in the chain.

DRUM SCRAPERS

This unit is equipped with adjustable rubber scraper bars front and rear of each drum. Scrapers may be used with or without cocoa mats. If so equipped, front and rear cocoa mat pans are designed to pivot away from drum when not in use.

ELECTRICAL

This unit is equipped with a magneto or standard ignition system. See Engine Manual. Starting and stopping engine is done with spring loaded key switch on dash panel. A **GREEN** indicator light is located by key switch to indicate ignition is "ON". Light will stay lit during running also. The B300 has an **AMBER** indicator light, located next to the vibrator switch. When the **AMBER** light is lit, vibrator system is "ON". **CAUTION:** Never start engine with **AMBER** light "ON"; damage to vibrator clutch and engine may result! **CAUTION:** Always remove key from switch when leaving equipment unattended or when equipment is not in use.

A 30 amp circuit breaker has been placed in the circuit for safety. The circuit breaker will reset automatically every 10 seconds or until problem has been located and resolved.

The circuit breaker is located under steering column next to solenoid.

Never attempt to disconnect the hourmeter on this unit. Engine hours are essential for proper maintenance of this unit.

See engine wiring diagram for adapting accessory lights and gauges.

CHECK POINTS:

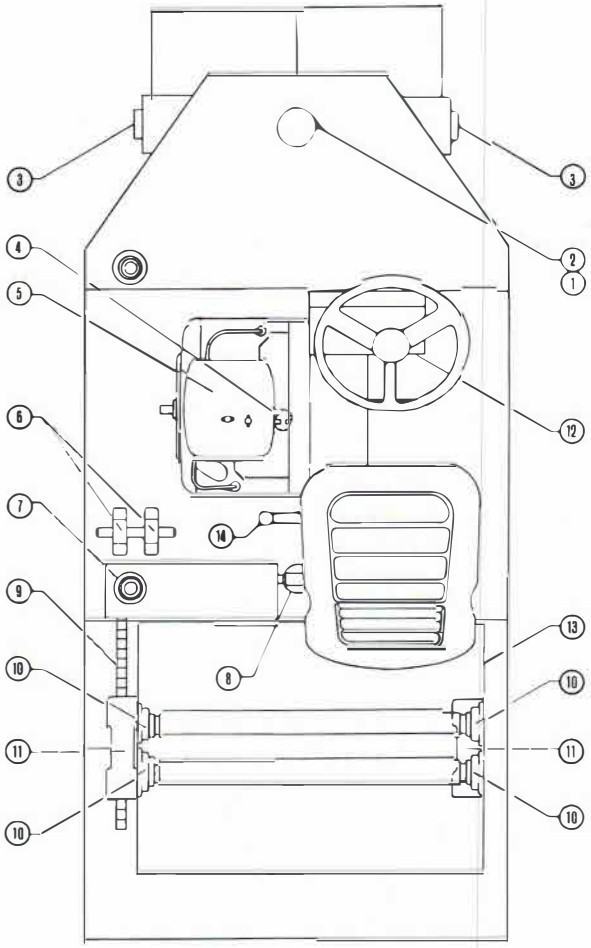
All bolts, drive coupling set screws and collar set screws of bearings should be checked periodically for tightness. Chain should be kept snug but not tight.

Each season lift front drums off the ground and check for any side movement of drums through Timken bearings (similiar to loose auto wheel bearings). Adjust by loosening two set screws on each end of front axle and tightening cap screws (with zerk fittings) to proper adjustment. Re-tighten all set screws.

It is the customer's responsibility to supervise, train and educate his employees or any user of this equipment in its proper operation, maintenance and safety.

When ordering parts be sure to indicate model and serial number. Model and Serial number plate is located in engine compartment on left hand side plate.

LUBRICATION CHART



Models B300 & B200

Ref. No.	Lubrication Point	Daily	Weekly	Monthly	500 Hours		Type Of Lubricant	Lub. Fitting
1	Front Pivot Tube		•				Chassis Lubricant	Yes
2	Oscillating King Pin		•				Chassis Lubricant	Yes
3	Front Axle Bearings		•				Chassis Lubricant	Yes
4	Engine Crankcase	✓					See Engine Manual	No
5	Engine Air Cleaner	✓					See Engine Manual	No
6	Jack Shaft Pillow Block Bearings (2) (if so equipped)		✓	•			Chassis Lubricant	Yes
7	Hydraulic Oil Reservoir	✓				•	ATF Type F	No
8	Hydraulic Oil Filter					•	Change Filter Element	No
9	Main Drive Chain			✓		•	Light Oil - Brushed On Or Oil Can	No
10	Vibrator Shaft Flange Bearings (4) (if so equipped)		✓	•			Chassis Lubricant	Yes
11	Rear Pillow Block Drum Bearings (2)		✓	•			Chassis Lubricant	Yes
12	Steering Gear Box					✓	Chassis Lubricant	No
13	Parking Brake Arm Assembly		•				Chassis Lubricant	Yes
14	Control Lever	✓	•				Chassis Lubricant	No

