

# Meyer<sup>®</sup>



## *SNOW PLOWS*



*Operation and Maintenance Manual*

# Introduction

Snow, despite the beauty it may impart to a bleak winter landscape, poses the dual threat of inconvenience and danger. The environmental conditions associated with snow, not to mention the health hazards and economic loss it may impose, seriously endanger thousands of lives annually. Business and industry suffer, and millions of snowbelt residents may be affected by a single snowstorm.

**Meyer Products LLC has published this manual to help you get maximum performance from your Meyer Snow Plow and familiarize you with the features designed for efficiency and safety; be sure you recognize and understand them. Follow recommended operation and maintenance instructions, so when the storm hits, your Meyer Snow Plow will be ready and you will know how to plow like a pro. DO NOT EQUIP ANY VEHICLE WITH A SNOW PLOW WITHOUT CONSULTING MANUFACTURERS' RECOMMENDATIONS.**

Vehicles with Meyer Snow Plows installed may be so equipped as to meet vehicle manufacturers' specifications and recommended options for snow plowing use. **Most vehicle manufacturers insist that vehicles which are to be used for snow plowing be equipped**

**with certain options and accessories, and it is so stated in vehicle manufacturer specifications for snow plow application.**

**WARNING: Deployment of an air bag while using a Meyer Snow Plow will not be covered under Meyer Products' warranty.**

We also recommend that, for optimum performance, vehicles used for snow plowing be equipped with:

- Four-Wheel Drive
- Minimum 60 Amp Alternator or larger
- Minimum 70 Amp Battery or larger (550 C.C.A.)
- Mud and Snow Tires
- Increased Radiator Cooling
- Automatic Transmission
- Power Brakes
- Power Steering

Under the continuing Meyer Product Improvement Plan, Meyer Products LLC reserves the right to change design details and construction without prior notice and without incurring any obligation.

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**IMPORTANT NOTICE: In conjunction with FMVSS (Federal Motor Vehicle Safety Standards) and OEM (Original Equipment Manufacturer) guidelines, Meyer Products LLC has designed this plow package with the following guidelines:**

**CAUTION:** Installation of a snowplow may affect your new vehicle warranty. For more information consult your Vehicle Owner's Manual / Vehicle Dealer.

**WARNING:** The vehicle must not be operated when overloaded. In all cases, the loaded vehicle weight, including the entire snowplow system, all aftermarket accessories, driver, passenger, options, nominal fluid levels, and cargo must not exceed the front/rear Gross Axle Weight Rating (GAWR), and total Gross Vehicle Weight Rating (GVWR). These weight ratings are specified on the safety compliance certification label on the driver's side door opening. The use of rear ballast weight may be required to prevent exceeding the front GAWR.

According to the NHTSA (National Highway Traffic Safety Administration) new and untitled vehicles need to be verified by the installer that snowplow and ballast (if needed) do not exceed the front/rear GAWR and total GVWR.



## THE INDUSTRY'S BEST WARRANTY PROTECTION

2 YEARS STANDARD ON ALL COMPONENTS

3 YEARS ON ALL COMPONENTS\*

5 YEARS ON ALL STRUCTURAL STEEL\*

\* Register at [www.meyerproducts.com](http://www.meyerproducts.com) to activate years 3-5.

***Be sure to REGISTER your Snow Plow System online at [www.meyerproducts.com](http://www.meyerproducts.com) to ensure maximum warranty protection.***

***Hydraulic Lift Serial Number*** \_\_\_\_\_

***Moldboard Serial Number*** \_\_\_\_\_

### **SAFETY FIRST**

Meyer Products recommends that this manual be read cover to cover so that you are completely aware of all important safety recommendations. Record your E-58H Serial Number and Moldboard Serial Number. These serial numbers are printed on the E-58H unit decal and on the back of the Moldboard on the part number decal

[www.meyerproducts.com](http://www.meyerproducts.com)  
e-mail [info@meyerproducts.com](mailto:info@meyerproducts.com)

### **SAFETY FIRST**

Meyer Products LLC recommends that this manual be read cover to cover so that you, the consumer, are completely aware of all important safety recommendations.

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**1. Moldboard**

Steel or Polyethylene sheet is bump and corrosion resistant. Built to last.

**2. Cutting Edge**

Replaceable high carbon steel provides extra long operating life; should be 1/2" above ground in plowing position. (Can be higher when used on gravel driveways.)

**3. Runners**

Adjustable and replaceable runners hold cutting edge at proper height.

**4. Trip Springs**

Allow moldboard to trip forward and ride over obstructions, this protects the snow plow, vehicle, and operator.

**5. Sector**

High quality steel - positions moldboard straight across, or angle right or left.

**6. Pivot Pin**

Pin that attaches the moldboard to the sector.

**7. A-Frame**

Designed to attach the snow plow to the vehicle, to pivot moldboard for angle plowing, and to hold plow at proper distance in front of vehicle.

**8. Power Angling Cylinders (1-1/2" x 10")**

Hydraulically positions the moldboard straight, or to right or left.

**9. Clevis Frame**

Allows snow plow assembly to be attached or detached from vehicle in minutes.

**10. Lift Frame**

Allows for fast, complete removal of front end hardware, snow plow, lights and hydraulic unit in one complete module.

**11. Attaching Pins**

Pull 2 blue pins to remove complete assembly.

**12. Lift Arm**

Dual Chain locks in position to lift snow plow.

**WARNING: LIFT ARM EXTENDS BEYOND BUMPER OF VEHICLE. TO MINIMIZE DAMAGE FROM A FRONT END COLLISION, LIFT ARM SHOULD BE REMOVED FROM VEHICLE WHEN SNOW PLOW IS REMOVED.**

**13. Meyer Nite Saber® Snow Plow Lights**

Complies with the Federal Motor Vehicle Safety Standards.

**14. Electric Hydraulic Power Unit (E-58H)**

Operates snow plow hydraulically- raises, lowers, angles, holds and floats moldboard in plowing position.

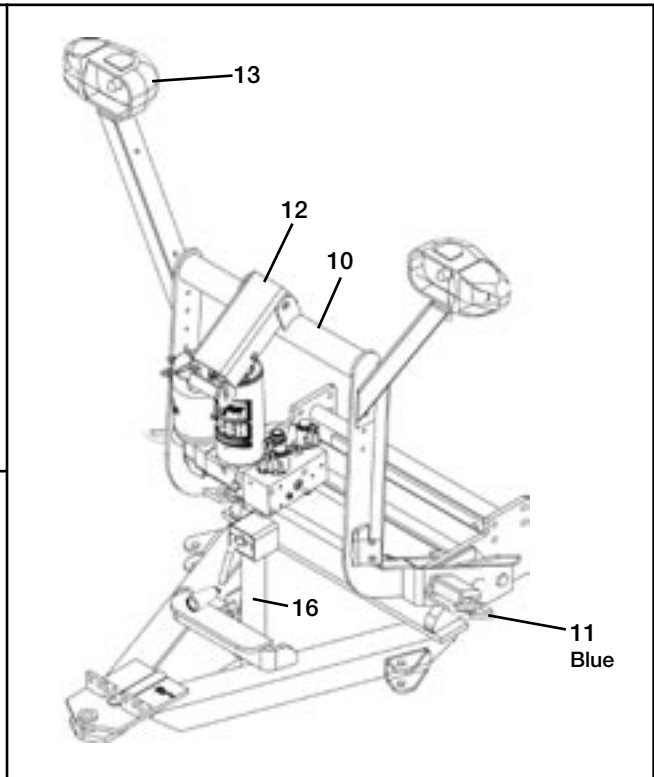
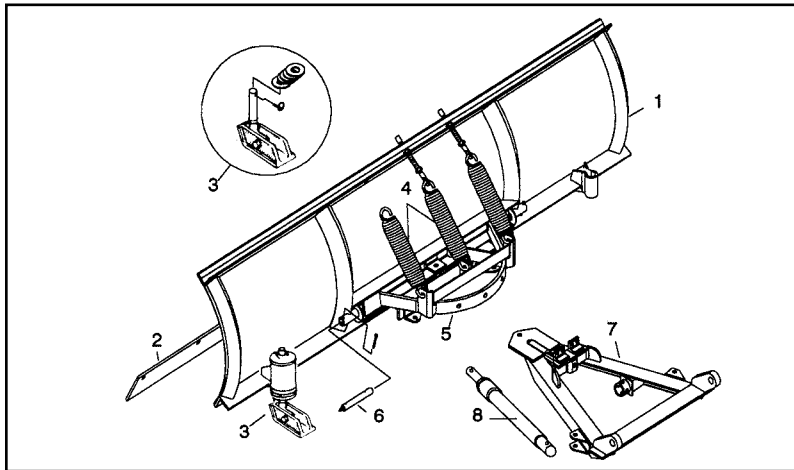
**15. Sno-Flo® Powder Coat**

Baked on finish that looks like enamel, provides an extremely hard, low friction surface that outlasts ordinary paint by a large margin. Applied to all steel moldboards and mountings/frames.

**16. Crankstand**

Positions Moldboard and Lift Frame for easy attaching and detaching.

# EZ-MOUNT PLUS





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### CRANKSTAND STORAGE

To store Crankstand on the Lift Frame slide the tube that is attached to the side of the Crankstand over the receiver tube on the driver's side of the Lift Frame. Insert the chain locking pin through the vertical holes on both the tubes. **Note: Crankstand should always be fully retracted (up) and be pinned in the vertical transport position when not in use.** Receiver Tube Cap may be placed over the driver side transport tube while the Crankstand is in use on the A-Frame. The Receiver Tube Cap may also be switched over to the Adjustment Tube of the A-Frame when the Crankstand is mounted to the Lift Frame.

**Storage of the Crankstand is the responsibility of the operator. The stand can be stored on the lift frame in the retracted position to the driver's side transport tube or inside the vehicle cab.**



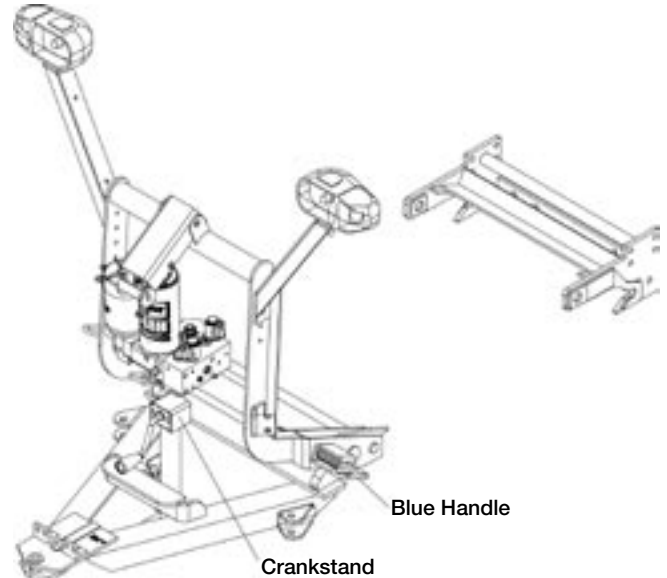
### DETACHING THE COMPLETE ASSEMBLY

Leave control switch in lower float position and push down on the Lift Arm. Disconnect the electrical plug and slip on weather caps over the both ends. Attach Crankstand to the adjustment tube in the center of the A-Frame using the chained locking pin. **Caution: Crankstand must be secured at all times.** Adjust the Crankstand down until the bottom of stand touches the ground. Pull and twist the Blue Handle Pins to disengage. If the pins do not pull easily, adjust stand up or down slightly to remove tension on the pins until they disengage. At this time the lift frame should be leaning forward slightly, at rest on the top of the Crankstand. Pull truck away.

