

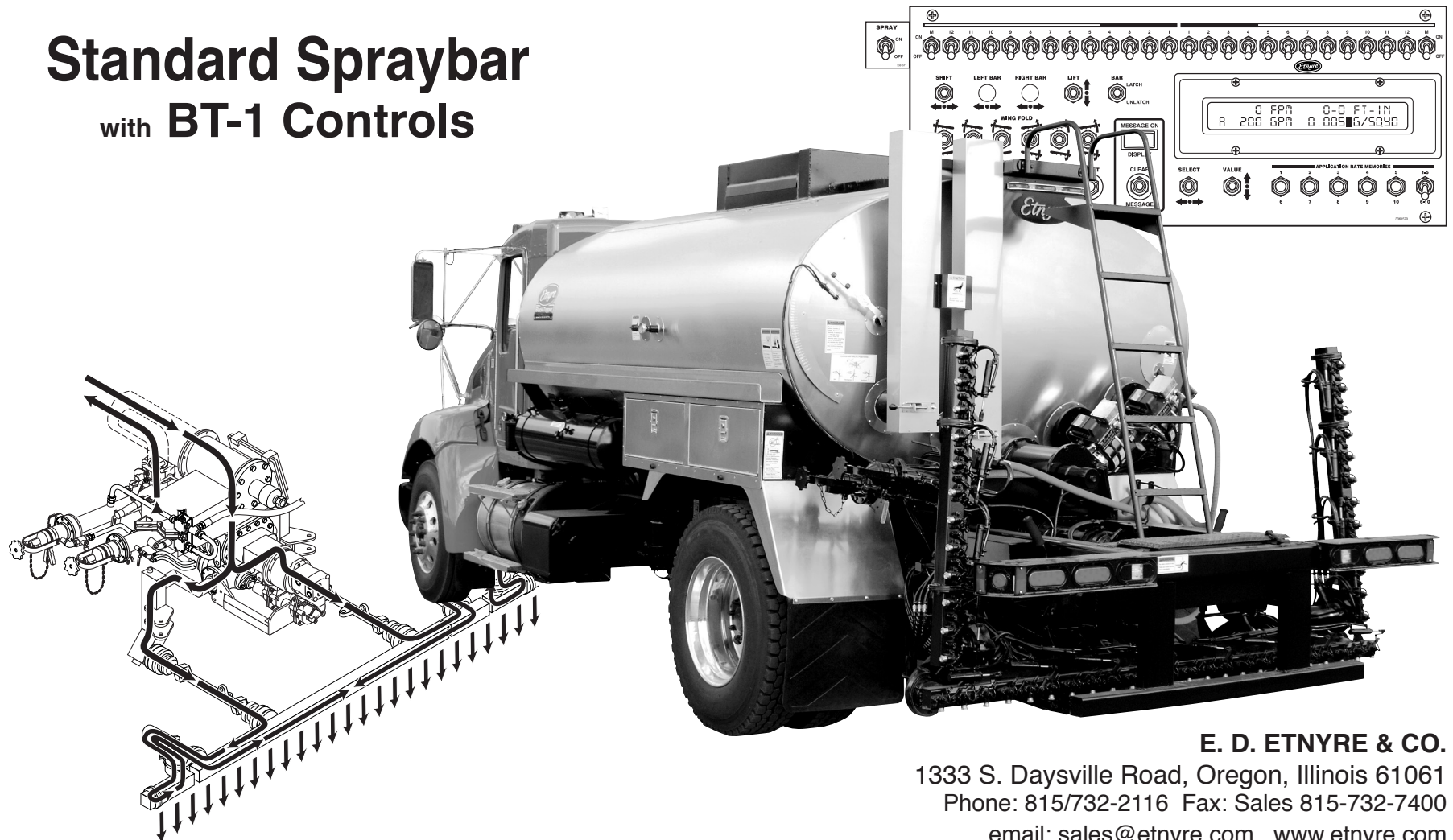


A-128-12R
Serial Numbers S5613 and up
Supersedes A-128-12
Updated 15 May 2020

Centennial

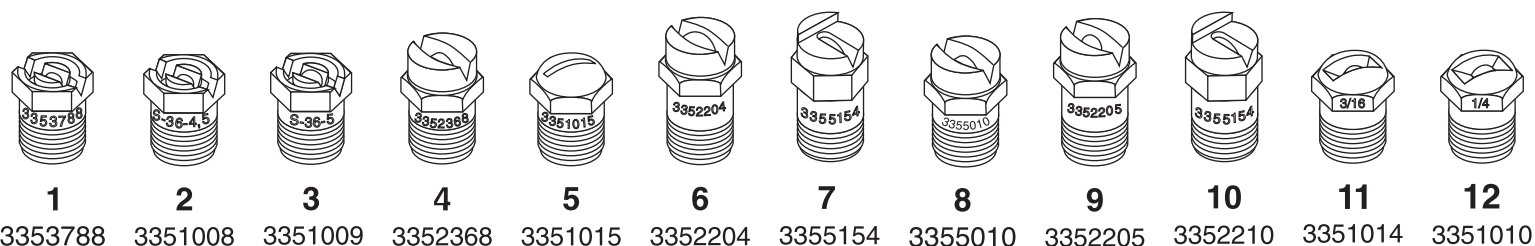
Flow Charts and Control Positions

Standard Spraybar with BT-1 Controls



E. D. ETNYRE & CO.
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Phone: 815/732-2116 Fax: Sales 815-732-7400
email: sales@etnyre.com www.etnyre.com

Etnyre Spray Bar Nozzles



Ref.	Part No.	Description	Application Gallons Per Square Yard	Application (Metric) Liters Per Square Meter	US Flow Gallons Per Minute Per Foot
1	3353788	V Slot Tack Nozzle 1/8" Rifle Bored	.05 - .20	.23 - .91	3.0 to 4.5
	3351013*	V Slot Tack Nozzle 1/16" Coin Slot	.05 - .20	.23 - .91	3.0 to 4.5
	3354904	V Slot Tack Nozzle 1/8" Counterbored	.05 - .20	.23 - .91	3.0 to 4.5
2	3351008	S36-4 V Slot	.10 - .35	.45 - 1.58	4.0 to 7.5
3	3351009	S36-5 V Slot	.18 - .45	.81 - 2.04	7.0 to 10.0
4	3352368	Multi-Material V Slot	.15 - .40	.68 - 1.81	6.0 to 9.0
5	3351015	3/32" Coin Slot	.15 - .40	.68 - 1.81	6.0 to 9.0
6	3352204	Multi-Material V Slot	.35 - .95	1.58 - 4.30	12.0 to 21.0
7	3355154	End Nozzle (use with 3352204 nozzle)	.35 - .95	1.58 - 4.30	12.0 to 21.0
8	3355010	Multi-Material V Slot	.29 - .72	1.31 - 3.26	10.0 to 165
9	3352205	Multi-Material V Slot	.20 - .55	.91 - 2.49	7.5 to 12.0
10	3352210	End Nozzle (use with 3352205 nozzle)	.20 - .55	.91 - 2.49	7.5 to 12.0
11	3351014	3/16" Coin Slot	.35 - .95	1.58 - 4.30	12.0 to 21.0
12	3351010	1/4" Coin Slot	.40 - 1.10	1.81 - 4.98	15.0 to 24.0

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Important

The instructions represented here are a guide and not designed to be comprehensive. Refer to M-103-12 Centennial Asphalt Distributor Operation, Maintenance and Safety manual for complete instructions.

This pamphlet is provided as a tool to aid personnel in the operation of the Etnyre Blacktopper Centennial Distributor, as with any type of construction equipment, there are certain hazards associated with improper or careless operation. The ability to read and understand the instructions should be a required qualification to become an operator. There are also functions that require a certain amount of physical strength to accomplish. Persons lacking the required strength may not only place themselves in jeopardy, but also others in the vicinity. **Read and understand the Safety precautions found in M-103-12 Centennial Asphalt Distributor Operation, Maintenance and Safety manual before operating this machine.**

If you have any questions regarding this pamphlet or the operation of your unit, contact your Etnyre dealer or the E. D. Etnyre Service Department at 1-800-995-2116.

WARNING

Do not use this machine for any operation which is not described in the Operation manual.

If you have any questions about the operation of this machine, contact the Etnyre Service Department at 1-800-995-2116 or 1-815-732-2116.

Operations that are not approved could cause serious injury or death.

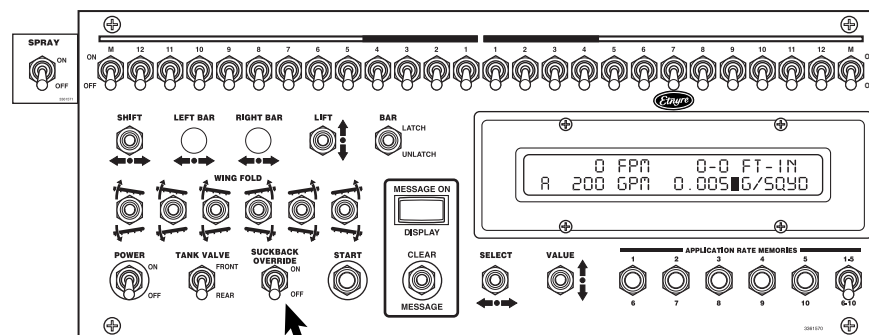
Bar Suck Back Override

This optional feature is designed for quick in-cab switching between bar circulate and bar suck back for units equipped with automatic tank and bar suck back valves. When the SUCK BACK OVERRIDE switch is ON, all automatically controlled valves are set to their correct positions for SUCK BACK. This overrides any settings of the Function knob and stops the asphalt pump when the PUMP CONTROL switch is in AUTO.

