



XLT DRILL USE



Drill shown with standard coupler mounted



T-coupler and latch pin

The latch pin replaces the handle on the trailer.



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A specialized coupler (T-coupler) has been manufactured to exact specifications. This T-coupler is mounted on the front of the XLT drill via the 3/8 inch male socket extrusion. It is also fastened with a set screw into a hole in the socket extrusion to make it permanent.

The coupler is slid onto the landing gear shaft. If a fleet installation and the TED trailer plate or TED bar is installed, the rods will also be inserted into TED trailer plate tubes or TED trailer bar at the same time.

Change the XLT direction button to reflect the direction of the shaft to turn to raise or lower the trailer. It should be marked on the trailer which direction is necessary to raise or lower the trailer.

Depress slightly on the variable speed button to allow the coupler to latch onto the pin, thereby turning the landing gear shaft.



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XLT Drill USE (cont'd)

Landing gear has 2 speeds typically. One speed is activated when the landing gear shaft is fully depressed and the other when fully extended. The special T-Coupler allows for the XLT to be pushed/pulled to activate either and is why it is permanently mounted via a set screw.

When in high speed the landing gear will raise or lower much quicker. When a substantial amount of weight slows down the XLT drill, that is when the shaft needs to be put into the slower gear mode.

If the XLT stops suddenly, that indicates the torque needed exceeded the XLT limits. This has activated the clutch less mechanism to protect XLT drill product. Simply detaching the battery from the XLT drill housing will reset the protection circuitry.