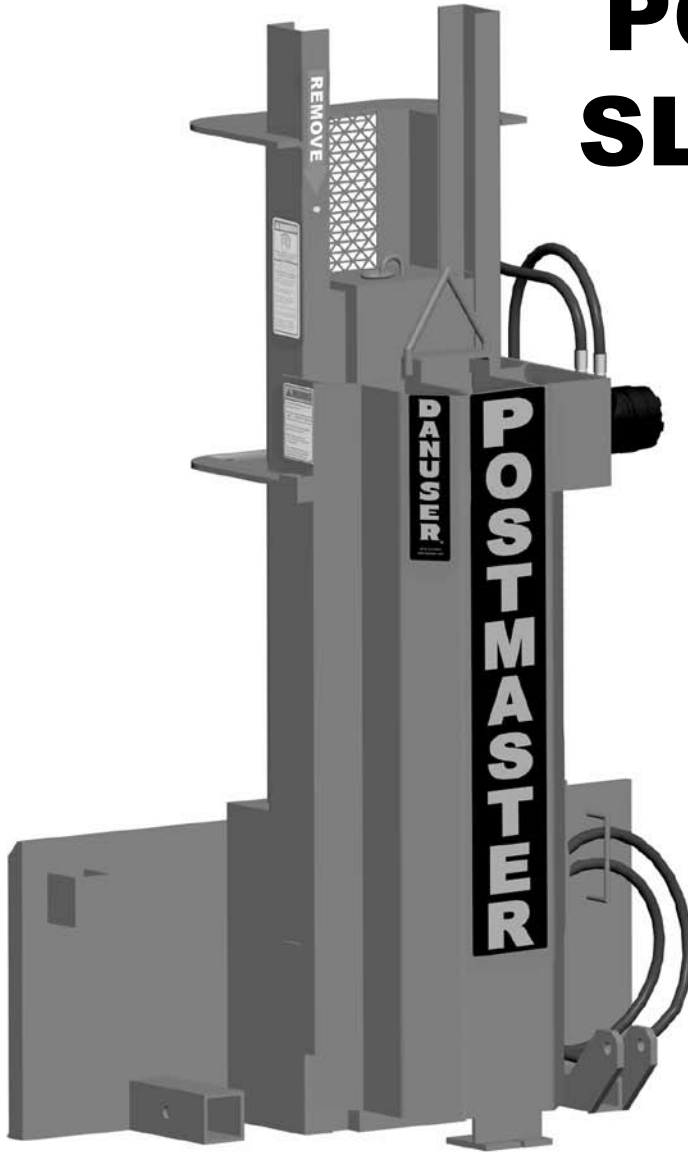


Since 1910

DANUSER

INDUSTRIAL GROUP



POSTMASTER/ SLAB BLASTER

MODELS

8000

9000

Owner: _____

Date Purchased: _____

Model #: _____ Serial #: _____

Manual #: 9MPOST2454659



DANGER

Si no entiende ingles, se prefiere que busque a alguien que interprete las instrucciones para usted.

Operator's Manual

Danuser Machine Company, Inc.

500 East Third Street

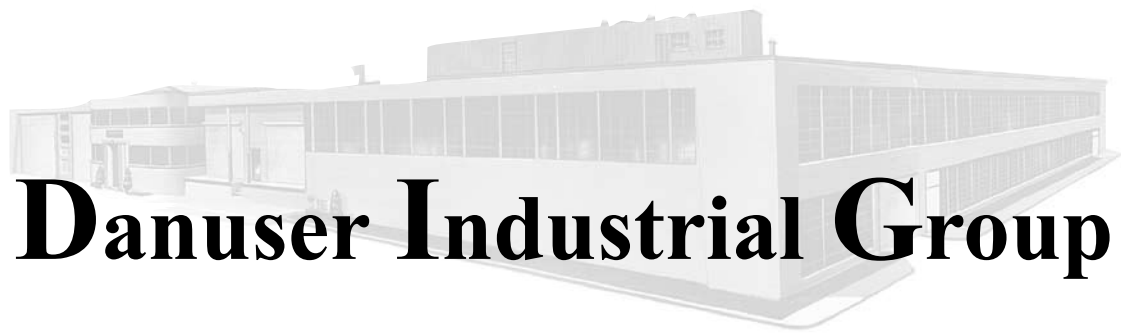
P.O. Box 368

Fulton, Missouri 65251

Phone: (573) 642-2246 Fax: (573) 642-2240

E-mail: sales@danuser.com

Website: www.danuser.com



Danuser Industrial Group

Dear Owner/Operator,

Thank you for purchasing this Danuser Postmaster/Slab Blaster. We appreciate your business.

Your safety as an operator of our product is very important to us. Therefore, *before* you assemble, install, operate, maintain, service, remove, or move your Danuser Postmaster/Slab Blaster, read and understand this manual thoroughly. If there is anything you do not understand, immediately contact your dealer, or contact our factory direct.

Phone:	(573) 642-2246
Fax:	(573) 642-2240
E-mail:	sales@danuser.com

Your satisfaction in the performance and longevity of our product is also very important to us and can be prolonged by proper assembly, installation, operation, maintenance, service, and removal as instructed in this manual.

Thank you again for your business and for your trust in our product. Please feel free to contact us at any time for further assistance.

Sincerely,

Danuser Machine Company, Inc.

500 East 3rd Street, P.O. Box 368, Fulton, MO 65251
Phone: (573) 642-2246 Fax: (573) 642-2240
E-mail: sales@danuser.com Website: www.danuser.com

Foreword


Please read this manual thoroughly!

Before you assemble, install, operate, maintain, service, remove, or move your Danuser Postmaster/Slab Blaster, read this manual thoroughly. If there is anything you do not understand, immediately contact your dealer, or call our factory direct at (573) 642-2246. Powered equipment can be dangerous if not assembled, installed, operated, maintained, serviced, removed, or moved properly.

Warranty Registration

To activate your warranty coverage and to provide you with efficient customer service, please fill out your WARRANTY REGISTRATION FORM. This form is included in your unit's paperwork package. If you did not complete a WARRANTY REGISTRATION FORM or did not receive one, please call Danuser Machine Company, Inc. Your satisfaction with our product and your safety as a user of our product are both very important to us.

Symbols

 This SAFETY ALERT symbol identifies important safety messages. Carefully read each safety message that follows. Failure to understand and obey a safety message, or recognize a safety hazard, could result in injury or death to you or others around you. The operator is ultimately responsible for the safety of himself, as well as others, in the operating area of the Postmaster/Slab Blaster.





<i>Symbol</i>	<i>Meaning</i>
	This is important information for proper use of this equipment. Failure to comply may lead to premature equipment failure.
 CAUTION	Failure to follow these instructions may cause damage to the implement or the vehicle, or minor personal injury.
 WARNING	Failure to follow these instructions may result in personal injury or death.
 DANGER	Immediate hazard! Failure to understand and obey this warning is likely to result in personal injury or death.

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Warranty	Form No. 3179



Improper operation of this Postmaster/Slab Blaster can cause serious personal injury or death. Operation of this Postmaster/Slab Blaster should only be done by a competent adult acting in compliance with the Operator's Manual. Since Postmaster and Slab Blaster operations are beyond our control, we disclaim all liability for any damages, injuries or death which may result.



Working with unfamiliar equipment can lead to careless injuries. Read and understand this manual and the manual for your vehicle before assembling, installing, operating, maintaining, servicing, removing, or moving this Postmaster/Slab Blaster. If there is anything in this manual you do not understand, contact your dealer or Danuser Machine Company, Inc. The safe use of this attachment is strictly up to you, the operator. If this attachment is used, loaned, or rented by any other person, it is the owner's responsibility to make certain that the operator prior to operating:

- Reads and understands the Operator's Manuals
 - Is instructed in safe and proper use
- The Postmaster/Slab Blaster is designed to be operated from the vehicle seat. Keep bystanders away from the work area. Do not operate with another person in contact with any part of the Postmaster/Slab Blaster.
 - All operators of this attachment must read and understand this entire manual, paying particular attention to safety messages and operation instructions, prior to assembling, installing, operating, maintaining, servicing, removing, or moving the Postmaster/Slab Blaster.
 - Please remember it is also important that you read, understand, and follow safety signs on the attachment. Clean or replace all safety signs if they cannot be clearly read and understood. They are there for your safety as well as the safety of others. Danuser Machine Company, Inc. will furnish new safety signs upon request at no charge.
 - All things with moving parts are potentially hazardous. There is no substitute for a cautious, safe-minded operator who recognizes potential hazards and follows reasonable safety practices.
 - Personal protection equipment including hard hat, safety glasses, safety shoes, gloves, and ear plugs are recommended during assembly, installation, operation, maintenance, service, removal, or movement of the attachment.
 - When the use of hand tools is required to perform any part of assembly, installation, operation, maintenance, or service of the attachment, be sure the tools used are designed and recommended by the tool manufacturer for that specific task.
 - Never check pressurized system for leaks with your bare hand. Wear proper hand and eye protection and use wood or cardboard when searching for suspected leaks. Oil escaping from pinhole leaks under pressure can penetrate skin and create a serious medical emergency. If any fluid is injected into the skin, gangrene, blood poisoning, even death may result. Obtain medical attention immediately.
 - Always use two people to handle heavy, unwieldy components during assembly, installation, maintenance, service, removal, or movement of the Postmaster/Slab Blaster.
 - Never place any part of your body where it would be in danger if movement should occur during assembly, installation, operation, maintenance, service, removal, or movement of the Postmaster/Slab Blaster.
 - Only properly trained people should operate this equipment. Do not allow anyone who has not read this entire manual and understands the safety rules, safety signs, and operation instructions to use this attachment.
 - Never allow children to operate or be around the Postmaster/Slab Blaster.
 - Do not allow riders on the equipment at any time. There is no safe place for any riders.
 - Never use alcoholic beverages or drugs which can hinder alertness or coordination while operating this equipment. Consult your doctor about operating this equipment while taking prescription medications.