The following steps are performed in the cab while the Function knob is turned to BAR CIRCULATE.

1. Turn the SUCK BACK OVERRIDE switch ON.
2. Press START. The pump will start turning at the desired rate. 200 GPM is recommended.
3. If complete bar suck back is desired, follow the instructions for bar suck back, beginning with the opening of the left bleeder valve. Otherwise continue to the next step.
4. Turn the SUCK BACK OVERRIDE switch OFF.
5. Press START. The pump will start turning at the desired circulation rate.

Note: The pump can be stopped and the automatic tank valve can be closed immediately at any time during operation by turning the POWER switch OFF. Before turning the POWER switch back ON, turn the PUMP SPEED to zero if the PUMP CONTROL switch is in MANUAL, to prevent the pump from turning.



Suckback Override Switch

Control Panels

1. SPRAY Switch

Turning this switch to ON when the Function knob (rear panel) is turned to BAR CIRCULATE or SUCK BACK, opens all activated spray valves.

2. START Button

Starts the asphalt pump turning at the target pump rate or starts calibration operations in the setup screens.

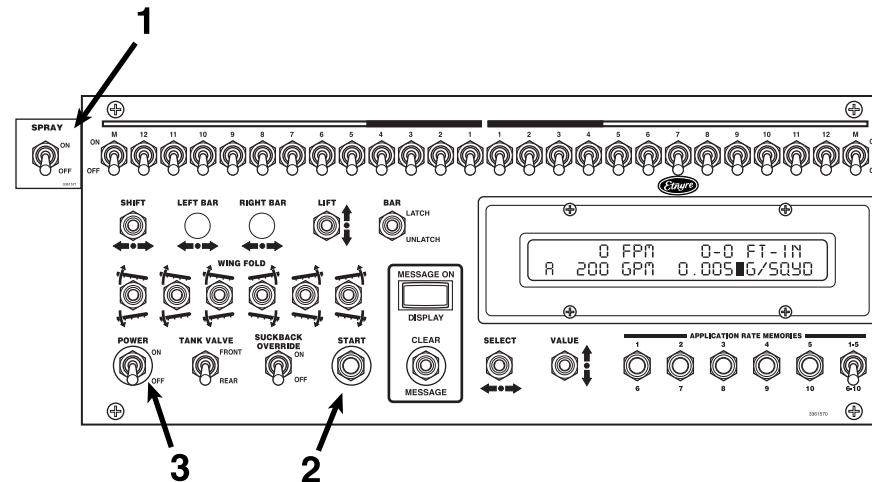
3. POWER Switch

Both POWER switches, front and rear, must be ON for the system to be ON. The entire system can be shut down by turning either POWER switch to OFF. Before turning either POWER switch to ON be sure you know what will automatically activate.

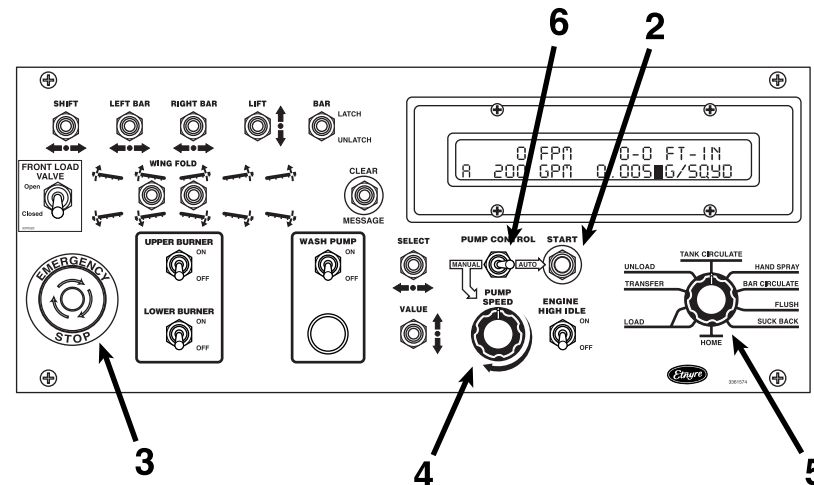
4. PUMP SPEED Control Knob

When MANUAL PUMP CONTROL is selected, turning this knob to the right (clockwise) increases the asphalt pump speed. It is possible to over-speed the asphalt pump in MANUAL control since the asphalt pump speed is also dependent on the engine speed.

Always turn the knob back to the left (counter-clockwise) before selecting AUTO PUMP CONTROL or turning ON either POWER switches (front or rear).



Cab Control Panel



Rear Control Panel

5. Function knob

When the desired operation is selected through this knob, the asphalt pump stops turning if the PUMP CONTROL is in AUTO, and all automatic valves (tank valve, 4-way valve, bar suck back valves, and balance valves) are set for the desired operation. The asphalt pump rate is set to the stored preset for the desired operation.

The factory pump rate presets are:

- LOAD/TRANSFER - 100 GPM
- TANK CIRCULATE - 150 GPM
- BAR SUCK BACK - 200 GPM
- BAR FLUSH - 100 GPM
- UNLOAD - 100 GPM
- HAND SPRAY - 50 GPM

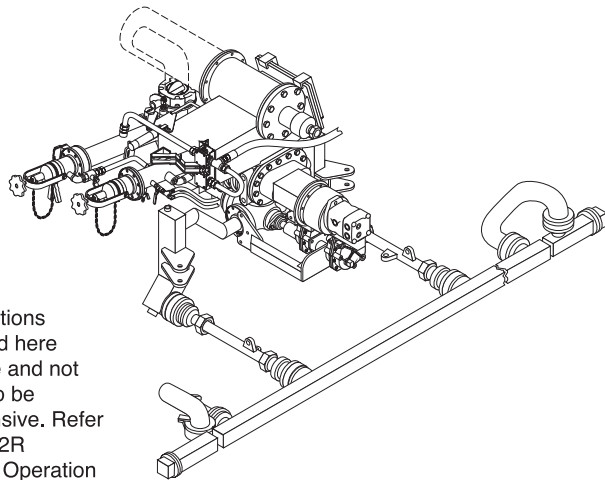
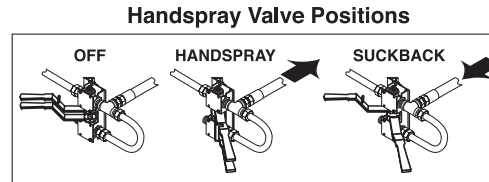
When BAR CIRCULATE is selected, the asphalt pump rate is calculated based on the displayed spray width, application rate, and the setting of the %CIRC factor.

6. PUMP CONTROL Switch

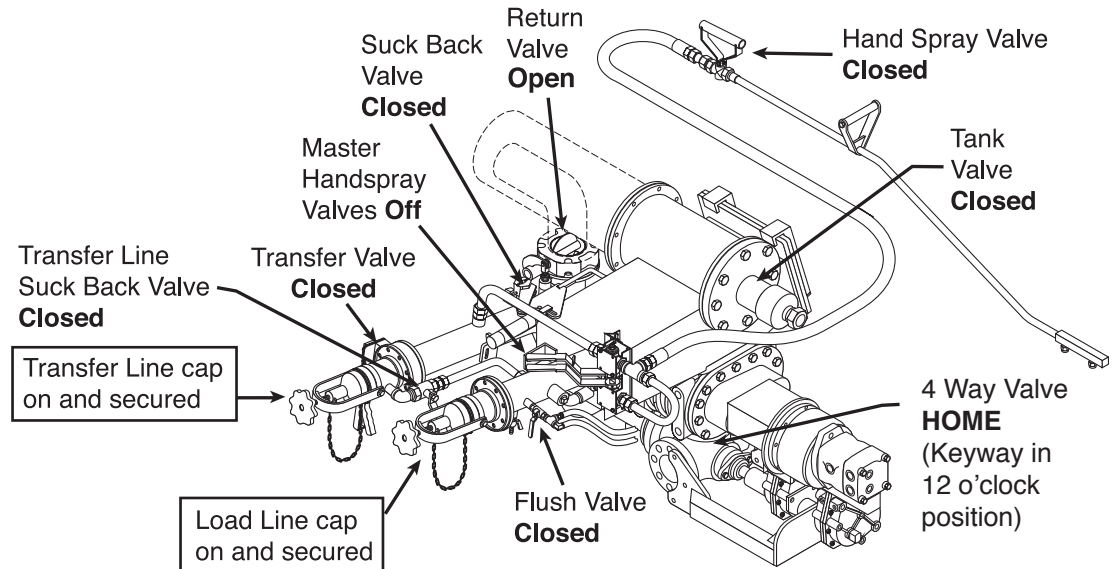
With the switch turned to AUTO, the asphalt pump speed is controlled at the desired rate through the computer.

With the switch turned to MANUAL, the asphalt pump speed is controlled with the PUMP SPEED control knob at the desired rate for a specific engine speed.