### ATTACHING THE COMPLETE ASSEMBLY

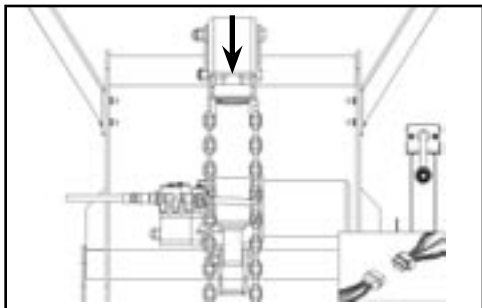
Check that Blue Handle Pins are disengaged. Drive the truck up to the EZ-Mount Plus assembly centering the hood of the truck to the lift arm to assure proper alignment with lift frame guide plates until contact is made. Once contact is made drive forward, pushing the assembly a few inches. This insures the A-Frame is square to the Clevis Frame for proper pin attachment. Adjust the Crankstand up until the front of the truck raises slightly. Twist Blue Handle Pins so that the small leg re-aligns with the slot, engaging the pins. The spring loaded pins should snap into place. **Note:** If pins do not lock immediately, move truck slightly forward and/or adjust the Crankstand up or down until pins engage, or push

the top of the Lift Frame towards the truck locking the pins to the clevis frame. Remove the Crankstand from the A-frame by removing the chained locking pin. Reattach the Crankstand to the transport tube on the driver's side of the Lift Frame in the vertical, retracted position. **Caution: Crankstand must be secured at all times.** Reattach the one step electrical connection.

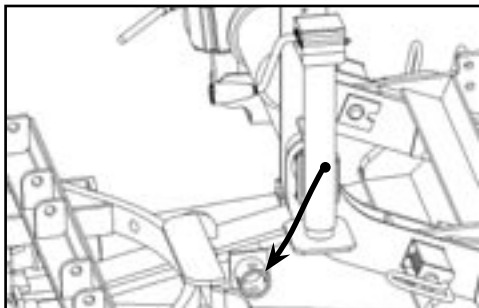




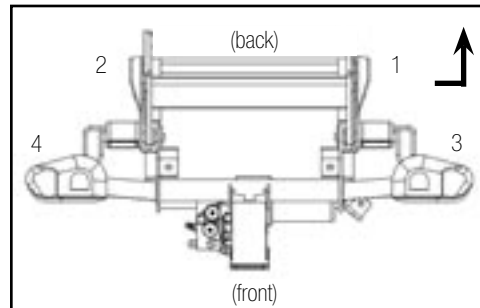
# Removal



**1** Lower Plow to float position and manually push lift arm down. Disconnect the electrical connection.



**2** Remove crankstand from storage position on the side of mount and reattach to "A" frame. Crank until front of truck rises slightly.

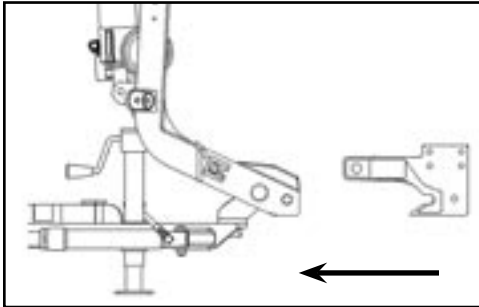


**3** Pull, then rotate blue pins on both sides of truck into locked out position. The vehicle is now free from mount and may safely back away.

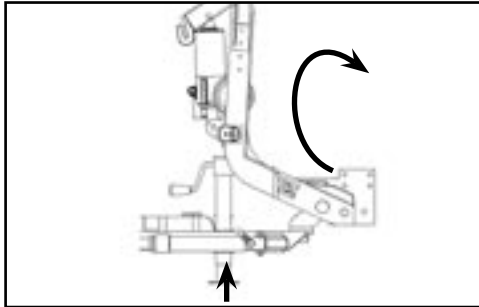




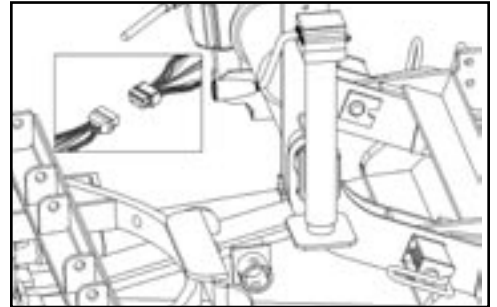
# Attachment



**1** Drive into assembly until contact is made and push assembly a few inches forward.



**2** Rotate blue pins until engaged and push top of lift frame towards truck until pins click in place.



**3** Return crankstand to storage position and reattach the electrical connection. The mount is now securely attached to the vehicle and is operational.

Always confirm pins are fully engaged before over the road or snow plow operation.



**1. Moldboard**

Steel or polyethylene sheet is bump and corrosion-resistant. Built to last.

**2. Cutting Edge**

Replaceable, high carbon steel provides extra long operating life; should be 1/2" above ground in plowing position. (Can be higher when used on gravel driveways.)

**3. Runners**

Full-swivel adjustable and replaceable runners hold cutting edge at proper height.

**4. Trip Springs**

Allow moldboard to trip forward and ride over obstructions without losing snow load—protects snow plow, vehicle, and operator.

**5. Sector/5A Pivot Bar**

High quality steel—positions moldboard straight across, or angle right or left.

**6. Pivot Pin**

Pin that attaches moldboard to sector.

**7. A-Frame**

Designed to attach snow plow to vehicle, to pivot moldboard for angle plowing, and to hold plow at proper distance in front of vehicle.

**8. Power Angling Cylinders**

Hydraulically positions the moldboard straight, or to right or left.

**9. Clevis Frame**

Allows adjustment of the Snow Plow A-Frame attaching point (clevis height) for transfer of power from the vehicle frame to the snow plow. Clevis frame weather plugs (Item 17) protect receiver tubes from dirt and moisture when lift frame (Item 12) is removed.

**Note: Adjustment bolt threads should be coated with chassis grease or anti-seize lubricant. Adjust bolts for minimum clearance between lift frame and receiver tubes while still allowing for ease of lift frame removal.**

**10. Linch Pins**

Allow snow plow assembly to be attached or detached from vehicle in minutes.

**11. Tubular Lift Frame (EZ Mount® Classic only)**

Allows for fast, complete removal of front end hardware, snow plow lights and hydraulic unit in one complete assembly.

**12. Lift Arm**

Chain locks in position to lift snow plow.

**WARNING: LIFT ARM EXTENDS BEYOND BUMPER OF VEHICLE. TO MINIMIZE DAMAGE FROM A FRONT-END COLLISION, LIFT ARM SHOULD BE REMOVED FROM VEHICLE WHEN SNOW PLOW IS REMOVED.**

**13. Meyer Nite Saber® Lights**

Complies with the Federal Motor Vehicle Safety Standards.

**14. Electric Hydraulic Power Unit**

Operates snow plow hydraulically—raises, lowers, angles, holds and floats moldboard in plowing position.

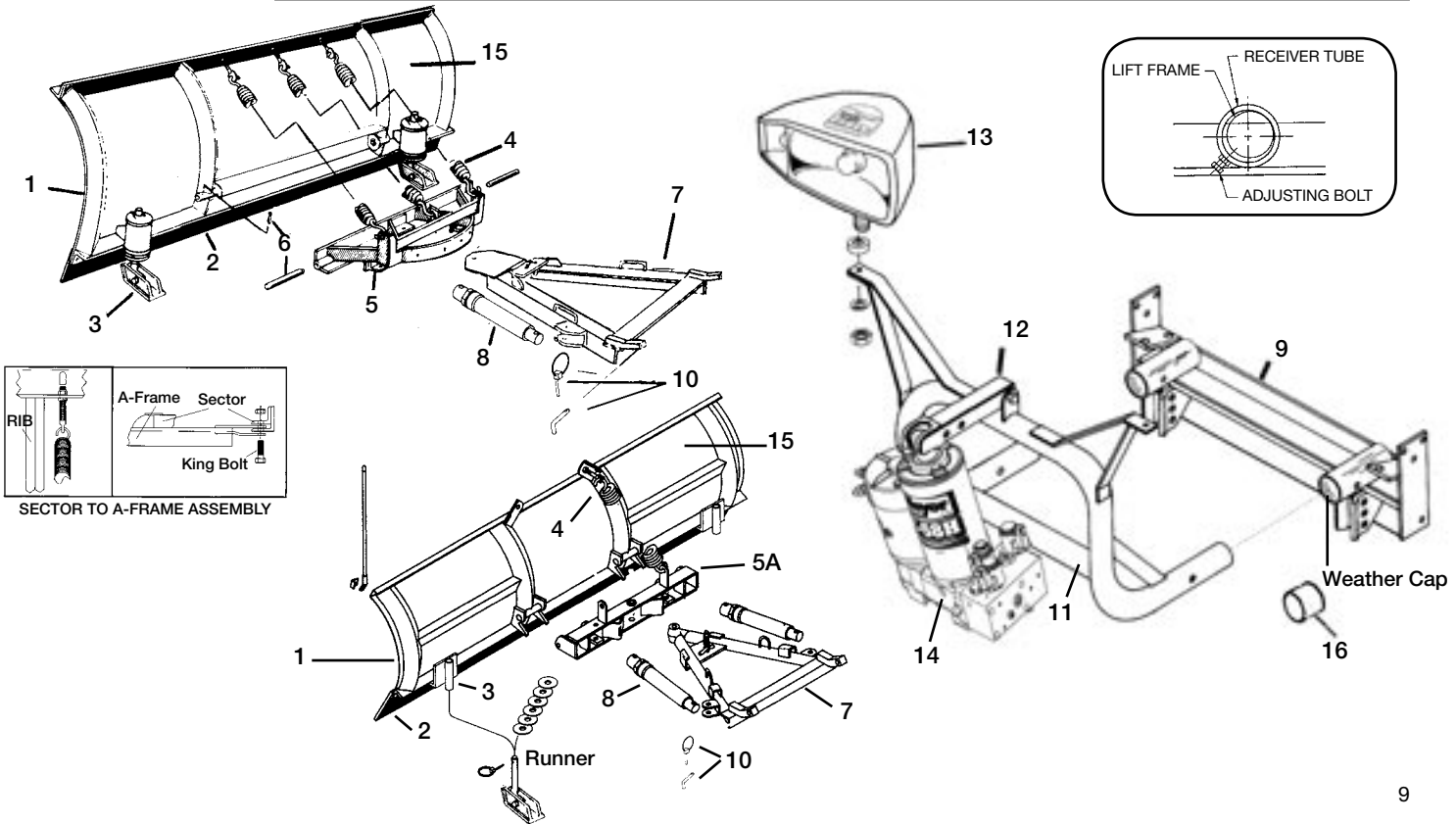
**15. Sno-Flo® Powder Coat**

Baked on finish that has an enamel like appearance, provides an extremely hard, low friction surface that outlasts ordinary paint by a large margin.

**16. Weather Cap**

Slide on receiver tube when lift frame assembly is removed.

# EZ-MOUNT CLASSIC





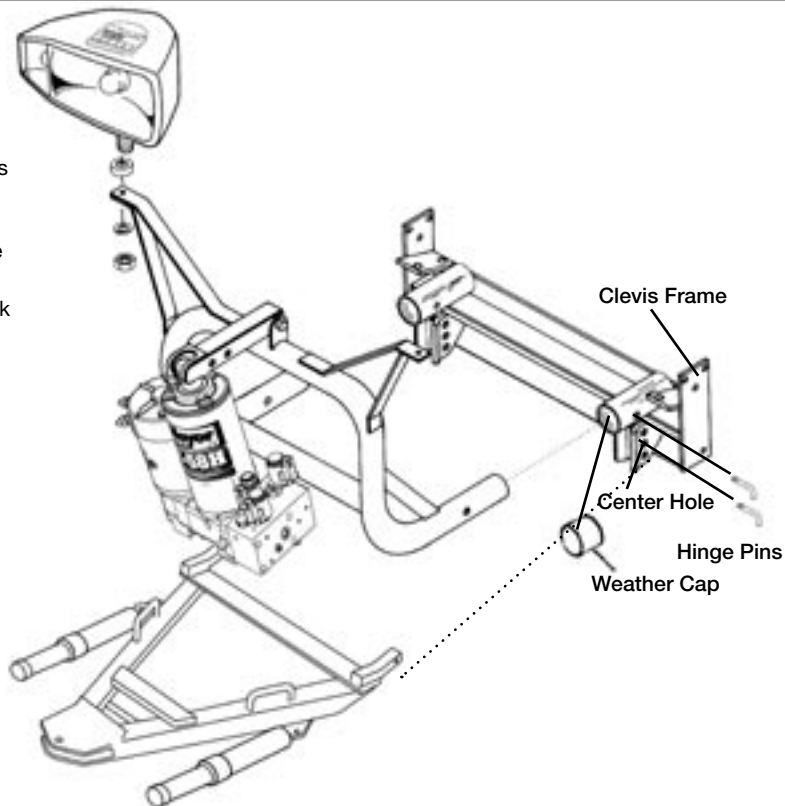
## Removing Moldboard and Lift Frame Assembly

1. Be sure moldboard is on ground! The chain can have a small amount of tension to help support the back of the A-Frame. At this time use a wood block to slide under the back of the A-Frame to support and maintain level position for reattaching.
2. Remove right and left side hinge pins from A-Frame at center hole in clevis frame.
3. Uncouple the hydraulic hoses and interconnect the hydraulic quick couplers to prevent dirt contamination from getting in the system. (requires optional coupler kit 07087C)
4. Lower the lift arm all the way down and detach the chain from the lift arm.
5. Slowly back vehicle away.