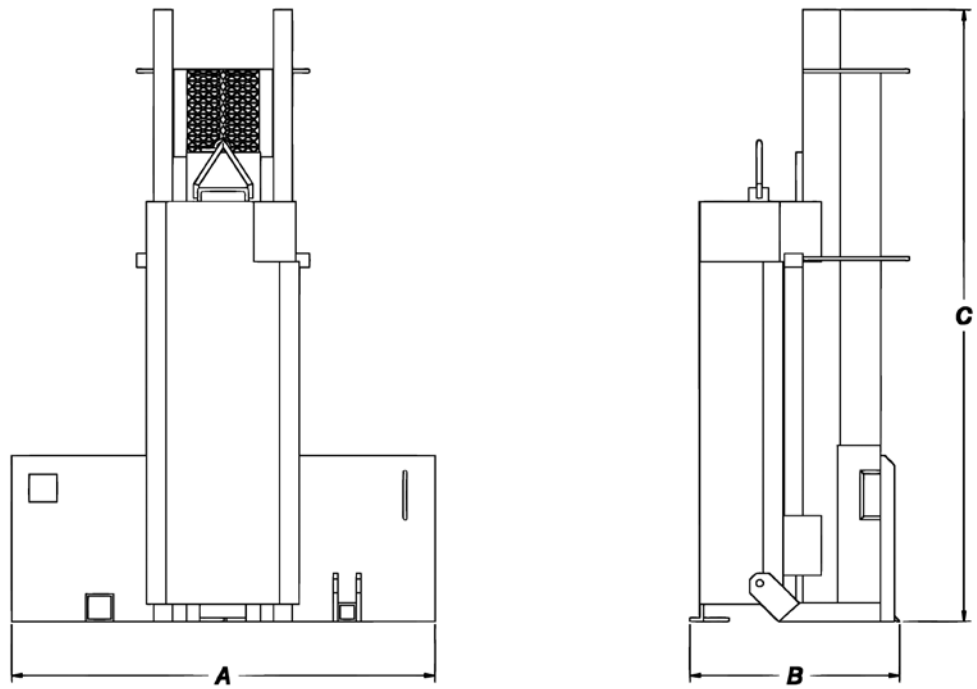
Safety

(continued)

- Consult local utility companies to make certain there are no buried gas lines, electrical cables, etc., in the work area before beginning operation.
- Do not drive posts near underground utility lines.
- Stay away from power lines when transporting, raising, or operating the Postmaster/Slab Blaster.
- Before you operate the attachment, check over pins and connections to be sure all are securely in place. Make sure Postmaster/Slab Blaster is securely latched to the vehicle.
- Keep hands, feet, hair, jewelry, and clothing away from all moving and/or rotating parts.
- Never place yourself between the vehicle and the attachment.
- Never allow anyone under the attachment at any time.
- Keep clear of the Postmaster/Slab Blaster while in operation. Never position, align, or support the post by hand or with any tool when the hammer is in operation.
- Do not exceed the vehicle's rated operating load. Use sufficient counterweights. Move the vehicle slowly when the attachment is raised.
- Carry the load low. A heavy load can cause instability of the vehicle. Use extreme care during travel. Slow down on turns and watch out for bumps. Use all safety devices, including a seat belt, as recommended in the vehicle operator's manual.
- Do not operate the Postmaster/Slab Blaster on steep hillsides. When operating the Postmaster/Slab Blaster on uneven or hilly terrain, position the vehicle with the attachment uphill. With the attachment downhill, the vehicle could tip when attempting to raise the attachment. Consult your vehicle operator's manual for maximum incline allowable.
- Always shut off the vehicle engine and remove the key before dismounting the vehicle, adjusting the attachment, or servicing the Postmaster/Slab Blaster. Never leave equipment unattended with the vehicle running.
- Never attempt repairs or adjustments while the equipment is in operation.
- Before disconnecting hydraulic lines or fittings be sure to relieve all pressure by cycling all hydraulic controls after shutdown. Remember hydraulic systems are under pressure whenever the engine is running and may hold pressure after shutdown.
- Always use care when operating the Postmaster/Slab Blaster. Most accidents occur because of neglect or carelessness.

Safety is a primary concern in the design, manufacture, sale, and use of Postmasters/Slab Blasters. Danuser confirms to you, our customer, our concern for safety.

Specifications



		Model 8000	Model 9000
Overall Length	(A)	48"	
Overall Width	(B)	24"	
Overall Height	(C)	64"	90"
Hammer Weight (POSTMASTER)		275 lbs. (700 lbs. max.)	
Hammer Weight (SLAB BLASTER)		400 lbs. (700 lbs. max.)	
Length of Stroke		36"	56"
Max. Strokes Per Minute		50	
Hydraulic Requirements		12 GPM 2000 PSI	
Posts (Wood/Steel)		3" - 8"	

- Round, square, or H-beam heads available for wood or steel posts, preventing post mushroom. T-post adapter and custom heads up to 8" x 8" are also available.
- Drive up to 60 post an hour.
- Slab Blaster breaks up to 9" thick concrete.

Hydraulic Requirements

Filtration Requirements:

- A filter of, at least, 25 micron filtration is required. A filter capable of 10 micron filtration is preferred. The majority of paper type filters are 25 microns or better.

NOTE

The life of the hydraulic motor is almost entirely dependent upon cleanliness of the oil. Instructions in your vehicle operator's manual regarding filter and oil changes should be carefully followed. Even small amounts of dirt in the hydraulic oil can cause premature motor failure that is not covered by warranty.

- A low pressure type filter can be installed in the return line from the control valves to the sump. A low pressure type filter can, also, be installed in the sump or pump intake line, but must be sized large enough to avoid starving the pump.
- A high pressure type filter can be used between the pump and the control valves.
- If the source of the hydraulic power does not have a filter, it will be necessary to install one at some point in the system so, at least, part of the hydraulic oil is being filtered whenever the system is operating. After a filter is installed and before attaching the Postmaster/Slab Blaster, the entire hydraulic system should be drained, filled with new oil, and operated for 30 minutes or until the system is warm. During this run time, operate all valves, cylinders, and hydraulic motors on the attachment.

Pressure and Flow Requirements:

- The Postmaster/Slab Blaster is designed to operate at 12 GPM and 2000 PSI.

Valve Requirements:

- The hydraulic system used to power the Postmaster/Slab Blaster should be equipped with a four-way valve large enough to carry full pump outlet without restricting flow and causing oil heating.
- The four-way valve requires a relief valve which will open and relieve extreme pressures between the Postmaster/Slab Blaster and control valve, even when the control valve is in a neutral position. This feature can be obtained by connecting two external relief valves between the main lines running from the control valve to the Postmaster/Slab Blaster in such a way that high pressure in either line will be relieved to the other line.

Hydraulic Fluid Selection Requirements:

- Premium grade petroleum based fluids will provide the best performance.
- Fluids that contain anti-wear agents, rust inhibitors, anti-foaming agents, and oxidation inhibitors are recommended.
- The viscosity of the fluid should never fall below 70 SUS (13 cST). The best viscosity range of the Postmaster/Slab Blaster is 100-200 SUS (20-43 cST).

Assembly & Installation

WARNING

Personal protection equipment including hard hat, safety glasses, safety shoes, gloves, and ear plugs are recommended during assembly, installation, operation, maintenance, service, removal, or movement of the attachment.

CAUTION

Because of the weight of some components, and because some components are difficult to balance, two people are required for safe assembly and installation of this equipment.

Prepare the Vehicle

Read and understand the manual for your vehicle before assembling or installing the Postmaster/Slab Blaster. The vehicle must be equipped with a universal quick attach hitch and auxiliary hydraulics. The use of the Postmaster/Slab Blaster may require the addition of counterweights to ensure the attachment does not exceed the rated capacity of your vehicle.

DANGER

Do not exceed the vehicle's rated operating load. If necessary, use sufficient counterweights.

Add Additional Weight

Adding additional weight, up to 700 lbs. total hammer weight, is recommended on both the Postmaster and Slab Blaster, except when using a T-post adapter. Add weight in a variety of ways: logging chain, metal punch slugs, lead tire weights, etc. Do not use concrete or sand.

STEP 1: If your unit was shipped in the upright position, remove the lag bolt securing the Postmaster/Slab Blaster to the pallet.

STEP 2: Remove the metal bands from around the mounting plate and pallet.

STEP 3: If you have received a Postmaster with Grapple, remove the Grapple from the Postmaster. The Grapple will be installed later.

NOTE

If you have purchased a Postmaster with Grapple, it is recommended you use your Postmaster without the Grapple a few times before installing the Grapple. The Grapple installation instructions are located in the Operation section of this manual following the Postmaster operation instructions.

STEP 4: Install the Postmaster/Slab Blaster by following your vehicle operator's manual for installing an attachment. After making sure the attachment is securely latched to the vehicle, remove the shipping pallet.

WARNING

Make sure the Postmaster/Slab Blaster is securely latched to the vehicle. Failure to do so could result in separation of the attachment from the vehicle.

STEP 5: Remove the hydraulic hoses from the quick attach plate hose holder, and use the quick couplers to connect the hydraulic hoses to the vehicle's auxiliary hydraulics.

WARNING

Remember hydraulic systems are under pressure whenever the engine is running and may hold pressure after shutdown. Before connecting or disconnecting hydraulic hoses, be sure to relieve all pressure by cycling all hydraulic controls after shutdown.

CAUTION

Do not route the hydraulic hoses through the quick attach plate hose holder at this time. Damage to the hydraulic hoses will occur.

STEP 6: Remove the transit bolt from the top left of the hammer rails.

Assembly & Installation

(continued)

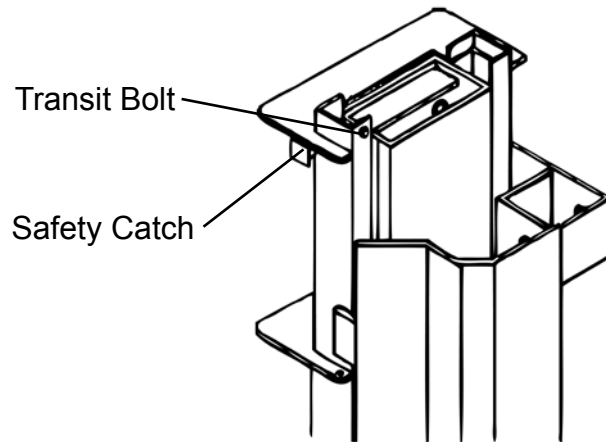
CAUTION

Always reinstall the transit bolt before transporting or shipping the Postmaster/Slab Blaster. This bolt prevents the hammer from sliding during transport or shipping.

STEP 7: Ensure the safety catch is in place. The safety catch prevents the hammer from sliding out of the Postmaster/Slab Blaster.

WARNING

Do not tilt or operate the Postmaster/Slab Blaster without the safety catch in place. The hammer could slide out of the Postmaster/Slab Blaster and cause serious injury or death.



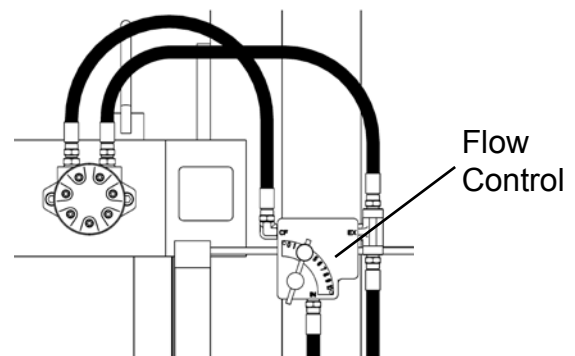
STEP 8: Raise the Postmaster/Slab Blaster in the air, and tilt it forward 90°. Watch for any obstructions or pinching of hydraulic hoses.

STEP 9: Shut off the vehicle engine.

STEP 10: Grease the exposed hammer rails.

STEP 11: Again ensure the safety catch is in place, and pull the hammer out towards you until it hits the safety catch. Grease the rest of the hammer rails, and oil the chain drive.

STEP 12: Set the hydraulic flow control at 3.



CAUTION

Do not operate the Postmaster/Slab Blaster without first setting the flow control. Serious damage to the drive assembly may occur.

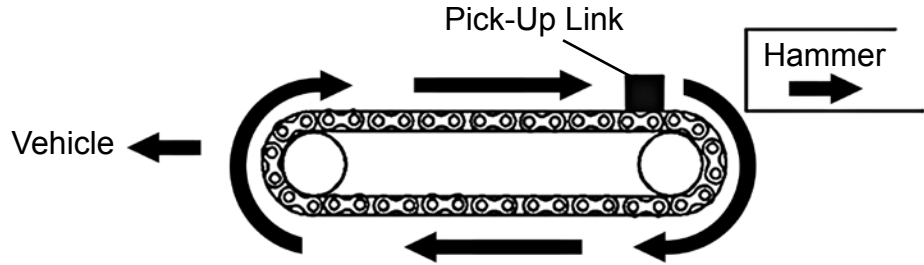
Assembly & Installation

(continued)

STEP 13: Start the vehicle. Running at full throttle, engage the auxiliary hydraulics. Note the direction of the chain rotation (visible from the operator's seat). The chain should be rotating from the bottom to the top. If it is not, reverse the hydraulic hoses.

