

***PLY-RITE™* Wagon**

OPERATING INSTRUCTIONS



IMPORTANT

Read all instructions before operating the Ply-Rite™ Wagon
Failure to do so may result in personal or equipment damage

PLY-RITE™ Wagon Instruction Manual

Contents

Section I.....	2
Fuel Supply & Lighting.....	2
Section II.....	4
Adjustments & Operation	4
Section III.....	5
Troubleshooting.....	5
Problem: Inconsistent flames from burner heads.....	5
Problem: Paint on the burner manifold is burnt or rust is present on the manifold.	5
Troubleshooting (con.).....	6
Problem: Flow not obtained at the seam lap.....	6
Contact Information	6
Burners Inc. Customer Service:	6
Burners Inc. Technical Support:	6
Visit us Online for More Product Information: www.burnersinc.com	6
Liquid vs. Vapor - What's the difference?.....	7

burners, inc.

PO Box 735
Milford, MI 48381-0735
800-878-2876
www.burnersinc.com

PLY-RITE™ Wagon Instruction Manual

Section I

Fuel Supply & Lighting

Step 1.

Determine which fuel type (vapor or liquid propane) your **PLY-RITE™** Wagon was designed for. A liquid type wagon has a vaporizing coil located in front of the burner heads (**Fig. A1**). A vapor type wagon does not have a vaporizing coil (**Fig. A2**).

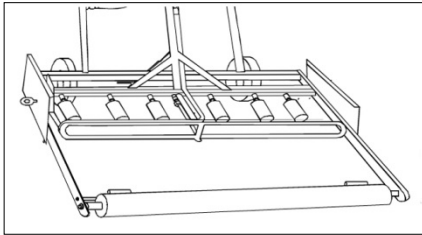


Fig. A1

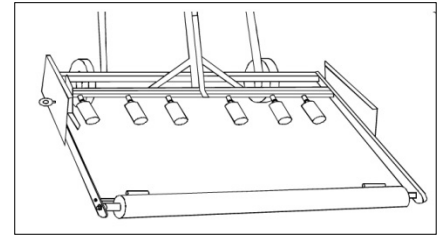
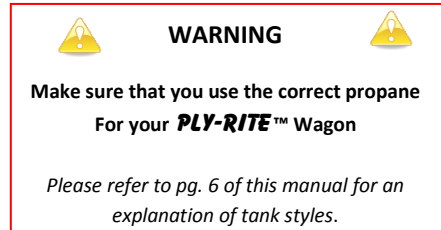


Fig. A2

Step 2.

Connect the regulator supplied with your **PLY-RITE™** Wagon* to the appropriate fuel supply.

Step 3.

Connect the hose supplied with your **PLY-RITE™** Wagon* to the regulator. REMEMBER – ONLY USE U.L. RATED L.P. HOSE

Step 4.

Connect the hose to your wagon, making sure all connections are secure.

Step 5.

Make sure that the trigger valve is turned off before attempting to light the unit.

Step 6.

Open the valve on the propane tank and set operating pressure to 8 psi. Test for gas leaks with leak test solution or soapy water.

WARNING

DO NOT USE A MATCH OR ANY OTHER OPEN FLAME TO DETECT FOR GAS LEAKS.

DO NOT OPERATE OR ATTEMPT TO LIGHT OR OPERATE THIS TORCH IF THERE IS ANY EVIDENCE OF A GAS LEAK OR YOU SMELL GAS.

IF A LEAK IS DISCOVERED, IMMEDIATELY TURN OFF THE GAS VALVE ON THE PROPANE CYLINDER.

*Model PR-5 does not come equipped with a hose or regulator – please contact your local L.P. Gas Dealer for assistance.

PO Box 735 • Milford • MI • 48381-0735 • Ph: 800-878-2876 • Fax: 800-878-9329

www.burnersinc.com • info@burnersinc.com

PLY-RITE™ Wagon Instruction Manual

Step 7.

Open the idle flame adjustment screw on the trigger valve slightly and light all of the burner heads. (Fig. A3)

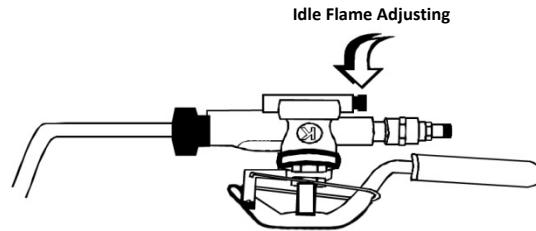


Fig. A3

Step 8.

Set the idle flame to accommodate the wind in your work area.

WARNING

 **DO NOT TURN THE IDLE FLAME ADJUSTMENT SCREW MORE THAN ONE COMPLETE TURN.** 

DOING SO WILL NOT INCREASE THE FLAME OUTPUT



PLY-RITE™ Wagon Instruction Manual

Section II

Adjustments & Operation

Step A.