If desired you may also remove the lift frame, lights, and electric hydraulic pump assembly.

1. Remove right and left linch pin and hinge pin from receiver tube.
2. Unplug all electrical connections.
3. Slide entire lift frame assembly out. **CAUTION:** Lift frame assembly weighs approximately 115 lbs. and to properly manage this assembly two people are required.

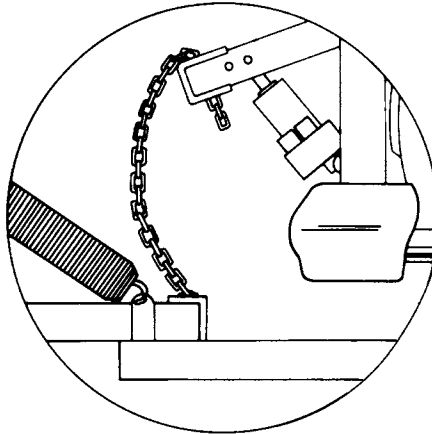
To reattach moldboard and A-Frame or lift frame assembly reverse above procedure.





## ADJUSTING CHAIN FOR PROPER SLACK WHEN PLOWING SNOW

1. Be sure moldboard is on ground and A-frame is reattached at **center hole** in clevis frame.
2. Be sure lift piston is fully retracted.
3. Hold chain taut and choose the third link above lift arm, place that link in lift arm locking groove. This procedure will provide the proper amount of slack when snow plowing for the moldboard to follow the contour of the ground. You may wish to mark that link with paint or tape for easy identification. Due to the differences in vehicle ride heights, extra chain links may vary in length. **To prevent the extra chain links from causing damage, remove or secure the chain links together using an electrical tie strap.**



## TRIMLINE SERIES



### 6', 6 1/2', 7', 7 1/2' Diamond Blade

For Skid-Steer  
Vehicles

#### STEEL MOLDBOARD SPECIFICATIONS

SNOW PLOW MODEL	DTE-6	DTE-6.5	DTE-7	DTE-7.5
MOLDBOARD LENGTH	6'	6 1/2'	7'	7 1/2'
MOLDBOARD HEIGHT	26 1/2"	26 1/2"	26 1/2"	26 1/2"
MOLDBOARD GAUGE	12	12	12	12
VERTICAL RIBS	6	6	6	6
NO. OF TRIP SPRINGS	4 extension	4 extension	4 extension	4 extension
CUTTING EDGE	1/2" x 6"	1/2" x 6"	1/2" x 6"	1/2" x 6"
PLOWING WIDTH AT FULL ANGLE	62"	68"	73"	78"
SECTOR	-	-	-	-
POWER ANGLING RAMS	1 1/2" x 10"	1 1/2" x 10"	1 1/2" x 10"	1 1/2" x 10"
*AVERAGE PLOW WEIGHT COMPLETE	529 lbs.	543 lbs.	557 lbs.	578 lbs.



### Models TM-6, TM-6.5

For 4x4 Down Sized Pickups  
and Sport Utility Vehicles

#### STEEL MOLDBOARD SPECIFICATIONS

SNOW PLOW MODEL	TM-6	TM-6.5
MOLDBOARD LENGTH	6'	6 1/2'
MOLDBOARD HEIGHT	23"	23"
MOLDBOARD GAUGE	14	14
VERTICAL RIBS	4	4
NO. OF TRIP SPRINGS	2	2
CUTTING EDGE	3/8" x 6"	3/8" x 6"
PLOWING WIDTH AT FULL ANGLE	64"	69"
SECTOR	-	-
POWER ANGLING RAMS	1 1/2" x 10"	1 1/2" x 10"
*AVERAGE PLOW WEIGHT COMPLETE	380 lbs.	400 lbs.

\*weight is based on average depending on specific mounting



### Models TMP-6.5, TMP-7

For Down Sized Pickups  
and Sport Utility Vehicles

#### MAX POLYETHYLENE SPECIFICATIONS

SNOW PLOW MODEL	TMP-6.5	TMP-7
MOLDBOARD LENGTH	6 1/2'	7'
MOLDBOARD HEIGHT	23"	23"
MOLDBOARD GAUGE	3/8" Polyethylene	3/8" Polyethylene
VERTICAL RIBS	4	4
NO. OF TRIP SPRINGS	2	2
CUTTING EDGE	3/8" x 6"	3/8" x 6"
PLOWING WIDTH AT FULL ANGLE	69"	74"
SECTOR	-	-
POWER ANGLING RAMS	1 1/2" x 10"	1 1/2" x 10"
*AVERAGE PLOW WEIGHT COMPLETE	400 lbs.	424 lbs.

## STANDARD SERIES



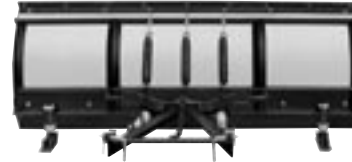
### Models ST-7, ST-7.5, STL-7.5

For 4x4 Standard Duty Pickups  
and Sport Utility Vehicles

NOTE: ST-7 standard with 2 trip springs.

#### STEEL MOLDBOARD SPECIFICATIONS

SNOW PLOW MODEL	ST-7	ST-7.5	STL-7.5
MOLDBOARD LENGTH	7'	7 1/2'	7 1/2'
MOLDBOARD HEIGHT	25"	25"	25"
MOLDBOARD GAUGE	12	12	14
VERTICAL RIBS	4	4	4
NO. OF TRIP SPRINGS	2	3	3
CUTTING EDGE	3/8" x 6"	3/8" x 6"	3/8" x 6"
PLOWING WIDTH AT FULL ANGLE	74"	79"	79"
SECTOR	11"	11"	11"
POWER ANGLING RAMS	1 1/2" x 10"	1 1/2" x 10"	1 1/2" x 10"
*AVERAGE PLOW WEIGHT COMPLETE	580 lbs.	606 lbs.	469 lbs.



### Models STP-7, STP-7.5

For 4x4 Standard Duty Pickups  
and Sport Utility Vehicles

NOTE: STP-7 standard with 2 trip springs.

#### MAX POLYETHYLENE SPECIFICATIONS

SNOW PLOW MODEL	STP-7	STP-7.5
MOLDBOARD LENGTH	7'	7 1/2'
MOLDBOARD HEIGHT	27"	27"
MOLDBOARD GAUGE	3/8" Polyethylene	3/8" Polyethylene
VERTICAL RIBS	4	4
NO. OF TRIP SPRINGS	2	3
CUTTING EDGE	3/8" x 6"	3/8" x 6"
PLOWING WIDTH AT FULL ANGLE	74"	79"
SECTOR	11"	11"
POWER ANGLING RAMS	1 1/2" x 10"	1 1/2" x 10"
*AVERAGE PLOW WEIGHT COMPLETE	621 lbs.	660 lbs.

\*weight is based on average depending on specific mounting

## CONTRACTOR SERIES



### Models C-7.5, C-8, C-8.5, C-9

For 4x4 Heavy Duty 3/4 ton, 1 ton Pickups,  
and 1 ton Cab Chassis

#### STEEL MOLDBOARD SPECIFICATIONS

SNOW PLOW MODEL	C-7.5	C-8	C-8.5	C-9
MOLDBOARD LENGTH	7 1/2'	8'	8 1/2'	9'
MOLDBOARD HEIGHT	28"	28"	28"	28"
MOLDBOARD GAUGE	12	12	12	12
VERTICAL RIBS	6	6	6	6
NO. OF TRIP SPRINGS	4	4	4	4
CUTTING EDGE	3/8" x 6"	1/2" x 6"	1/2" x 6"	1/2" x 6"
PLOWING WIDTH AT FULL ANGLE	79"	84"	88"	93"
SECTOR	15"	15"	15"	15"
POWER ANGLING RAMS	1 1/2" x 10"	1 1/2" x 10"	1 1/2" x 10"	1 1/2" x 10"
*AVERAGE PLOW WEIGHT COMPLETE	729 lbs.	759 lbs.	797 lbs.	802 lbs.



### Models CP-7.5, CP-8, CP-8.5, CP-9.0

For 4x4 Heavy Duty 3/4 ton, 1 ton Pickups,  
and 1 ton Cab Chassis

#### MAX POLYETHYLENE SPECIFICATIONS

SNOW PLOW MODEL	CP-7.5	CP-8	CP-8.5	CP-9.0
MOLDBOARD LENGTH	7 1/2'	8'	8 1/2'	9'
MOLDBOARD HEIGHT	30"	30"	30"	30"
MOLDBOARD GAUGE Polyethylene	3/8"	3/8"	3/8"	3/8"
VERTICAL RIBS	6	6	6	6
NO. OF TRIP SPRINGS	4	4	4	4
CUTTING EDGE	3/8" x 6"	1/2" x 6"	1/2" x 6"	1/2" x 6"
PLOWING WIDTH AT FULL ANGLE	79"	84"	88"	93"
SECTOR	15"	15"	15"	15"
POWER ANGLING RAMS	1 1/2" x 10"	1 1/2" x 10"	1 1/2" x 10"	1 1/2" x 10"
*AVERAGE PLOW WEIGHT COMPLETE	791 lbs.	821 lbs.	840 lbs.	868 lbs.

\*weight is based on average depending on specific mounting



# HEAVY MUNICIPAL SERIES



**Models HM-9, HM-10**

For trucks with a G.V.W. of 16,000 to 27,000

## STEEL MOLDBOARD SPECIFICATIONS

SNOW PLOW MODEL	HM-9	HM-10
MOLDBOARD LENGTH	9'	10'
MOLDBOARD HEIGHT	32"	32"
MOLDBOARD GAUGE	7	7
VERTICAL RIBS	7	7
NO. OF TRIP SPRINGS	6	6
CUTTING EDGE	1/2" x 6"	1/2" x 6"
PLOWING WIDTH AT FULL ANGLE	93"	103"
SECTOR	15"	15"
POWER ANGLING RAMS	2" x 12"	2" x 12"
*AVERAGE PLOW WEIGHT COMPLETE	1205 lbs.	1254 lbs.



**Models HMP-10**

For trucks with a G.V.W. of 16,000 to 27,000

## MAX POLYETHYLENE SPECIFICATIONS

SNOW PLOW MODEL	HMP-10
MOLDBOARD LENGTH	10'
MOLDBOARD HEIGHT	36"
MOLDBOARD GAUGE	3/8 POLY
VERTICAL RIBS	7
NO. OF TRIP SPRINGS	6
CUTTING EDGE	1/2" x 6"
PLOWING WIDTH AT FULL ANGLE	103"
SECTOR	15"
POWER ANGLING RAMS	2" x 12"
*AVERAGE PLOW WEIGHT COMPLETE	1271 lbs.

\*weight is based on average depending on specific mounting

## HEAVY MUNICIPAL SERIES



**Model HML-10**

For Chevy/GMC trucks model HD3500 and 4500/5500  
and Ford F-450, F-550

### SPECIFICATIONS

SNOW PLOW MODEL	HML-10
MOLDBOARD LENGTH	10'
MOLDBOARD HEIGHT	32"
MOLDBOARD GAUGE	10
VERTICAL RIBS	7
NO. OF TRIP SPRINGS	6
CUTTING EDGE	1/2"x 6
PLOWING WIDTH AT FULL ANGLE	103"
SECTOR	15"
POWER ANGLING RAMS	1 1/2" x 10"
WEIGHT COMPLETE	1,020 lbs.