✓ Check • Lub. Or Change

See Owner's Manual For Further Details

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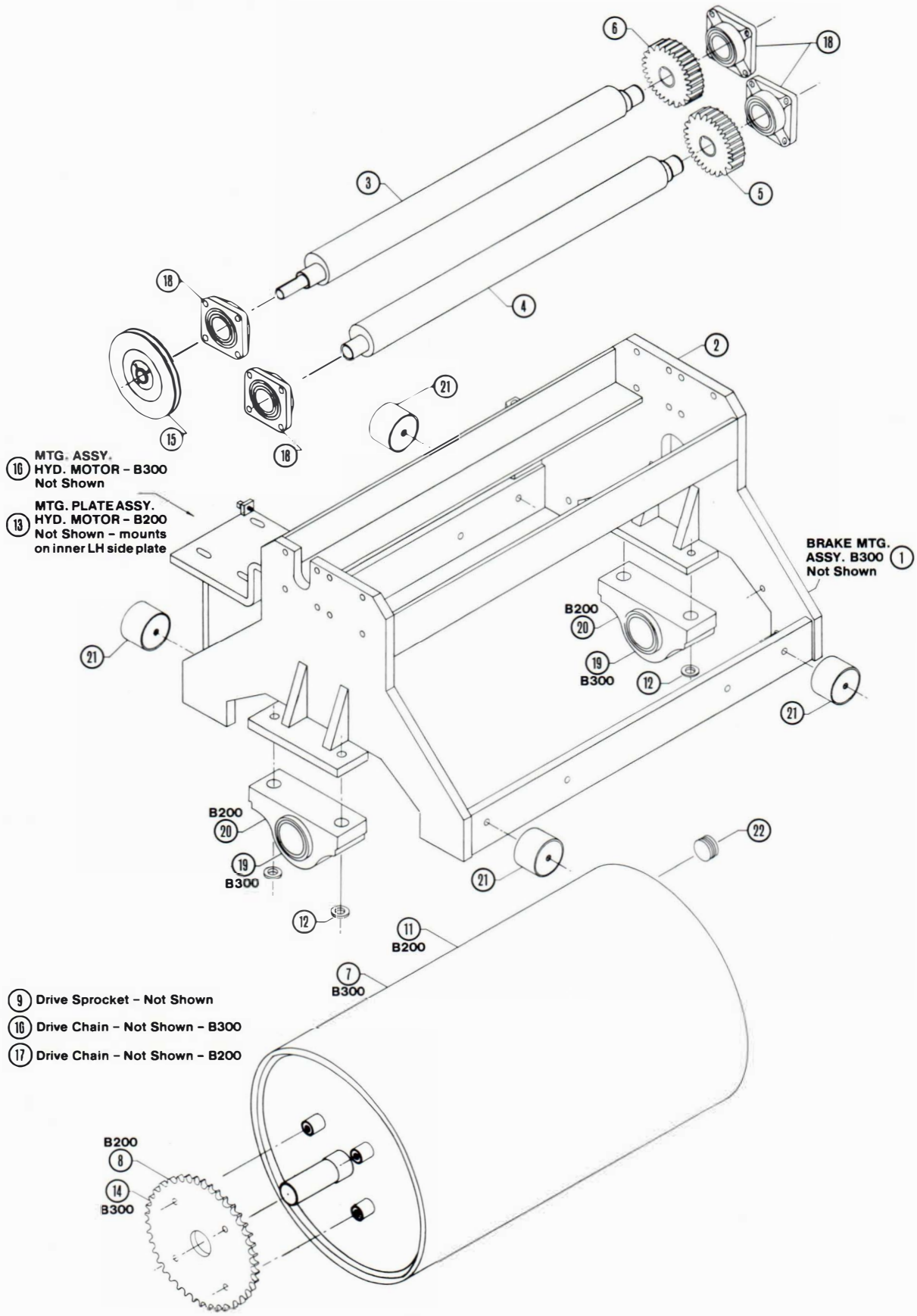
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16 MTG. ASSY. HYD. MOTOR – B300 Not Shown
13 MTG. PLATE ASSY. HYD. MOTOR – B200 Not Shown – mounts on inner LH side plate
BRAKE MTG. ASSY. B300 1 Not Shown
B200 20
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B200 20
19 B300
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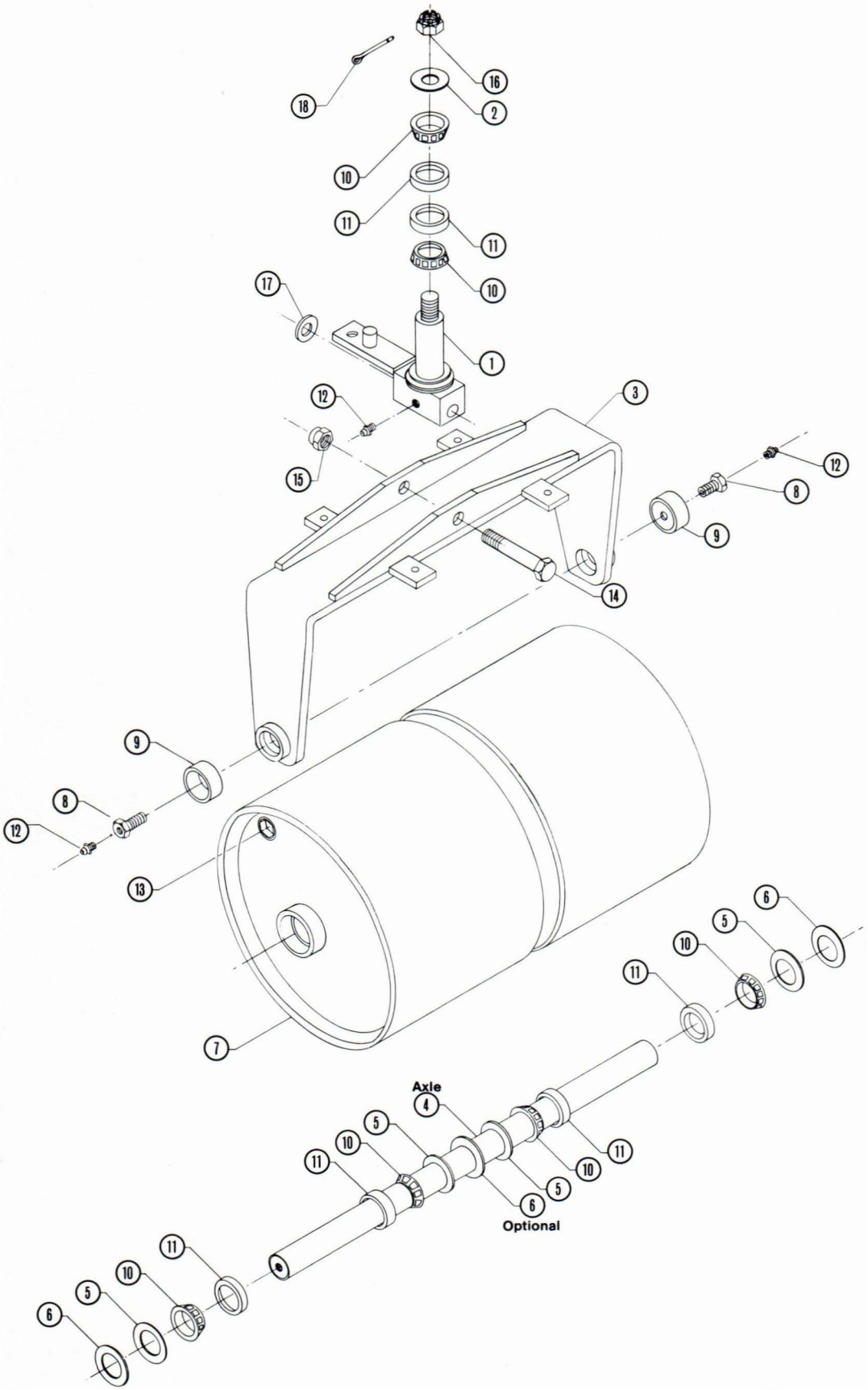
22
11 B200
7 B300
9 Drive Sprocket – Not Shown
16 Drive Chain – Not Shown – B300
17 Drive Chain – Not Shown – B200
B200 8
14 B300