The angle of the burner heads can be adjusted by removing the bolt and pivot adjustment hook (**Fig. A4-1**). The pivot adjustment hook should be placed in the desired hole on the adjustment plate and then aligned with the hole on the wind guard.

If the pivot adjustment hook is not required, the bolt may be used to secure the adjustment plate to the wind guard (**Fig. A4-2**).

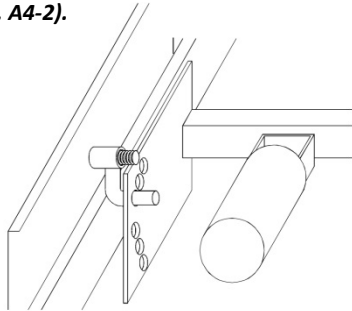


Fig. A4-1

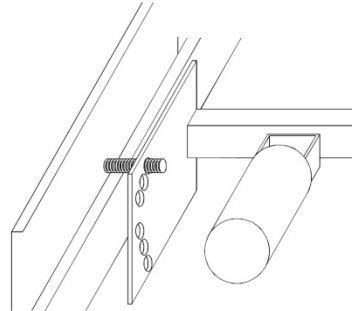


Fig. A4-2

NOTE

By lowering the heads to the lowest position, the **PLY-RITE™** Wagon can also be used as a roof dryer

Step C.

Before the **PLY-RITE™** Wagon can be used to set your material, you must first preset the roll (2) two to (3) three feet.

Step D.

After the roll has been preset, move your **PLY-RITE™** Wagon onto the materials by pushing down & forward on the handles, raising the front of the wagon over top of the preset roll (**Fig. A5 & A6**).

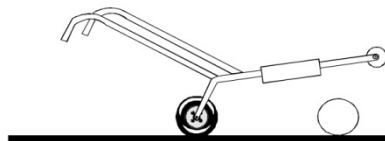


Fig. A5

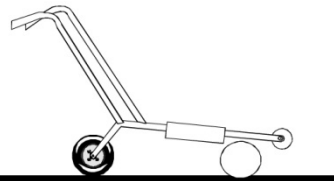


Fig. A6

Step E.

With the weighted roller bar resting on the material, and the (2) two smaller rollers against the roll, your **PLY-RITE™** Wagon is now ready for operation (**Fig. A7**).

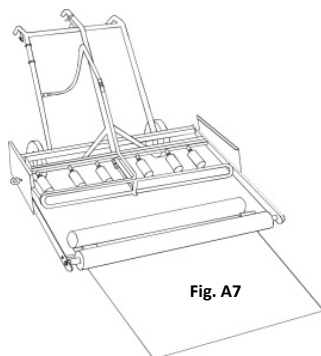


Fig. A7



Remember to set the operating pressure to 8 psi. An excess gas operating pressure will overheat your **PLY-RITE™** Wagon and cause damage to the membrane.

The next section deals with troubleshooting your **PLY-RITE™** Wagon

PLY-RITE™ Wagon Instruction Manual

Section III

Troubleshooting

Problem: Inconsistent flames from burner heads.

Cause A: Wrong Fuel

Solution A: Verify that the correct type of propane cylinder is connected to your **PLY-RITE™** Wagon (refer to pg. 1 and pg. 6 for explanation). In many cases, the wrong propane bottle is connected to your **PLY-RITE™** Wagon. This will cause the unit to fail and cause damage to your **PLY-RITE™** Wagon.

Cause B: Clogged Orifice Jets

Solution B: The orifice jets must be removed to be cleaned properly. Remove the orifice jets from the manifold. Using orifice tip cleaner or a piece of wire, clean the foreign matter from the orifice. DO NOT USE A DRILL TO CLEAN THE ORIFICE. This will cause the orifice to become oversized and will not work correctly during operation. Also, while the orifices are still removed from the manifold, using compressed air, blow the system out thoroughly. This is done by connecting compressed air to the inlet gas connection of your **PLY-RITE™** Wagon, squeezing the trigger valve and allowing a high volume of compressed air to rush through the **PLY-RITE™** Wagon. It also helps if you knock on the manifold with a wooden handle. This helps dislodge any foreign material which may be trapped inside the manifold assembly.

PERFORMANCE NOTE



*If using the liquid **PLY-RITE™** Wagon, you may find that the orifice jets are continuously clogging; this can be caused by using old propane tanks or dirty propane fuel. The liquid propane can carry debris from the bottom of the tank into your **PLY-RITE™** Wagon. The debris will collect in the orifice jets, causing them to plug. If you find this to be a problem, contact your propane supplier and have your tanks exchanged for clean tanks.*

Problem: Paint on the burner manifold is burnt or rust is present on the manifold.