**Aggressor Models AGP-10, AGC-10**

For vehicles up to 33,000 GVW

### SPECIFICATIONS

SNOW PLOW MODEL	AGP-10	AGC-10
MOLDBOARD LENGTH	120"	120"
MOLDBOARD HEIGHT	36"	36"
MOLDBOARD GAUGE	3/8" POLY	10
VERTICAL RIBS	8	8
NO. OF TRIP SPRINGS	6	6
CUTTING EDGE	1/2" x 6"	1/2" x 6"
PLOWING WIDTH AT 35° ANGLE	98"	98"
POWER ANGLING RAMS	2-1/2" x 11-1/2"	2-1/2" x 11-1/2"
*AVERAGE PLOW WEIGHT COMPLETE	1590 lbs. w/o options	1610 lbs. w/o options

\*weight is based on average depending on specific mounting

# Snow Plow Operation

## Electro-Touch Control

The snow plow should only be in operation when the vehicle ignition switch and the **Electro-Touch®** control switch are in the “ON” position. Care should be taken to insure that the **Electro-Touch®** control switch is kept dry and free from moisture during normal operation.

When the **Electro-Touch®** control switch is turned “On,” yellow lights illuminate the location of the individual touch pads for the functions of the snow plow: (Up), (Angle Left), (Angle Right), and (Down).

Lowering of the snow plow an inch at a time is possible by tapping the down arrow in short intervals. Holding down the down arrow will activate a green light located in the upper left corner of the **Electro-Touch®** switch. This green light indicates the snow plow is now in the Lower/Float position. In this position the snow plow will be able to follow the contour of the road and the snow plow can also be angled to the left or right. Touching the up arrow automatically cancels the Lower/Float position.



This switch is short circuit and temperature protected. All wire connections must be securely plugged together. If any of these conditions exist, the red overload LED will light. The overload LED (red light) is located in the upper left corner below the float light of the **Electro-Touch®** switch. Reset is accomplished by turning off the ignition switch or by turning the power switch off momentarily and then back on. If an overheating temperature condition exists, it will be necessary to allow the unit to cool down for approximately 2 minutes. If the overload light is still illuminated after attempts to reset the switch have failed, contact your nearest authorized Meyer Distributor for repairs.

**CAUTION: When the snow plow is not in operation, the Electro Touch® Control Switch should be in the “OFF” position.**

## Over-the-Road Operation

### WARNING

Based on the experience of our representatives and other background, we advise a maximum transporting speed of 40 m.p.h. or locally regulated speeds, whichever is less, dependent upon road conditions. The operators should, of course, maintain a safe stopping distance and adequate passing clearance at all times.

When transporting the snow plow to avoid engine overheating, angle the moldboard completely, carrying it as low as permitted for safety by road and surface conditions.

## Pistol Grip Controller

The snow plow should only be in operation when the vehicle ignition switch and the control switch are in the “ON” position. Care should be taken to insure that the control switch is kept dry and free from moisture during normal operation.

When the control switch is turned “On,” lights illuminate the location of the individual touch pads for the functions of the snow plow: (Up), (Angle Left), (Angle Right) and (Down). Also when the control switch is turned “On” the snow plow lights are activated.

Lowering of the snow plow an inch at a time is possible by tapping the down arrow in short intervals. Holding down the down arrow will activate a float light located in the upper right corner of the control switch. This

## 22690 Pistol Grip Controller



light indicates the snow plow is now in the Lower/Float position. In this position the snow plow will be able to follow the contour of the road and the snow plow can also be angled to the left or right. Touching the up arrow automatically cancels the Lower/Float position.

While angling left or right or raising the snow plow if the button is

pressed for more than four seconds the operation will be cancelled. This feature eliminates unnecessary amp draw from the vehicle charging system.

This switch is self diagnosing. The monitor light is located in the upper left corner next to the float light of the control switch. When the monitor light turns on and begins to flash the control switch is sensing a problem with a specific coil/connection on the hydraulic unit. The label below is on the back side of your control switch.

Reset is accomplished by turning off the ignition switch or by turning the power switch off momentarily and then back on. If the monitor light is still illuminated after attempts to reset the switch have failed, contact your nearest authorized Meyer Distributor for repairs.

# General Maintenance

Meyer Products recommends this maintenance information for regular service. Sustained heavy operation may call for more frequent use. Snow plowing subjects a vehicle to exceptionally rugged use. As a result, it is important to inspect and bring the snow plow and vehicle up to maximum operating conditions. ***Inspection should be made of both the vehicle and snow plow prior to the plowing season and after each use.***

**IMPORTANT: Maintenance and repairs should be performed with the moldboard on the ground.**

## Pre-Season Maintenance

Scheduled vehicle maintenance should be performed as recommended by the manufacturer.

Don't forget that in addition to keeping equipment in order:

1. Keep windshield wipers, heaters and lights working.
2. Use emergency flasher lights for increased visibility and safety. Meyer offers as standard equipment quartz halogen snow plow lights for even brighter illumination.
3. Equip vehicles with chains where necessary.
4. Provide operators with protective clothing and with rubber gloves for handling snow melting chemicals.

**VEHICLE ELECTRICAL SYSTEM** — For maximum efficiency, the vehicle supporting the snow plow must be properly serviced. The

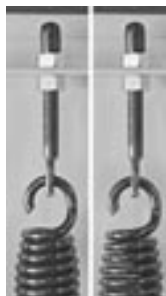
system should consist of at least a 70 amp/hr. battery and a 60 amp alternator. Be sure to check regularly:

1. Battery terminals to assure they're clean and free of corrosion.
2. Electrical connections, to assure they're tight and corrosion-free. Taping may be called for. All wires must be held clear of moving or hot engine parts or sharp sheet metal.
3. Battery must be in top operating condition.
4. Alternator and regulator, to assure maximum electrical output.

## SNOW PLOW

***NOTE: Always lower moldboard to ground when vehicle is not in use. Check the Electro-Touch® Diagnosis Chart, page 22-23, and Post Season Maintenance, page 19-20, for advice on maintaining the unit.***

1. Check and maintain hydraulic fluid reservoir level to 1" - 1-1/2" from top cap. Oil level should be checked with lift ram in the down position.
2. Check entire hydraulic system for leaks. A significant drop in hydraulic fluid level is evidence of a leak which must be corrected to prevent serious damage. See page 22.
3. Before and after each season, remove sector pivot pins, thoroughly grease pivot tubes and reinstall pins. Lubricate all pivot points with chassis lube.
4. **ADJUSTING TRIP SPRING TENSION** - Tighten top locknut 4 turns beyond the point when spring coils begin to separate. Tighten bottom locknut to hold eye bolt in position as shown.



#### 5. **RUNNERS**

- A. Inspect moldboard runners for wear and height adjustment.
- B. Always replace runners as soon as they start to wear through.
- C. Adjust the runners to maintain cutting edge height of 1/2" above ground in snow plowing position. (Can be set higher when used on gravel driveways).

#### 6. **CUTTING EDGE**

Replace the cutting edge as soon as it appears worn approximately 4" on either corner. This will prevent permanent damage to the moldboard.

#### 7. **MOUNTING BOLTS**

Retighten all mounting bolts after first snow plowing session and at regular intervals through the season.

8. **SNO-FLO® POWDER COATING**, both black and yellow, should be checked at the beginning and end of each season for any signs of rust. If any exists, use Meyer special Sno-Flo® powder coat touch-up available in spray cans.

#### **NOTE: PROTECTION AGAINST RUST AND CORROSION**

When the power unit is not used for extended periods, **protect the chromed lift piston by fully extending and coating it with chassis lubricant.** On power angling models, coat the exposed portions of the power angling cylinder rods with chassis lubricant to protect against corrosion.

## Post Season Summer Maintenance

### 1. **Draining & Replacing Meyer M-1 Hydraulic Fluid**

Drain fluid through drain hole in base, shown in Figure 0-3, by completely retracting cylinder lift position and unbolting unit to pour fluid out, or use a suction pump. On models without drain plug, fluid must be drained by removing filler plug and turning unit upside down. Follow same procedure of retracting cylinder lift piston. On Power Angling models, disconnect the fittings at the Power Angling cylinders, completely retract the cylinder rods and purge cylinders and hoses of all hydraulic fluid. The complete hydraulic system should then be flushed out with Meyer Hydra-Flush before adding new Meyer Hydraulic Fluid.

2. **Screen-Type Filters** - Clean the filters (all models) with mineral spirits or equivalent and blow out with compressed air. See Figure 0-3.

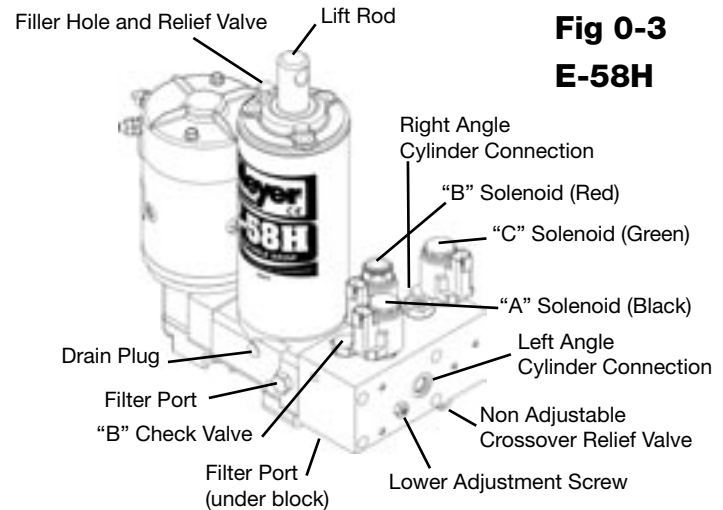
3. **Meyer Hydraulic Fluid M-1** is specially formulated with an anti-ice additive for almost constant viscosity in subzero temperatures. Because it is free-flowing in extreme cold, the unit's performance and efficiency are not affected by winter weather. It is effective for a maximum of one year. Always carry an extra quart of **Meyer Hydraulic Fluid M-1** or equal fluids. Use of any inferior fluids will void the Meyer warranty.
4. Refill power unit with **Meyer Hydraulic Fluid M-1** by fully retracting lift piston and filling reservoir to 1-1/2" below the filler hole. On Power Angling models, fill and bleed hoses and Power Angling cylinders by loosening hydraulic fittings at cylinders until they leak. Power angle the plow repeatedly from one side to the other until fluid flows steadily from the fittings while maintaining a constant check on the reservoir fluid level. The filling end of the cylinder should be higher than the piston end to facilitate removal of air. Raise and lower the plow several times. With lift rod fully retracted check fluid level and replace filter plug.

### SNOW PLOW STORAGE

1. When snow plow is disconnected, **extend lift cylinder to end of stroke and coat chrome rod with light grease.** This fills the cylinder with hydraulic fluid and protects the interior and exterior from rust and corrosion.
2. Whenever Moldboard is disconnected, coat the exposed portions of the power angling cylinder chrome rods with light grease to protect them from corrosion.
3. Be sure to reconnect optional quick couplers at the P.A. Rams to keep them clean and prevent contamination of the system.
4. Coat all pivot pins and other wear points with chassis lubricant.
5. Unplug all electrical connections at power unit. Coat all connections

with a dielectric compound to prevent corrosion and plug into their corresponding weather plugs. Unplug the snow plow lights, tape or use a dielectric compound at light connections to prevent corrosion.

