

WHITE-NEW IDEA FARM EQUIPMENT COMPANY

DIVISION OF  ALLIED PRODUCTS CORPORATION

September 8, 1987

William F. Welliver
RD #9, Rt. 44, Box 297
Bloomsburg, PA 17815

Enclosed is an Operator's Manual (LG 1002)
for your EGT 200 tractor.

I have also enclosed circuitry information
and schematics for your EGT 200.

There is a charge of \$3.00 for the manual
and \$4.00 for the copied information plus
\$2.00 postage and handling. Please make
check payable to White-New Idea and send
to my attention.


Parts and service for the discontinued line
of lawn and garden equipment is now available
through

Bill Gunn
Technical Repair
7898 Pineview Road
Edgerton, WI 53534

Phone: 608/868-6220

Please call Technical Repair for all your
parts requirements and/or service problems
at the above number.

Thank you for your order.


MRS. MARGE HECKMAN
Service Department

encl.

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1. The first part of the document discusses the importance of maintaining accurate records of all transactions. It emphasizes that this is essential for ensuring the integrity of the financial statements and for providing a clear audit trail.

2. The second part of the document outlines the various methods used to collect and analyze data. It includes a detailed description of the sampling techniques employed and the statistical tests used to evaluate the results. The goal is to ensure that the data is representative and that any conclusions drawn are statistically sound.

3. The third part of the document discusses the results of the analysis. It provides a summary of the findings and highlights any areas where the data deviates from the expected results. This section is crucial for identifying potential risks and opportunities.

4. The fourth part of the document provides a conclusion and recommendations. It summarizes the overall findings and offers practical advice on how to improve the system based on the results of the analysis. The recommendations are based on the specific findings and are tailored to the needs of the organization.

5. The fifth part of the document discusses the limitations of the study. It acknowledges that there are certain constraints on the data and the analysis, and it explains how these limitations may affect the results. This is important for providing a balanced view of the findings.

6. The sixth part of the document provides a final summary and conclusions. It reiterates the main findings and the key recommendations, and it emphasizes the importance of ongoing monitoring and evaluation. The goal is to ensure that the system remains effective and that any changes are implemented in a timely manner.

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THEORY OF OPERATION

EGT 200

Operation of the EGT 200 is similar to that of the EGT 150, but with these exceptions.

Two RTN (return to neutral) relays are used: one for forward operation; the other for reverse.

The operator, by actuating a Forward-Reverse toggle switch, selects direction of travel before the "Start" switch is actuated. A control panel red indicator light glows when the tractor is in the reverse mode.

The Power Pulse button (EGT 150) is referred to as the Cruise Control button. By depressing the button, the operator can lock the tractor into cruise control.

When in the cruise control mode, fast or slow speed control ranges can be obtained by actuating a Fast-Slow toggle switch. A glowing green light on the control panel indicates that cruise control can be used.

Cruise Control

For cruise control, the tractor must be operating in 3rd or higher forward speed, and the green indicator light glowing, at the time the cruise control button is depressed.

If the Fast-Slow toggle switch is in the slow position when the cruise control button is depressed, the cruise control relay locks the drive motor into 3rd speed by by-passing the four field weakening switches (FWS-1, 2, 3 and 4). The 2AH relay and the 2A contactor remain energized, providing 3rd speed (36 volts) to the armature and field of the drive motor.

If the Fast-Slow toggle switch is in the fast position when the cruise control button is depressed, FWS-1 is opened, providing 22 volts to the drive motor field and locking it into 4th speed.

The cruise control mode can be released by depressing the speed control foot pedal.



Speed Control

The speed control is operated by a foot pedal and is a mechanical device for actuating switches in an orderly sequence. As the foot pedal is depressed, switches are actuated by a cam (wedge plate) sliding across the switch buttons. When the pedal is released, the spring loaded cam returns to its neutral (up) position.

The speed control contains three types of micro switches:

Start: single-pole, double-throw with two current carrying positions.

1A, 2A: single-pole, double-throw; normally open (3A normally closed).

FW1, FW2, FW3 and FW4: single-pole, single-throw; normally closed.

In the following schematic drawings these switches are shown in their unactuated (closed) position.

As the speed control pedal is depressed, the switches are opened in the following order:

- | | | |
|-----------------|---|-----------------|
| Normally open | } | 1. Start Switch |
| | | 2. 1A Switch |
| | | 3. 2A Switch |
| Normally closed | | 4. 3A Switch |
| Normally open | } | 5. FW1 Switch |
| | | 6. FW2 Switch |
| | | 7. FW3 Switch |
| | | 8. FW4 Switch |

NOTE: See Page 34 for armature and field voltage in any selector speed range.

Once any switch is opened, it is held opened in all the succeeding speed control positions. As the pedal is released the switches are released in the reverse sequence of their actuation. For example: if the tractor were being operated in the 4th forward speed, the Start, 1A, 2A and 3A switches would all be opened.