WARNING

Keep hands and loose clothing clear of the chain drive assembly. Severe personal injury could occur.



NOTE

If the Grapple is installed and the chain is not rotating at all, reverse the hydraulic hoses.

WARNING

Remember hydraulic systems are under pressure whenever the engine is running and may hold pressure after shutdown. Before connecting or disconnecting hydraulic hoses, be sure to relieve all pressure by cycling all hydraulic controls after shutdown.

STEP 14: Check the hydraulic system for leaks.

WARNING

Never check pressurized system for leaks with your bare hand. Wear proper hand and eye protection and use wood or cardboard when searching for suspected leaks. Oil escaping from pinhole leaks under pressure can penetrate skin and create a serious medical emergency. If any fluid is injected into the skin, gangrene, blood poisoning, even death may result. Obtain medical attention immediately.

STEP 15: After the correct chain rotation has been achieved, count the number of rotations of the pick-up link per minute.

STEP 16: The number of rotations equals the number of hammer strikes per minute. If you want to increase the speed, then increase the flow control setting by 1 increment at a time until you reach the desired number of rotations per minute. DO NOT exceed the maximum of 50 rotations per minute.

WARNING

Exceeding 50 rotations per minute will cycle the chain faster than the hammer drops, making the chain come into contact with the hammer as it is still falling. This will cause severe damage to the drive assembly.

Assembly & Installation

(continued)

Operation

Postmaster

DANGER

The Postmaster is designed to be operated from the vehicle seat. Keep bystanders away from the work area. Do not operate with another person in contact with any part of the Postmaster.

DANGER

Stay away from power lines when transporting, raising, or operating the attachment.

STEP 17: After setting the flow control, turn off the auxiliary hydraulics. Slide the hammer back into the Postmaster/Slab Blaster.

STEP 18: Slowly tilt the Postmaster/Slab Blaster back to a vertical position.

STEP 19: Shut off the vehicle, and disconnect the hydraulic hoses. Route the hydraulic hoses through the quick attach plate hose holder, and reconnect the hydraulic hoses to the vehicle auxiliary hydraulics.

DANGER

Before you operate the attachment, check over pins and connections to be sure they all are securely in place. Make sure the Postmaster/Slab Blaster is securely latched to the vehicle.

DANGER

Consult local utility companies to make certain there are no buried gas lines, electrical cables, etc., in the work area before beginning operation. Do not drive posts near underground utility lines.

CAUTION

Do not operate the Postmaster/Slab Blaster with the transit bolt installed.

If you have purchased a Postmaster with Grapple, we recommend you use your Postmaster without the Grapple a few times before installing the Grapple.

STEP 1: Without the Grapple, the Postmaster requires a second person to position the post. This person will set the post at the desired location and grasp the post securely, making sure his hands are at least 30 inches from the top of the post.

DANGER

When using a second person, do not turn on the auxiliary hydraulics until the second person is clear from the work area.

STEP 2: After the post is in position, move the vehicle with the arms raised and position the Postmaster directly over the top of the post.

STEP 3: Lower the Postmaster onto the top of the post, ensuring the post is inside of the positioning collar. Continue lowering until the collar and head assembly have moved up approximately 2 inches. Gauge this measurement by watching the post guide on the back of the attachment, visible from the vehicle operator's seat.

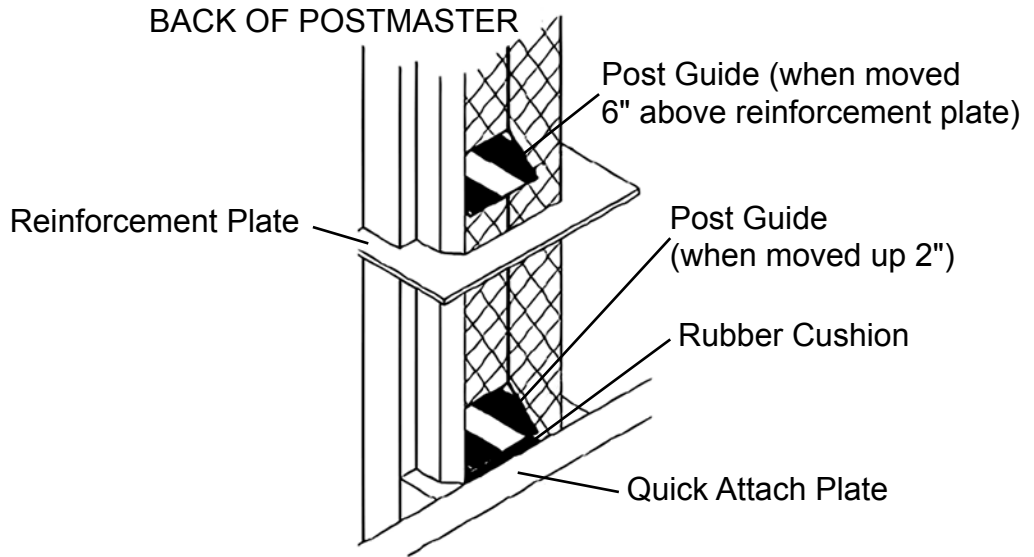
DANGER

After the post is in position, the second person must move away from the Postmaster and vehicle.

Operation

(continued)

STEP 4: After the second person has cleared the area, continue lowering the Postmaster onto the post approximately 24 inches. Gauge this measurement by noting when the post guide is approximately 6 inches above the first reinforcement plate.



STEP 5: Move the vehicle slowly left, right, forward, or backward as needed until the post appears vertical to the ground.

STEP 6: The Postmaster can now be activated by turning the auxiliary hydraulics to the forward position. Drive the post into the ground until the post guide is approximately 6 inches above the rubber cushion. If needed, shut off the auxiliary hydraulics and reposition the vehicle to ensure the post is driven into the ground straight.

CAUTION

Failure to lower the Postmaster as the post guide nears the rubber cushion will result in the hammer bottoming out. Although occasional bottoming out of the hammer will give the operator a jolt, it will not (under normal load conditions) damage the Postmaster. However, repeated bottoming out of the hammer will cause structural damage and excessive wear to the Postmaster and vehicle lift arms.

STEP 7: Repeat STEPS 4 and 6 until the post has been driven to the desired depth.

STEP 8: Shut off the auxiliary hydraulics, raise the Postmaster until the post is cleared, and move to the next post.

Once you have become comfortable with the operation of the Postmaster and are driving posts in straight, you are ready to install your Grapple.

STEP 1: Lower the Postmaster to the ground, and shut off the vehicle.

WARNING

Remember hydraulic systems are under pressure whenever the engine is running and may hold pressure after shutdown. Before connecting or disconnecting hydraulic hoses, be sure to relieve all pressure by cycling all hydraulic controls after shutdown.

Assembly & Installation

Grapple

Assembly & Installation

(continued)

WARNING

Personal protection equipment including hard hat, safety glasses, safety shoes, gloves, and ear plugs are recommended during assembly, installation, operation, maintenance, service, removal, or movement of the attachment.

CAUTION

Because of the weight of some components, and because some components are difficult to balance, two people are required for safe assembly and installation of this equipment.

Operation

With Grapple

DANGER

The Postmaster is designed to be operated from the vehicle seat. Keep bystanders away from the work area. Do not operate with another person in contact with any part of the Postmaster.

DANGER

Stay away from power lines when transporting, raising, or operating the attachment.

STEP 2: Set the Grapple down in front of the Postmaster, aligning the square tubes of the Grapple with the square tubes of the Postmaster (one on either side of the chain guard and drive assembly).

STEP 3: Remove the hitch pins from the Grapple mounting tubes.

STEP 4: Slide the square tubes of the Grapple into the tubes of the Postmaster. Align the mounting holes, and insert the provided hitch pins and hair pins.

STEP 5: Route the hydraulic hoses for the Grapple through the quick attach plate hose holder, and connect the couplers to the corresponding couplers located directly below the flow control.

STEP 6: The Grapple hydraulic system has been shipped dry and will require the auxiliary hydraulics be activated slowly to fill the hoses and cylinder. (The Grapple may act erratic until all the air is out of the hydraulic system.)

STEP 7: With the vehicle running at slow idle, turn the auxiliary hydraulics to the forward position for a few seconds at a time until the Grapple arms raise. (Be cautious when the Grapple is raised and the jaws are completely open, as the hammer will rise.)

CAUTION

Repeated bottoming out of the hammer will cause severe damage to the attachment and will void all warranties.

STEP 8: Reverse the auxiliary hydraulics until the jaws close.

STEP 9: Repeat STEPS 7 and 8 until Grapple operation is smooth.

STEP 10: Once you have accomplished smooth operation and the Grapple jaws are closed, return the auxiliary hydraulics to the forward position until the hammer starts to raise. This will raise and open the Grapple jaws.

DANGER

Before you operate the attachment, check over pins and connections to be sure they all are securely in place. Make sure the Postmaster/Slab Blaster is securely latched to the vehicle.

DANGER

Consult local utility companies to make certain there are no buried gas lines, electrical cables, etc., in the work area before beginning operation. Do not drive posts near underground utility lines.

CAUTION

Do not operate the Postmaster/Slab Blaster with the transit bolt installed.

(continued)

Picking up a post from the ground may require a few tries to get it perfect. We recommend attaching a 24 inch length of deck chain to the hook provided next to the bottom of the drive assembly. This will help the operator align the Grapple jaws with the head of the post, ensuring a perfect pick-up of the post every time.

NOTE

This guide chain may need to be adjusted up or down in length to compensate for the arc of the vehicle's lift arms.

STEP 1: Set the post(s) on the ground with the head(s) of the post(s) facing the vehicle.

STEP 2: Raise the Postmaster approximately 2 feet off the ground, making sure the Grapple arms are in the up position and the jaws are open.

STEP 3: Drive the vehicle forward and position the Postmaster over the head of the post. Align the end of the guide chain approximately 1 to 2 inches to the right of the head of the post.

NOTE

You do not need to center the jaws over the post since the grapple is self aligning.

STEP 4: After the vehicle is in position, lower the lift arms until the Postmaster is resting lightly on the post, allowing for the grapple to center the post.

STEP 5: Turn the auxiliary hydraulics to the reverse position until the jaws close on the post.

STEP 6: Lift the Postmaster 4 to 6 inches off the ground. Turn the auxiliary hydraulics to the reverse position until the post is securely held by the Grapple.

STEP 7: Raise the arms of the vehicle until the post has swung down and is clear of the ground. This should set the head of the post into the positioning collar. If the post is jammed against the front or back of the positioning collar, DO NOT release the jaws. Back up the vehicle while lowering the post to the ground. Once the post is on the ground, open the jaws.



WARNING

Opening the jaws of the Grapple when the post is not in the positioning collar could cause the post to fall back toward the vehicle. Serious injury to the operator could occur.

NOTE

If the post was jammed on the back of the positioning collar (toward the vehicle), shorten the guide chain one link at a time. Repeat STEPS 3 - 7 until the post is positioned in the collar. If the fence post was jammed on the front of the positioning collar, lengthen the guide chain one link at a time. Repeat STEPS 3 - 7 until the post is positioned in the collar.

STEP 8: When the post has been properly positioned in the positioning collar, move the vehicle to the desired location, and lower the lift arms until the tip of the post is touching the ground.