6. Remove **EZ Mount®** lift frame module from vehicle. Liberally coat insides of clevis frame receiver tubes and ends of lift frame with chassis grease/anti-seize lubricant. Protect clevis frame receiver tubes from dirt and other types of contamination by installing the receiver tube caps when the lift frame is removed from the vehicle.
7. **WARNING: LIFT ARM EXTENDS BEYOND BUMPER OF VEHICLE. TO MINIMIZE DAMAGE FROM A FRONT-END COLLISION, LIFT ARM SHOULD BE REMOVED FROM VEHICLE WHEN SNOW PLOW IS REMOVED.**



**Fig 0-3  
E-58H**

# DIAGNOSTIC FLOW CHART FOR ELECTRIC HYDRAULIC POWER UNITS

These charts are intended to be used as an aid in diagnosing problems on Meyer Hydraulic Power Units. They are not a substitute for factory training and experience. Be certain to read the General Information and Testing Tips sections before attempting any troubleshooting. Additional detailed information as well as all electrical schematics may be found in Service Manuals 1-822.

## GENERAL INFORMATION

Before any troubleshooting is started, make certain the following conditions are met.

1. The moldboard is pointing straight ahead. This can often be done by connecting the hose from the left cylinder into the right cylinder and pushing the snow plow by hand.
2. The power angling cylinders must be installed correctly. Reverse them if installed on wrong side. (See Figure 0-3)
3. The solenoid coils must be on their proper valve: the "C"- coil (green and white wire), the "B"-coil (red and white wire) and the "A" coil (black and white wire).
4. The electrical installation must have been made according to instructions supplied by Meyer Products.

## TESTING TIPS

Many tests do not require removing the Power Unit from the vehicle. However, more thorough testing can be done by using the Meyer Test Stand which allows direct pressure and Amperage readings.

1. Use a screwdriver or other small tool to check for magnetism of solenoid coils "A", "B" & "C". Place the tool on the side of the coil and have an assistant operate the switch. You should feel strong magnetic attraction.
2. Use a test light or volt meter to determine whether there is power at harness or switches. (The wire must be probed)
3. When determining Ampere draw of motor, always obtain the highest value possible, i.e., at maximum raise or angle with motor running.
4. Proper rotation for motor is indicated by an arrow on the top of the E-58H pump.
5. The pump shaft (all models) of a good pump can be turned smoothly using two fingers. If it can't be turned easily, the pump is too tight and must be replaced.
6. Pump pressure can be measured at an angle hose (note pressure at full angle) or in the pressure filter port (an adapter is necessary for the filter port). (See Figure 0-3.)
7. If hydraulic system is contaminated it is recommended that the hydraulic unit, power angling rams and hoses be drained and flushed clean. The system should then be refilled with Meyer M-I oil. See pages 19-20.



# Electric Hydraulic Power Unit Diagnosis

MODEL	CONDITION	POSSIBLE CAUSE	CORRECTION
All Power Angling Models	Plow does not lift or lifts slowly - motor operates.	<ol style="list-style-type: none"> <li>1. Low hydraulic fluid level.</li> <li>2. Discharged battery.</li> <li>3. Leaking or open "A" cartridge.</li> <li>4. No current to "B" coil. (red and white wire)</li> <li>5. Inoperative "B" coil. (red and white wire)</li> <li>6. Malfunctioning motor.</li> <li>7. Malfunctioning pump.</li> </ol>	<ol style="list-style-type: none"> <li>1. Add fluid to proper level</li> <li>2. Recharge battery.</li> <li>3. Clean or replace "A" cartridge.</li> <li>4. Locate malfunction and repair.</li> <li>5. Replace "B" coil. (red and white wire)</li> <li>6. Repair or replace motor.</li> <li>7. Replace pump.</li> </ol>
All Power Angling Models	Plow does not angle right - motor operates.	<ol style="list-style-type: none"> <li>1. Improper coupler arrangement.</li> <li>2. Mechanical bind or interference.</li> <li>3. Malfunctioning coupler. (if equipped)</li> <li>4. No current to "C" coil. (green and white wire)</li> <li>5. Inoperative "C" coil. (green and white wire)</li> <li>6. Inoperative "C" cartridge.</li> <li>7. Leaking or open crossover relief valve.</li> </ol>	<ol style="list-style-type: none"> <li>1. Engage coupler properly.</li> <li>2. Eliminate mechanical bind or interference.</li> <li>3. Repair or replace coupler.</li> <li>4. Locate malfunction and repair.</li> <li>5. Replace "C" coil. (green and white wire)</li> <li>6. Clean or replace "C" cartridge.</li> <li>7. Clean or replace crossover relief valve.</li> </ol>
All Power Angling Models	Plow does not angle left - motor operates.	<ol style="list-style-type: none"> <li>1. Improper coupler engagement.</li> <li>2. Mechanical bind or interference.</li> <li>3. Malfunctioning coupler. (if equipped)</li> <li>4. Leaking or open crossover relief valve.</li> </ol>	<ol style="list-style-type: none"> <li>1. Engage coupler properly.</li> <li>2. Eliminate mechanical bind or interference.</li> <li>3. Repair or replace coupler.</li> <li>4. Clean or replace crossover relief valve.</li> </ol>
All Power Angling Models	Plow will not angle - motor operates.	<ol style="list-style-type: none"> <li>1. Improper coupler engagement.</li> <li>2. Mechanical bind or interference.</li> <li>3. Leaking or open crossover relief valve.</li> </ol>	<ol style="list-style-type: none"> <li>1. Engage coupler properly.</li> <li>2. Eliminate mechanical bind or interference.</li> <li>3. Clean or replace crossover relief valve.</li> </ol>
All Power Angling Models	Plow will not hold in angled position.	<ol style="list-style-type: none"> <li>1. Air in cylinders and hoses.</li> <li>2. Leaking or open dual pilot check valve.</li> <li>3. Leaking crossover relief valve.</li> <li>4. Crossover relief valve opening at too low a pressure.</li> </ol>	<ol style="list-style-type: none"> <li>1. Bleed cylinders and hoses. Tighten P.A. cylinder gland nut.</li> <li>2. Clean or replace pilot check valve.</li> <li>3. Clean or replace crossover relief valve.</li> <li>4. Replace crossover relief valve.</li> </ol>

# Electric Hydraulic Power Unit Diagnosis

<b>MODEL</b>	<b>CONDITION</b>	<b>POSSIBLE CAUSE</b>	<b>CORRECTION</b>
All Power Angling Models	Motor does not operate.	<ol style="list-style-type: none"> <li>1. Discharged or defective battery.</li> <li>2. Loose or corroded electrical connections.</li> <li>3. Inoperative starter solenoid.</li> <li>4. Malfunctioning control switch.</li> <li>5. Malfunctioning motor.</li> </ol>	<ol style="list-style-type: none"> <li>1. Recharge or replace battery.</li> <li>2. Clean and tighten electrical connections.</li> <li>3. Replace starter solenoid.</li> <li>4. Replace control switch.</li> <li>5. Repair or replace motor.</li> </ol>
All Power Angling Models	Plow does not lower.	<ol style="list-style-type: none"> <li>1. No current to "A" coil. (black and white wire)</li> <li>2. "A" cartridge jammed in closed position.</li> <li>3. Inoperative "A" coil. (black and white wire)</li> <li>4. Lower Adj. screw</li> </ol>	<ol style="list-style-type: none"> <li>1. Locate malfunction and repair.</li> <li>2. Clean or replace "A" cartridge.</li> <li>3. Replace "A" coil. (black and white wire)</li> <li>4. Adj lower Adj. screw</li> </ol>
All Power Angling Models	Plow creeps down.	<ol style="list-style-type: none"> <li>1. Leaking "A" cartridge.</li> <li>2. Leaking "A" cartridge O-ring.</li> <li>3. Leaking "B" check valve.</li> <li>4. Leaking Ram Packing Cup.</li> <li>5. Leaking O-ring at bottom of lift cylinder.</li> </ol>	<ol style="list-style-type: none"> <li>1. Clean or replace "A" cartridge.</li> <li>2. Replace O-ring.</li> <li>3. Clean or replace "B" check valve.</li> <li>4. Replace Ram Packing Cup.</li> <li>5. Replace O-ring.</li> </ol>

# Efficient Snow Clearance Starts with Planning

## PREPARING AREAS, USE OF GUIDE MARKERS

Every area to be plowed should be inspected before snowfall for potential hazards. Holes should be repaired, raised manhole covers leveled or noted and obstructions noted to prevent damage to the plow mounting or vehicle undercarriage.

Markers or stakes with reflectors should be in position to indicate boundaries of areas to be plowed, location of shut-off valves, catch basins and other hazards. Markers should be at least three feet above the ground; higher in areas of deeper snowfall.

The first step in organizing an efficient plan is to prepare a map or procure a blueprint of the area. Locate and mark all utilities, outlets, shutoffs, catch basins and possible emergency equipment that must be reached from outside. Figure the square footage of each area and the total area. Especially note areas from which snow will have to be carried, call “trapped” areas. Although hauling is expensive, it is necessary where piled snow would limit access. Indicate clearing priorities on your map. This may aid you in preparing a priority plan for your clearance operation.

## KEEP SNOW UNDER CONTROL

Deep or heavy, wet snow, because of its increased weight, calls for more skillful and powerful plowing than light powder snow.

**Always plow in low gear and keep plowing.** Heavy snow may also require clearing a path or area for working room to move snow to another area. Remember that wet snow weighs about 12 pounds per cubic foot. As it piles up in front of a snow plow blade, the weight can quickly increase to several tons.

Where packed snow or ice must be plowed, it is sometimes necessary to lower the cutting blade to rest directly on the road surface. In that situation, plow in lowest gear for greatest power to the cutting edge. This method also prevents the plow from “climbing over” the icy surface.

If plowing very deep snow, 12 inches or more, you may have to plow with the blade partially raised to shear off successive layers of snow until a working area is clear. Then work small “bites” into the edge. The “bite” depth should be inversely proportional to the snow depth. A rule of thumb: 6-inch snow may be plowed with the entire blade width; 9-inch snow with 3/4 of the blade width; and 12-inch snow with only 1/2 of the width. Experience will show what work can be done without stalling or getting stuck.

# Plow with the Storm

It is of utmost importance to remember one basic rule -- Always plow with the storm. Start plowing when snow is 1 to 4 inches deep, depending upon traffic or other limitations. Heavy wet snow can be very hazardous when just 1 inch is on the ground. Accumulations of more than 4 inches can be very difficult to clear.

**Angle Moldboard for Optimum Results.** You will not be able to plow snow of any significant depth straight ahead for more than a short distance. Set the moldboard at the best angle for rolling snow sideways in the desired direction. The snow



plow path, in the angled position, should exceed the tire track by at least six inches on either side. Be sure to have enough slack in the lift chain while plowing so the cutting edge of the moldboard can follow the ground contour. Use the adjustable runner shoes to set the bottom edge of the plow just above the ground for best operation.

It's important to recognize the significance of even a few inches of snow. Besides being slippery, especially when wet, snow can be extraordinarily heavy, and make auto travel impossible. Snowfall of just 1 to 3 inches will produce hazardous traffic and roadway conditions even for experienced drivers.

Snow is heaviest when wet, and most difficult to handle. The National Weather Service reports that a 6-inch, average weight snowfall on a 200 x 200 foot parking lot weighs 62 tons. Heavy, wet snow for the same area might weigh as much as 248 tons. If the heavy snow had to be hauled away, you'd need 74 full loads on a 10-yard truck.

Obviously, the only way to assure clear traffic areas is to be prepared with the proper equipment and expertise to open arteries and areas to traffic. Remember to keep current with accurate snowfall information from local weather bureaus via radio and television.

# Two Established Snow Clearance Plans

These two snow plowing techniques have been time- and operation-tested. Use them as guidelines for most snow plowing strategies. Plan I is for smaller areas of 50,000 sq.ft. or less. Plan II is for larger establishments having more than 50,000 sq.ft. to be cleared.

## PLAN I (less than 50,000 sq. ft.)

Recommended equipment: A four wheel drive vehicle; a ST-7 or ST-7.5 snow plow; snow shovels; and ice control equipment.

Recommended procedure: **PLOW WITH THE STORM.**

Begin plowing at the suggested accumulation for your type of establishment (i.e., 1" for commercial and institutional areas; 2" for industrial establishments; 3" for municipal and residential areas.) Continue until snow has been cleared. Don't forget - snowfall often surpasses weather forecasts. A well planned clearing schedule will help prevent the necessity for expensive emergency action.