Load through Manhole

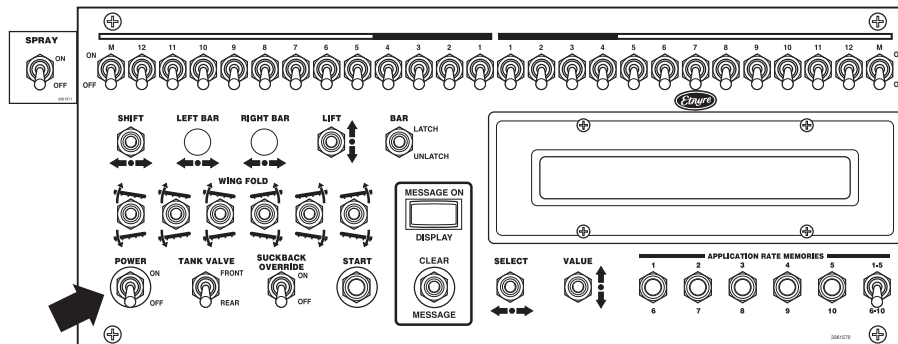


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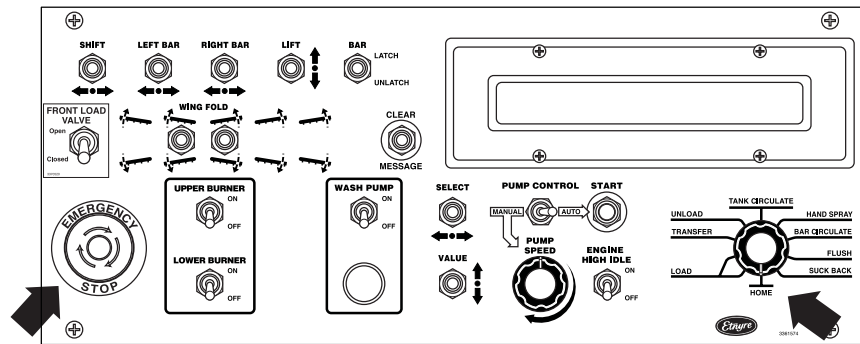
Cab Panel

- POWER Switch OFF

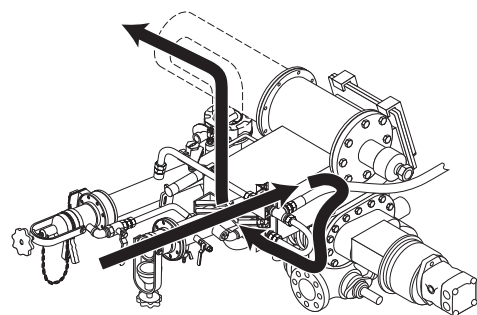


Rear Panel

- Function Switch to HOME position
- POWER Switch OFF

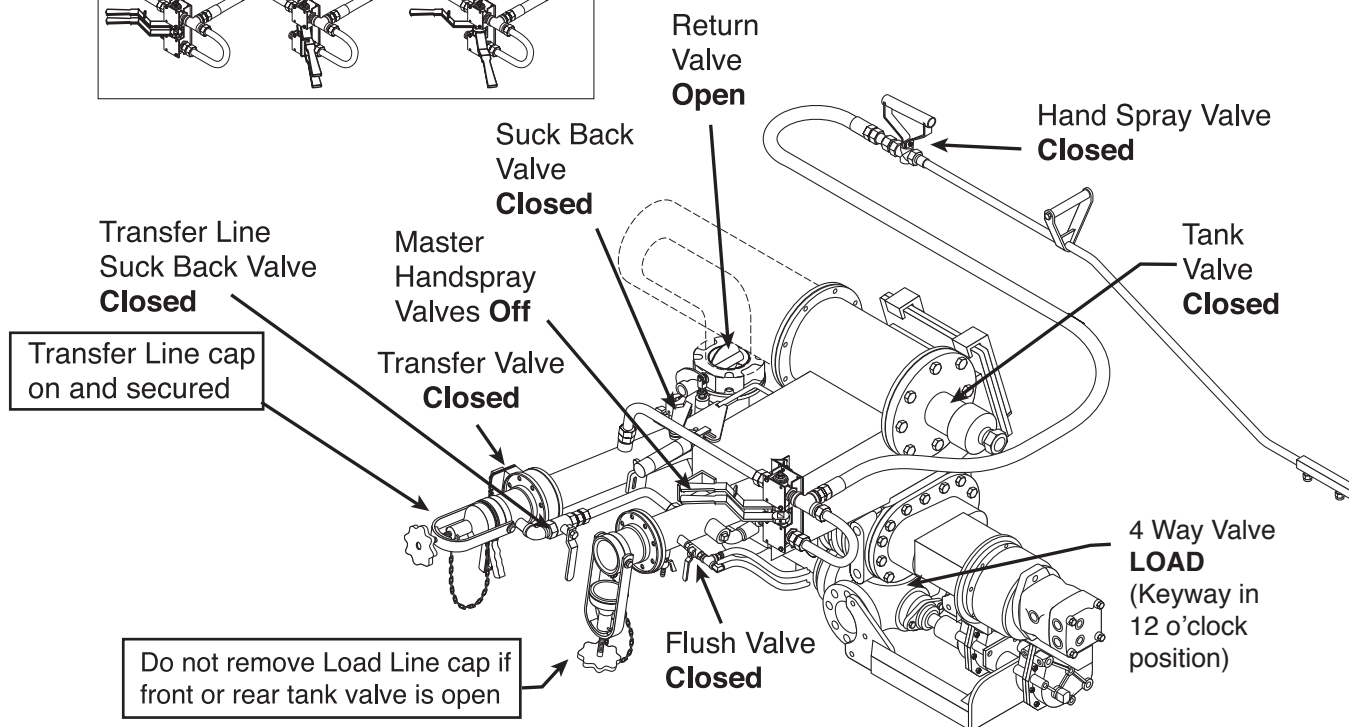
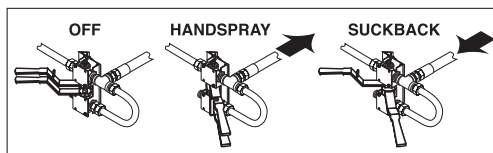


Load through Load Line



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Handspray Valve Positions

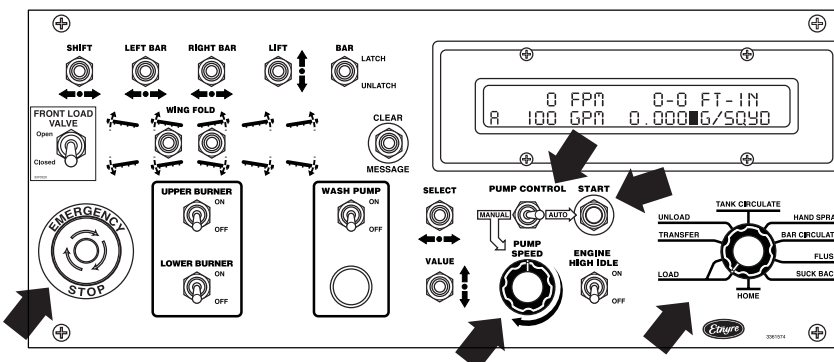
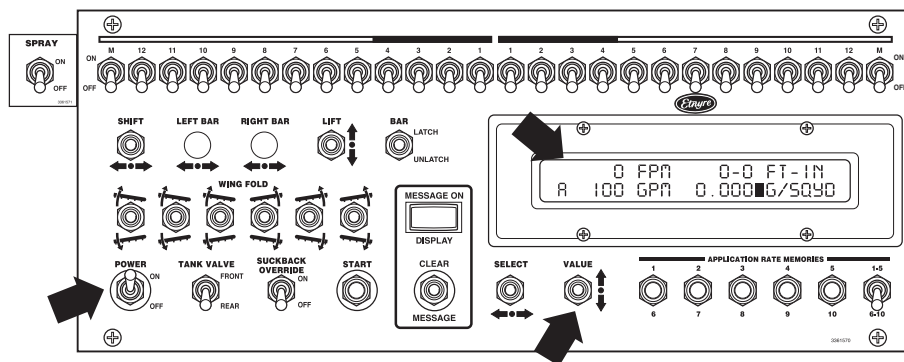


Cab Panel

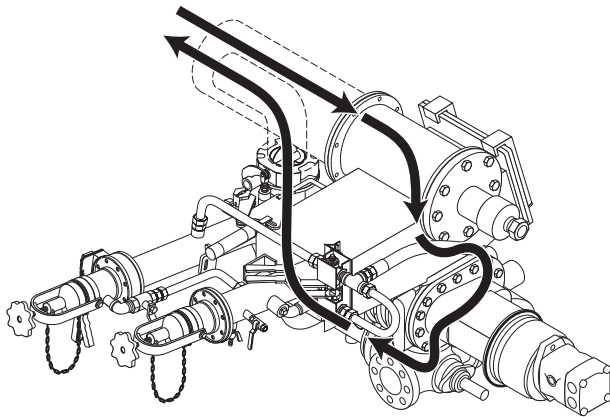
- POWER Switch ON
- 100 GPM - adjust using VALUE switch

Rear Panel

- POWER switch (E Stop) ON
- PUMP CONTROL switch AUTO
- PUMP SPEED knob zero (fully counterclockwise)
- Function Switch to LOAD position
- Push "START" switch

