Patriot 4420
Sprayer

OPERATOR'S MANUAL

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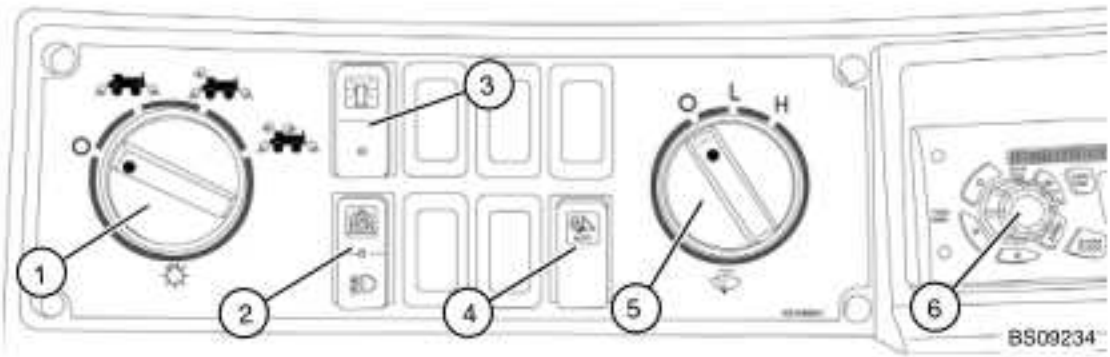
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Upper Console Controls



1. WORK LAMP SWITCH - This four position rotary switch controls field work lamps. This switch is overridden by the center and upper switch position of the Road Lamp/ Flasher switch. The switch positions are as follows:


All work lamps OFF.


Front hood and mid ship work lamps ON.


Front hood, front cab and mid ship work lamps ON.


Front hood, front cab, mid ship and rear cab work lamps ON.

2. ROAD LAMP/FLASHER SWITCH - This is a three position switch to control cab upper front and rear amber flashing hazard lamps. This switch overrides the work lamp switch. When the switch is activated, the amber hazard lamps and other lamps will be illuminated as follows:


UPPER SWITCH POSITION - Cab upper front and rear amber hazard lamps, boom mounted amber hazard/turn signal lamps flashing. Work lamp switch is overridden and all work lamps are OFF in this position.


CENTER SWITCH POSITION - All road lamp and amber hazard lights OFF.


LOWER SWITCH POSITION - Cab upper front and rear amber hazard lamps, boom mounted amber hazard/turn signal lamps flashing. Front road lights ON. Toggling the turn signal HI/LO beam control can set the road light high or low beam. Work lamp switch is overridden and all work lamps are OFF in this position.

3. BEACON LIGHT SWITCH (If Equipped) - This is a two position ON/OFF switch to control the beacon light. Press on the top of the switch to turn ON the light. Press on the bottom of the switch to turn OFF the light.

NOTICE: *Follow local regulations governing the use beacon lights on public roads.*

4. AUTOGUIDANCE DISABLE SWITCH (If Equipped) - Press the top of the switch to disable all autoguidance functions. The switch illuminates when autoguidance is disabled. If steering is automatic when the top of the switch is pressed, automatic operation stops. This also prevents accidental engagement of autoguidance by an inexperienced operator. Press the bottom of the switch to enable autoguidance. When enabled, the switch is not illuminated.

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Old Hours

The Old Hours function is used when an ICU is replaced and the existing hours on the vehicle are lost. When the new ICU is installed the normal display will start at 0 hours. The hours lost on the old ICU can be entered in the Old Hours mode. The old hours will never be combined with the functioning hours of the new ICU but can be called up at any time the ICU display is in its normal operating mode by pressing and holding the RESET key. The old hours will be displayed for 5 seconds. This function can also be used to record a predetermined or just finished service hour.

To enter hours:

1. Enter Program Setup Mode and use the INCR or DECR keys to select **Operator Setup.**
2. Press the PROG key.
3. Use the INCR or DECR keys to select **Old Hours**.
4. Press the PROG key to display the hourglass symbol and the previously stored number or zero.
5. Press the INCR or DECR keys to set the desired hours.