REAR END ASSEMBLY
B300 & B200

Item No.	Part No.	Description	Qty.
1	000S1075	Brake Mounting Assembly — NOT SHOWN	1
2	000S1089	Vibrator Frame — B300 ONLY	1
3	000-1092	Vibrator Driving Shaft — B300 ONLY	1
4	000-1093	Vibrator Driven Shaft — B300 ONLY	1
5	000-1094	Fiber Spur Gear — B300 ONLY	1
6	000-1095	Steel Spur Gear — B300 ONLY	1
7	000S1104	Rear Drum Assembly — B300 ONLY	1
8	000-1105	Sprocket — Rear Drum — B200 ONLY	1
9	000-1110	Drive Sprocket — NOT SHOWN — B300 & B200	1
10	000S1118	Foot Mount Assembly — NOT SHOWN — B300 ONLY	1
11	000S1250	Rear Drum Assembly — B200 ONLY	1
12	000-1221	Spacer — Rear Drum Bearing — B300 ONLY	4
13	000S1253	Mounting Plate Assembly — NOT SHOWN — B200 ONLY	1
14	000-1266	Sprocket — Rear Drum — B300 ONLY	1
15	220-0005	Vibrator Shaft Pulley — B300 ONLY	1
16	225-0001	Drive Chain — NOT SHOWN — B300 ONLY	1
17	225-0003	Drive Chain — NOT SHOWN — B200 ONLY	1
18	300-0003	Vibrator Bearing — B300 ONLY	4
19	300-0004	Rear Drum Bearing — B300 ONLY	2
20	300-0006	Rear Drum Bearing — B200 ONLY	2
21	325-0001	Rubber Mounts — B300 ONLY	4
22	526-0001	1¼" Countersunk Ballast Fill Plug	1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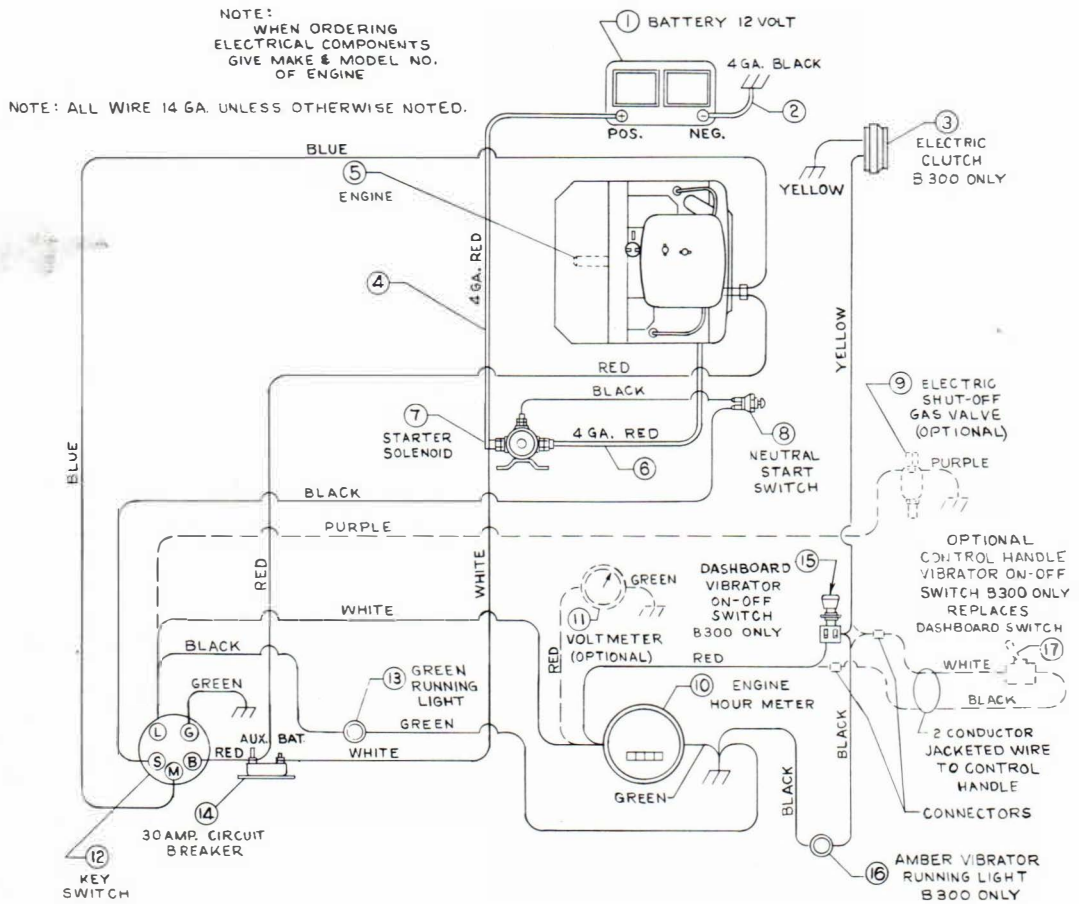
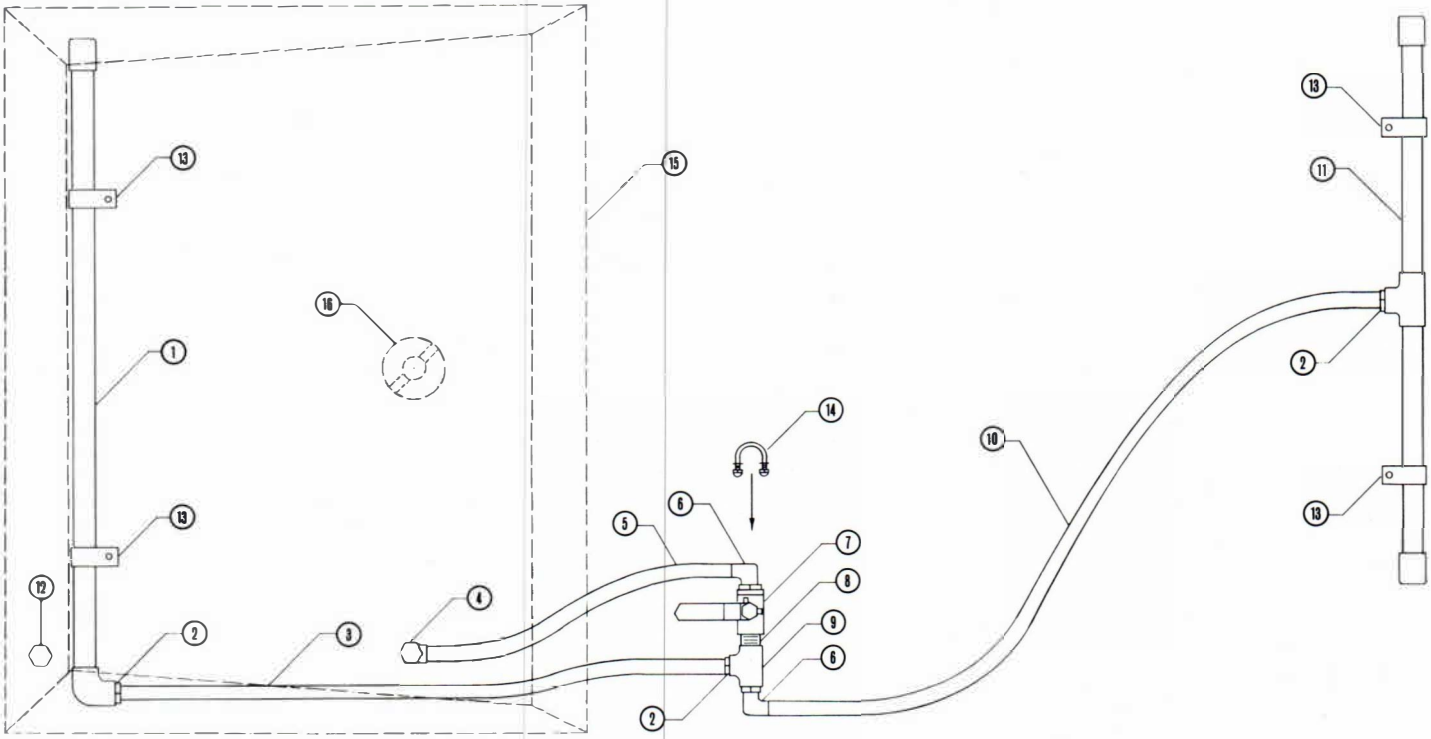
FRONT END ASSEMBLY
B300 & B200