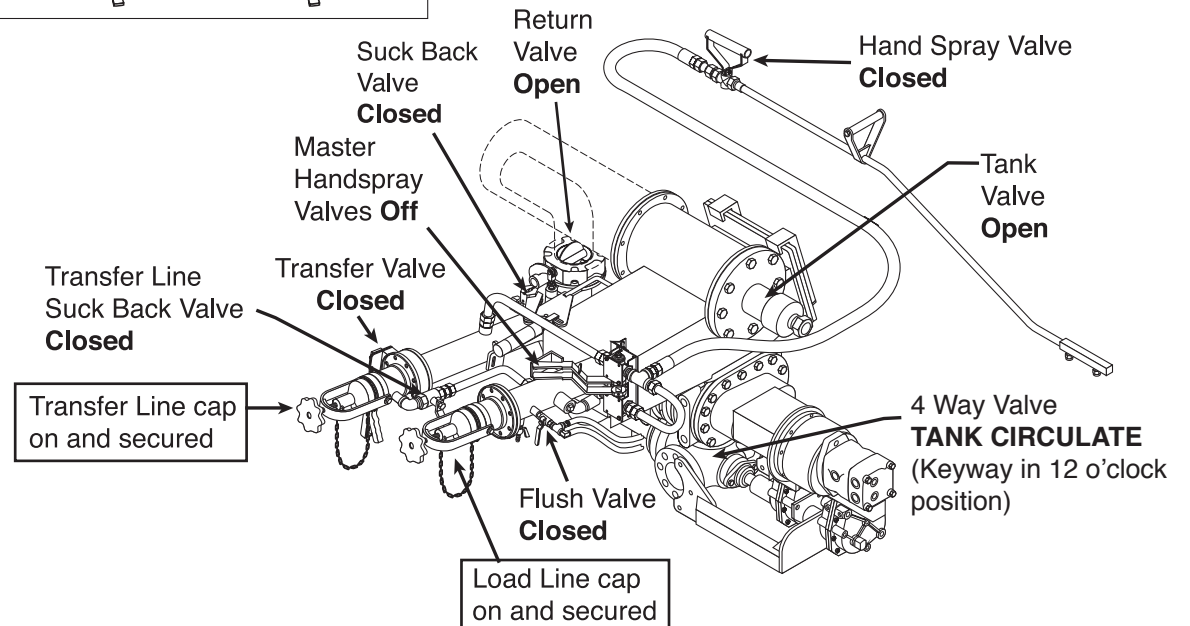
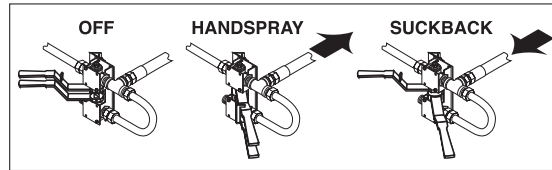


Circulate In Tank



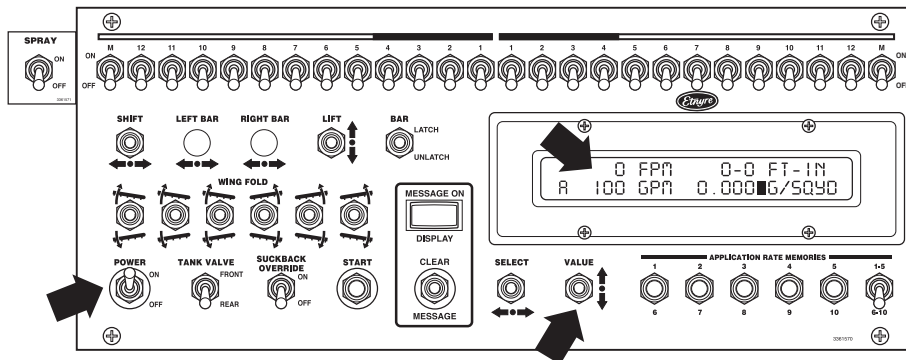
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Handspray Valve Positions



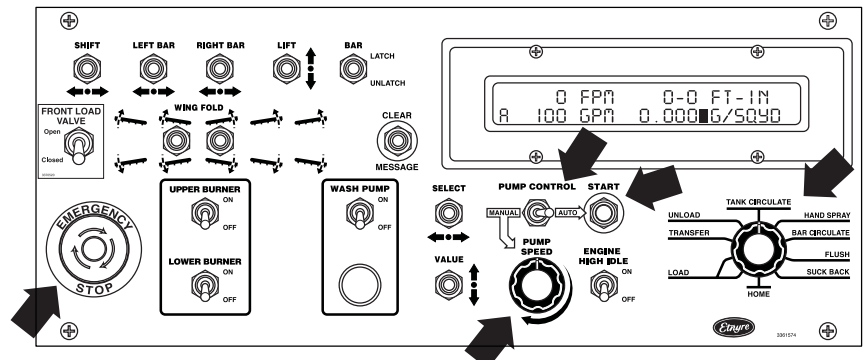
Cab Panel

- POWER Switch ON
- 100 to 150 GPM - adjust using VALUE switch



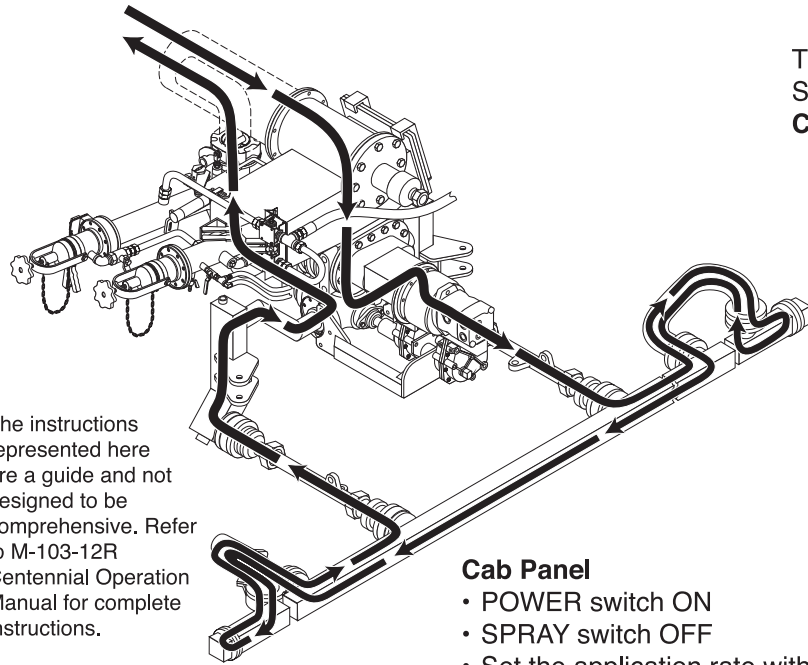
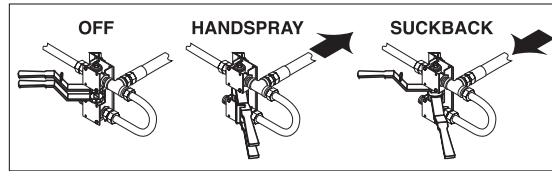
Rear Panel

- POWER switch (E Stop) ON
- PUMP CONTROL switch AUTO
- PUMP SPEED knob zero (fully counterclockwise)
- Function Switch to TANK CIRCULATE position
- Push "START" switch



Circulate In Bar

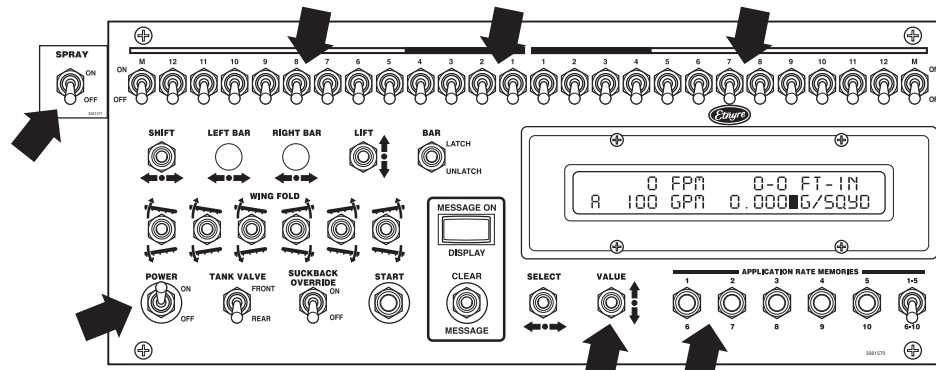
Handspray Valve Positions



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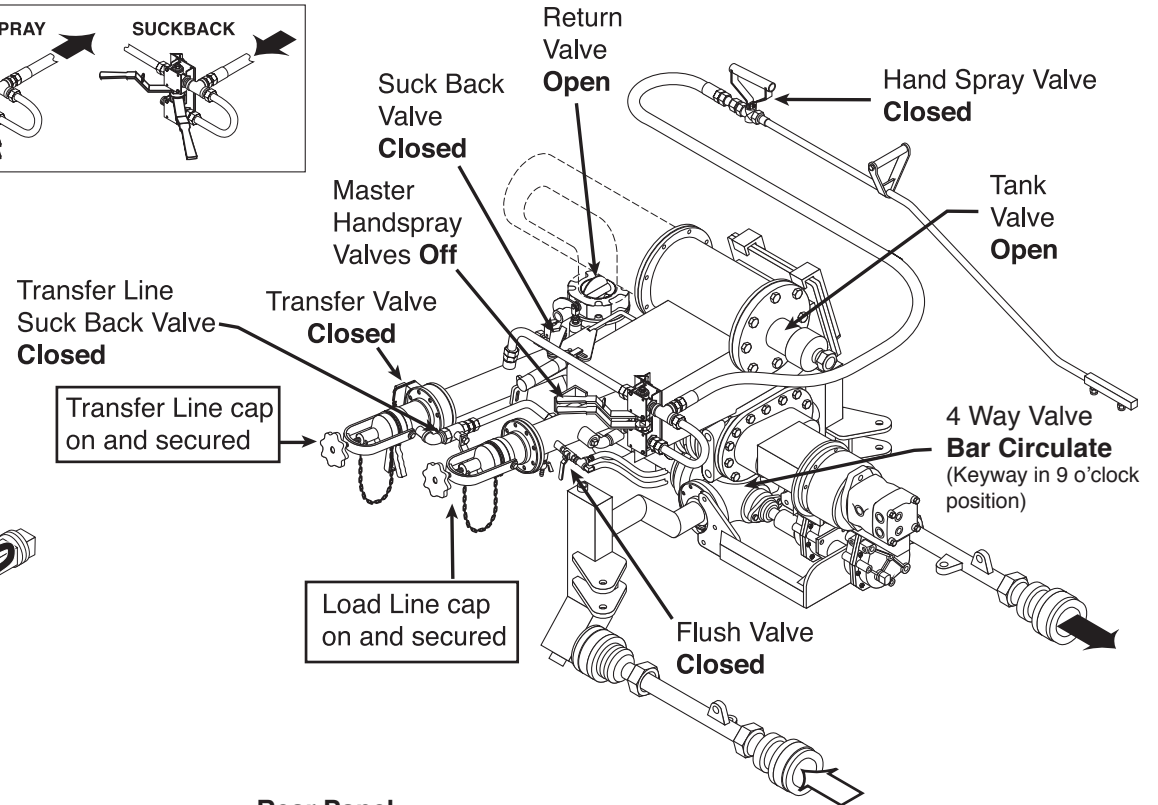
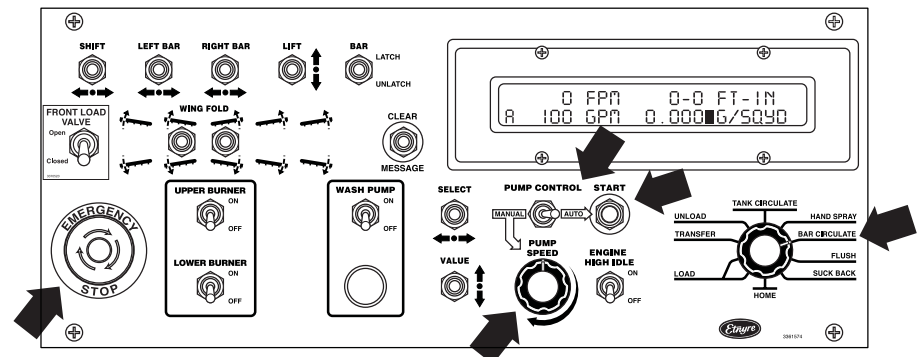
Cab Panel