STEP 9: Briefly turn the auxiliary hydraulics to the forward position just enough to release the hydraulic pressure. You do not want the jaws to open at this time. Releasing the hydraulic pressure should loosen the jaws enough that the post will slide through but still maintain the spring tension that is holding the post in position.

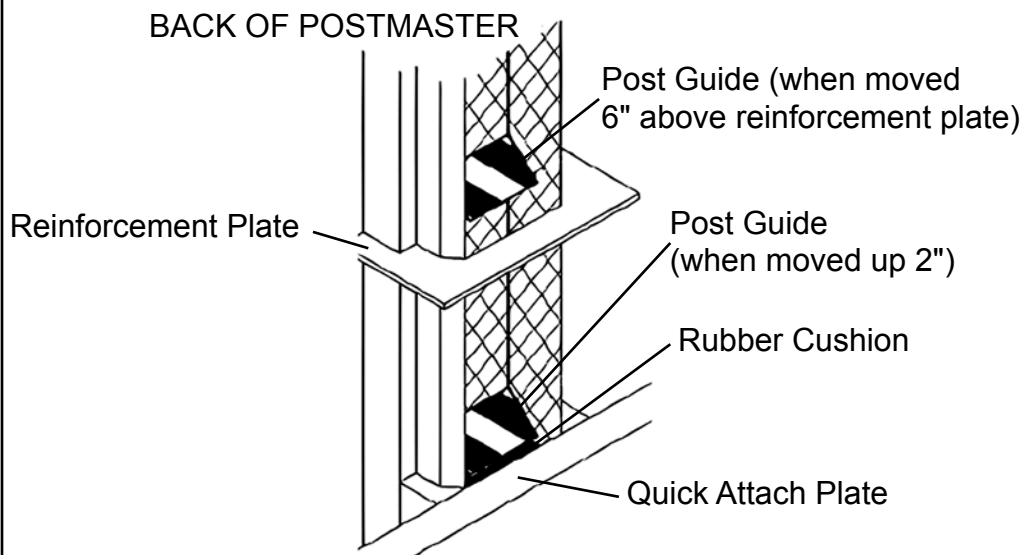
STEP 10: Align the post by moving the vehicle and using the guide chain as a plum line.

Operation

(continued)

STEP 11: Lower the Postmaster onto the post approximately 24 inches. Reposition the vehicle using the guide chain as a plum line.

STEP 12: Turn on the auxiliary hydraulics in the forward position. This will open the jaws, swing the Grapple out of the way, and start the hammer.



STEP 13: The Postmaster can now be activated by turning the auxiliary hydraulics to the forward position. Drive the post into the ground until the post guide is approximately 6 inches above the rubber cushion. If needed, shut off the auxiliary hydraulics and reposition the vehicle to ensure the post is driven into the ground straight.

⚠ CAUTION

Failure to lower the Postmaster as the post guide nears the rubber cushion will result in the hammer bottoming out. Although occasional bottoming out of the hammer will give the operator a jolt, it will not (under normal load conditions) damage the Postmaster. However, repeated bottoming out of the hammer will cause structural damage and excessive wear to the Postmaster and vehicle lift arms.

STEP 14: Repeat STEPS 11 and 13 until the post has been driven to the desired depth.

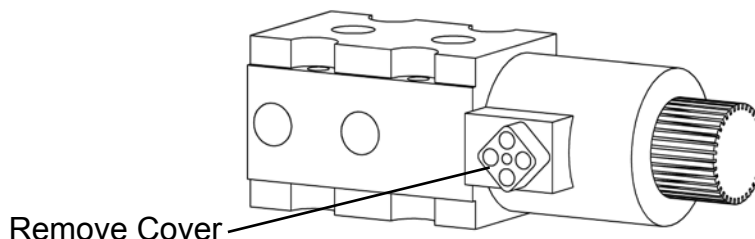
STEP 15: Shut off the auxiliary hydraulics, raise the Postmaster until the post is cleared, and move to the next post.

Assembly & Installation

Tilt

STEP 1: Grease the 2 grease zerks on the hydraulic cylinder.

STEP 2: Attach the wiring harness to the diverter valve on the Postmaster.



STEP 3: Route the wires along the hoses to the vehicle, and secure them with zip-ties.

Assembly & Installation

(continued)

Operation

With Tilt

Operation

Slab Blaster

DANGER

The Postmaster is designed to be operated from the vehicle seat. Keep bystanders away from the work area. Do not operate with another person in contact with any part of the Postmaster.

DANGER

Stay away from power lines when transporting, raising, or operating the attachment.

STEP 4: Route the control portion of the wiring harness along the loader arm of the vehicle and into the cab, and secure the wiring with zip-ties. Mount the switch out of the way of other controls.

NOTE

Keep wiring a safe distance from hot components such as a heater or exhaust.

STEP 5: Connect the remainder of the wiring harness to a 12 volt power supply. If necessary, consult your dealer.

Tilt the Postmaster by holding the switch in either direction, and activate the auxiliary hydraulics.

DANGER

Before you operate the attachment, check over pins and connections to be sure they all are securely in place. Make sure the Postmaster/Slab Blaster is securely latched to the vehicle.

DANGER

Consult local utility companies to make certain there are no buried gas lines, electrical cables, etc., in the work area before beginning operation. Do not drive posts near underground utility lines.

CAUTION

Do not operate the Postmaster/Slab Blaster with the transit bolt installed.

The Slab Blaster operates basically the same as the Postmaster with the exception that the Slab Blaster has a one-piece hammer. It does not have a separate head and hammer assembly. The Slab Blaster hammer has approximately 9 inches of wearable, hardened steel hammer point.

STEP 1: Move the vehicle into position with the arms raised and the Slab Blaster positioned directly over the concrete you wish to break up.

STEP 2: Lower the Slab Blaster until it is approximately 2 to 3 inches off of the concrete. This means the hammer will be slightly pushed up into the hammer rails.

CAUTION

Failure to lower the Slab Blaster 2 to 3 inches from the ground will result in the hammer hitting the rubber cushion. Although occasional bottoming out of the hammer will give the operator a jolt, it will not (under normal load conditions) damage the Slab Blaster. However, repeated bottoming out of the hammer will cause structural damage and excessive wear to the Slab Blaster and vehicle lift arms.

Operation

(continued)

Removal & Storage

STEP 3: The Slab Blaster can now be activated by turning the auxiliary hydraulics to the forward position.

NOTE

The Slab Blaster will break up approximately ten square feet of concrete per minute. The thickness (up to 9 inches) and the toughness of the concrete will affect your speed.

Before storage, the Postmaster/Slab Blaster should be thoroughly cleaned, washing off all dirt and grime. If you have a Grapple or Tilt, coat the exposed portions of the cylinder rod with grease. Lubricate the drive chain, chain coupler, and all grease fittings. Make sure the hydraulic system is properly sealed against contaminants entering the unit. Always store the Postmaster/Slab Blaster in a dry, covered location.

STEP 1: Lower the Postmaster/Slab Blaster onto a flat, level surface.



DANGER

Never allow anyone under the attachment at any time.

STEP 2: Shut off the vehicle engine, lower the arms, relieve all hydraulic pressure (by activating the vehicle controls), and remove the vehicle key before leaving the vehicle seat.



WARNING

Before disconnecting hydraulic lines or fittings be sure to relieve all pressure by cycling all hydraulic controls after shutdown. Remember hydraulic systems are under pressure whenever the engine is running and may hold pressure after shutdown.

STEP 3: Disconnect the hydraulic hoses from the vehicle's auxiliary hydraulics.

NOTE

Connect the quick couplers together to prevent contaminants from entering the Postmaster/Slab Blaster hydraulic system.

STEP 4: Follow your vehicle operator's manual for removing an attachment.

PROBLEM	POSSIBLE CAUSE	SOLUTION
<i>Slow Speed</i>	<ul style="list-style-type: none"> a) Flow control setting too low b) Fittings or connections are too small or incompatible c) Line restrictions d) Dirty oil or oil filter e) Hydraulic pump worn or damaged 	<p>Increase flow control setting.</p> <p>Replace with proper fittings.</p> <p>Clear lines.</p> <p>Change oil and oil filter according to vehicle manufacturer's recommendation.</p> <p>See your dealer for repairs.</p>
<i>Fast Speed</i>	<ul style="list-style-type: none"> a) Flow control setting too high 	<p>Decrease flow control setting.</p>
<i>Oil Leaks</i>	<ul style="list-style-type: none"> a) Fittings loose or damaged b) Hoses loose or damaged c) Hydraulic motor seals worn or damaged d) Hydraulic cylinder seals worn or damaged 	<p>Tighten or replace fittings.</p> <p>Tighten or replace hoses.</p> <p>See your dealer for repairs.</p> <p>See your dealer for repairs.</p>
<i>Oil Over Heating</i>	<ul style="list-style-type: none"> a) Low quantity of hydraulic oil b) Improper oil c) Dirty oil or oil filter d) Fittings loose or damaged e) Hoses loose or damaged f) Improper hose size 	<p>Fill reservoir to proper level. Increase reservoir storage capacity.</p> <p>Replace with proper oil.</p> <p>Change oil and oil filter according to vehicle manufacturer's recommendation.</p> <p>Tighten or replace fittings.</p> <p>Tighten or replace hoses.</p> <p>Check hose diameter and length requirements.</p>
<i>Hydraulic Hose Failure</i>	<ul style="list-style-type: none"> a) Hydraulic relief pressure setting too high b) Hoses worn or damaged c) Hose rating too low for hydraulic system pressure d) Hoses pinched 	<p>Adjust vehicle hydraulic relief pressure setting to within drive unit specifications.</p> <p>Replace hoses.</p> <p>Replace with hoses with working pressure rated higher than vehicle hydraulic pressure.</p> <p>Reroute hoses.</p>

For additional assistance, please call your dealer or contact Danuser direct:

Phone: (573) 642-2246
 Fax: (573) 642-2240
 E-mail: sales@danuser.com

DAILY

CHECK FOR CLEAN HYDRAULIC OIL

The majority of all hydraulic component failures are caused by contamination of the hydraulic oil. At all times, keep dirt and other contaminants from entering the hydraulic system during connecting and disconnecting the hydraulic system. Always use dust caps and plugs on all quick disconnects when not in use.

CHECK ALL HYDRAULIC HOSE ASSEMBLIES

Check for cracked or brittle hoses. Replace hoses immediately if cracked or brittle. Replacement of hoses before failure will prevent loss of hydraulic oil, hydraulic oil contamination, and component damage caused by cavitation.

CHECK ATTACHMENT AND ALL ACCESSORIES

Check all bolts and fasteners for tightness. Visually inspect the attachment for damage. Visually check the drive chain for alignment. Check the flow control mounting bolts for damage or breakage, and replace if necessary. (Repeated bottoming out of the attachment is the only cause of damage to the mounting bolts. If mounting bolts are damaged or breaking, check the complete attachment for structural damage and review operating procedures.)

CHECK RUBBER CUSHION

Visually check the rubber cushion for damage and wear. (Repeated bottoming out of the unit is the only cause of wear or damage to the rubber cushion. If the rubber cushion is showing wear or damage, check the complete attachment for structural damage and review operating procedures.)

EVERY 40 HOURS

GREASE ZERKS

Grease the zerks on each of the 4 bearings. Grease the zerks on both ends of the Grapple's pivot linkage.

LUBRICATE ATTACHMENT

Lubricate the hammer rails. Lubricate the drive chain and chain coupling with a high quality commercial chain lubricant.

CHECK ATTACHMENT AND ACCESSORIES

Visually inspect the nylon guide plate for wear. Replace the nylon guide plate if the drive chain is hitting the flathead socket capscrews. Check the bolts on the Postmaster upper head assembly for tightness.



