

**LOGIC**

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**UTS215**

# UTS POWER BRUSH



# USER MANUAL

WM1-UTS215

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<b>INDEX</b>			
	<b>Section:</b>	<b>Description:</b>	<b>Page No:</b>
	1	Introduction	3
	2	Safety First	4
		HSE Information Sheet	5-9
	3	Instructions / Warning Decals	10
	4	Operating Instructions and Adjustments	11-16
	5	Maintenance / Service	17-18
	6	Specification	19
	7	Parts Information	20-22
	8	Logic Manufacturing Product Owner Guarantee	23
		LOGIC: Declaration of conformity	24

SERIAL NO:       ----- Date of purchase: -----
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**IMPORTANT INFORMATION:** Fill in immediately. Use when ordering replacement spare parts or additional optional extras

With the purchase of your **LOGIC UTS215 POWER BRUSH** you have made an excellent choice.

This machine should give first class service for a long time, if used correctly and maintained as described in this manual.

The LOGIC UTS215 POWER BRUSH is 'quick attached' to your UTV, manoeuvrable and allows excellent visibility.

Its heavy duty construction, ease of height adjustment and maintenance, make it ideal for both professional and domestic users.

If after reading this manual there are any queries, please get in touch, we will be pleased to help.

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1. Read this manual carefully, make sure only authorised personnel use this machine and have read these instructions.
2. Follow all safety advice stated in the operating instructions.
2. Make sure all safety guards and devices are in position and are functional.
4. Never touch moving parts and be aware of flying objects.
5. Make sure spectators are at a safe distance from the working machine, especially when working close to roads and footpaths used by the public.
6. Have a clean working area before starting the machine.
7. Check that all nuts, bolts and fittings are secure before use and check at regular intervals during operation.
8. Always mount the control box and emergency kill switch in a reachable position from the drivers seat.
9. Always stop the engine and wait for all moving parts to come to a standstill before inspecting the machine.
10. After hitting an obstacle, stop the machine and check for damage.
11. Use suitable ear protection.
12. Never operate the power brush at a high forward speed. A max speed of 10mph is permitted.

# Safe use of all-terrain vehicles (ATVs) in agriculture and forestry

## HSE information sheet

## Agriculture Information Sheet No 33 (Revision 1)

### Introduction

This information sheet gives advice on the safe use of ATVs. It covers the two main types used in off-road working in agriculture, forestry and the land-based industries, namely:

- **Sit-astride ATVs:** Any motorised vehicle designed to travel on four low-pressure tyres on unpaved surfaces, with a seat designed to be straddled by the operator and with handlebars for steering control (see Figure 1). These vehicles are intended to be used by a single operator without a passenger. They may also be referred to as quad bikes.
- **Side-by-side ATVs:** Small utility vehicles in which the driver and passenger sit alongside each other in conventional (ie sit-in) seats (see Figure 2). Most side-by-side vehicles are capable of carrying two occupants in this way; however, some vehicles are equipped with a second row of seating (and can therefore carry four occupants), while others have bench-style seats allowing up to three people to be seated in a row. The majority of side-by-side vehicles have four wheels, although six-wheel and full and partially tracked versions are also available. There is usually a cargo bed behind the seating area. Side-by-side ATVs are sometimes referred to as utility vehicles (UTVs) or rough terrain utility vehicles (RTVs).

ATVs are usually fitted with a tow hitch and are capable of towing a load such as a trailer, a trailed appliance or other equipment.

### Hazards

Both types of ATV are designed to cope with a wide variety of terrain types, including steep slopes, but if used outside their safe operating parameters they can very rapidly become unstable. The main causes of serious or fatal injury associated with ATVs are from:

- being thrown off during vehicle overturns or after loss of control;

- collisions with structures, trees, other vehicles etc;
- being trapped/asphyxiated under an overturned machine;
- pedestrians being struck or run over by ATVs.

Contributory factors/underlying causes of accidents and injury with ATVs can include:

- lack of formal operator training and/or experience;
- incorrect/lack of appropriate head protection;
- excessive speed;
- age of the operator;
- carrying a passenger on a sit-astride ATV;
- unbalanced loads or overloading;
- tipping on a bank, ditch, rut or bump;
- loss of control on a steep slope combined with other factors, eg ground or load conditions;
- towing excessive loads with unbraked equipment;
- poor maintenance, eg faulty brakes, incorrect tyre pressures etc.

### Control measures for sit-astride ATVs

#### Training

It is a legal requirement for employers to provide adequate training for employees who use work equipment such as ATVs, and to make sure that only employees who have received appropriate training in their safe use, including the use of any towed equipment or attachments, are permitted to ride them. The same requirements apply to the self-employed.

You can get details of suitable training courses from franchised ATV dealers, manufacturers' websites, EASI (European ATV Safety Institute), the British Off Road Driving Association (BORDA) and through colleges and training providers.

When purchasing a new or used machine from a franchised dealer an industry-led scheme offers customers free training – see 'Useful contacts'.

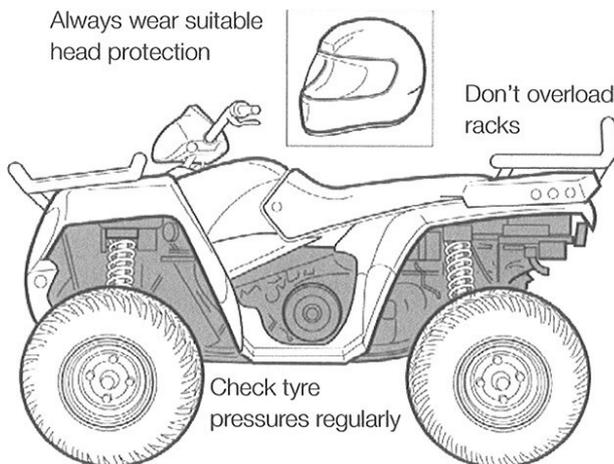


Figure 1 Example of a sit-astride ATV

### Personal protective equipment – the importance of head protection

Sit-astride ATVs are not fitted with either a cab or roll bar, so your only protection is what you wear. Head protection is vital. Many ATV fatalities in the UK have been caused by head injuries. Helmets would certainly have prevented most of, if not all, these deaths. You should always wear a helmet when riding an ATV.