- POWER switch ON
- SPRAY switch OFF
- Set the application rate with a MEMORY switch or by using the VALUE switch
- Set spray width with One Foot switches



Rear Panel

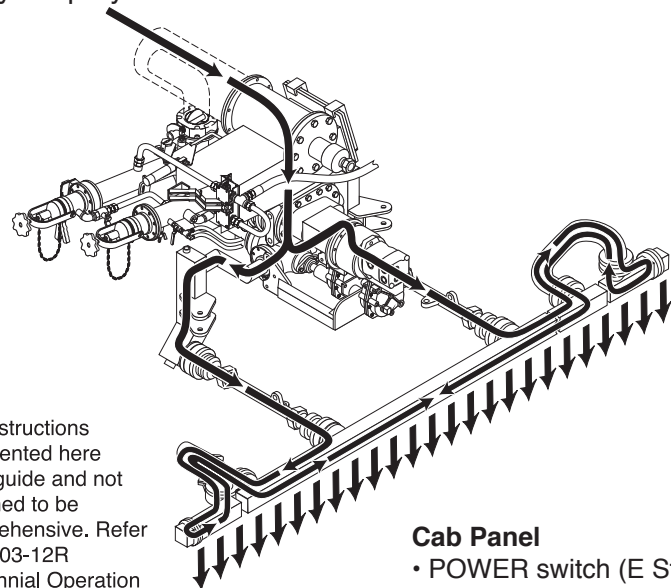
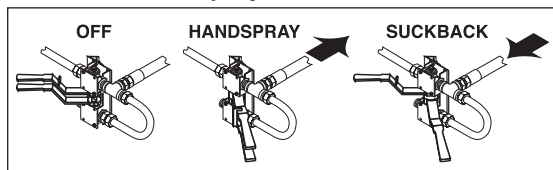
- POWER switch (E Stop) ON
- PUMP CONTROL switch AUTO
- PUMP SPEED knob zero (fully counterclockwise)
- Function Switch to BAR CIRCULATE position
- Push "START" switch



Spray

NOTE: Unit should already be operating in Bar Circulate and circulating oil to be ready to spray

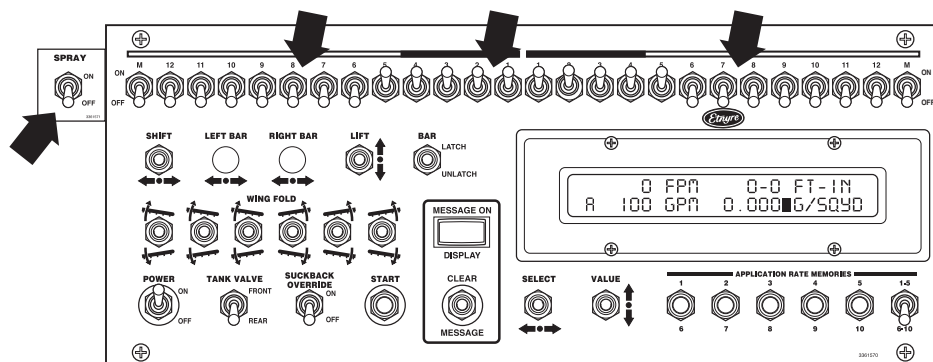
Handspray Valve Positions



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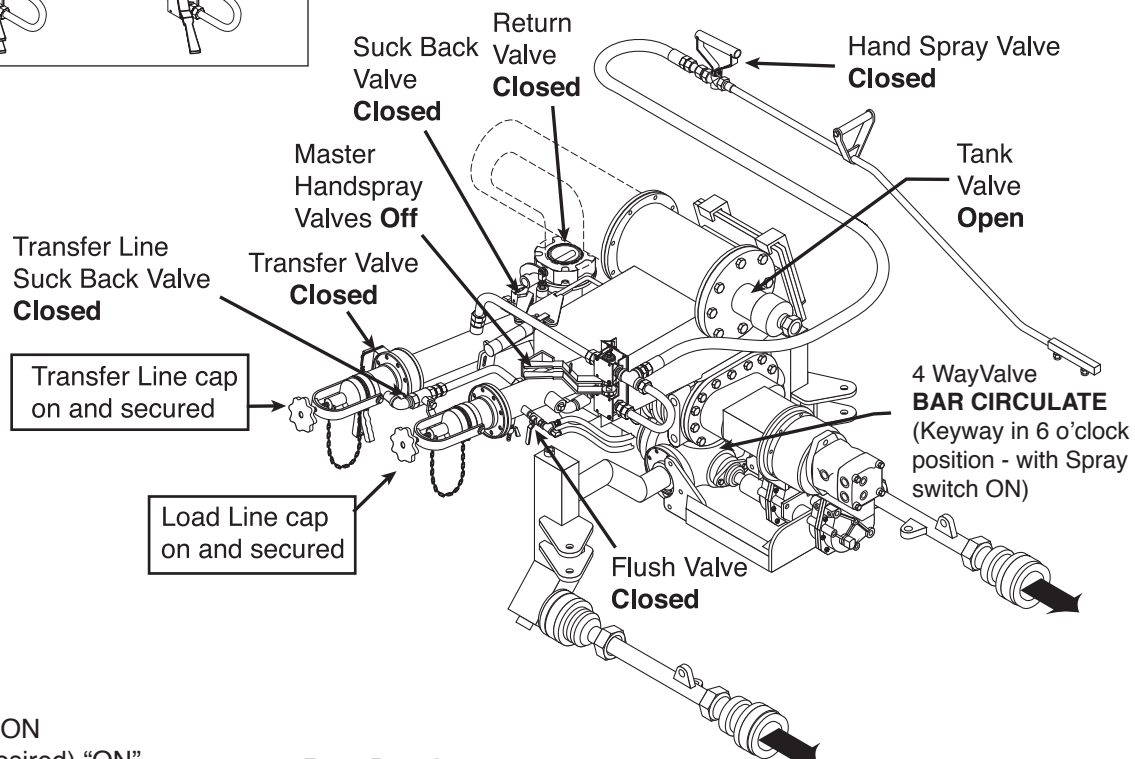
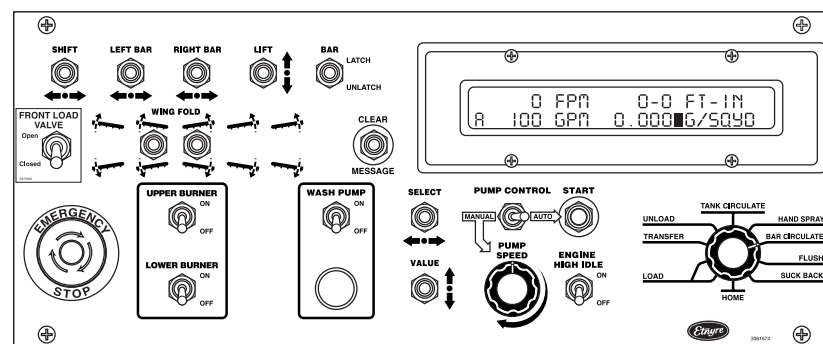
Cab Panel

- POWER switch (E Stop) ON
- Spraybar Switches (as desired) "ON"
- When the spray bar reaches the beginning of the shot, turn the SPRAY switch ON, turn the switch OFF at the end of the shot.