DANGER

Never attempt repairs or adjustments while the equipment is in operation.



WARNING

Personal protection equipment including hard hat, safety glasses, safety shoes, gloves, and ear plugs are recommended during assembly, installation, operation, maintenance, service, removal, or movement of the attachment.



CAUTION

Because of the weight of some components, and because some components are difficult to balance, two people are required for safe assembly and installation of this equipment.

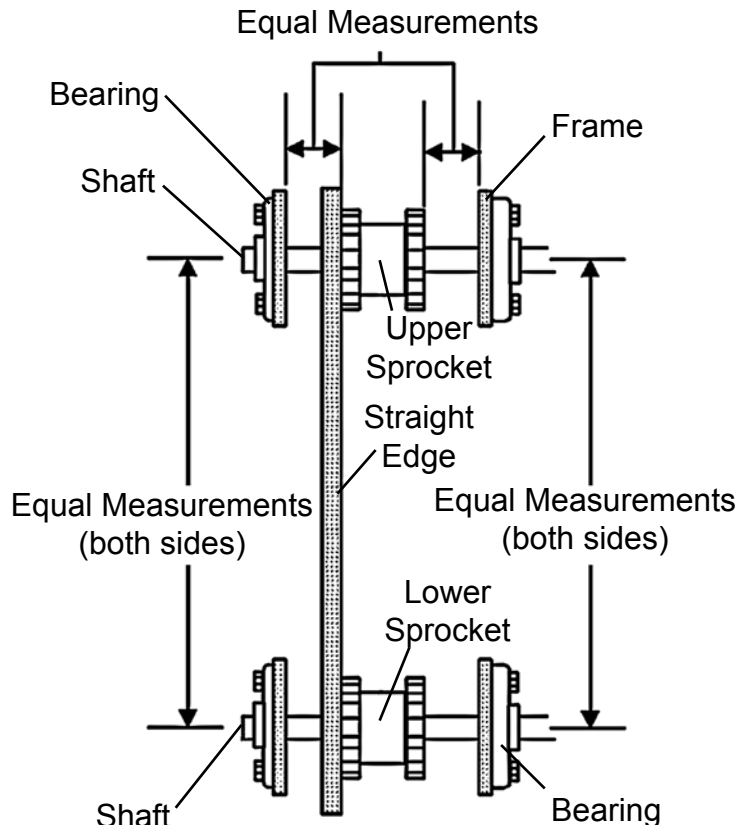
REPLACING THE DRIVE CHAIN

- STEP 1: Remove the safety catch pin from the top of the frame. Insert a hook into the chain links welded to the top of the hammer, and lift out the hammer with a hoist, forklift, or another vehicle. Lay the hammer on the ground.
- STEP 2: Disconnect the hydraulic hoses, and remove the Postmaster/Slab Blaster from the vehicle.
- STEP 3: Carefully lay down the Postmaster/Slab Blaster on its back.
- STEP 4: Remove the front cover.
- STEP 5: Remove the chain. (The drive chain has been welded together and must be cut off.)
- STEP 6: Loosen the bolts on the bearings, allowing the sprockets to slide closer together for reassembly.

NOTE

Check sprockets and nylon guide plate for wear and replace if necessary.

- STEP 7: Check the alignment of the sprockets by measuring the distance from each side of the sprocket to the frame on the upper sprocket. Then place a straight edge on the side of the sprockets from the upper sprocket to the lower sprocket to ensure straight alignment.

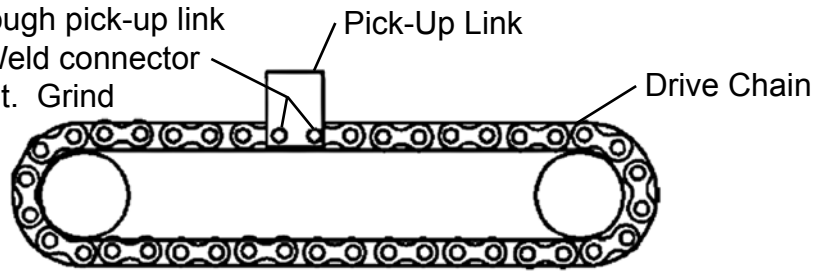


Service

(continued)

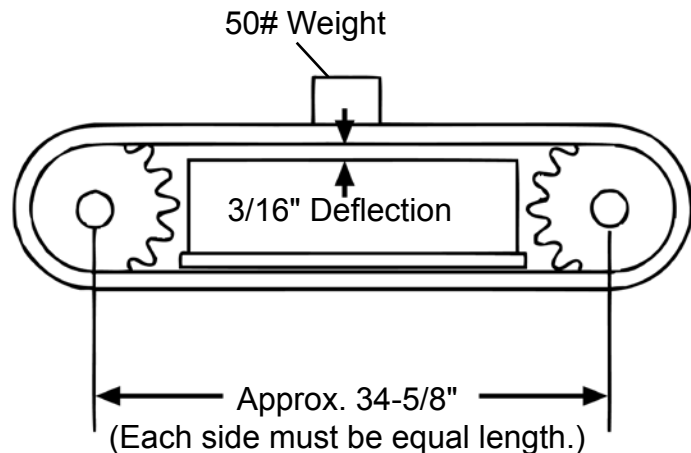
STEP 8: Position the new drive chain around the frame and sprockets, and install the pick-up link. Drive pins through the pick-up link and chain, weld connector pin holes shut, and grind weld flush.

Drive pin through pick-up link and chain. Weld connector pin holes shut. Grind welds flush.



STEP 9: Slide the bearings back out and tighten the bolts. Measure the distance between the two shafts. This measurement must be the same on both sides.

STEP 10: Check the tension of the drive chain by placing a 50 lb. weight (or the upper head assembly) on the center of the chain, midway between the upper and lower sprocket. Deflection with the weight placed on the chain should be $3/16$ ". Tighten or loosen chain as needed.



CHANGING THE POSTMASTER UPPER HEAD ASSEMBLY OR CHANGING THE COLLAR

STEP 1: Remove the safety catch pin from the top of the frame. Insert a hook into the chain links welded to the top of the hammer, and lift out the hammer with a hoist, forklift, or another vehicle. Lay the hammer on the ground.

STEP 2: Disconnect the hydraulic hoses from the vehicle auxiliary hydraulics, remove them from the quick attach plate hose holder, and reconnect the hydraulic hoses to the vehicle.

CAUTION

Do not tilt the Postmaster with the hydraulic hoses routed through the quick attach plate hose holder. Damage to the hydraulic hoses will occur.

STEP 3: Raise the Postmaster in the air, and tilt it forward 90° . Watch for any obstructions or pinching of hydraulic hoses.

STEP 4: Shut off the vehicle engine.

STEP 5: With the Postmaster in a horizontal position, remove the head assembly.

STEP 6: If you are changing the collar only, then remove the bolts securing the collar to the upper head assembly, and install the desired collar using the existing bolts. Reinstall the head assembly with the collar into the Postmaster. If you are changing the upper head assembly only, then remove the bolts securing the collar to the existing upper head assembly, and install the collar onto the new head assembly. Install the new assembly into the Postmaster. If you are changing the complete upper head assembly with collar, then remove the existing head assembly, and install the new assembly into the Postmaster.

CAUTION

The 8 inch collar assembly must be installed in the Postmaster with the flat portion of the collar towards the drive chain. Failure to install the collar correctly will cause the pick-up link to catch on the collar and lift the collar off the post. When this happens, the post will not be held securely and may cause damage to the drive chain and collar.

NOTE

Frequent changing of post head collars could result in the lock nut (securing the collar to the upper head assembly) to lose its effectiveness. Check for tightness regularly and replace if necessary.

STEP 7: After the upper head assembly has been reinstalled, start the vehicle, and slowly tilt the Postmaster back to a vertical position.

STEP 8: Shut off the vehicle, and disconnect the hydraulic hoses. Route the hydraulic hoses through the quick attach plate hose holder, and reconnect the hydraulic hoses to the vehicle auxiliary hydraulics.

STEP 9: Lift the Postmaster hammer, and reinstall it in the Postmaster.

STEP 10: Ensure the safety catch is in place. The safety catch prevents the hammer from sliding out of the Postmaster.

WARNING

Do not tilt or operate the Postmaster/Slab Blaster without the safety catch in place. The hammer could slide out of the Postmaster/Slab Blaster and cause serious injury or death.

CHANGING FROM A POSTMASTER TO A SLAB BLASTER

STEP 1: Remove the safety catch pin from the top of the frame. Insert a hook into the chain links welded to the top of the hammer, and lift out the hammer with a hoist, forklift, or another vehicle. Lay the hammer on the ground.

STEP 2: Disconnect the hydraulic hoses from the vehicle auxiliary hydraulics, remove them from the quick attach plate hose holder, and reconnect the hydraulic hoses to the vehicle.

(continued)

CAUTION

Do not tilt the Postmaster with the hydraulic hoses routed through the quick attach plate hose holder. Damage to the hydraulic hoses will occur.

- STEP 3: Raise the Postmaster in the air, and tilt it forward 90°. Watch for any obstructions or pinching of hydraulic hoses.
- STEP 4: Shut off the vehicle engine.
- STEP 5: With the Postmaster in a horizontal position, remove the head assembly.
- STEP 6: Start the vehicle, and slowly tilt the Postmaster back to a vertical position.
- STEP 7: Shut off the vehicle, and disconnect the hydraulic hoses. Route the hydraulic hoses through the quick attach plate hose holder, and reconnect the hydraulic hoses to the vehicle auxiliary hydraulics.
- STEP 8: Lift the Slab Blaster hammer, and install it in the Postmaster hammer location.
- STEP 9: Ensure the safety catch is in place. The safety catch prevents the hammer from sliding out of the Slab Blaster.

WARNING

Do not tilt or operate the Postmaster/Slab Blaster without the safety catch in place. The hammer could slide out of the Postmaster/Slab Blaster and cause serious injury or death.

CHANGING FROM A SLAB BLASTER TO A POSTMASTER

- STEP 1: Remove the safety catch pin from the top of the frame. Insert a hook into the chain links welded to the top of the hammer, and lift out the hammer with a hoist, forklift, or another vehicle. Lay the hammer on the ground.
- STEP 2: Disconnect the hydraulic hoses from the vehicle auxiliary hydraulics, remove them from the quick attach plate hose holder, and reconnect the hydraulic hoses to the vehicle.

CAUTION

Do not tilt the Slab Blaster with the hydraulic hoses routed through the quick attach plate hose holder. Damage to the hydraulic hoses will occur.

- STEP 3: Raise the Slab Blaster in the air, and tilt it forward 90°. Watch for any obstructions or pinching of hydraulic hoses.
- STEP 4: Shut off the vehicle engine.
- STEP 5: With the Slab Blaster in a horizontal position, install the head assembly with collar into the Slab Blaster with the collar toward the vehicle.

Service

(continued)

STEP 6: Start the vehicle, and slowly tilt the Slab Blaster back to a vertical position.

STEP 7: Shut off the vehicle, and disconnect the hydraulic hoses. Route the hydraulic hoses through the quick attach plate hose holder, and reconnect the hydraulic hoses to the vehicle auxiliary hydraulics.

STEP 8: Lift the Postmaster hammer, and install it in the Slab Blaster hammer location.

STEP 9: Ensure the safety catch is in place. The safety catch prevents the hammer from sliding out of the Postmaster.