### A typical small-area strategy:

1. Keep in touch with local weather forecasts for preparatory measures.
2. Notify scheduled personnel.

3. Have vehicles and equipment inspected, fueled and ready.
4. Clear area by pushing snow first to sides of drives, around perimeters of parking areas and away from loading docks and platforms. It is often true that the smaller the establishment, the greater the proportion of "trapped" areas which will require snow to be hauled away. Always deposit snow as far back as possible for greatest use of dumping areas.
5. Use snow shovels to clear walks, gates and doorways.
6. Treat with snow-melting materials as needed.

## PLAN II (over 50,000 sq.ft.)

Recommended equipment: Vehicles with ST-7 to HM-10 snow plows; front end loaders if needed; snow shovels and ice control equipment.

Recommended procedure: As always, **PLOW WITH THE STORM.** Begin plowing at the suggested accumulation for the area and continue as required. Actual snowfall frequently exceeds forecasted conditions. Well-planned snow clearance strategy reduces the chances for expensive emergency action.

# Snow Plowing Tips from the Pros

## SNOW PLOWING OPEN AREAS

Open areas such as parking lots require a more serious approach to planning, where to begin, and where snow can be stacked at the edges. The following will help in making a plan, thus turning out a neat, professional job.

Always turn on warning flashers and/or use yellow warning beacon or strobe light when plowing. Then make a single pass down the center on the longest dimension. Angle plow the snow toward the long sides with continuous passes until the area is cleared and snow is all stacked around the outside edges.

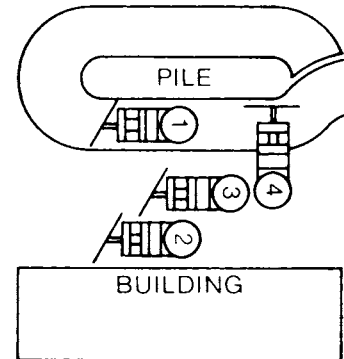
For larger areas, efficient plowing calls for clearing area immediately in front of buildings and working away from buildings toward the outer limits of the area. When snow is quite deep, it might be necessary to push the excess into piles out of main traffic lanes for later handling. Areas 100,000 sq.ft. or more -- once the main artery is clear, it is usually most efficient to plow at right angles to the artery, piling up windrows by back and forth passes in alternate lanes. The windrows can later be pushed out of the way or left as is depending upon conditions.

To clean up remaining snow, you can put the blade in the straight position. Buck piles from either side to stack snow. The blade will automatically “ride” up the pile to make stacking easier.

On a dirt or slag surface, drop moldboard to ground in straight position, then raise one inch or adjust runners for desired clearance. Under extreme surface conditions it may be necessary to plow with moldboard in suspended position.

## PARKING LOTS

1. Always turn on warning flashers and/or use yellow warning beacon or strobe light when plowing.
2. Make first pass to clear area into which you will later push more snow.
3. Clear front in straight position and clean up remaining snow. Buck piles from either side to stack snow. Blade will automatically “ride” up pile to aid in stacking.



## STRAIGHT LINE SNOW PLOWING

This method is most efficient for drives, streets, roads and walkways. Moldboard type blade snow plows mounted on utility vehicles or service trucks are best for such an operation.

Set the snow plow moldboard at an angle so that the snow is rolled to the shoulder or curb.

Single lane walks, roads and aisles can often be cleared with one pass.

When the road is more than twice the moldboard's width, plow a center lane for the first full pass. Then, in follow-up passes, work the snow to the sides. The diagram illustrates plowing sequence for a typical 20-foot road.

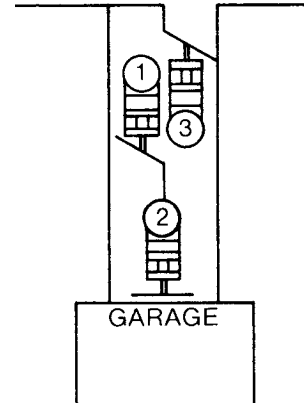
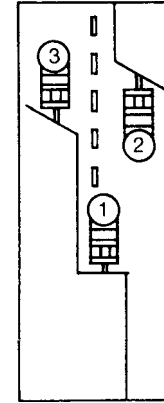
Corner clearing is almost automatic when clearing intersecting streets. When snow is heavy, a little "stop over" snow may have to be removed from intersections by additional short passes.

We recommend a speed of 5 to 15 MPH for this kind of plowing. Of course, road surface, weather conditions and equipment will influence your speed.

**Plow with the storm.**

## WIDE DRIVEWAY

1. Make one pass down center with blade in straight position.
2. Push snow to side with moldboard angled.
3. Do the same on either side.



## DRIVEWAYS

1. Plow toward garage pushing snow to one side.
2. Set blade to straight position, lift it as high as possible and drive through snow to garage. Drop blade and back drag to street.
3. Back into driveway and angle blade again. Use as many passes as necessary to clear drive.

## BACK DRAGGING:

**WARNING:** Use caution when back dragging. Runners can catch on objects causing damage to the equipment or the plowing surface. To reduce the risk of damage, remove or raise runners when back dragging.



## CLEARING TRAPPED AREAS

Areas where there is little or no space for stacking cleared snow are considered “trapped.” An example is an area requiring full access from surrounding buildings. Snow plowing techniques are the same as for any other space of comparable size, but heavy accumulations must be piled for removal by truck.

## CLEARING RESIDENTIAL AREAS

Driveways and aprons are most efficiently cleared by maneuverable four wheel drive vehicles. Recommended procedure is to enter the driveway rolling snow away from the residence. Stop about two-thirds of the way in, set the blade in bucking position, lift as high as possible, then drive through the snow to the garage. Drop the blade and back drag to the street. Turn around, back into the cleared path to the garage, reset the blade angle and continue rolling snow away from the house. Complete as many passes as necessary to clear the snow.

## STACKING

When snow clearance conditions are perfect, snow can be merely pushed out of the way to unused areas. The first storm of the season, plow back from the drive area to allow space to pile future snowfall. It is usually necessary to pile snow up to considerable heights. In that case, **push the snow forward and upward by raising the snow plow as you move into the pile.** The vehicle’s momentum will carry the plow into the pile, avoiding equipment damage. The pile should slope outward, so later snows can be pushed upward. **WARNING: Stacking snow or pushing up into high snow piles with the plow in Lower/Float or Angled position can cause damage to the Snow Plow components or the vehicle that will not be covered under the Meyer Products Warranty Program.** Such damage may include, without limitation, twisting the A-Frame, the Moldboard hitting the Lift Arm, or the Plow Markers striking the vehicle.



# Minerals and Chemicals for Snow and Ice

Except in very light snow, ice melting materials should never be used in place of snow plowing. However, in combination with trained personnel and equipment, ice melting materials play an important part in controlling ice and snow. Whenever possible, apply ice melting materials before a snowfall. You'll use less, and it will be more effective in preventing snow and ice from adhering to the pavement surface and less damaging for the environment. You may have to increase the use of ice melting materials at night and as temperatures fall.



**THE MEYER INSERT HOPPER SPREADER**

Experts agree a mixture of two parts mixed ice melting materials (1:3 calcium chloride to salt, by weight) mixed with one part abrasive (cinder, sand or slag) is more effective than rock salt alone in melting snow and ice below 30°F. One hundred fifty pounds of such mixture with abrasives will treat a 50,000 sq.ft. surface.

It is imperative to treat priority areas such as hills, heavy traffic areas, bridges and intersections first, especially where snow may compact and adhere to the road surface, causing icy road conditions. When slush begins to stiffen and refreeze, it will be necessary to plow again and reapply ice melting materials.

# Meyer Spreaders



## Hotshot™(38100) &Hotshot HD™ (38110)

The Meyer Hotshot spreaders promise to last season after season. These Spreaders are available in steel and stainless steel (HD). Both use a polypropylene hopper with a capacity to hold 1.3 c.f. / 70lbs. of salt, sand seed or any other free flowing material. Other features include; infinitely adjustable feed gate (up to 12 foot wide pattern), pneumatic tires and weather resistant fitted hopper covers which will keep the spreader material dry and contained in the hopper.



## Mini Jr. (36006)

The Meyer Mini Jr (5.75cu.ft.) is an ideal solution for small and medium sized jobs: walkways, intersections, access ramps and parking lots. The no rust thermoplastic hopper and internal vertical spiral auger provide continuous and even flow of material. Adjustable controls allow spreading of #1 rock salt from 3 to 30 feet. Easy to attach and detach. The Mini Jr. mounts to a standard 2" trailer receiver hitch.



## Blaster Spreader

### 350/350S

### 750/750S

The Blaster™ Spreader is a poly tailgate spreader, available in four models that spread salt or salt & sand. What makes this spreader unique is its 1/2 horsepower direct drive motor, it's the most powerful spreader motor available. The motor's "Fast Blast" feature can produce up to 70 amps of surge power to grind through chunks of salt or sand. The 750- and 350-pound hoppers are made of extended life polyethylene and are backed by Meyer's exclusive 3 + 5 year ROC Solid Warranty. Variable speed control allows for precise material spread pattern up to 40 feet.

## Under Tailgate Spreader

An extremely rugged truck accessory, the Under-Tailgate Spreader is offered in two models: a single auger or for ultimate efficiency dual augers; each spreads cinders, sand, salt or pea gravel. Attaches easily under the tailgate of any standard dump truck, yet will not obstruct dumping over the spreader. The spinner is always in spreading position and can be operated with the truck moving backward or forward. Also available in stainless steel and direct drive.



## Mate XL (38000)

The Meyer Mate XL spreader holds 9 cubic feet of salt, sand or calcium chloride and it can even spread seed to extend its use beyond the snow season. The Mate XL features a thermoplastic no-steel frame for long-lasting protection from corrosion. The Mate XL is powered from a 1/6th H.P. 12VDC motor with in-cab variable speed control which will spread material up to 30'. A vibrator is standard on the XL model. The Mate XL requires NO drilling and is quickly attached and detached from any full size pick-up truck. Adjustable controls allow spreading of bagged #1 rock salt from 3 to 30 feet.



## **MDV Spreader**

- 9' Carbon Steel**
- 9' Stainless Steel**
- 10' Carbon Steel**
- 10' Stainless Steel**

The MDV spreader expands your choice between pickup size spreaders and the large V-box units. The MDV bridges the gap between the 15,000 GVW and the 20,000 GVW trucks. It can be powered by either your truck's central hydraulic system or its own power source.



## **Replaceable Tailgate Spreader**

This replaceable tailgate spreader mounts easily on most one-ton dump bodies by simply replacing the existing tailgate. Designed to spread free-flowing chemicals, salt and/or sand throughout its entire width, the replaceable tailgate spreader can spread in widths from 4' to 40'. A host of optional equipment allows you to customize the spreader to fit most any job requirement.



## **Insert Hopper Spreaders**

- 1.8 cu. yd. Carbon Steel, 1.8 cu. yd. Stainless Steel, 2.0 cu. yd. Carbon Steel, 2.0 cu. yd. Stainless Steel**

The Meyer 1.8 & 2.0 cubic yard capacity V-box spreader for pickup trucks mounts and stores as a single unit. This mechanically-operated spreader is powered by an electric start 10 H.P. gas engine, which drives a high torque orbital-type motor and a 20:1 ratio gearbox. Spinner and drag chain speeds work in unison with engine R.P.M. The spinner will evenly spread material from four (4) to thirty (30) feet. In-cab controls make operation easy.



## **PolyHawk**

This one-piece polyethylene hopper fits most 3/4 ton pickup truck beds and provides all the robust performance qualities of conventional V-box spreaders, but with less weight, greater capacity, longer life and less maintenance. The PolyHawk holds 37% more material than competitive poly spreaders. Another key feature of the PolyHawk™ is the swing-up spinner assembly. The swing up spinner allows for simplified clean-up and easy seasonal storage. The Poly Hawk is equipped with a top screen and a 16" wide stainless steel conveyor that provides reliable material handling control and has a replaceable stainless steel conveyor floor. Overlapping baffles, 2 internal and 4 external, and a 13" poly spinner disc provide precise material spreading. A 10 HP 4-cycle engine is standard and an 11 HP 4-cycle is available as an option.