Item No.	Part No.	Description	Qty.
1	000S1042	King Pin Assembly	1
2	000-1043	Washer — King Pin	1
3	000S1050	Yoke Assembly	1
4	000-1057	Front Axle	1
5	000-1058	Front Axle Grease Seal Inner & Outer	4
6	000-1059-1-2-3	Front Axle Bearing Spacer	Vari.
7	000S1065	Front Drum Assembly	2
8	000-1106	Rework — Cap Screw	2
9	000S1109	Washer & Guard Assembly — Front Axle	2
10	300-0001	Bearing Cone	6
11	300-0002	Bearing Cup	6
12	370-0001	¼-28 NF Grease Fitting	3
13	526-0001	1¼" Countersunk Ballast Fill Plug	2
14	600-9000	King Pin Bolt	1
15	607-0010	1"-8 NC Thd. Flexloc Nut	1
16	609-0026	1¼-12 NF Thd. Hex Castle Nut	1
17	000-1292	King Pin Bolt Spacer	Vari.
18	630-0009	Cotter Pin	1

WIRING DIAGRAM
B300 & B200

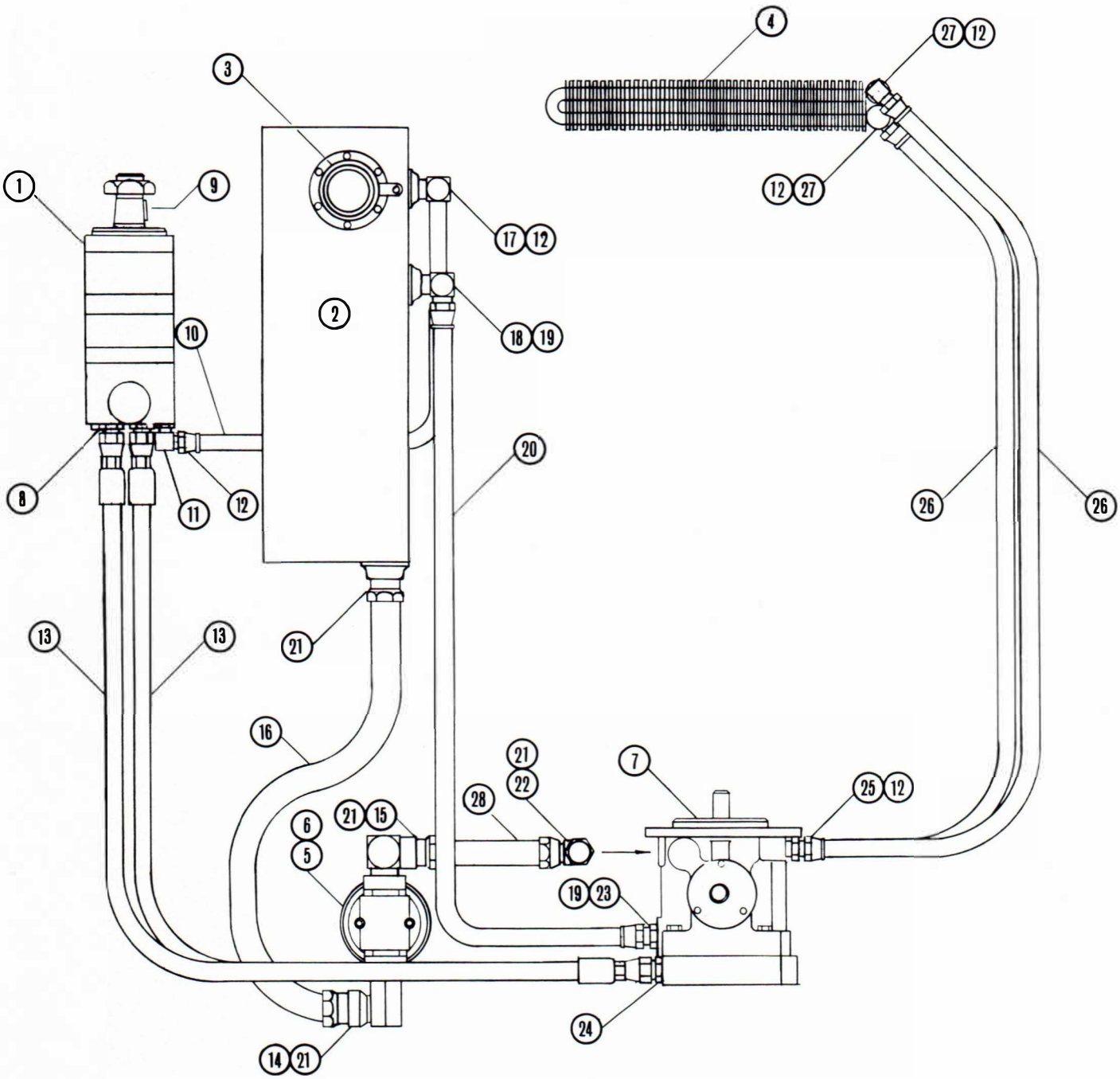
Item No.	Part No.	Description	Qty.
1	335-0001	Battery 12 Volt	1
2	335-0003	Battery Cable — Negative	1
3	210-0001	Electric Clutch — B300 ONLY	1
4	335-0002	Battery Cable — Positive	1
5		Engine — Give Make & Model No.	1
6	335-0004	Starter Cable	1
7	335-0008	Solenoid	1
8	335-0013	Neutral Start Switch	1
9	110-0001	Electric Shut-off Valve — OPTIONAL	1
10	375-0001	Engine Hour Meter	1
11	335-0072	Voltmeter — OPTIONAL	1
12	335-0047	Key Switch	1