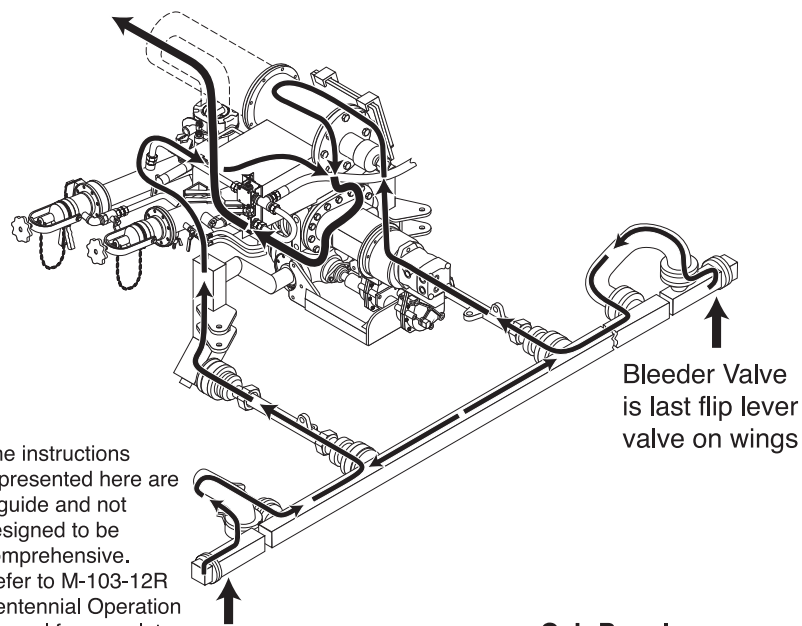
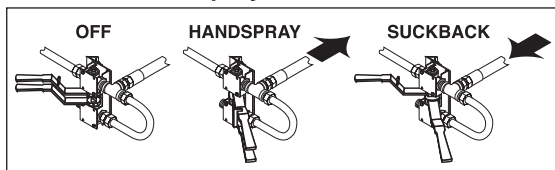
Rear Panel

- POWER switch (E Stop) ON
- Push START switch
- Function Switch to BAR CIRCULATE position



Suckback Spraybar

Handspray Valve Positions

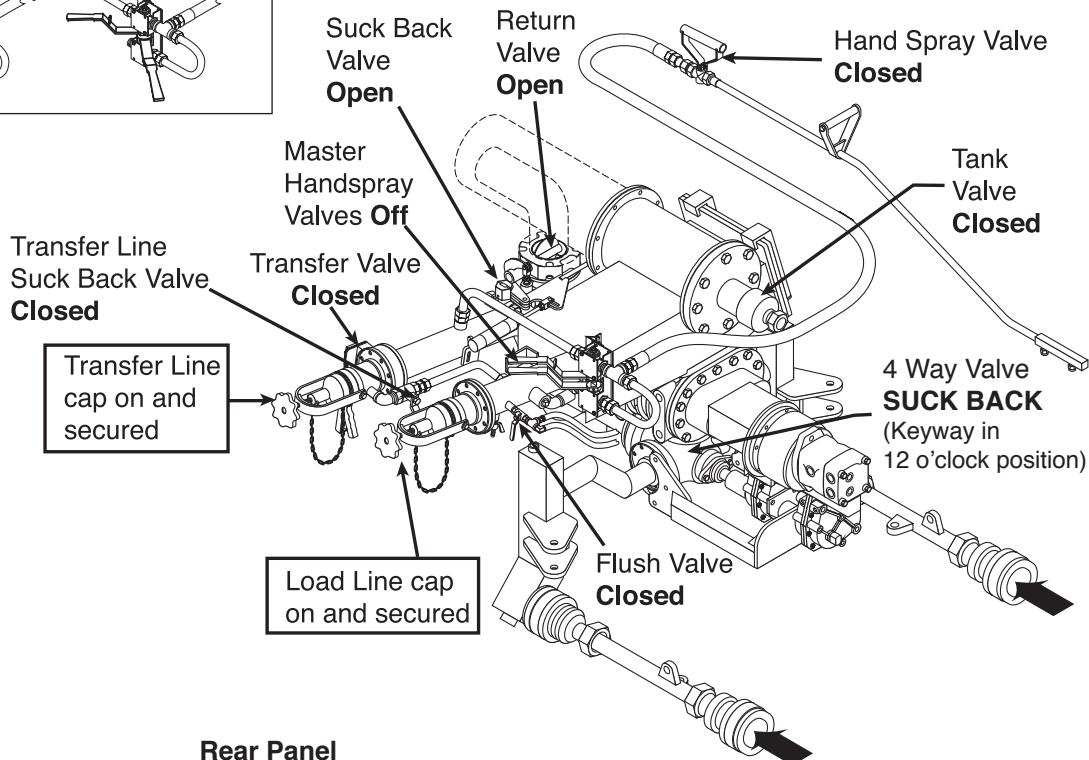
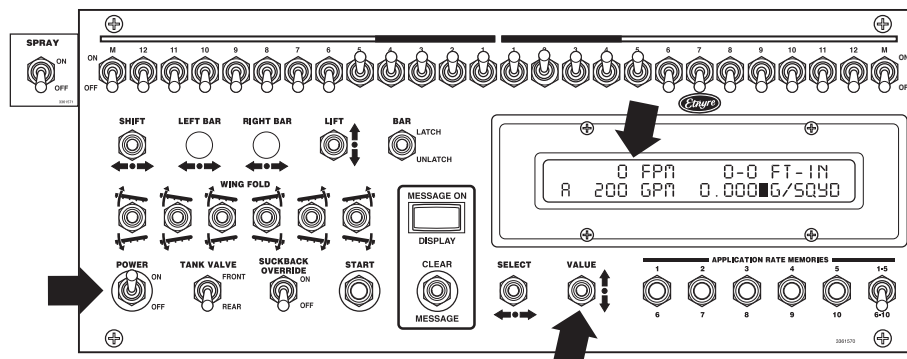


Bleeder Valve is last flip lever valve on wings

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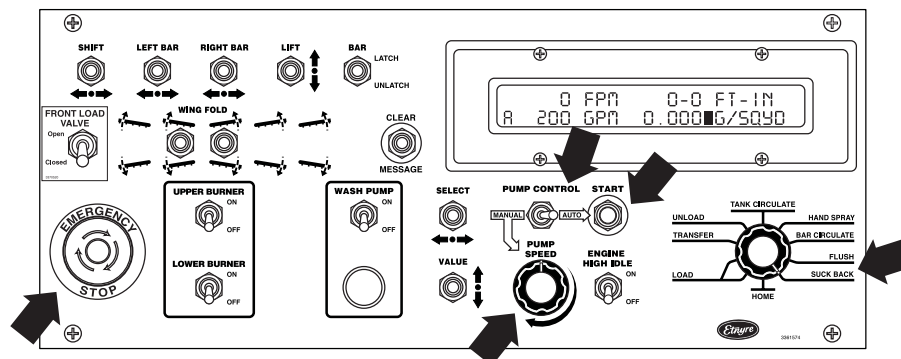
Cab Panel

- POWER switch ON
- 200 GPM - adjust using VALUE switch



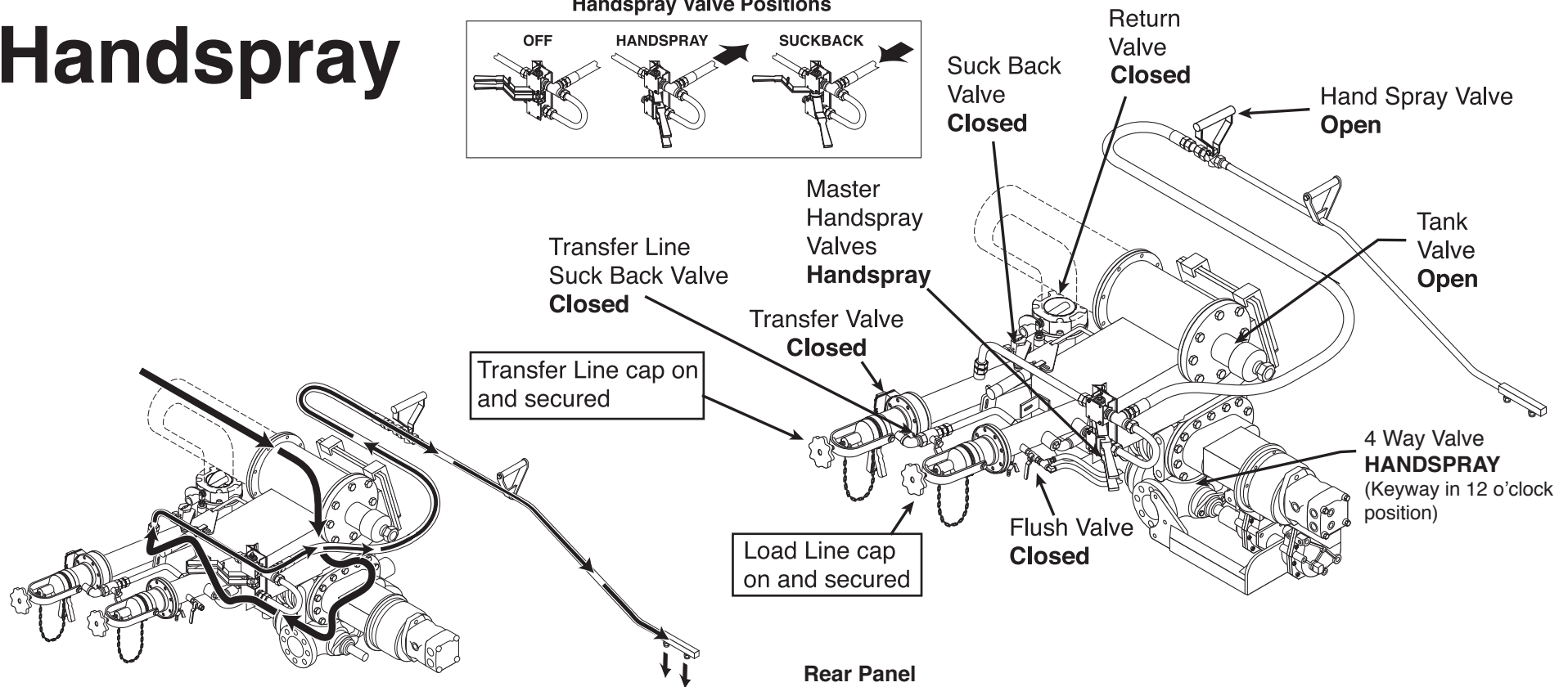
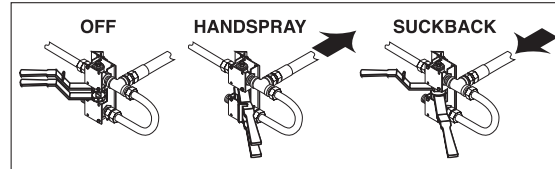
Rear Panel