Helmet types suitable for ATV operations, depending on the circumstances, are motorcycle helmets, equestrian helmets, specialist ATV helmets, cycle helmets and mountaineering helmets. All helmets should be manufactured and tested in accordance with the current relevant EN/BS standard, have a chinstrap and be capable of being used with suitable eye protection. The type of helmet chosen should be based on an assessment of the circumstances in which the ATV will be used, eg the types of surface travelled over and anticipated speeds. The harder the surface and higher the speed the greater the degree of protection needed. NB: Forestry helmets and industrial hard hats are not acceptable for any ATV operations.

Wear clothing that is strong and covers your arms and legs. Gloves are useful for protection and handlebar muffs can help to keep hands warm in cold weather for good control of the ATV. Wear sturdy, ankle-covering footwear, eg boots or wellingtons that are strong, supportive and have good wet grip.

Protect your eyes from insects and branches with either a visor or goggles.

### Passengers

The long seat on a conventional sit-astride ATV is to allow operators to shift their body weight backwards and forwards for different slope conditions,

a technique known as 'active' riding. It is **not** for carrying passengers. Manufacturers often display a sign on machines prohibiting passengers and this message is also repeated in operator manuals.

Do not carry a passenger in a trailer behind an ATV as any movement can make the machine unstable, particularly with independent rear suspension and trailers with axles wider than the ATV.

Some machines have received European Community Whole Vehicle Type Approval, allowing them to be ridden on the public highway. Some of these machines are designed to carry passengers. Such machines may not be suitable for carrying a passenger when used in off-road situations, eg on sloping ground, as the operator may not be able to use active riding techniques to maintain machine stability. Such machines may not have a locking differential and may not provide an acceptable level of traction to ensure safety in certain off-road conditions.

Before using an ATV you should assess the suitability of the machine for the intended tasks and working environment.

### Route planning and stability

Accidents can occur where ATVs are driven on new routes over steep ground for the first time, or are carrying or dragging destabilising loads. When travelling over rough terrain, get to know your own ground and stick to planned routes where possible. Walk new routes if necessary to check for hidden obstructions, hollows or other hazards. Allow for changes in ground conditions and for the destabilising effect of loads or attachments.

### Safety checks and maintenance

Off-road use is especially harsh on equipment so it is essential to carry out safety checks and maintenance in accordance with the manufacturer's recommendations. In particular, pre-ride safety checks should always include:

- tyre pressures. These are low, eg typically around 2–7 psi, so even a 1 psi (0.07 kg/cm<sup>2</sup>) difference in pressure can cause vehicle control problems. Use a gauge that is designed for measuring and displaying low pressures – usually supplied with the ATV;
- brakes and throttle. Check that the brakes give a safe straight stop and that the throttle operates smoothly in all steering positions. Brakes can have a relatively short life in farming or forestry environments and need frequent cleaning, regular adjustment and proper maintenance.

## Safe riding methods

On sit-astride ATVs rider positioning is vital to operate them correctly. The position of the rider on the machine needs to be changed depending on the terrain and motion. Riders must have the ability to move and balance the momentum of the ATV with their own body weight. Plan routes (and review the plan if a route is used regularly) to assess risks.

The following advice is no substitute for formal training.

- Most ATVs have no differential and so do not handle in the same way as other machines. This means that when you turn, the ATV tries to keep going in a straight line.
- When cornering on an ATV with no differential, or with the differential lock engaged, where your body weight needs to be positioned depends on how sharp the corner is and on how fast you are going. Correct body position allows you to transfer weight to the outside of the turn through the footrests while maintaining balance with the torso. This lets the inside wheels skid slightly allowing the ATV to make the turn properly.
- You must understand how the transmission system of your machine will affect engine braking for both riding on slopes and recovery of stalled ATVs.
- When riding across a slope, keep your weight on the uphill side of the ATV.
- When going downhill, slide your weight backwards, select a low gear and use engine braking, reducing the need to use the brakes.
- When going uphill, it is important to review the route before starting the climb. Move your weight forwards and maintain a steady speed. It is important to shift your body weight forwards as much as possible. If necessary, stand up and lean forward, keeping both feet on the footrests at all times and always maintain momentum.
- Avoid sudden increases in speed. This is a common cause of rearward overturning accidents, even from a standing start on flat ground where there is good grip.
- Never put your foot onto the ground to stabilise an ATV when riding, but shift your weight across the ATV away from the imbalance.
- Always read the owner's manual.

## Trailed equipment and loads

Ensure all riders know the manufacturer's recommended towing capacity and drawbar loading limit. Always operate within these requirements. Remember that your ability to control the ATV by your body movements will be considerably reduced when carrying a load or towing a trailer.