13	335-0019	Green Running Light	1
14	335-0063	30 Amp. Circuit Breaker	1
15	335-0006	Vibrator Dashboard On-Off Switch — B300 ONLY	1
16	335-0007	Amber — Vibrator Running Light — B300 ONLY	1
17	335-0071	Vibrator Control Handle On-Off Toggle Switch B300 ONLY Replaces Dashboard Switch Item 16 (Opt)	1





SPRINKLER SYSTEM
B300 & B200

Item No.	Part No.	Description	Qty.
1	000S1122	Rear Sprinkler Bar Assembly (PVC)	1
2	540-0002	Straight Adapter ½ NPT x ½ Barb (Poly)	3
3	424-0001-32	½" I.D. Low Pressure Hose x 32" Lg.	1
4	542-0003	90° Adapter ¾ NPT x ½ Barb (Poly)	1
5	424-0001-19	½" I.D. Low Pressure Hose x 19" Lg.	1
6	542-0002	90° Adapter ½ NPT x ½ Barb (Poly)	2
7	530-0001	½" Bronze Ball Valve	1
8	520-0010	½" NPT Nipple Galvanized Pipe	1
9	523-0001	½" NPT Tee Galvanized Pipe	1
10	424-0001-66	½" I.D. Low Pressure Hose x 66" Lg.	1
11	000S1123	Front Sprinkler Bar Assembly (PVC)	1
12	546-0002	¾" NPT Plug (PVC)	1
13	645-0008	½" Sprinkler Bar Hold Down Clamp	4
14	645-0019	U-Bolt for Ball Valve	1
15	000-1138	Water Tank	1
16	350-0004	Vented Cap — Water Tank	1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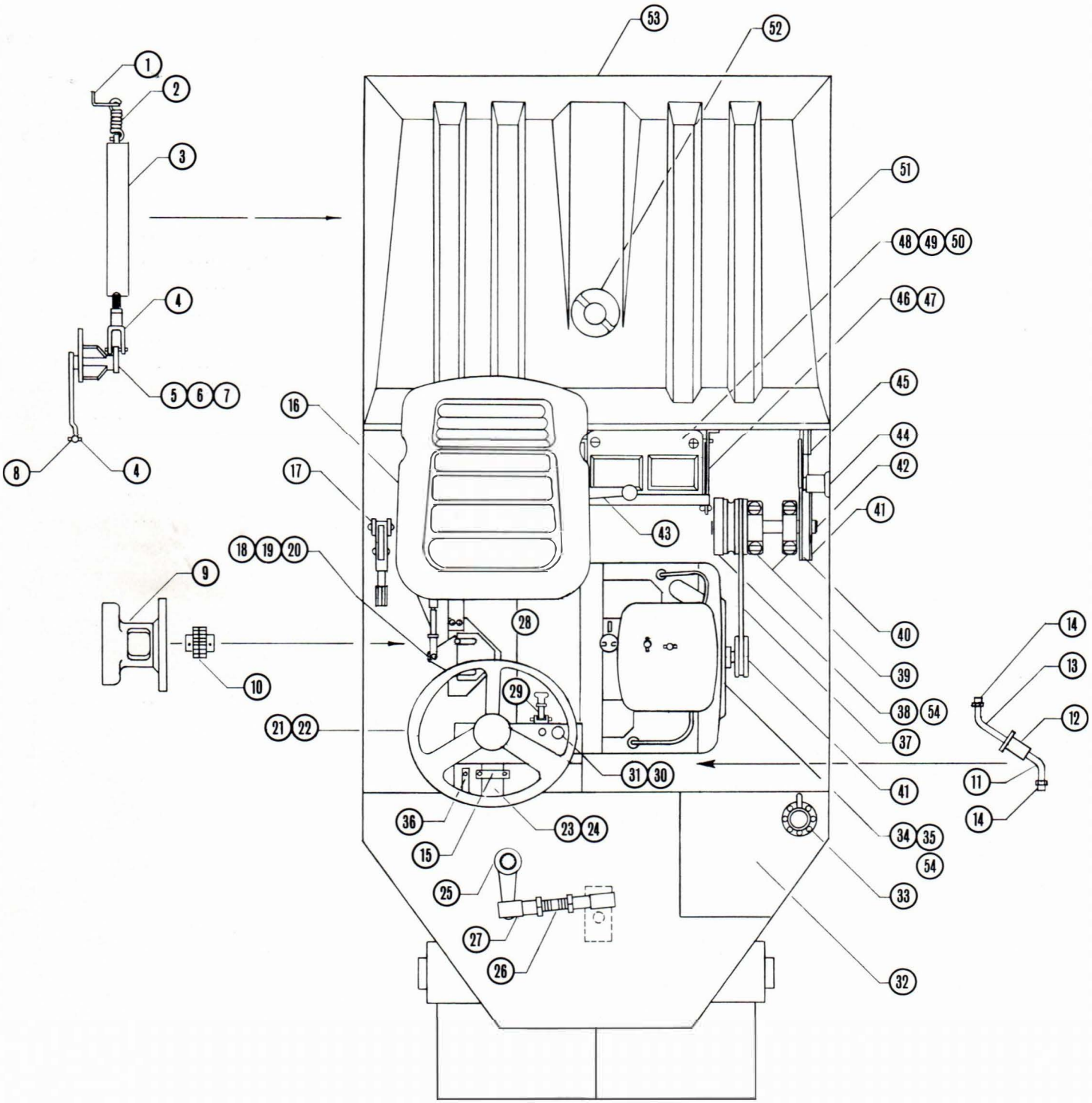
HYDRAULIC SYSTEM
B300 & B200