- POWER switch (E Stop) ON
- PUMP CONTROL switch AUTO
- PUMP SPEED knob zero (fully counterclockwise)
- Function Switch to SUCK BACK position
- Push "START" switch



Handspray

Handspray Valve Positions



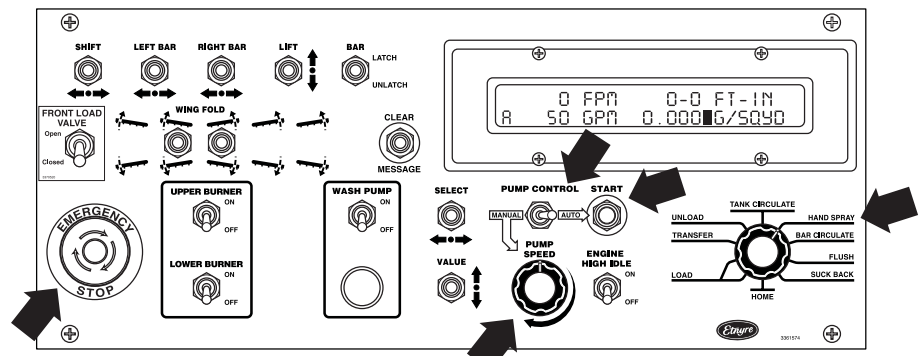
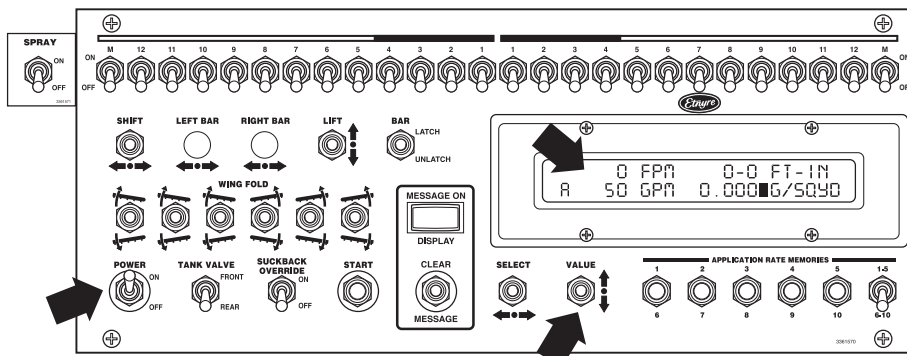
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Cab Panel

- POWER switch ON
- 50 GPM - adjust using VALUE switch

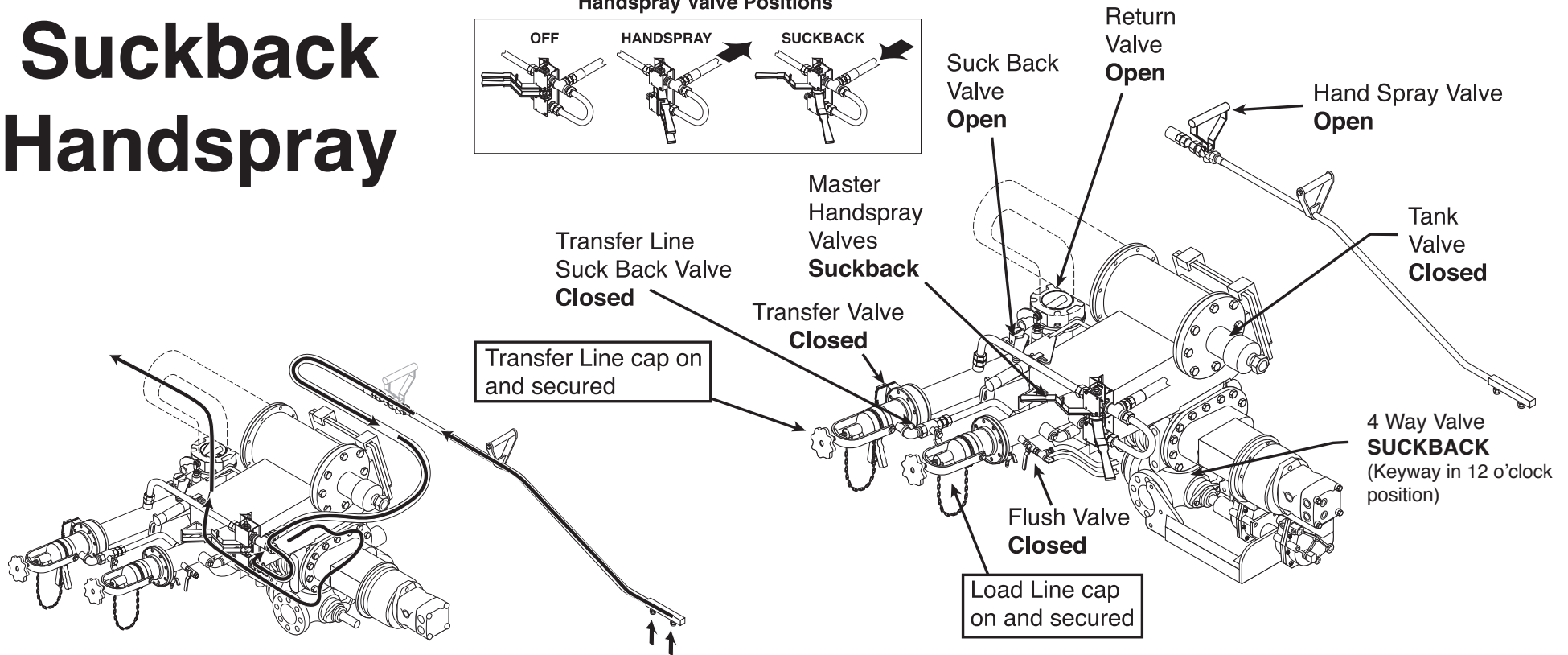
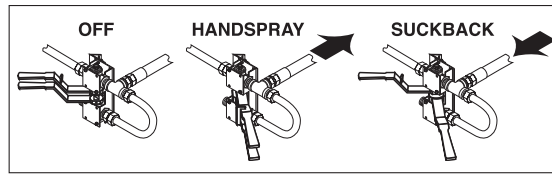
Rear Panel

- POWER switch (E Stop) ON
- PUMP CONTROL switch AUTO
- PUMP SPEED knob zero (fully counterclockwise)
- Function Switch to HANDSPRAY position
- Push "START" switch



Suckback Handspray

Handspray Valve Positions



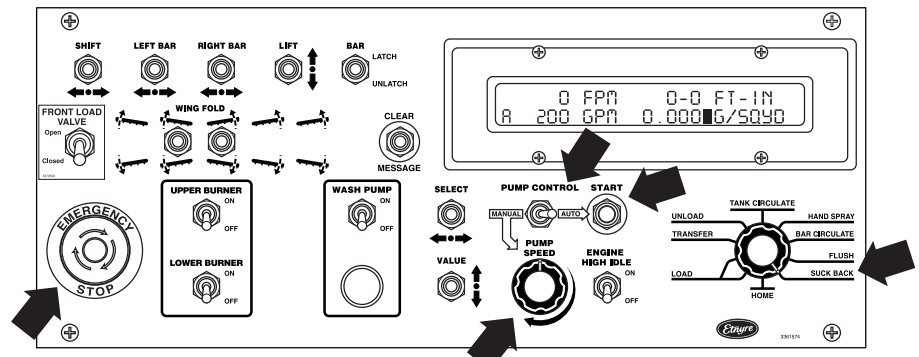
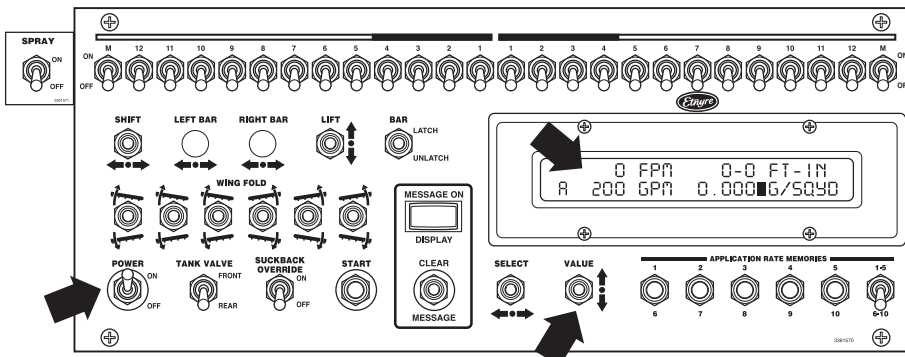
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Cab Panel

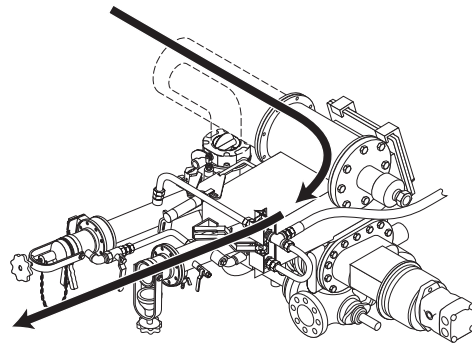
- POWER switch ON
- 200 GPM - adjust with VALUE switch