- When selecting trailed equipment look for:
  - over-run brakes;
  - a swivel hitch drawbar;
  - bead lock rims on wheels;
  - a low centre of gravity and a wide wheel track;
  - a long drawbar;
  - attachment points for securing a load.
- Check the weight ratio between your ATV and its trailed load. This needs to be assessed for each operation. As a general guide, on level ground braked trailed equipment can be a maximum of four times the unladen weight of the ATV. For unbraked trailed equipment the maximum should be twice the unladen weight. These loads should be reduced when working on slopes, uneven ground or poor surface conditions. Follow the manufacturer's advice for your particular machine.
- Weight transfer is also important. Stability and resistance to jackknifing is improved if some load is transferred onto the ATV's drawbar. Approximately 10% of the gross weight of the loaded trailer is recommended, but this should not exceed the manufacturer's drawbar loading limit. Remember that weight transfer can change dramatically when you start going up or down hill.
- When selecting mounted equipment, make sure it is within the manufacturer's approved weight limit, with a low centre of gravity and controls which are easy to operate but do not create a hazard. Where equipment is added to one end of the machine, add ballast at the other end to maintain stability.
- Loads carried on racks must be well secured, eg with ratchet straps, and be evenly balanced between the front and rear, except where they are deliberately altered to aid stability when going up or down a slope. Maximum weights that can be carried should be specified in the operator's manual and may be marked on the machine. These should not be exceeded.
- Only tow a load from the hitch point. Loads towed from other points, such as the rear rack, have caused sudden rear overturning even on slight slopes or with slight acceleration. Do not use ropes or chains to drag a load; they can become caught on a wheel. This may lead to entanglement with the brake cable, causing unexpected braking.

## Using sprayers

- Sprayers should be fitted with an induction hopper unless the filling point is less than 1.5 m from the ground and within 0.3 m from the edge of the sprayer. A separate clean water tank for washing must be provided containing at least 15 litres of clean water and a tap that allows the water to run without being continuously pressed.
- When buying a sprayer look for a low centre of gravity and internal baffles to reduce liquid surge and improve stability when turning on slopes.

- ATVs should only be used with rear-mounted spray booms or other equipment that reduces the risk of pesticide exposure to the operator.
- Do not hold a spraying lance while riding your ATV as you need two hands for safe control.

### Accessories

Beware of the potential dangers of accessories which are not approved by manufacturers, eg home-made gun racks and boxes. Either use accessories supplied/approved by manufacturers or seek their advice as to the suitability of those sourced elsewhere.

Any weight added above the centre of gravity will decrease the ATV's stability, eg feed hoppers/dispensers fixed above the rear rack.

### Children

- Never carry a child as a passenger. It is illegal and will reduce your ability to control the ATV.
- Children under 13 years old are prohibited from using an ATV for work. Over-13s should only ride ATVs of an appropriate size and power after formal training on a low-power ATV.
- Children under 16 years old are prohibited from using most adult-sized machines. Check and adhere to the manufacturer's minimum age recommendations for your ATV; this information may be displayed on the machine and in operator manuals. Similar restrictions apply to side-by-side machines.
- The ratio of a child's weight to that of the ATV is significant, as weight transfer is the key to safe handling.
- In the event of an overturn, a child may be crushed by the weight of an adult-sized ATV. They may be unable to lift it off unaided.

### Roll-over protective structures (ROPS)

- HSE's current advice is that roll-over protective structures (ROPS or crush protection devices) are not recommended for sit- astride ATVs. Research has shown that they may lead to an increased risk of injury in the event of an overturn by either preventing the operator from separating from the machine or striking the operator as the machine overturns.
- Lap straps/seat restraints should not be fitted. They prevent active riding and would be potentially lethal without a full cab or roll cage.
- Weather cabs on sit- astride ATVs restrict a rider's ability to jump clear in an overturn. The rider is likely to be crushed within the cab unless it is strong enough to withstand the forces involved. Carefully assess the risks for your particular

conditions of use before fitting any such structure and consult the manufacturer for information.

### Side-by-side ATVs

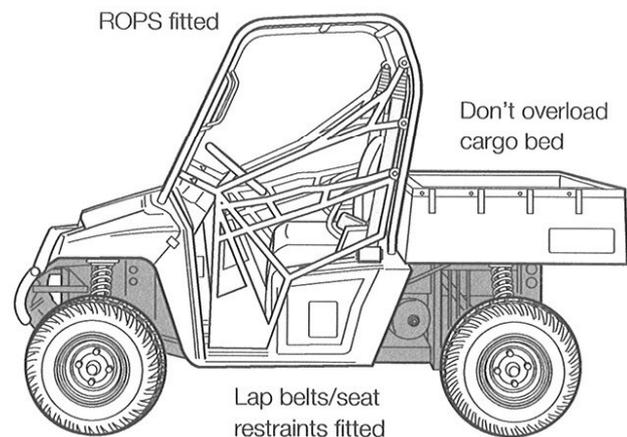


Figure 2 Example of a side-by-side ATV

Utility side-by-side ATVs are used for many of the same purposes as tractors and designed for similar work activities, ie off-road use on difficult terrain. They have conventional sit-in seats, and the main controls comprise a steering wheel and pedals. The driver does not need to use weight transfer to steer or to control stability. Nevertheless, the correct distribution of weight on-board the vehicle is important, particularly when carrying a load or on uneven surfaces. Loads carried on the cargo bed should not exceed the recommended weight and should be secured against movement.

### Training

The legal requirements for training are the same as for the sit- astride ATVs.

### ROPS and seat belts

The requirements for these machines are quite different to those of sit- astride ATVs:

- To reduce the risk of injury in the event of a roll-over or other incident, side-by-side vehicles require lap belts/seat restraints as well as ROPS that essentially form a protective structure around the seating area. The compartment is usually open, although some vehicles are fitted with a windscreen and/or side doors. The driver and all passengers should be protected by ROPS and wear lap belts.
- Where a machine is amphibious and used on deep water as opposed to marshland, then the seat restraints (and possibly ROPS) could increase the

overall risk rather than reduce it. In this case, do not use seat restraints while on the water. Assess the risk from the roll frame according to its design and the likelihood of trapping the occupants if the machine should sink.