Item No.	Part No.	Description	Qty.
1	105-0001	Hydraulic Motor	1
2	000S1132	Oil Reservoir Assembly — 4½ U.S. Gallons	1
3	350-0002	Filler Breather Assembly/Cap and 3" Screen	1
4	125-0001	Heat Exchanger	1
5	130-0001	10 Micron Filter Complete	1
6	130-0002	10 Micron Filter Element Only	1
7	100-0001	Hydraulic Pump	1
8	500-0016	Straight Adapter 7/8-14 Male Straight Thread 'O' Ring x 7/8-14 Male 37° JIC	2
9	000-1110	Drive Sprocket — NOT SHOWN	1
10	423-0001-16	3/8" I.D. Low Pressure Hose x 16" Lg.	1
11	502-0016	90° Adapter 7/16-20 Male Straight Thread 'O' Ring x 9/16-18 Male 37° JIC	1
12	500-0007	Barbed Insert 9/16-18 Female Swivel 37° JIC x 3/8 Barb	6
13	404-0001	½" I.D. High Pressure Hose 3500 PSI — 7/8-14 Female Swivel 37° JIC B.E. x 38" Lg.	2
14	502-0008	90° Adapter 3/4-14 NPT Male x 3/4-14 NPSM Female Swivel	1
15	502-0007	90° Adapter 3/4-14 Male NPT x 3/4-14 Female NPT	1
16	426-0001-22½	3/4" I.D. Low Pressure Hose x 22½" Lg.	1
17	502-0005	90° Adapter 3/8-18 NPT Male x 9/16-18 Male 37° JIC	1
18	502-0003	90° Adapter ½-14 NPT Male x 3/4-16 Male 37° JIC	1
19	500-0005	Barbed Insert 3/4-16 Female Swivel 37° JIC x ½ Barb	2
20	424-0001-42	½" I.D. Low Pressure Hose x 42" Lg.	1
21	500-0006	Barbed Insert 3/4-14 NPT Male x 3/4 Barb	4
22	502-0004	90° Adapter 3/4-14 NPT Female Swivel x 3/4-16 Male Straight Thread 'O' Ring	1
23	500-0001	Straight Adapter 3/4-16 Male Straight Thread 'O' Ring x 3/4-16 Male 37° JIC	1
24	500-0004	Straight Adapter 3/4-16 Male Straight Thread 'O' Ring x 7/8-14 Male 37° JIC	2
25	500-0003	Straight Adapter 9/16-18 Male Straight Thread 'O' Ring x 9/16-18 Male 37° JIC	2
26	423-0001-34	3/8" I.D. Low Pressure Hose x 34" Lg.	2
27	502-0006	90° Adapter 1/4-18 NPT Male x 9/16-18 Male 37° JIC	2
28	426-0001-9¼	3/4" I.D. Low Pressure Hose x 9¼" Lg.	1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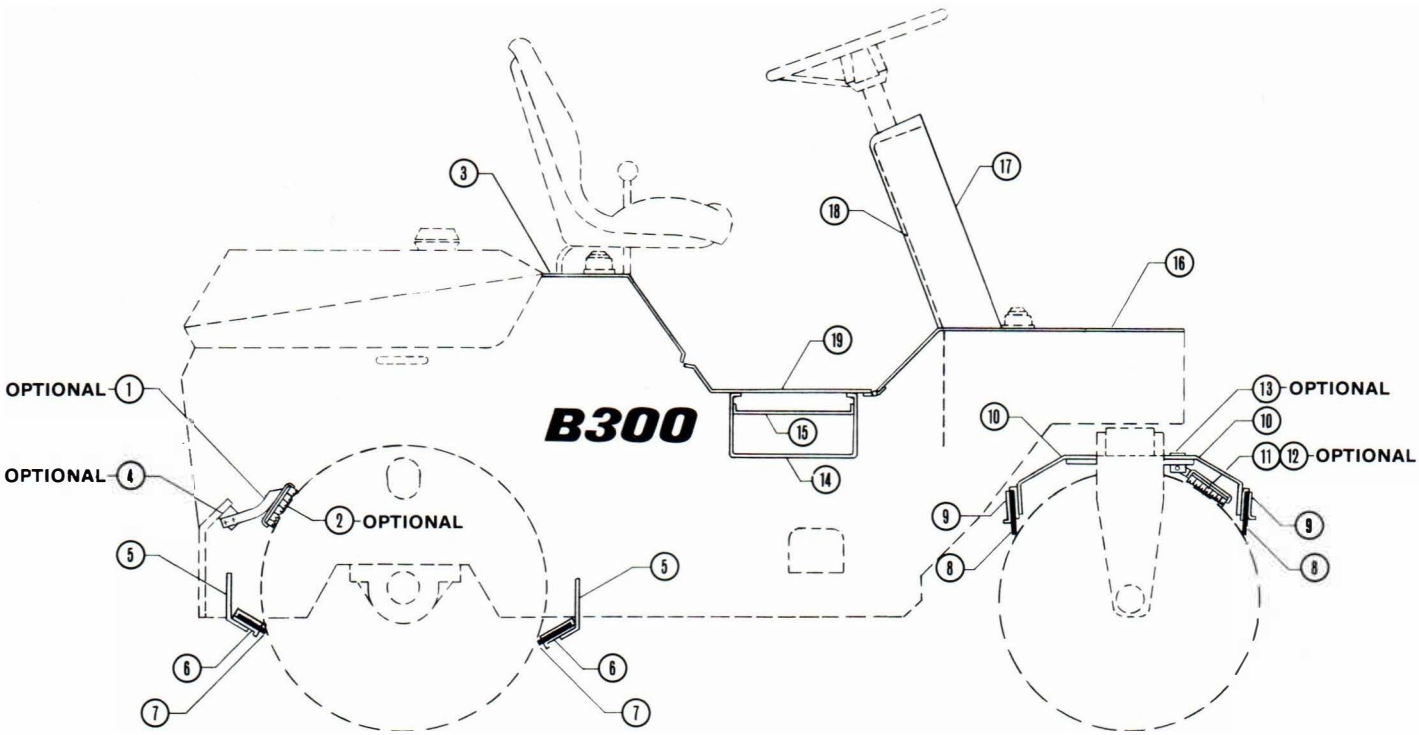
MISCELLANEOUS COMPONENTS
B300 & B200