## **STCC**

The Tailgate Cross Conveyor (TCC) provides for the most efficient method of distributing granular materials available today. This sturdy cross conveyor will perform dozens of jobs while saving on labor, time and materials. Every municipality, contractor, utility and construction company can benefit from the TCC cost efficient material handler. The cross conveyor transfers material left or right allowing for multiple uses. The TCC mounts directly to dump box with quick disconnect pins. Unit mounting allows for dumping over or parallel-to-ground positioning. Conveys most free flowing material.



# MEYER ACCESSORIES

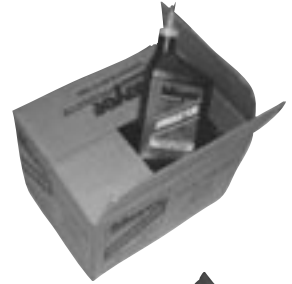
## M-1 Hydraulic Fluid

Keep your Meyer Electro-Touch® snow plow control system operating at peak performance; change hydraulic fluid yearly. Meyer M-1 Hydraulic Fluid has additives that insure peak efficient operation of all Meyer electric hydraulic power units (15134).



## Meyer® M1 Hydraulic Fluid

Keep your Meyer electric hydraulic control system operating at peak performance. It features special additives to ensure efficient operation.



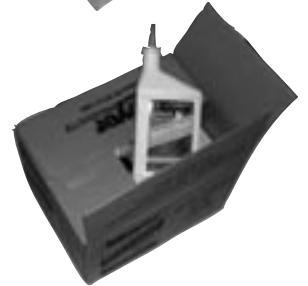
## Hydra-Flush®

Hydra-Flush™ advanced technology maintains your lift's maximum performance by removing contaminants and performance robbing deposits. Hydra-Flush™ protects and preserves the life of your pump, seals, o-rings, and hoses. It is ideal for off-season storage (15901).



## Meyer® M2 Hydra-Flush™

Hydra-Flush contains a blend of additives that ensure maximum performance for flushing and off-season storage for all electric mechanical hydraulic units.



## Sno•flo® Powder Coat Touch-Up Paint

Super-smooth high gloss paint especially formulated for use on powder coat finishes. Available in 12 oz. aerosol cans. Black (07026) Yellow (07027) & 1 qt. brush-on (07181).



## Industrial Sno-Flo® Paint

Specially formulated to improve snow-rolling action. Aerosol spray available in Gloss Yellow, Gloss Black and White Primer. Gloss Yellow also available in 1-quart can.



# MEYER ACCESSORIES



## Electro-Touch® Control Pad

The ultimate for snow plow control. You can convert to this great new Electro-Touch® control system if your Meyer snow plow was purchased new after 1980. This control pad can easily be placed in a variety of locations and the directional arrows illuminate for night operations (22154).



## Lock Pin

Protect your Meyer Snow Plow components with this sturdy, durable stainless steel and brass lock pin. Available in two sizes for the Quik-Lift or Electro-Touch power units and the EZ-Mount Xpress™. Quik-lift - 2" long (07694C) Electro-lift - 3" long (07695C)

## Meyer Genuine Parts Kit

The Meyer Genuine Parts Kit includes the most commonly requested Meyer Genuine Parts. Inside the durable tool box, you'll find Meyer Hydraulic Oil, Hinge and Linch Pins, Eye Bolt, Solenoid Starter, the Hydraulic Coupler Assembly, Hose Assembly and Ell Swivel, all neatly packed in a sturdy Craftsman tool kit with room to spare for a few important tools (08823).



## Meyer® Heavy-Duty Molded Snow Deflector

Deflects snow flume down and away from your windshield. Available in specific sizes to fit all Meyer moldboards. Kits come ready to install. Patented.



## Rubber Cutting Edge (Full-trip)

Produces excellent results on wet or unpacked snow. It's reversible for extended wear.



## Meyer® Diamond Edge Reversible Cutting Edge (Button-trip)

The reversible cutting edge improves performance and durability. It also gives your plow an extra edge when cutting hard, packed snow and ice. Reversible to extend wear life.



# MEYER ACCESSORIES

## Timbren Suspension Enhancement System

Timber Suspension Enhancement Systems help reduce sway, improve roll stability, cushion road shock and enhance the handling of your 4 x 4.



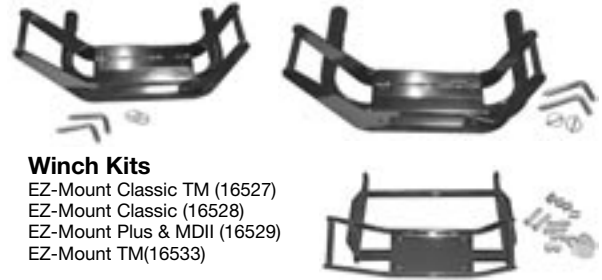
## Nite Saber® II Lights

Meyer offers two snowplow light choices: Optional Nite Saber II lights are an upgrade to our standard Nite Saber I lights. Nite Saber II lights feature a four headlamp system, advanced complex reflectors, and high output harnessing. (see page 4 for further information). Nite Saber I lights are standard equipment on new Meyer mounts. They have a slim profile and a strong light output.



## Meyer Touch Pad Leg Strap

A perfect complement to the Touch Pad Controller is the durable nylon leg strap that keeps the Touch Pad attached to the operator's leg for easy locating. The adjustable plastic buckle allows for a custom fit. The strap's velcro attaches to the velcro already on the Touch Pad (22265C).



## Winch Kits

EZ-Mount Classic TM (16527)  
EZ-Mount Classic (16528)  
EZ-Mount Plus & MDII (16529)  
EZ-Mount TM(16533)

## Whelen Lights/Alarms

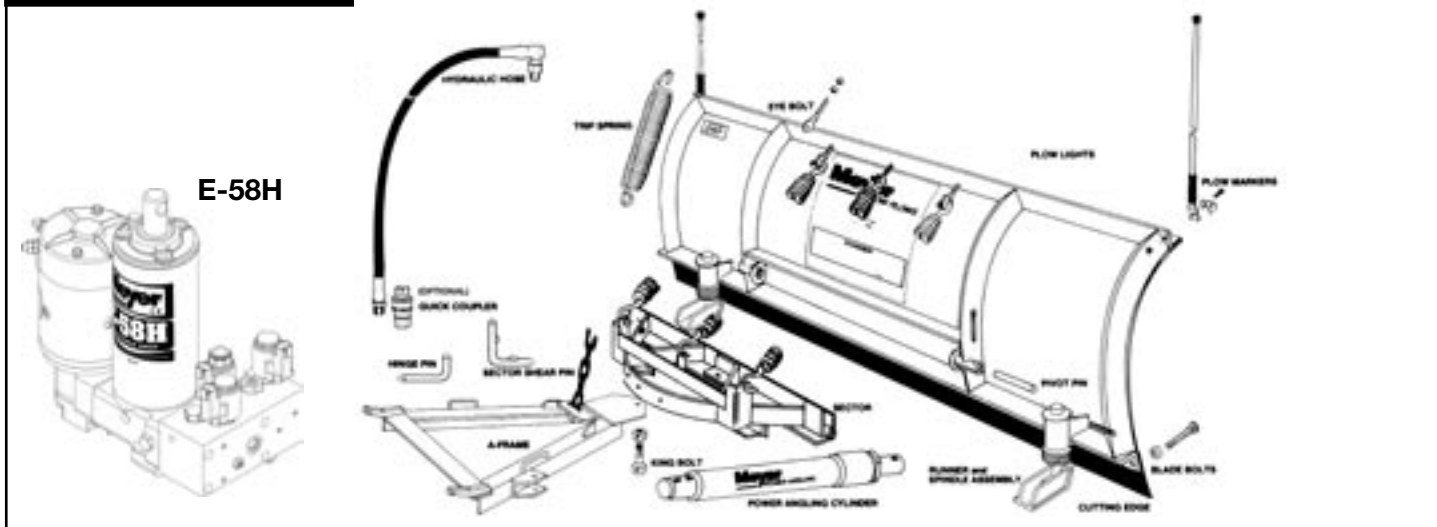
Stand out and get noticed with warning lights, strobes and backup alarms from Whelen. These products are available in select styles and can easily be added to new or existing vehicles to increase your safety when plowing in congested or busy areas.



## EZ-Gard®

The Meyer EZ-Gard™ is designed to slide into the Meyer EZ-Mount® receiver tubes when the snow plow is removed. It's quick, it's easy, and no tools are required. The clean, simple design doesn't overpower the appearance of your vehicle. *It just gives it a powerful look!* Full size (11558) TM (11559) Wrangler (11937).

# MEYER GENUINE PARTS



## CUTTING EDGES - (STEEL)

09104	TM-6.0
09100	TM-6.5 / TMP-6.5
09130	ST-6.0
09131	ST-6.5
09132	ST-7.0 / STP-7.0
09257	STL-7.5

09796	ST-7.5 / STP-7.5 / C-7.5 / CP-7.5
09133	C-8.0 / CP-8.0
09134	C-8.5 / CP-8.5
07259	C-9.0 / HM-9.0
07235	HM-10.0

## NUTS & BOLTS (STEEL)

08486	SET OF 6 TM-SERIES
08184	SET OF 9 ST / C-SERIES
08318	SET OF 12 HM-SERIES

## RUBBER EDGES W/HARDWARE

08186	TM-6.5 / TMP-6.5
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**RUBBER EDGES W/HARDWARE (CONT.)**

08187	ST-6.5
08188	ST-7.0 / STP-7.0
08189	ST-7.5 / STP-7.5 / C-7.5 / CP-7.5
08190	C-8.0 / CP-8.0
08191	C-8.5 / CP-8.5
08192	C-9.0 / HM-9.0
08193	HM-10.0

**SNOWPLOW HARDWARE**

07107	CLIP SPRING
09124	EYE BOLT & NUTS
12978	TRIP SPRING TM
07017	TRIP SPRING ST / C / HM
08433	EXTRA TRIP SPRING KIT
09916	MARKER KIT
13591	KING BOLT W/GREASE FIT.
09122	KING BOLT 5/8"
09125	KING BOLT 3/4"
13598	PIVOT BOLT W/GREASE FIT. TM
08541	PIVOT PIN W/COTTER (2)
08554	PIVOT PIN W/GREASE FIT. (2)
13003	SECTOR PIN 5/8"
13004	SECTOR PIN 3/4"
08562	HINGE PIN W/COTTER (2) TM

**SNOWPLOW HARDWARE (CONT.)**

08575	HINGE PIN W/COTTER (2)
10958	HINGE PIN (ONLY) HM-SERIES
08543	HAIRPIN COTTER (2)
08498	QUICK DISCONNECT W/COTTER
08667	LINCH PIN (2)
08669	HINGE PIN (11006) W/PIN (2)
08670	HINGE PIN (11001) W/PIN (2)

**RUNNERS & SPINDLES**

08514	RUNNER KIT COMPLETE TM
09127	TM RUNNER ASSEMBLY
09126	ST-6.5 / C-9.0 ASSEMBLY
09592	HM-9.0 / HM-10.0 ASSEMBLY
07006	RUNNER ONLY ST-6.5 / C-9.0
07086	RUNNER ONLY HM - SERIES
12057	SPINDLE ASSY ST-6.5 / HM-10
22083	LINCHPIN
20363	WASHER ST-6.5 / HM-10.0
20420	COTTER PIN 1/4" X 2"

**TWO METER A-FRAMES**

13594	TM A-FRAME
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**BRUSH GUARDS**

11937	JEEP(TJ)
11558	TM
11559	ST THRU C

**A-FRAMES FOR ST-6.5 / STP-7.5**

13299	BRONCO/CJ/HAT 31" X 17 1/2"
13302	J-SERIES 72/78 37" X 17 1/2"
13304	U.B.F. 31" X 23 1/2"
13306	4/WD CUSTOM 38" X 23 1/2"
13568	J-SERIES 79/88 40" X 17 1/2"
13607	EZ - CUSTOM 31" X 23 1/2"
13612	EZ - CUSTOM 34" X 23 1/2"
13635	EZ - CUSTOM (STL) 34" X 23 1/2"