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## Parking

If you have to park on a slope, always park across it unless it is too steep. Accidents have occurred when machines have run down slopes because of poor brake maintenance or application, particularly while they are being loaded and movement or the increase in weight has set the machine in motion.

## Useful contacts

EASI®, the European All-Terrain Vehicle Safety Institute, is a not-for-profit organisation which provides safety training courses for ATV riders.

EASI's UK operation is sponsored by a number of ATV manufacturers and delivers a programme of specialist ATV training courses which are designed to improve rider skills, safety levels and awareness of the capabilities of ATV machines.

Buyers who purchase a new or used ATV from one of these manufacturers via an authorised UK dealer are eligible for **free** or highly subsidised training, subject to qualifying terms, conditions and availability. See [www.quadsafety.org/](http://www.quadsafety.org/) for details.

Training is also available from other organisations, such as the British Off Road Driving Association (BORDA). See [www.borda.org.uk](http://www.borda.org.uk) for details.

## Further information

For information about health and safety, or to report inconsistencies or inaccuracies in this guidance, visit [www.hse.gov.uk/](http://www.hse.gov.uk/). You can view HSE guidance online and order priced publications from the website. HSE priced publications are also available from bookshops.

This guidance is issued by the Health and Safety Executive. Following the guidance is not compulsory, unless specifically stated, and you are free to take other action. But if you do follow the guidance you will normally be doing enough to comply with the law. Health and safety inspectors seek to secure compliance with the law and may refer to this guidance.

This leaflet is available at:  
[www.hse.gov.uk/pubns/ais33.htm](http://www.hse.gov.uk/pubns/ais33.htm).

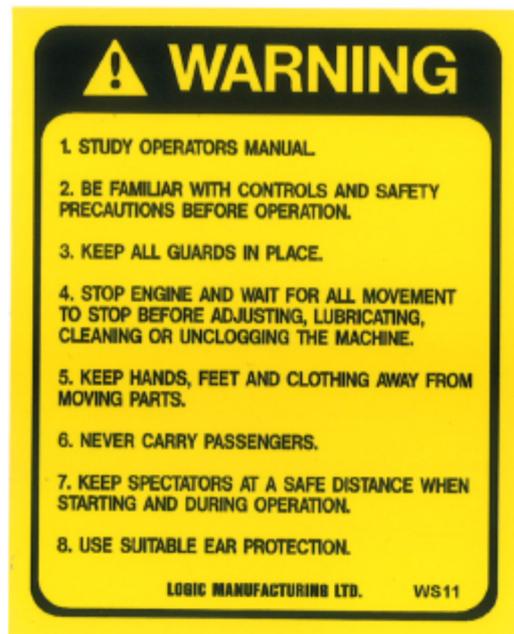
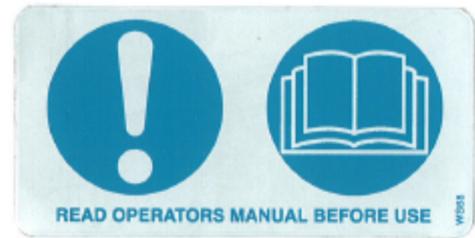
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MODEL / TYPE				YEAR	201
MAXIMUM GROSS MASS		UNLADEN MASS			
	KG		KG		
MAXIMUM DRAWBAR MASS					
	KG				

WPC5



THIS PRODUCT IS PROTECTED BY **DESIGN RIGHT**

WS36



The above decals should be located on your power brush. If any of the above decals are not located on your brush or are damaged in any way contact Logic for some Replacements decals before use.

The LOGIC UTSS215 POWER BRUSH is designed to give safe and dependable service if operated according to instructions and intended use.

Read and understand this manual before operating the power brush. Failure to do so could result in personal injury or equipment damage.

The machine is designed to be used with a UTV, ear defenders should be worn. Under normal working conditions a noise level of 81 decibels would be usual, in this case protection is advised.

The LOGIC UTSS215 POWER BRUSH may come in a stillage with the 'A' frame assembly detached. Remove the power brush from the stillage and attach the 'A' frame and the side angling actuator as shown below. An exploded diagram of the power brush is also shown on page 20.



### **INITIAL CHECK**

- a. Ensure all packing/ transport material e.g. wire banding, tape, cardboard etc are removed from the machine.
- b. Make sure that all nuts, bolts and fittings are securely fixed.
- c. Check that there is oil in the engine and petrol in the tank.
- d. Check that there is oil in the gearbox.

## **ATTACHMENT TO UTV**

The LOGIC UTS215 POWER BRUSH can only be used with the recommended Logic chassis for the UTV concerned. The Logic chassis should be properly installed onto the UTV before any System equipment is used.

The UTV chassis will come supplied with a basic lift and lower control box. This should be removed and replaced with the new UTS215 power brush control box and kill switch assembly.

The kill switch has been mounted to the control box assembly with wing nut to allow quick attachment and removal.

The UTS power brush control box can be used to lift and lower any other logic front mounted equipment such as snow ploughs or yard scrapers.

## **ATTACHMENT PROCEDURE**

- a) Site the brush on the front parking leg.
- b) Drive the UTV to the rear of the brush, stopping close to the attaching arms.



- c) Standing at the front of the Power Brush and holding the parking leg, the machine is manoeuvred on the castor wheels so that the attachment arms locate in the clevis on the UTV chassis.
- d) The locking pins are dropped into position and secured with the 'R' clips provided.



- e) Attach the turn buckle to the lifting bracket on the UTV chassis. Adjust the turn buckle to allow only a small amount of float. Too much float could result in the brush buckling under the vehicle causing damage.



- f) Attach the lifting actuator to the brush assembly.