To exit without saving the change - Turn the key switch OFF.

To save the change:

1. Press the PROG key. The display will return to CONFIG ICU.
2. Turn the key switch OFF.

Setting the Model

1. Enter Program Setup Mode and use the INCR or DECR keys to select **Controller Config.**
2. Press the PROG key.
3. Use the INCR or DECR keys to select **Model**
4. Press the INCR or DECR keys to select **SP2**.

NOTICE: *The Model must be set to SP2 for the Instrument Cluster to operate properly on the Patriot 4420.*

To exit without saving the change - Turn the key switch OFF.

To save the change:

1. Press the PROG key. The display will return to CONFIG ICU.
2. Turn the key switch OFF.

Controller Config Menu

1. Enter Program Setup Mode and use the INCR or DECR keys to select **Controller Config.**
2. Press the PROG key.
3. Use the INCR or DECR keys to select **Controller Config**
4. Press PROG key to select **Manual**
5. **ATC** will be displayed, use the INCR or DECR keys to select **YES.**
6. Press the PROG key to move to **Eng,** use the INCR or DECR keys to select **YES.**
7. Press the PROG key to move to **Trans,** use the INCR or DECR keys to select **NO.**

To exit without saving the change - Turn the key switch OFF.

To save the change:

1. Press the PROG key. The display will return to CONFIG ICU.
2. Turn the key switch OFF.

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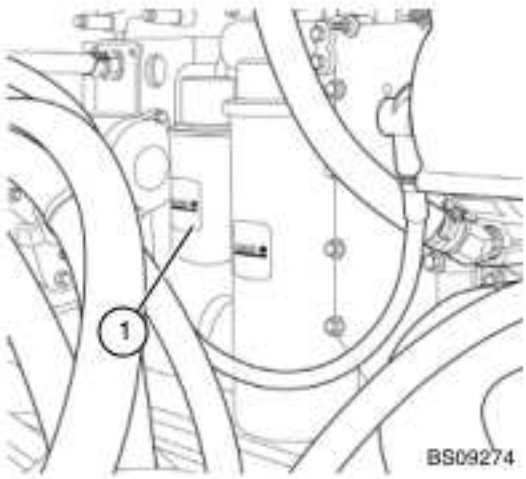
NOTICE: *Always have a minimum of 50 percent ethylene glycol coolant in the cooling system at all times and at all ambient temperature ranges. Do not install more than 50 percent ethylene glycol in the cooling system unless the ambient air temperature will be less than -34° F (-37° C). More than 50 percent ethylene glycol decreases heat transfer and will cause the engine surface temperature to be higher than normal.*

Prepare the coolant solution as follows:

1. Mix 1 pint (0.45 L) Case water conditioner (part # B91245) with 3 gallons (11.4 L) of distilled water.
2. Mix this water solution with 3 gallons (11.4 L) of ethylene glycol coolant.
3. Mix remaining coolant 50% anti-freeze to 50% distilled water ratio. (See "Lubricants and Capacities" page 121.)

Coolant Filter/Conditioner and Hoses

Your sprayer is equipped with a water filter and conditioner (1). The water filter and conditioner removes foreign material from the cooling system, controls rust, and conditions the coolant to prevent erosion and cavitation in the cooling system. Use SERVICE filter Part Number A77544.



Check all hoses and clamps to the coolant system to make sure there is no damage and all clamps are tight.

Install new conditioner every time the coolant is changed and whenever a large amount of coolant is required.

<u>To remove the filter:</u>

1. Close the shutoff valve.
2. Use a strap type wrench or filter wrench, Case Part Number CAS-1111 to rotate the filter counterclockwise.

<u>To install the filter:</u>

1. Lubricate the gasket on the new filter with coolant or clean oil.
2. Turn the filter clockwise on the threads of the adapter until the gasket makes contact.
3. Tighten the filter 1/2 to 3/4 turn after the gasket makes contact with the adapter. Do not tighten too much. Do not use a filter wrench to tighten the filter.
4. Open the shutoff valve.

NOTICE: *Check the antifreeze protection level to be sure it exceeds anticipated ambient operating temperatures.*

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