Item No.	Part No.	Description	Qty.
1	000-1337	Spring Anchor — B200 ONLY	1
1	000-1219	Spring Anchor — B300 ONLY	1
2	360-0001	Tension Spring	1
3	000S1121	Parking Brake Band Assembly	1
4	635-0002	Clevis W/Pin & Cotter — B200 ONLY	3
4	635-0002	Clevis W/Pin & Cotter — B300 ONLY	2
5	000S1346	Rotor Assembly — B200 ONLY	1
6	000S1336	Spindle Base Assembly — B200 ONLY	1
7	000S1075	Brake Mounting Assembly — B300 ONLY	1
8	000-1262	Brake Rod — B200 ONLY	1
8	315-0004	Brake Cable — B300 ONLY	1
9	345-0003	Pump Mount	1
10	230-0001	Chain Coupling	1
11	421-0001-2½	¼" Gas Line Hose x 2½" Lg.	1
12	200-0003	Fuel Filter	1
13	421-0001-4⅞	¼" Gas Line Hose x 4⅞" Lg.	1
14	500-0009	Barbed Insert ¼ NPT x ¼ Barb	2
15	000-1182	Mounting Bar — Steering Column	1
16	385-0001	Seat	1
17	310-0001	Brake Lever	1
18	000S1452	Non-Linear Pump Control Assembly	1
19	315-0003	Pump Control Cable	1
20	645-0009	Ball Joint	2
21	330-0004	Steering Wheel	1
22	330-0005	Steering Wheel Cap	1
23	330-0003	Steering Column	1
24	330-0002	Steering Gear Assembly — NOT SHOWN	1
25	330-0001	Pitman Arm	1
26	000-1044	Steering Tie Rod	1
27	645-0001	Ball Joint	2
28	000S1290	Heat Duct	1
29	645-0005	Rubber Hood Latch w/Mounting Hardware	1
30	315-0001	Choke Cable Complete	1
31	315-0008	Throttle Cable Complete	1
32	000S1163	Fuel Tank Assembly	1
33	350-0003	Fuel Cap Complete	1
34	200-0017	Engine — SHOWN — Kohler 20HP Model M20QS — B300 ONLY	1
35	200-0018	Engine — SHOWN — Kohler 18HP Model M18QS — B200 ONLY	1
36	000-1140	Brace — Steering Column	1
37	235-0001	Vibrator Belt Front — B300 ONLY	1
38	210-0001	Electric Clutch — B300 ONLY	1
39	300-0005	Pillow Block Bearings — Jack Shaft — B300 ONLY	2
40	235-0002	Vibrator Belt Rear — B300 ONLY	1
41	220-0004	V-Belt Pulley — B300 ONLY	2
42	000-1124	Jack Shaft — B300 ONLY	1
43	000S1441	Forward & Reverse Control Lever Assembly	1
44	220-0003	Tensioner — B300 ONLY	1
45	220-0002	Tensioner Pulley — B300 ONLY	1
46	000-1175	Battery Hold Down Bar	1
47	385-0008	Battery Hold Down Bolts W/Wing Nuts (Complete Set)	1
48	335-0001	Battery — 12 Volt	1
49	335-0002	Battery Cable — Positive	1
50	335-0003	Battery Cable — Negative	1
51	220-0005	Vibratory Shaft Pulley — NOT SHOWN — B300 ONLY	1
52	350-0004	Vented Cap — Water Tank	1
53	000-1138	Polyethlene Water Tank	1
54	000-1256	Washer — Engine Mounting Bolts (4 Reqd.) — Clutch (1 Reqd.) — B300	5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COVERS, RUBBER SCRAPERS & OPTIONAL COCOA MATS
B300 & B200