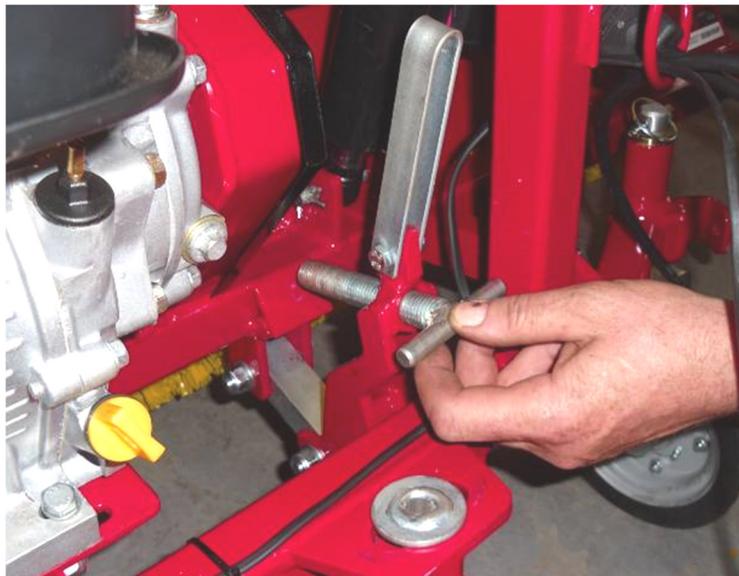


- g) The brush can now be raised into the transport position and the parking leg rotated to ready the brush for work.



## **BRUSH HEIGHT ADJUSTMENT**

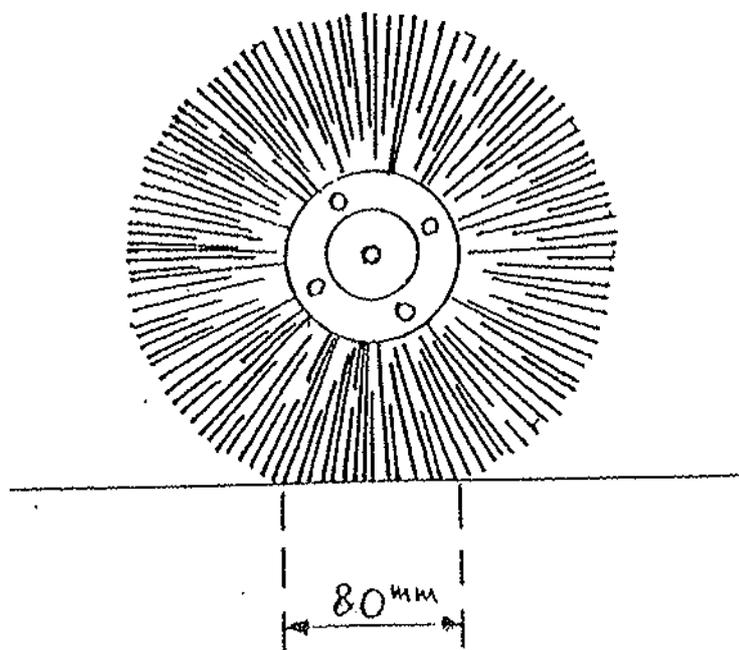
The height of the brush and subsequent contact on the ground is controlled by the height adjustment screw and locking arm. This controls the degree of movement by the brush as it pivots on the sub chassis which runs on the castor wheels and also provides the facility to adjust the sweeping angle. As a general rule, approximately 80mm of the brush bristles should be in contact with the ground.



If the brush is too low, increasing the ground contact, the life of the bristles will be reduced and a poorer sweeping performance may result.

The height adjustment screw is altered when the brush is in the raised position as follows:

- a) Swing up the locking arm.
- b) Move the adjusting screw clockwise to increase height, anti clockwise to lower the brush.
- c) Replace the locking arm
- d) Lower the brush to the working position to check that ground contact is correct.



## **SWEEPING ANGLE ADJUSTMENT**

To windrow swept material, the **LOGIC UTS215 POWER BRUSH** can be angled to either right or left. The degree of angle can vary depending on the amount of travel on the side angling actuator between the brush assembly and the sub chassis. When the actuator is fully extended the brush is straight



Side angling actuator

When the actuator is fully retracted the brush is 18 degrees from horizontal.



The actuator must be un bolted and mounted on the other side of the 'A' assembly to allow the brush to be angled in the opposite direction. An angle of 18 degrees is also achievable in this orientation.



## **STARTING THE POWER BRUSH**

- a) Observe all safety precautions, keep hands and feet away from rotor and other moving parts.
- b) Keep spectators at a safe distance.
- c) Make sure there is a gap between the brush and the ground.
- d) Select an area clear of loose debris that could be picked up.
- e) Set the engine choke and idling speed with the throttle.
- f) Pull the starter cord firmly, allowing the cord to return to the housing slowly (one or two strong pulls should start the engine).
- g) After a few seconds warming up at idling speed, move the throttle to the slowest possible setting possible, to achieve a satisfactory performance.  
Remember, slow brush speeds will increase the life of the bristles and reduce the amount of dust created.



If the throttle is altered to increase the engine RPM beyond the factory pre-set maximum level, the guarantee may become invalid. In addition to this, brushing efficiency will be reduced, fuel consumption will increase and excessive vibration could be caused, resulting in a potential danger to personnel and damage to components.

## **FORWARD SPEED**

The amount of debris to be brushed, dictates the gear selection and forward speed, slow forward speeds give better results in most cases.

Start off in the slowest gear possible, then increase gradually to find the optimum working speed.

The machine should never be driven at excessive speeds which could cause bouncing, resulting in poor brushing finish and danger to the operator and any personnel nearby.