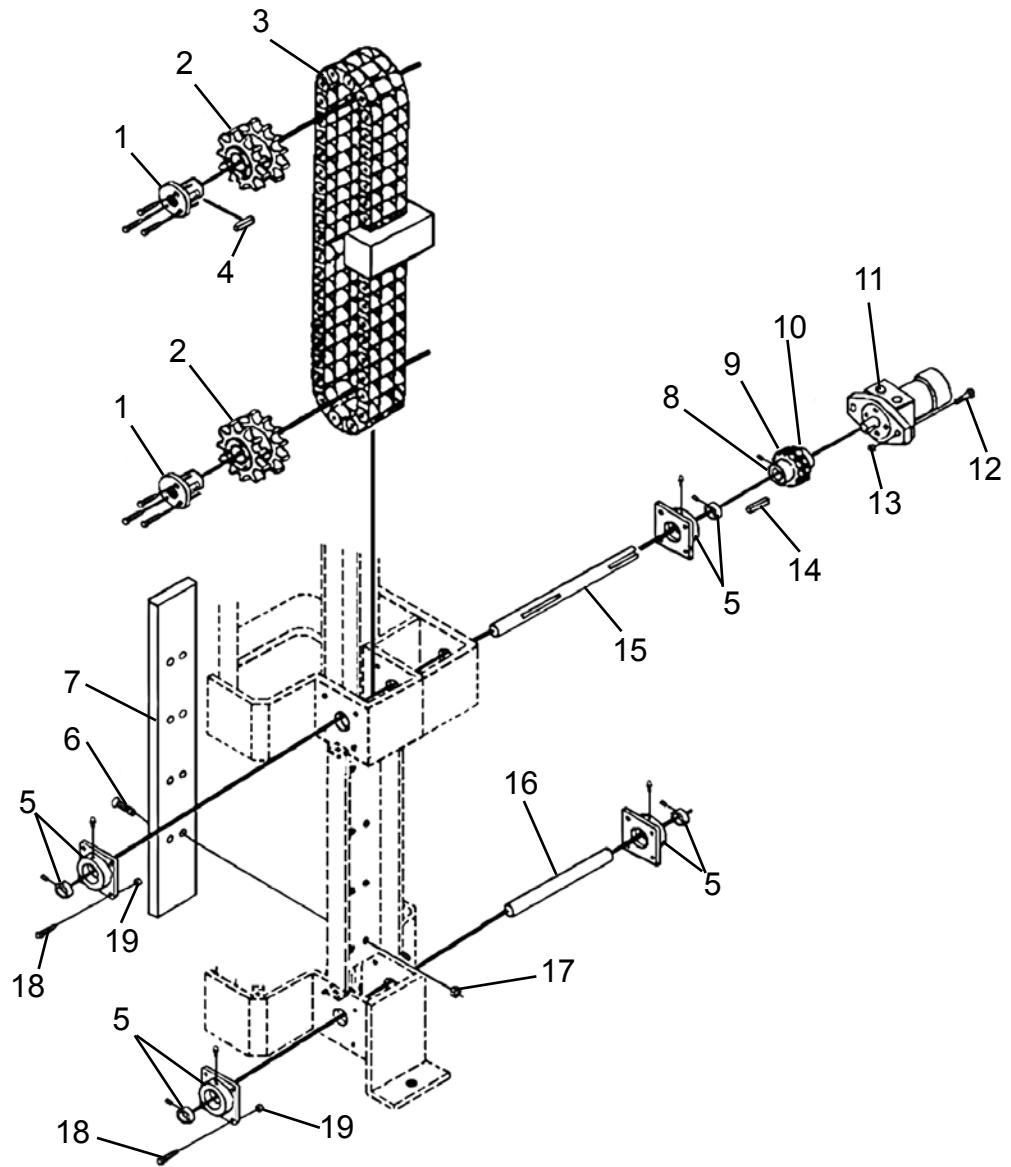


WARNING

Do not tilt or operate the Postmaster/Slab Blaster without the safety catch in place. The hammer could slide out of the Postmaster/Slab Blaster and cause serious injury or death.

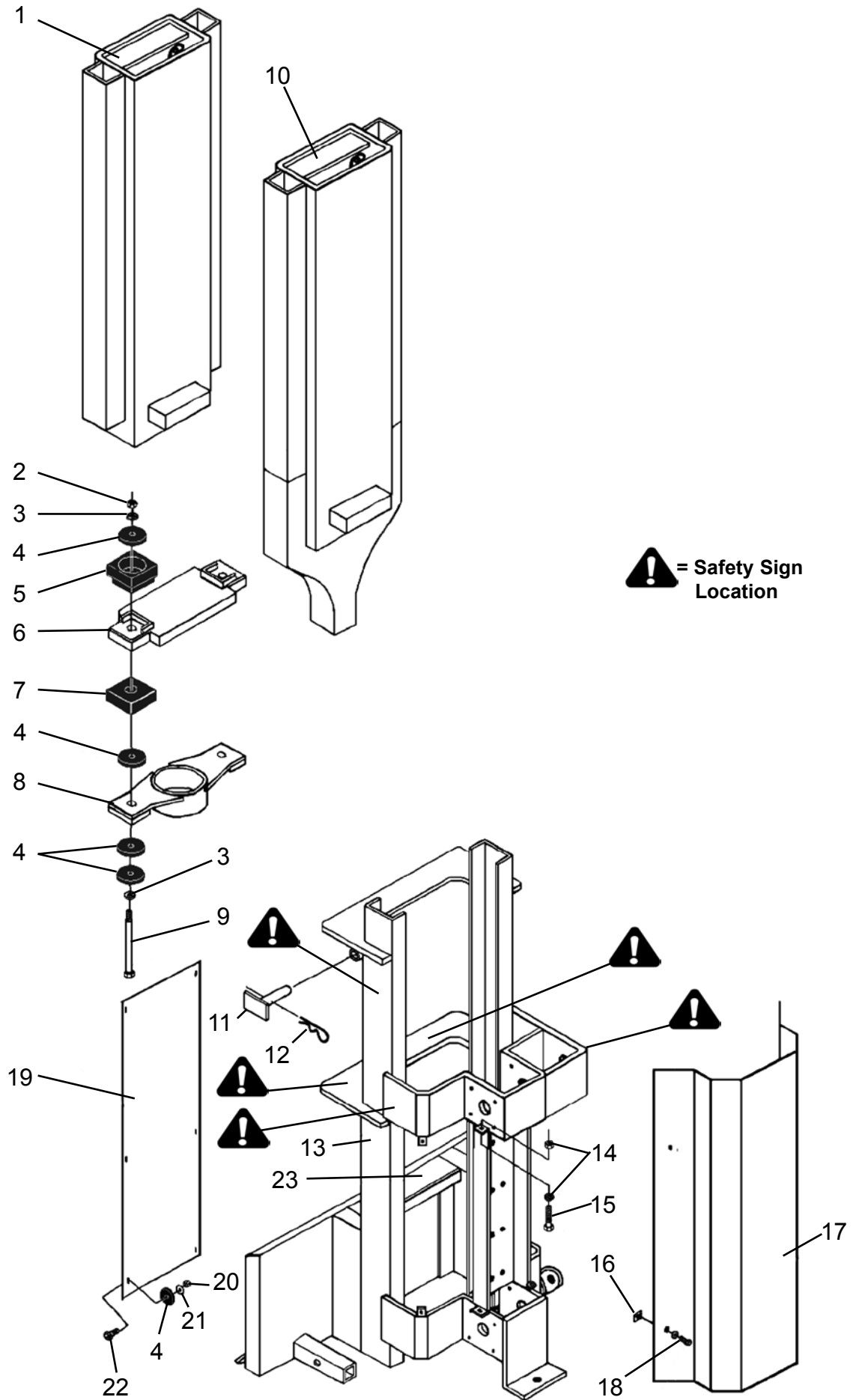
Parts

Drive Assembly



REF. NO.	PART NO.	DESCRIPTION	QTY.
1	11150	Bushing (includes 3 Capscrews and 1 Key)	2
2	11151	Double Tooth Sprocket	2
3	11152	Drive Chain – Models 8000	1
	11153	Drive Chain – Models 9000	
4	11154	Replacement Key	2
5	11155	Bearing Assembly	4
6	11156	5/16" UNC x 1-1/4" Flathead Socket Capscrew	8
7	11157	Nylon Guide Plate – Models 8000	1
	11213	Nylon Guide Plate – Models 9000	
8	11158	1-1/4" Chain Coupler (Drive Chain side)	1
9	11159	Chain	1
10	11160	1" Chain Coupler (Hydraulic Motor side)	1
11	11173	Hydraulic Motor	1
12	11161	1/2" UNC x 2" Hex Capscrew	2
13	11126	1/2" UNC Hex Nut	2
14	11162	Replacement Key	1
15	11163	Drive Shaft	1
16	11164	Idler Shaft	1
17	11165	5/16" UNC K-Lock Nut	8
18	11166	M10 x 35mm Hex Capscrew	16
19	11167	M10 Hex Nut	16

Parts



Parts

(continued)