Item No.	Part No.	Description	Qty.
1	000-1293	Rear Cocoa Mat Pan — B300 ONLY — OPTIONAL	1
1	000-1294	Rear Cocoa Mat Pan — B200 ONLY — OPTIONAL	1
2	355-0002	Rear Cocoa Mat — B300 ONLY — OPTIONAL	1
2	355-0003	Rear Cocoa Mat — B200 ONLY — OPTIONAL	1
3	000-1177	Rear Floor Cover — B300 ONLY	1
3	000-1258	Rear Floor Cover — B200 ONLY	1
4	000-1271	Rear Cocoa Mat Pivot Bracket — OPTIONAL	2
5	000-1296	Bracket — Scraper Rear Drum — B300 ONLY	4
5	000-1277	Bracket — Scraper Rear Drum — B200 ONLY	4
6	000-1275	Back-Up Bar — Rear Rubber Scraper — B300 ONLY	4
6	000-1278	Back-Up Bar — Rear Rubber Scraper — B200 ONLY	4
7	000-1274	Rear Rubber Scraper — B300 ONLY	2
7	000-1279	Rear Rubber Scraper — B200 ONLY	2
8	000-1269	Front Rubber Scraper	2
9	000-1268	Back-Up Bar — Front Rubber Scraper	4
10	000-1270	Front Scraper Arm	4
11	000S1419	Front Cocoa Mat Pan Assembly — OPTIONAL	1
12	355-0001	Front Cocoa Mat — OPTIONAL	1
13	000-1416	Front Cocoa Mat Pivot Bracket — OPTIONAL	2
14	000-1152	Outer — Extension Heat Duct	1
15	000-1153	Inner — Extension Heat Duct	1
16	000-1179	Front Floor Cover	1
17	000-1176	Cover — Steering Column	1
18	000S1181	Back Up Plate Assembly — Steering Column	1
19	000S1183	Center Floor Cover Assembly	1

B300 (VIBRATORY) SPECIFICATIONS

WEIGHTS & DIMENSIONS	U.S.		METRIC	
Shipping Weight	2900	Lbs.	1315	kg
Working Weight	4400	Lbs.	1996	kg
Overall Length	97	In.	2464	mm
Overall Height	65	In.	1651	mm
Overall Width	45	In.	1118	mm
Wheelbase	65.5	In.	1664	mm
Curb Clearance	10.5	In.	267	mm
Wall Clearance	2.25	In.	57	mm
Turning Radius Inside	72	In.	1829	mm

FRONT DRUM MACHINED SPLIT				
Overall Width	30	In.	762	mm
Diameter	24	In.	610	mm
Shell Thickness	.3125	In.	10	mm
Oscillation	24°	Total		
Steering Front Drum	Automotive Type (Mechanical)			

REAR DRUM MACHINED				
Overall Width	36	In.	914	mm
Diameter	26	In.	660	mm
Shell Thickness	.375	In.	10	mm

PROPULSION	
Drive System	Hydrostatic
Travel Speed	0-5 MPH 0-8 KPH
Engine	Kohler 20 HP Magnum (Cast Iron) Twin Cylinder Electric Starter 12 Volt

VIBRATION SYSTEM				
Total Applied Force	6023	Lbs.	2732	kg
Vibration Frequency	1200 to 1800 VPM			

TANKS				
Fuel Tank	5	Gallon	18.9	liters
Hydraulic Res.	4.5	Gallon	17.0	liters
Water Tank Polyethylene	50	Gallon	189.2	liters

MISCELLANEOUS	
Brakes	Dynamic with mechanical band type parking brake on rear drum.
Scrapers	Four adjustable rubber scrapers.
Gauges	Hourmeter

OPTIONAL EQUIPMENT

Special Paint
Arm Rests
Two Cocoa Mat Assembly (pivoting type)
Hydrostatic Transmission-By-pass Valve
Hydraulic Transport Attachment (B300 T)

SHIPPING WEIGHTS (unballast)

Front Weight Empty	985 Lbs.
Rear Weight Empty	1915 Lbs.
Total Weight Empty	2900 Lbs.

WORKING WEIGHT (ballast) with 170# man

Front Weight Ballast	1366 Lbs.
Rear Weight Ballast	3034 Lbs.
Total Weight Ballast	4400 Lbs.

B200 (STATIC) SPECIFICATIONS

WEIGHTS & DIMENSIONS	U.S.		METRIC	
Shipping Weight	2450	Lbs.	1111	kg
Working Weight	4100	Lbs.	1860	kg
Overall Length	97	In.	2464	mm
Overall Height	65	In.	1651	mm
Overall Width	44	In.	1118	mm
Wheelbase	65.5	In.	1664	mm
Curb Clearance	11	In.	279	mm
Wall Clearance	.875	In.	22	mm
Turning Radius Inside	72	In.	1829	mm
FRONT DRUM MACHINED SPLIT				
Overall Width	30	In.	762	mm
Diameter	24	In.	610	mm
Shell Thickness	.3125	In.	10	mm
Oscillation	24°	Total		
Steering Front Drum	Automotive Type (Mechanical)			
REAR DRUM MACHINED				
Overall Width	41	In.	1041	mm
Diameter	28	In.	711	mm
Shell Thickness	.375	In.	10	mm
PROPULSION				
Drive System	Hydrostatic			
Travel Speed	0-5 MPH		0-8 KPH	
Engine	Kohler 18 HP Magnum (Cast Iron) Twin Cylinder Electric Starter 12 Volt			
TANKS				
Fuel Tank	5	Gallon	18.9	liters
Hydraulic Res.	4.5	Gallon	17.0	liters
Water Tank Polyethylene	50	Gallon	189.2	liters
MISCELLANEOUS				
Brakes	Dynamic with mechanical band type parking brake on rear drum.			
Scrapers	Four adjustable rubber scrapers.			
Gauges	Hourmeter			
OPTIONAL EQUIPMENT	Special Paint Arm Rests Two Cocoa Mat Assembly (pivoting type) Hydrostatic Transmission-By-pass Valve Hydraulic Transport Attachment (B200 T)			

SHIPPING WEIGHTS (unballast)

Front Weight Empty	985 Lbs.
Rear Weight Empty	1465 Lbs.
Total Weight Empty	2450 Lbs.

WORKING WEIGHT (ballast) with 170# man

Front Weight Ballast	1366 Lbs.
Rear Weight Ballast	2734 Lbs.
Total Weight Ballast	4100 Lbs.

SERVICE RECORDS

Dealer Name_____

Purchase Date_____ Serial No._____

Engine Make & Model No._____