## **RE-ADJUSTMENT OF BRUSHING HEIGHT**

If the wrong height setting has been selected before starting, or different ground conditions require another setting, it is easy to re-adjust.

- a) Stop the engine and wait for the brush rotor to come to a standstill.
- b) Follow the same procedure as described in “brushing height” (Page 14)

## **TRANSPORT POSITION**

When the power brush is being moved from one site to another, raise the brush rotor to the transport position.



The power brush must never be moved from one site to another with the engine running.



The engine should be stopped and allowed to cool before any maintenance is carried out on the machine.

### **SERVICE SCHEDULE**

	DAILY	WEEKLY	MONTHLY
Visual check to ensure nothing is loose	●	●	●
Check all nuts and bolts	●	●	●
Check for debris wrapping on the brush shaft	●	●	●
Check for debris wrapping caster wheels	●	●	●
Grease caster wheel mountings	●	●	●
Lubricate moving parts associated with lifting/ angling	●	●	●
Check brush bearings for wear	●	●	●
Check brush wear		●	●
Check tension and lubricate the drive chain		●	●
Check oil levels in the engine and other periodical checks according to the engine handbook	●	●	●

### **BRUSH WEAR AND REPLACEMENT**

The brush sections are designed to give a long period of use, when adjusted correctly.

However, the rate of wear will vary depending on the surfaces being brushed. Under normal circumstances, the complete set of brush sections would be changed at the same time. If the end extension brushes are used more vigorously, they may need to be renewed more frequently, or if a brush section has been damaged through striking an object, it should be changed immediately to maintain good sweeping performance.

### **DRIVE CHAIN MAINTENANCE AND ADJUSTMENT**

The chain drive guards should be removed before any inspection or adjustment.

Correct chain tension is approximately 6mm movement, midway between the sprockets.

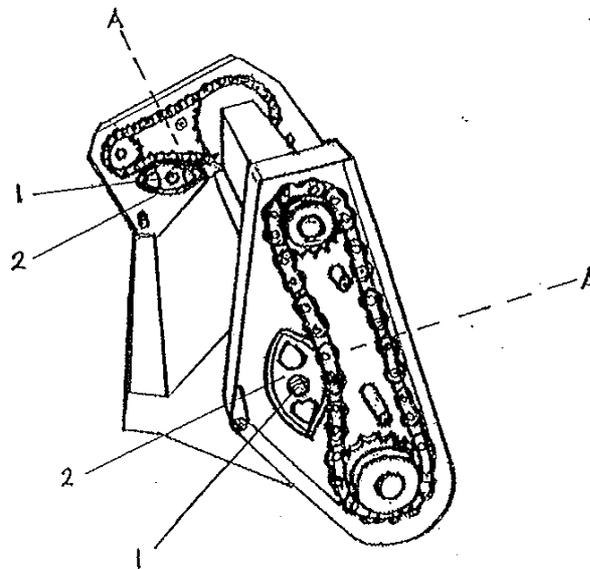


Regular lubrication of the chain is very important. The nature of work increases the need for frequent use of the chain lubricant provided. The lubricant is applied through the hole on top of the chain sprocket housing, covered with a rubber grommet. The engine should be at idling speed when the lubricant is applied. Once every 8 hours use should be sufficient.

The guidelines and diagram on the following page should be adhered to when adjusting the chain tension.

## CHAIN TENSION ADJUSTMENT

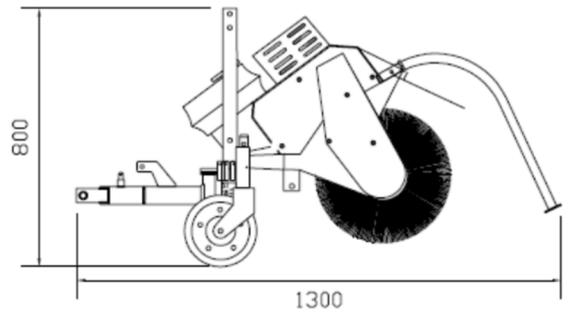
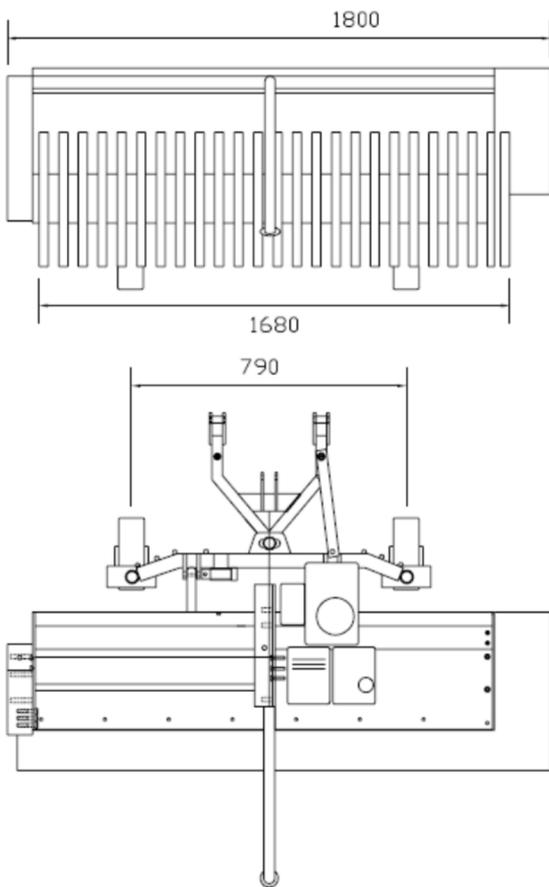
- a) Remove chain guard covers.
- b) Slacken chain tensioner nut (1)
- c) Re-position chain tensioner (2) to provide the correct 6mm movement midway between the sprockets (A).
- d) Re-tighten the chain tensioner nut.
- e) Replace guards.