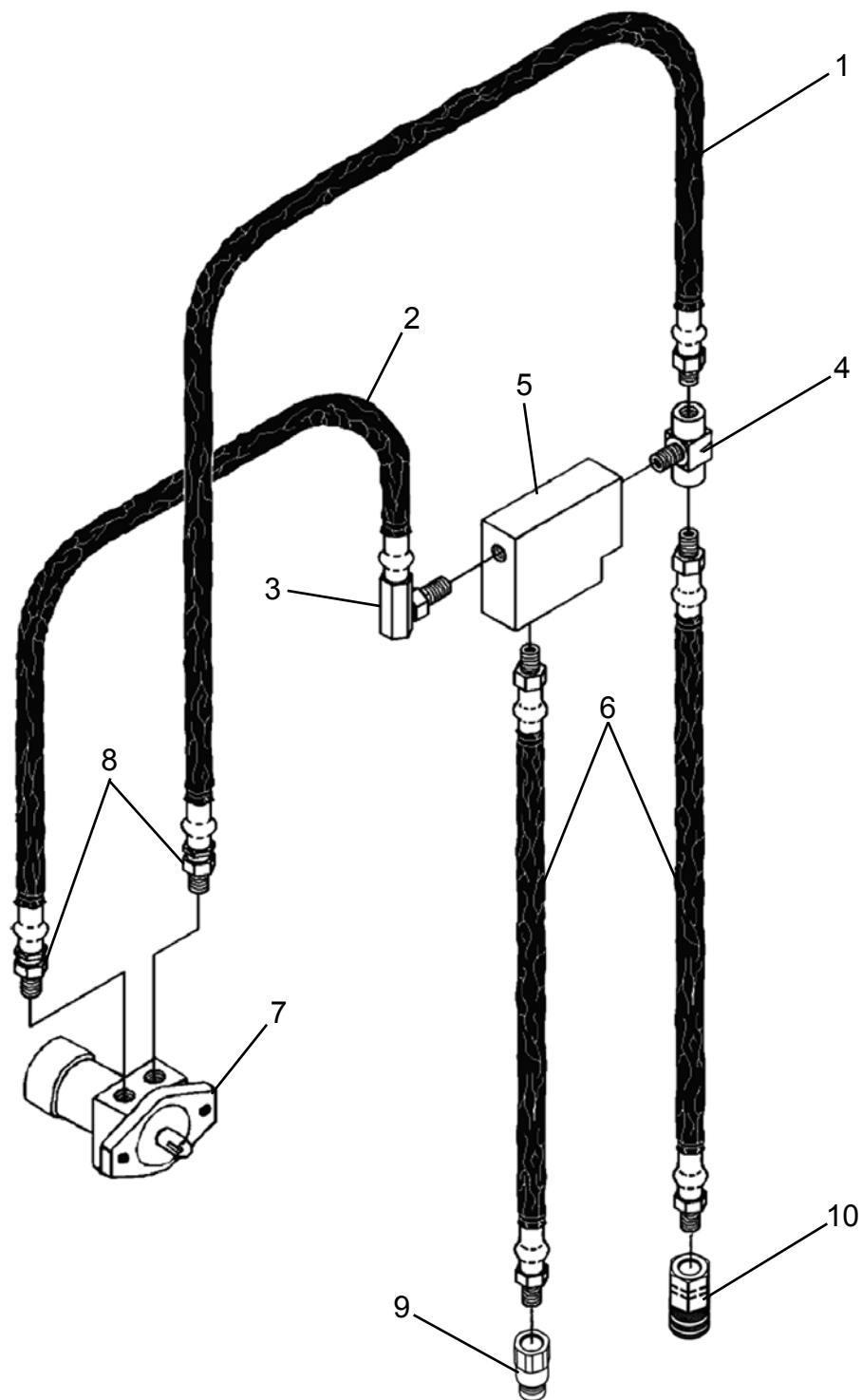
REF. NO.	PART NO.	DESCRIPTION	QTY.
1*	11125	Postmaster Hammer	1
2*	11126	1/2" UNC Lock Nut	2
3*	11127	1/2" Heavy Washer	4
4*	11128	Rubber Retainer – Models 8000	14
		Rubber Retainer – Models 9000	18
5*	11129	Guide Block	2
6*	11130	Post Upper Head Plate	1
7*	11131	Intermediate Guide Block	2
8*		Post Head Collar	1
	11112	3" Round Head (bottom plate only)	
	11113	6" Standard Collar Head (bottom plate only)	
	11114	8" Standard Collar Head (bottom plate only)	
	11115	4" Square Head (bottom plate only)	
	11116	6" H Beam	
	11117	8" H Beam	
	11118	T-Post Adapter 48" length (not shown)	
9*	11132	1/2" UNC x 7" Hex Capscrew - Grade 8	2
10**	11111	Slab Blaster Hammer	1
11	11133	Safety Catch Pin	1
12	11134	Hair Pin	1
13	11135	Postmaster/Slab Blaster Base Unit – Models 8000	1
	11136	Postmaster/Slab Blaster Base Unit – Models 9000	
14	11137	1/2" UNC Hex Nut	8
15	11138	1/2" UNC x 3" Hex Capscrew	4
16	11139	M8 x 1.25mm U Nut – Models 8000	4
		M8 x 1.25mm U Nut – Models 9000	6
17	11140	Front Cover – Models 8000	1
	11141	Front Cover – Models 9000	
18	11142	M8 x 25mm Hex Capscrew – Models 8000	4
		M8 x 25mm Hex Capscrew – Models 9000	6
19	11143	Back Cover – Models 8000	1
	11144	Back Cover – Models 9000	
20	11145	1/4" UNC Hex K-Lock Nut – Models 8000	6
		1/4" UNC Hex K-Lock Nut – Models 9000	10
21	11146	1/4" Flat Washer – Models 8000	6
		1/4" Flat Washer – Models 9000	10
22	11147	1/4" UNC x 1-1/4" Hex Capscrew – Models 8000	6
		1/4" UNC x 1-1/4" Hex Capscrew – Models 9000	10
23	11148	Rubber Cushion	2
	11149	3/8" UNC x 2" Carriage Bolt (not shown)	2
	11211	3/8" Flat Washer (not shown)	2
	11212	3/8" UNC Lock Nut (not shown)	2

* To convert from a Slab Blaster to a Postmaster, purchase items 1 through 9.

** To convert from a Postmaster to a Slab Blaster, purchase item 10.

Parts

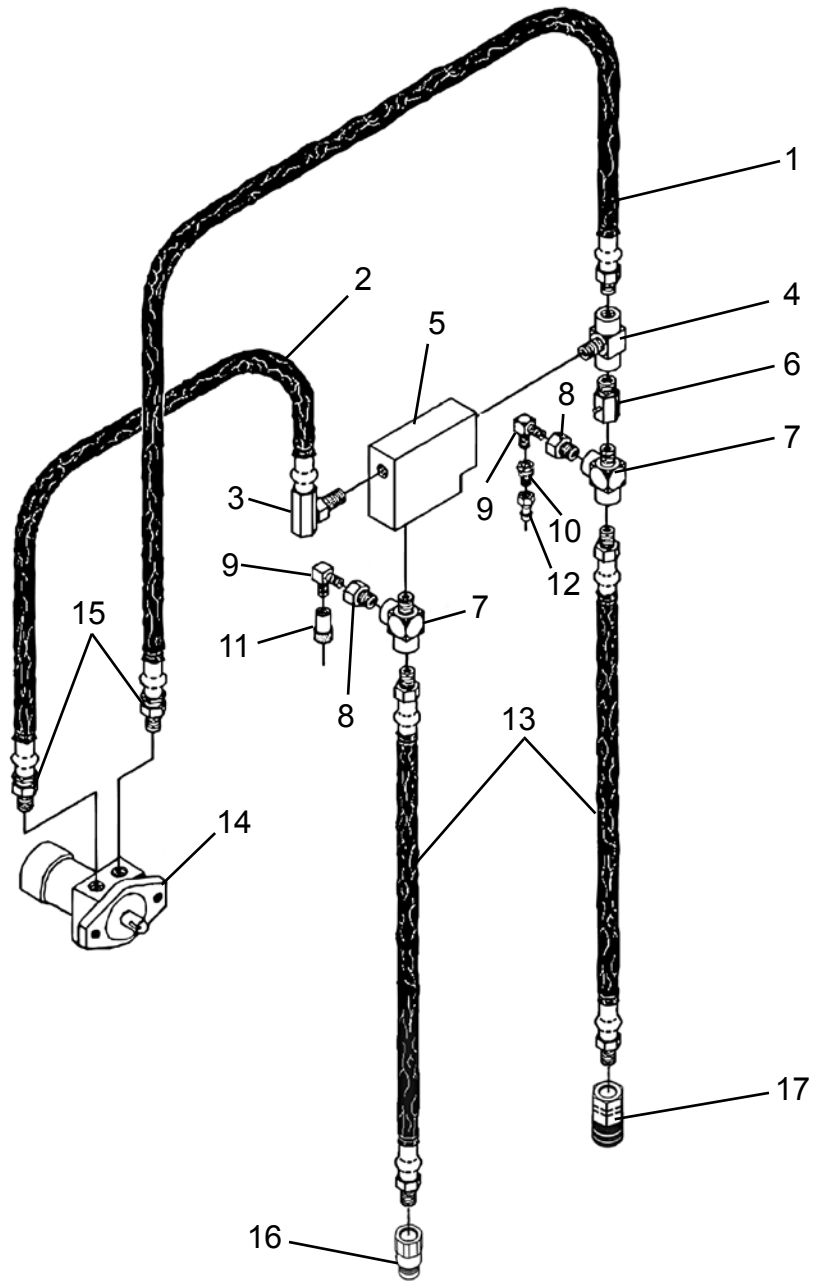
Hydraulics



REF. NO.	PART NO.	DESCRIPTION	QTY.
1	11168	Hose Assembly 1/2" x 30"	1
2	11169	Hose Assembly 1/2" x 24"	1
3	11214	90° Elbow	1
4	11170	Tee	1
5	11171	Flow Control Valve	1
6	11172	Hose Assembly 1/2" x 80"	2
7	11173	Hydraulic Motor	1
8	11215	Straight Adapter	2
9	11183	Male Coupler	1
10	11184	Female Coupler	1

Parts

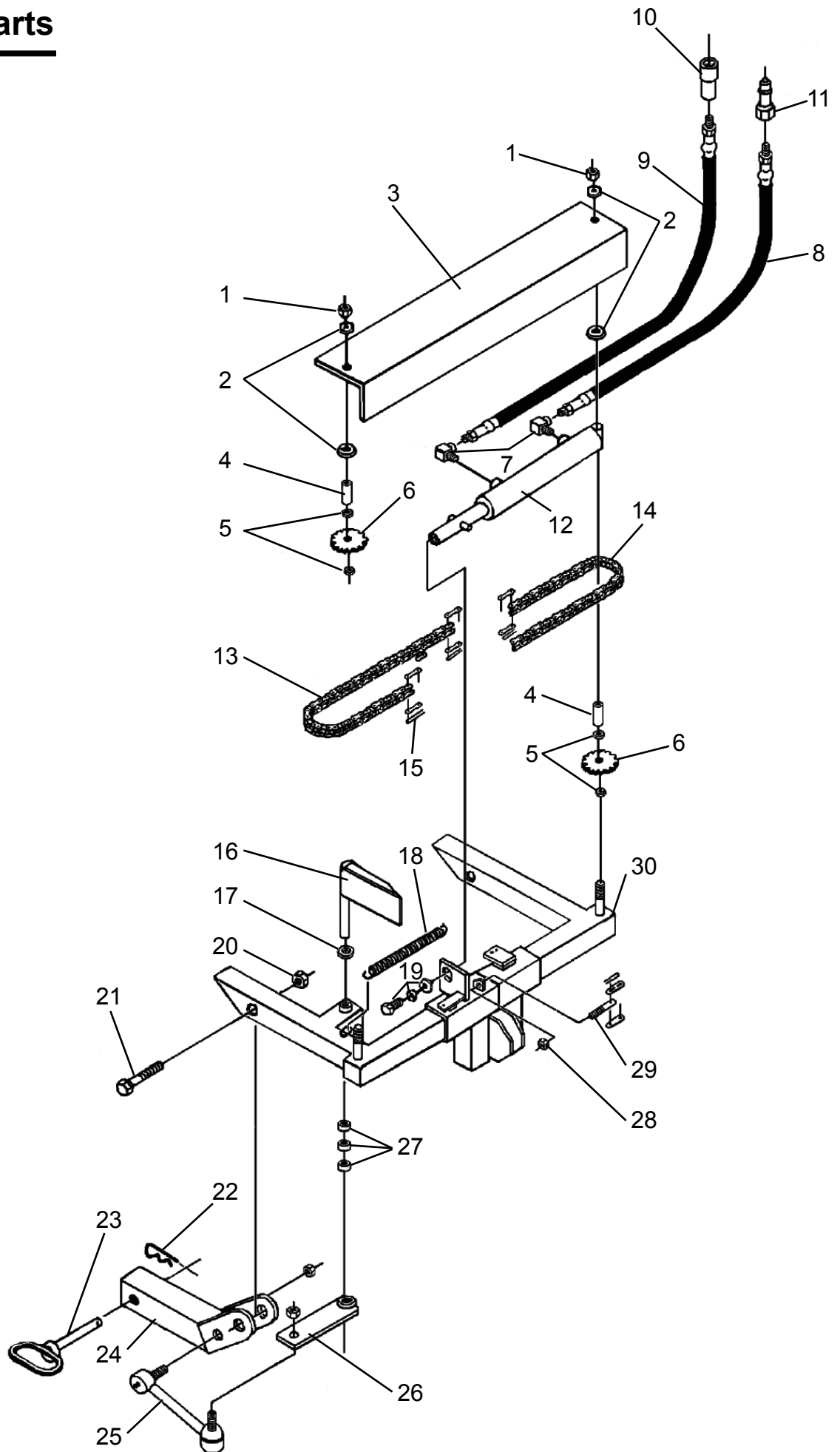
Grapple Hydraulics



REF. NO.	PART NO.	DESCRIPTION	QTY.
1	11168	Hose Assembly 1/2" x 30"	1
2	11169	Hose Assembly 1/2 x 24"	1
3	11214	90° Elbow	1
4	11170	Tee	1
5	11171	Flow Control Valve	1
6	11205	Check Valve	1
7	11206	Tee	2
8	11207	Reducer	2
9	11208	90° Elbow	2
10	11209	Swivel Adapter with Restrictor	1
11	11216	Female Coupler	1
12	11217	Male Coupler	1
13	11172	Hose Assembly 1/2" x 80"	2
14	11173	Hydraulic Motor	1
15	11215	Straight Adapter	2
16	11183	Male Coupler	1
17	11184	Female Coupler	1