Cause A: Wrong Fuel

Solution A: Verify that the correct type of propane cylinder is connected to your **PLY-RITE™** Wagon (refer to pg. 1 and pg. 7 for explanation). In many cases, the wrong propane bottle is connected to your **PLY-RITE™** Wagon. This will cause the unit to fail and cause damage to your **PLY-RITE™** Wagon. **If the manifold is rusting or corroding directly in the center, it is usually due to the use of vapor propane with liquid propane **PLY-RITE™** Wagon.**

*Continued use of vapor propane, in liquid propane **PLY-RITE™** WAGON will cause the burner orifice jets to clog and cause premature failure of the manifold assembly and void any warranties.*

Cause B: Incorrect Burner Head Position

Solution B: The burner head assembly must not be too close to the material to cause the flames to be pushed back on to the burner head and manifold assembly. This will cause the manifold assembly to over-heat and the paint will burn off. Once the finish is burned off of the manifold, rust and corrosion will begin to form.

PLY-RITE™ Wagon Instruction Manual

Troubleshooting (con.)

Problem: Flow not obtained at the seam lap.

Cause A: Application rate is too fast

Solution A: Instruct the operator to slow down the application speed, or increase the heat output of the **PLY-RITE™** Wagon by increasing the operating pressure. It is safe to increase the operating gas pressure to 30 psi.

DO NOT OPERATE THE PLY-RITE™ WAGON AT PROPANE GAS PRESSURE ABOVE 30 PSI.
THIS WILL CAUSE THE BURNERS TO BECOME UNSTABLE AND EXTINGUISH THE FLAME. THIS WILL ALLOW UNBURNED PROPANE GAS TO ESCAPE INTO THE AIR. UNBURNED PROPANE GAS IS A FIRE HAZARD. IF YOU SMELL UNBURNED PROPANE GAS AT YOUR JOB-SITE, IMMEDIATELY EXTINGUISH ALL FLAMES, EVACUATE THE AREA AND CONTACT YOUR JOB SUPERVISOR. DO NOT RETURN TO THE JOB SITE UNTIL INSTRUCTED TO DO SO BY YOUR JOB SUPERVISOR.

Cause B: Un-Even Pressure on Heated Modified

Solution A: Un-even pressure can be caused by (2) two things: Usually it is caused by an excess buildup of roofing material on the weighted roller bar. Simply remove the built up roofing material using a trowel or scrapper. Also, the roofing product roll may be crushed or uneven. This will also cause an un-even pressure on the finished product. If this condition exists, you must back roll the product with another weighted roller bar or assembly.

Cause C: Un-Even heat on the Roofing Product

Solution B: Un-even heat is usually caused by product or machine misalignment. The roofing product roll may need to be re-rolled in order to achieve a straighter and even application. Or, check for loose bolts on the **PLY-RITE™** Wagon. If loose components are discovered, simply realign the part and tighten the mounting bolts or screws.

Contact Information

Burners Inc. Customer Service:	Burners Inc. Technical Support:
Phone: 800-878-2876	Phone: 800-878-2876
Fax: 800-878-9329	Fax: 800-878-9329
Email: info@burnersinc.com	Email: techsupport@burnersinc.com
Visit us Online for More Product Information: www.burnersinc.com	

LIQUID VS. VAPOR PROPANE

Liquid vs. Vapor - What's the difference?

One of the most common questions asked in the propane industry is:


“Which type of fuel should I use? Liquid or Vapor Propane?”

Propane is a gas stored under pressure inside of a tank. When propane is stored under pressure, it turns into a liquid. If you were to look inside the tank, the propane would look just like water. As pressure is released (i.e. when an appliance is turned ON), some of the propane vaporizes and turns into a gas.

There are two (2) different ways to get propane from a tank (or cylinder), vapor withdrawal or liquid withdrawal. The following two examples and illustrations will show you the difference between the two.

VAPOR WITHDRAWAL - Vapor withdrawal is simply using the vaporized gas from the top of the propane storage tank (see fig. A). As propane vapor is used, the pressure in the tank decreases, which in turn causes the liquid propane in the tank to vaporize, replacing the vapors which have been used. This method is typically used when less than 100,000 btu/h is required and when the air temperature is 50°F or above.

LIQUID WITHDRAWAL - Liquid withdrawal is the method which uses the liquid from the bottom of the propane storage tank. This is done with a special valve which is installed on a normal propane cylinder. The liquid withdrawal valve has a tube attached to it. This tube will allow the liquid propane to be removed from the propane storage tank (see fig. B). Because of the pressure in the tank, the liquid propane is forced through the tube whenever the valve is opened. This method is typically used when the required output is more than 100,000 btu/h. However, as the air temperature decreases, it becomes necessary to use liquid withdrawal for lower BTU applications.

 **IMPORTANT** - you **CANNOT** use liquid propane on a vapor propane appliance. Nor, should you ever use vapor propane on a liquid propane appliance. Personal injury and/or death and property damage can occur. Also premature equipment failure will result.



REMEMBER - L.P.G. means Liquefied Petroleum Gas - **NOT** liquid propane