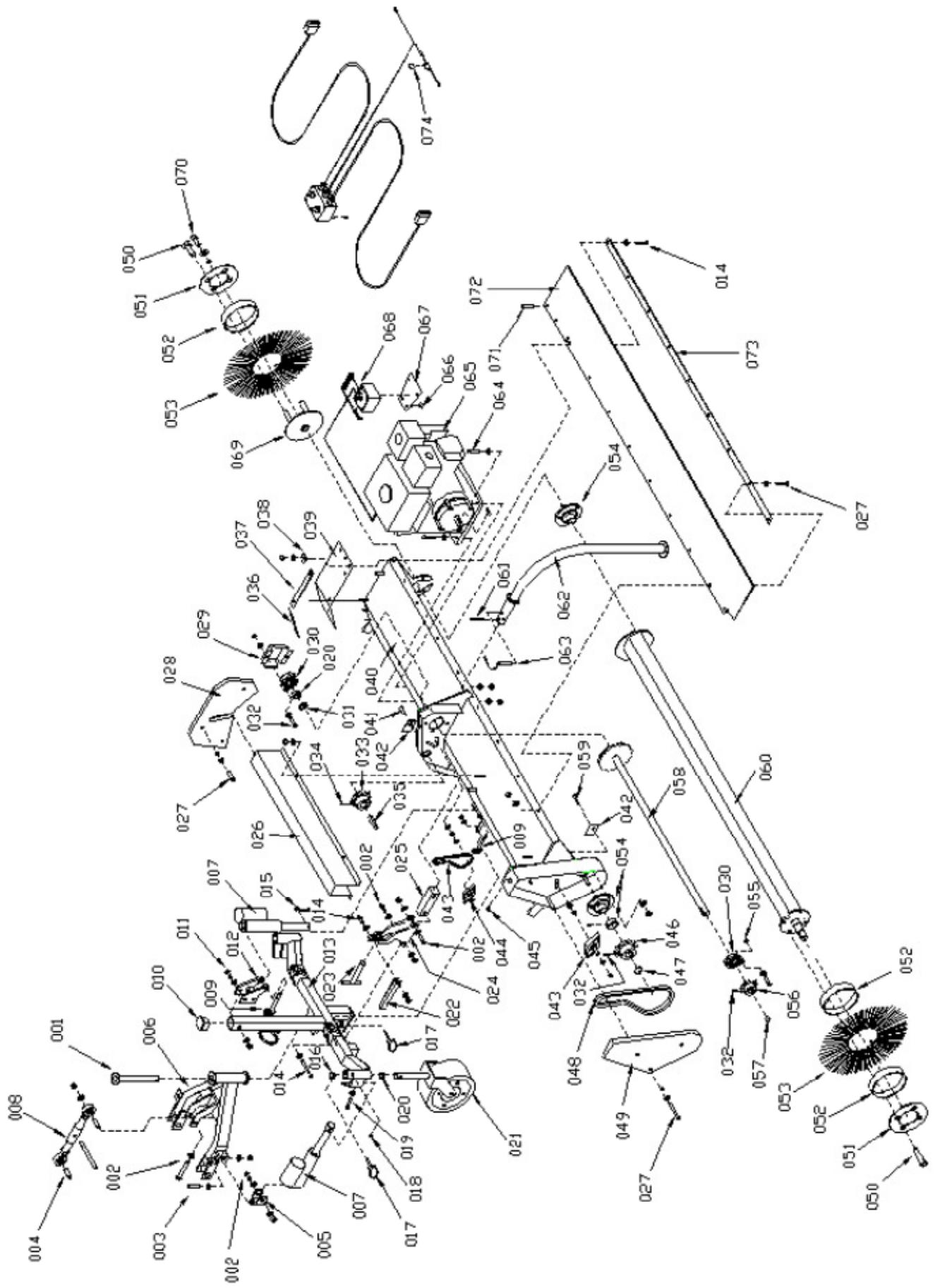
**6 SPECIFICATION**

	<b>UTS215BR</b>	<b>UTS215HR</b>
Max machine length	1300mm	1300mm
Max machine width	1800mm	1800mm
Machine working width	1680mm	1680mm
Max machine height	800mm	800mm
Engine	Brigg & Stratton 6.5hp	Honda 5.5hp
Weight	130kg	130kg