**A-FRAMES FOR C-7.5 / HM-10.0**

13319	4/WD CUSTOM 39" X 23 1/2"
13324	J-20 72/78 36" X 17 1/2"
13396	H.A.T. 29" X 17 1/2"
13556	U.B.F. 31" X 23 1/2"
13569	J-20 79/88 40" X 17 1/2"
13604	H.M.B.F. 31" X 28"
13606	H.M.B.A. 31" X 23 1/2"
13608	EZ - CUSTOM 31" X 23 1/2" 12" RAMS
13770	EZ - CUSTOM 31" X 23 1/2" 10" RAMS

**A FRAMES for Plus & MDII**

13711	(11") 34" X 22 1/4"
13715	(15") 31" X 22 1/4"
13720	(STL) 34" X 22 1/4"



**PIVOT BARS / SECTORS**

12984	TM PIVOT BAR
12326	SECTOR ST-6.5 / STP-7.5
12793	SECTOR C-7.5 / HM-10.0

**POWER ANGLING CYLINDERS**

07968	1 1/2" X 10"
05752	2" X 12" HM SERIES

**ANGLING CYLINDER SEAL KITS**

07705	1 1/2" CYLINDER (OMCO)
07831	1 1/2" CYLINDER (MONARCH)
07799	2" CYLINDER

**HOSE & HOSE FITTINGS**

22461	HOSE ASSY.
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**COUPLER (OPTIONAL)**

22444	M COUPLER SAE 6 HOSE END
22443	F COUPLER SAE 6 HOSE END
22445	F COUPLER SAE 6 VLV BLOCK SIDE
22442	M CPLR SAE 6 VLV BLOCK SIDE
07087C	COUPLER KIT

**SNOW DEFLECTOR KITS****(POLYETHYLENE)****FOR STEEL MOLDBOARDS**

12036	6.0 FT. LG.
12037	6.5 FT. LG.
12038	7.0 FT. LG.
12039	7.5 FT. LG.
12186	7.5 FT. LG. (STL)
12040	8.0 FT. LG.
12041	8.5 FT. LG.
12042	9.0 FT. LG.
12043	10.0 FT. LG.

**FOR MAX (POLYETHYLENE) MOLDBOARDS**

12045	6.5 FT. LG.
12046	7.0 FT. LG.
12047	7.5 FT. LG.
12048	8.0 FT. LG.
12049	8.5 FT. LG.
12123	9.0 FT. LG.
12124	10.0 FT. LG.

**ELECTRIC/HYDRAULIC POWER**

15254	E-58H SEAL KIT
15969	E-58H MASTER SEAL KIT

**POWER UNITS**

15995	E-58H UNIT ONLY
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**MISC. POWER UNIT**

15727	MOTOR (ISKRA) TWO TERMINAL E-58H
15854	BRUSH KIT - ISKRA
15889	PUMP ASSEMBLY E-58H
15980	BASE & STRNR. ASSY E-58H

**MISC. POWER UNIT PARTS**

15738	TOP CAP ASSY. E-58H
15925	A SOLENOID ASSY.
15916	A COIL
15917	A VALVE
15926	B SOLENOID ASSY.
15918	B VALVE
15916	B COIL
15987	C SOLENOID ASSY.
15916	C COIL
15958	C VALVE
15370	MOTOR SOLENOID

**SINGLE HARNESS PLUG ASSEMBLY**

07290	PLUG ASSEMBLY
22610	MALE PLUG (VEHICLE SIDE)
22604	FEMALE SOCKET (HYD. SIDE)
22263	WEATHER COVER
22279	VEH. WEATHER COVER

**SWITCHES**

22154	TOUCH PAD
08583	FLOOR MOUNT BRACKET
22690	PISTOL GRIP CONTROLLER

**RECEIVER TUBE CAP KITS**

08673	3" O.D. PIPE
08649	2-7/8" O.D. PIPE
08648	2-1/4" O.D. PIPE

**LIGHTS - 07223**

07224	PLOW LIGHT - PASSENGER
07225	PLOW LIGHT - DRIVER

**SNOW PLOW LIGHTS**

07116	CONTROL MODULE
07118	"C" HARNESS
07119	ROCKER SWITCH
07347	CONTROL MODULE

**PAINT - TOUCH UP**

07026	BLACK AEROSOL (1)
08676	BLACK AEROSOL (12)
07027	SNO-FLO AEROSOL (1) YE
08677	SNO-FLO AEROSOL (12) YE
07028	SNO-FLO BRUSH-ON .6 OZ. (1) YE
08678	SNO-FLO BRUSH-ON .6 OZ.(12) YE
07066	SNO-FLO - QT. (1) YE
08686	SNO-FLO - QT. (12) YE

**HYDRAULIC FLUID**

15134	M-1 FLUID QUART
15487	M-1 FLUID 12 QT. CASE

**Meyer Products LLC****U.S. Patent Numbers**

7,114,270	6,138,388	5,036,608
6,015,219	6,265,829	5,075,988
6,005,300	6,276,075	5,088,215
6,273,729	6,318,975	5,361,519
6,163,985	6,354,024	6,134,813
6,153,975	6,618,964	6,564,479
6,594,923	7,117,617	4,803,790
6,256,909	399,326	4,845,866

**Canadian Patent Numbers**

2,260,509	2,298,243
2,282,045	2,327,155
2,300,012	2,326,946
2,293,858	85,202
2,370,925	2,266,738
2,331,653	1,315,094
2,314,772	

Other Patents Pending  
For Patent Information, see  
[www.meyerproducts.com](http://www.meyerproducts.com)

**NOTE: ELECTRICAL REPLACEMENT PARTS LISTED ABOVE ARE FOR 12 VOLT SYSTEMS ONLY.**

**MEYER@DIAMOND@ SNOW PLOWS  
LIMITED WARRANTY EFFECTIVE AUGUST 1, 2006  
(Continued from reverse side)**

**What Meyer Products Will Do:**

Meyer Products will repair any product that proves to be defective in materials or workmanship. In the event repair is not possible or practical (as determined by Meyer Products in its sole discretion), Meyer Products will either replace the product with a new product of similar model and price, or refund the full purchase price, as determined by Meyer Products.

**Customer Responsibilities:**

Customer must keep the complete Snow Plow Package serviced/maintained as recommended by Meyer Products. A written record of service must be maintained, along with receipts for maintenance materials purchased. A copy of the maintenance record and pertinent receipts may be requested in the event of a claim.

**How To Get Service:**

In order to obtain service under this warranty, the original purchaser must:

- Use all reasonable means to protect the complete snow plow package from further damage;
- Return the claimed defective part to the Meyer@Diamond@ Distributor/Sub-Distributor from whom the product was purchased or to any authorized Meyer@Diamond@ Distributor/Sub-Distributor, transportation and freight charges prepaid. Only Meyer@Diamond@ Distributors/Sub-Distributors are authorized to perform the obligations under this warranty. For the address and telephone number of the Meyer@Diamond@ Distributor/Sub-Distributor nearest you, check the telephone directory, go to [www.meyerproducts.com](http://www.meyerproducts.com), write us at the address below, or call (216) 486-1313 for assistance;
- Provide maintenance record and receipts for required maintenance, if requested;
- Allow inspection of damaged parts and/or complete snow plow package if deemed necessary by Meyer Products.
- It is the responsibility of the original purchaser to establish the warranty period by verifying the original delivery date. A bill of sale/sales receipt, cancelled check or some other appropriate payment record may be kept for that purpose.

**How State Law Applies:**

This warranty gives you specific legal rights, and you may also have other rights which vary from state to state.

**How to register your Meyer/Diamond Plow to receive the ROC Solid Warranty**

Go to [www.meyerproducts.com](http://www.meyerproducts.com) and click on the link to register your plow.

Fill out the information on the form as required.

The serial number location of the moldboard is shown in Figure 1.

The serial number location of the hydraulic unit is shown in Figure 2.

Fill out the remainder of the information to complete the registration.



**MEYER PRODUCTS LLC**  
18513 Euclid Avenue • Cleveland, Ohio 44112-1084  
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## MEYER®/DIAMOND® SNOW PLOWS LIMITED WARRANTY EFFECTIVE AUGUST 1, 2006

### What is Covered:

Meyer Products, LLC, warrants to the original purchaser of Meyer® and Diamond® brand products that they will be free from defects in materials or workmanship, with the exceptions stated below. No person is authorized to change this warranty or to create any additional warranty on Meyer®/Diamond® products.

### How Long Coverage Lasts:

This warranty runs for a period of two years from the date of purchase on any purchase of a complete Snow Plow Package<sup>1</sup>. If the Package is registered online at [www.meyerproducts.com](http://www.meyerproducts.com) within sixty (60) days of purchase, your warranty for the Package will be extended for a period of one year and you will also receive a warranty for a period of five years from the date of purchase on Structural Steel<sup>2</sup>. In addition to the warranties covering a complete Snow Plow Package and Structural Steel, you will receive a warranty for a period of one year from the date of purchase on individual parts, components, or accessories. All foregoing warranties apply only to an original purchaser of the product if the product is installed by an authorized Distributor/Sub-Distributor and terminate if the product is sold or otherwise transferred. Some states do not allow limitations on how long an implied warranty lasts, so the above limitation may not apply to you.

### What is Not Covered:

This warranty does not cover:

- Problems caused by failure to follow the product instructions, failure to maintain the product as described in the Operator's Manual, or failure to maintain proper levels of lubricants;
- Problems caused by contamination or restriction of lubricant systems, or damage resulting from rust, corrosion, freezing or overheating;
- Paint, or expendable snow plow parts such as pins, runners, cutting edges, chrome plating, springs and markers;
- Damage to any vehicle to which the products are mounted, or the suitability of any product for vehicles which are not fitted with the appropriate heavy-duty snow plow service preparation parts;
- Damage caused by usage that is not in accordance with product instructions (use of the snow plow for any purpose other than plowing snow is considered misuse and abuse);
- Any snow plow, or any part, component, or assembly thereof, which has been modified or altered;
- Problems caused by using accessories, parts, or components not supplied by Meyer Products;
- Cost of tax, freight, transportation or storage charges, environmental charges, solvents, sealants, lubricants or any other normal shop supplies.
- Problems caused by collision, fire, theft, vandalism, riot, explosion, lightning, earthquake, windstorm, hail, water, flood, or any other Acts of God;
- Liability for damage to property, or injury to, or death of any person arising out of the operation, maintenance or use of the covered product;
- Products with missing or altered serial numbers;

The original purchaser's sole and exclusive remedy against Meyer Products and its Distributors and Sub-Distributors, and Meyer Products' sole obligation for any and all claims, whether for breach of contract, warranty, tort (including negligence) or otherwise shall be limited to providing, through its authorized Distributor/Sub-Distributor network, all labor and/or parts necessary to correct such defects free of charge. Any cost incurred in returning the product to an authorized Meyer®/Diamond® Distributor/Sub-Distributor is the responsibility of the original purchaser. ALL EXPRESS AND IMPLIED WARRANTIES FOR THE PRODUCT, INCLUDING, WITHOUT LIMITATION, ANY IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE, ARE LIMITED IN TIME TO THE TERM OF THE LIMITED WARRANTY PERIOD. NO WARRANTIES, WHETHER EXPRESS OR IMPLIED, WILL APPLY AFTER THE LIMITED WARRANTY PERIOD HAS EXPIRED. Meyer Products disclaims liability beyond the remedies provided for in this limited warranty, and disclaims all liability for incidental, consequential, and special damages, including, without limitation, any liability for third-party claims against you for damages, for products not being available for use, or for lost profits. Meyer Products' liability will be no more than the amount you paid for the product that is the subject of a claim; this is the maximum amount for which we are responsible. Some states do not allow the exclusion or limitation of incidental or consequential damages, so the above limitation or exclusion may not apply to you.

<sup>1</sup>A complete Snow Plow Package consists of the hydraulic motor, operating controller, lift-frame, moldboard and all related items.

<sup>2</sup>Structural elements consist of the mounting, lift-frame, A-frame, sector, and the moldboard.

*(Continued on Reverse Side)*