Parts

Grapple



Parts

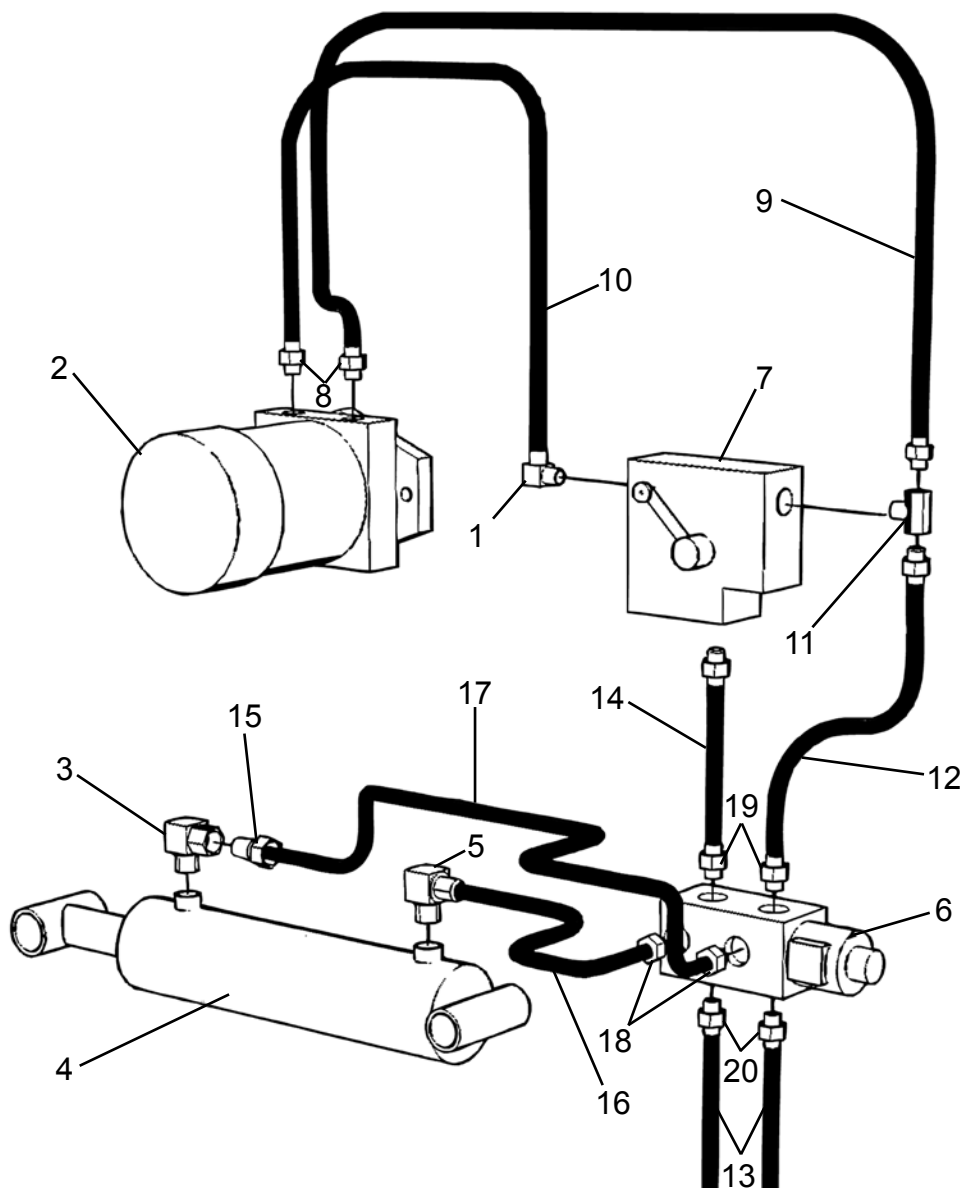
Grapple

(continued)

REF. NO.	PART NO.	DESCRIPTION	QTY.
1	11174	5/8" UNC Lock Nut	2
2	11175	5/8" Flat Washer	4
3	11176	Chain Guard	1
4	11177	Spanner Bushing	2
5	11178	Idler Sprocket Bushing	4
6	11179	Idler Sprocket	2
7	11180	90° Elbow	2
8	11181	Hose Assembly 1/4" x 60"	1
9	11182	Hose Assembly 1/4" x 68"	1
10	11216	Female Coupler	1
11	11217	Male Coupler	1
12	11185	Cylinder	1
13	11186	Grapple Chain (includes Spring Link)	1
14	11187	Grapple Chain	1
15	11188	Connector Link	4
16	11189	Pivot Actuator	1
17	11190	Actuator Shim	1
18	11191	Spring	1
19	11192	5/8" x 1" Hex Capscrew	1
	11193	5/8" Lock Washer	1
	11194	5/8" Flat Washer	1
20	11195	3/4" UNC Lock Nut	1
21	11196	3/4" UNC x 5" Hex Capscrew	1
	11218	Nylon Bushing (not shown)	3
22	11134	Hair Pin	2
23	11197	Hitch Pin (includes Hair Pin)	2
24	11198	Grapple Pivot Mount	1
25	11199	Pivot Actuator (includes Nuts and Zerks)	1
26	11200	Actuator Pivot Plate	1
27	11201	Nylon Bushing	3
28	11202	7/16" UNC Nylock Nut	1
29	11203	Chain Anchor (7/16" UNC)	1
30	11204	Grapple Frame	1

Parts

Tilt



REF. NO.	PART NO.	DESCRIPTION	QTY.
1	11214	90° Elbow	1
2	11173	Hydraulic Motor	1
3	11219	90° Elbow	1
4	11220	Cylinder	1
5	11221	90° Elbow	1
6	11222	Diverter Valve	1
7	11171	Flow Control Valve	1
8	11215	Straight Adapter	2
9	11168	Hose Assembly .50" x 30"	1
10	11169	Hose Assembly .50" x 24"	1
11	11170	Tee	1
12	11223	Hose Assembly .50" x 25.5"	1
13	11172	Hose Assembly .50" x 80"	2
14	11224	Hose Assembly .50" x 23"	1
15	11209	Swivel Adapter with Restrictor	1
16	11225	Hose Assembly .25" x 32"	1
17	11226	Hose Assembly .25" x 39.75"	1
18	11227	Straight Adapter	2
19	11228	Straight Adapter	2
20	11229	Straight Adapter	2

Decals & Safety Signs

PART NO. DIG13
Location: Unit, Left Side



Location: Unit, Front

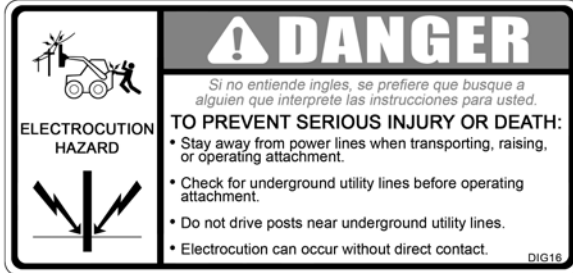
PART NO. DIG17
Location: Unit, Rear Shelf



PART NO. DIG5
Location: Unit, Right Side Tab



PART NO. DIG16
Location: Unit, Rear Shelf



PART NO. DIG18
Location: Unit, Front

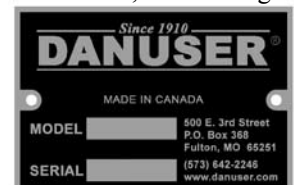
PART NO. DIG10
Location: Unit, Left Front



PART NO. DIG14
Location: Unit, Left Side



Model Number & Serial Number
Location: Unit, Bottom Right



Clean or replace all safety signs if they cannot be clearly read and understood.

Danuser Machine Company, Inc. ("Danuser") warrants its products, under normal use and maintenance, to be free from defects in material and workmanship for periods specified below from the purchase date from an authorized Danuser Dealer. Start of the warranty period is determined by purchase date given on your returned WARRANTY REGISTRATION FORM. Proof of purchase may be required. This Limited Warranty is extended only to the original purchaser of Danuser products.

Postmaster/Slab Blaster - 1 Year

1. During the applicable warranty period, Danuser, at its option, will repair or replace any part determined by Danuser to be defective. Such repair or replacement shall take place at Danuser's factory or a location designated by Danuser. Under no circumstances shall Danuser be obligated for the cost of any repair or replacement by anyone other than Danuser without its express written consent.
2. Parts may not be returned without written authorization from Danuser.
3. Some purchased components, including but not limited to hydraulic components are subject to the inspection and warranty of the respective manufacturer. Thus, delays in a warranty determination can be expected while Danuser awaits their decision.
4. This warranty is void if any attempt is made to make field repairs to hydraulic components. To qualify for warranty inspection, the "failed" part must be returned in its original "failed" condition.
5. To make a claim under this warranty, first contact your authorized Danuser Dealer. The Danuser Dealer shall complete the Warranty Claim Form and obtain written authorization from Danuser to return parts. All warranty claims must include detailed information regarding make and model of vehicle on which the Danuser product was mounted, hours of use, description of events that led up to the failure, and any other information helpful in reviewing the warranty claim. All warranty returns must be prepaid. Shipments arriving at our factory on a freight collect basis will be refused by our receiving department. The freight charge will be credited if the parts are determined by Danuser to be defective, and the associated freight costs in returning those parts will be prepaid by Danuser. NOTE: Hydraulic motors must arrive with all ports sealed from dirt and moisture. If a motor arrives with open ports, the warranty is void and no inspection will be made.
6. Products or parts thereof which, as determined by Danuser's examination, show wear from normal use, have been improperly operated, damaged by accident or negligence, field repaired, altered or modified are not considered defective in material and workmanship and are not covered by this warranty. This warranty does not apply to parts subject to normal wear or to damage caused by the failure to perform recommended maintenance or to replace worn parts. This warranty shall not obligate Danuser to bear any cost of labor for field repair, replacement, testing, or adjustment nor for damage caused by accident, abuse, misuse, or environmental elements.
7. Any parts or labor required to repair or replace parts not covered under this warranty will be charged to the customer. Parts repaired or replaced by Danuser are then covered by this warranty only for the remainder of the original warranty as if such parts were original parts.
8. Danuser reserves the right to change its specifications and designs at any time.

This warranty is exclusive and in lieu of all other express warranties, if any, including the implied warranties of merchantability and fitness for a particular purpose. It shall not extend beyond the duration of the expressed warranty provided herein and the remedy for violations of any implied warranty shall be limited to repair or replacement of the defective part pursuant to the terms contained herein. No employee, dealer, salesman, or representative is authorized to change this warranty in any way or grant any other warranty. Danuser shall not be liable for any consequential, incidental, or punitive damages, losses, or expenses, including those resulting from or caused by any defects.

Danuser Machine Company, Inc.
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