**Basic representation of the Power brush**



7 PARTS DIAGRAM AND PARTS LIST



<b>Item</b>	<b>Part Number</b>	<b>Description</b>
001	S215-074A	Main Attaching Pin
002	FBH12065,FWF12,FNN12	Bolt M12 X 65,Flat Washers, Nyloc Nut
003	FBH12085,FWF12,FNN12	Bolt M12 X 85,Flat Washers, Nyloc Nut
004	UTS215-30	Turnbuckle Spacer
005	UTS215-50A	'A' Frame Actuator Swivel
006	UTS215-15A	'A' Frame Assembly
007	ME-A001	Actuator-4" Stroke 500lb Lift
008	MFG104-15	Turnbuckle
009	S254-04A	Locking Pin
010	FIP040040	Insert Plastic 40 X 40 X 26-4mm
011	FBH12075,FWF12,FNN12	Bolt M12 X 75,Flat Washers, Nyloc Nut
012	S254-01A	Actuator Bracket Assembly
013	UTS215-23A	Trolley Assembly
014	FSH08030,FWF08,FNN08	S/Screw M8 X 30,Flat Washers, Nyloc Nut
015	FCG03064	Clip R 3 X 64 Mm
016	S215-092	Castor Bush 6mm
017	FPL08	Pin Linch 8mm
018	S216-070	Grease Nipple – Straight 6mm
019	FBH12060,FWF12,FWS12	Bolt M12 X 60, Spring Washer, Flat Washer
020	S215-091	Castor Bottom Collar 12mm
021	S215-090	Castor Wheel Assembly
022	S215-062	Raise/Lower Adjuster Lock
023	S215-093A	Height Adjusting Screw
024	S215-062	Raise/Lower Bracket
025	UTS215-26	Raise/Lower Link
026	UTS215-07	Counter Shaft Guard
027	FSH08020,FWS08,FWF08	S/Screw M8 X 20, Spring/Flat Washer M8
028	UTS215-02	Centre Drive Guard
029	S215-026	Counter Shaft End Guard
030	S215-161	Counter Shaft Bearing
031	S215-096	Sprocket Spacer Bush 2mm
032	FSH08020,FWF08,FNN08	S/Screw M8 X 20, Flat Washers, Nyloc Nut
033	S215-151	Engine Sprocket (13 Tooth)
034	FSG06010	Grubscrew Skt M6 X 10
035	S215-163	Engine Drive Key
036	S215-024A	Ext: Brush Cover Plate (120 mm)
037	UTS215-20	Ext: Brush Cover Plate (190 mm)
038	UTS215-21	Brush Cover Washer
039	S215-025A	Ext: Brush Cover Plygene
040	UTS215-05A	Main Body
041	FSH01050,FWF10,FNN10	S/Screw M10 X 50, Flat Washers, Nyloc Nut
042	S215-027	Chain Tens: Slot Cover Plate
043	S215-155	Counter Drive Chain 46 Pitch
044	S215-164	Chain Tensioner
045	S215-166	Grommet ½"
046	S215-154	Driven Sprocket (19 Tooth)
047	FCE25	Circlip External 25mm

<b>Item</b>	<b>Part Number</b>	<b>Description</b>
<b>048</b>	S215-156	End Drive Chain 54 Pitch
<b>049</b>	S215-017	End Drive Guard
<b>050</b>	FSC10025	Screw C/Sunk Sckt M10 X 25
<b>051</b>	S215-102A	Brush Core End Clamp Plate
<b>052</b>	S215-115	Brush Spacer Collar
<b>053</b>	S215-114	Polly brush Sections
<b>054</b>	S215-162	Main Spindle Bearing
<b>055</b>	FWF08,FNN08	Flat Washer, Nyloc Nut
<b>056</b>	S215-152	Counter Sprocket
<b>057</b>	S215-160	Counter Shaft Key
<b>058</b>	UTS215-10A	Counter Drive Shaft
<b>059</b>	FSH10065,FWF10,FNN10,FNP10	S/Screw M10 X 65,Flat Washers, Nyloc/Plain Nut
<b>060</b>	UTS215-01A	Brush Core Assembly
<b>061</b>	FPS08050	Pin Spirol M8 X 50mm
<b>062</b>	UTS215-33A	Parking Leg Assembly
<b>063</b>	FPP08	Pipe Linch Pin 8 Mm Pin X 38
<b>064</b>	FBH08040,FWF08,FNN08	Bolt M8 X 40,Flat Washer, Nyloc Nut
<b>065</b>	EBH061	Engine Briggs + Strat 6-5hp 6:1
<b>065</b>	EHH051	Engine Honda 5.5hp 6/1 Red
<b>066</b>	FNW06	Nut Wing M6
<b>067</b>	UTS215-61	Emergency Stop Switch Mounting
<b>068</b>	UTS215-55A	Electric Angle Control Box and Kill Switch
<b>069</b>	UTS215-22A	End Brush Flange
<b>070</b>	FBH10025,FWF10,FWS10	Bolt M10 X 25,Flat Washer, Spring Washer
<b>071</b>	FPSP06016B, FPNW068	S/Screw M6 X 16 Plas,Nut/Washer M6 Plas
<b>072</b>	UTS215-13A	Brush Hood Extension
<b>073</b>	UTS215-11	Brush Hood Ext Clamp Bar
<b>074</b>	ME-F014	Fuse 25 Amp Blade Type

This Logic Manufacturing product is guaranteed against faulty workmanship and materials for a period of 6 months from the date of purchase.

On Engine-Powered equipment, the engine manufactures guarantee will apply, any claims being subject to their terms and conditions.

All claims must be made in writing within 28 days of the alleged failure.

All claims must be made through the dealer who originally supplied the machine.

Any defective parts must be kept for inspection and if requested, sent to the factory or dealer.

The customer must bring equipment for repair to the dealer.

This guarantee becomes void if unauthorised modifications have been made, or if parts not manufactured, supplied or approved by Logic Manufacturing have been fitted to the machine.

We accept no liability for normal wear and tear, misuse or abuse, or where recommended maintenance has not been carried out.

All guarantee work must be authorised by Logic manufacturing prior to any work being done. Work carried out without our consent may not be reimbursed.



**DECLARATION OF CONFORMITY**  
**93 / 44 EEC**



**LOGIC MANUFACTURING LTD**

Foundry Industrial Estate  
Bridge End  
HEXHAM  
Northumberland

Product Type: **UTS215**

Covered By Technical File Number: **CE – UTS215**

Serial Number:

Standards and Regulations Used:

**The Supply of Machinery (Safety) Regulations 1992**  
**HSE Guide Lines on ATV Equipment (Agric Sheet No. 33)**

Place of Issue: **United Kingdom**

Name of Authorised Representative: **S A WEIR**

Position of Authorised Representative: **PRODUCT DEVELOPMENT MANAGER**

Declaration,

I declare that as the authorised representative, the above information in relation to the supply / manufacture of this product, is in conformity with the stated standards and other related documents following the provisions of 93/68EEC directives

Signature of Authorised Representative

Date: **02/10/2013**