Rear Panel

- POWER switch (E Stop) ON
- PUMP CONTROL switch AUTO
- PUMP SPEED knob zero (fully counterclockwise)
- Function Switch to SUCKBACK position
- Push "START" switch

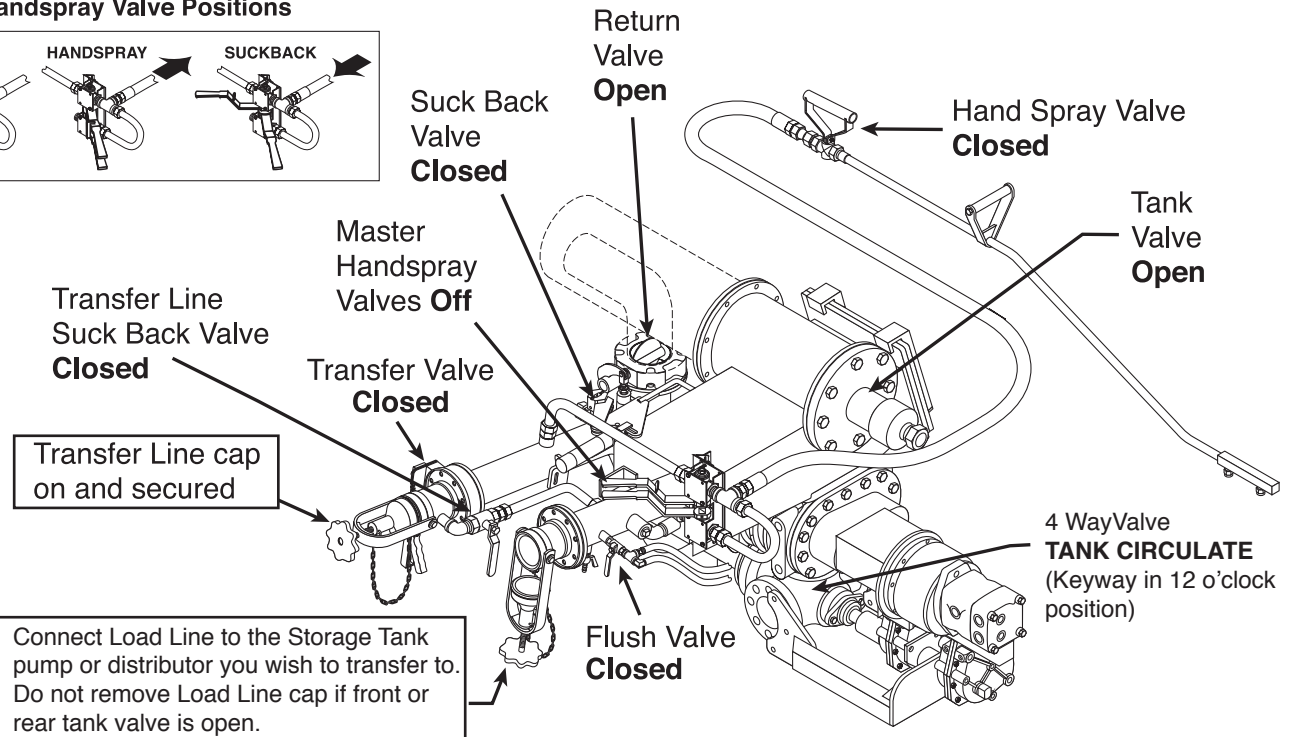
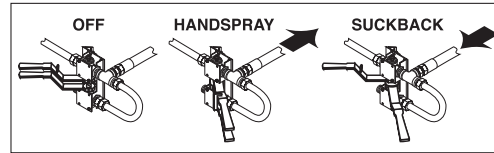


Unload with External Pump or (Gravity)



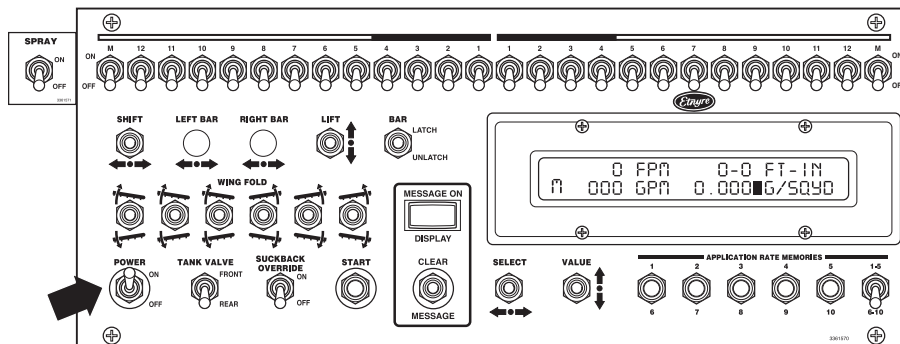
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Handspray Valve Positions



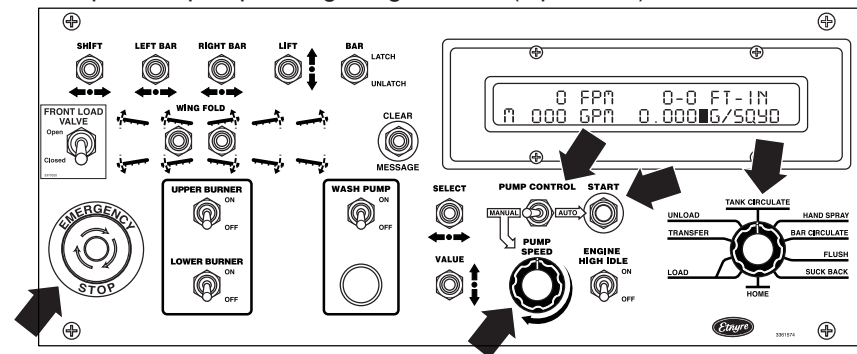
Cab Panel

- POWER Switch ON



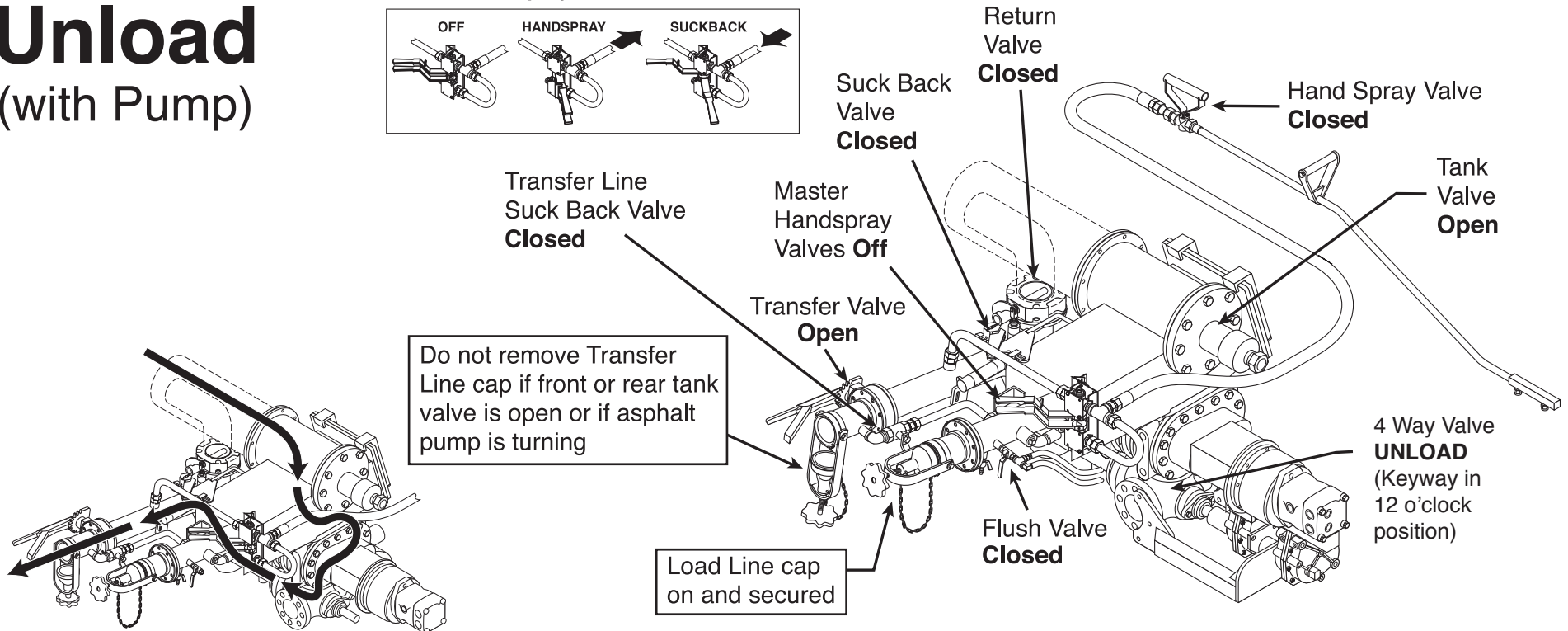
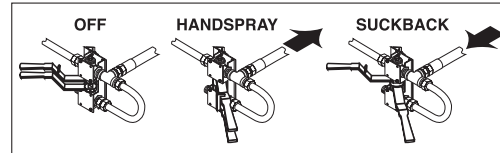
Rear Panel

- POWER switch (E Stop) ON
- PUMP CONTROL switch MANUAL
- PUMP SPEED knob zero (fully counterclockwise)
- Function Switch to TANK CIRCULATE position
- Push "START" switch
- Operate pump @ 10 GPM in Manual to allow pump to circulate material to prevent pump from getting too cold (if possible).



Unload (with Pump)

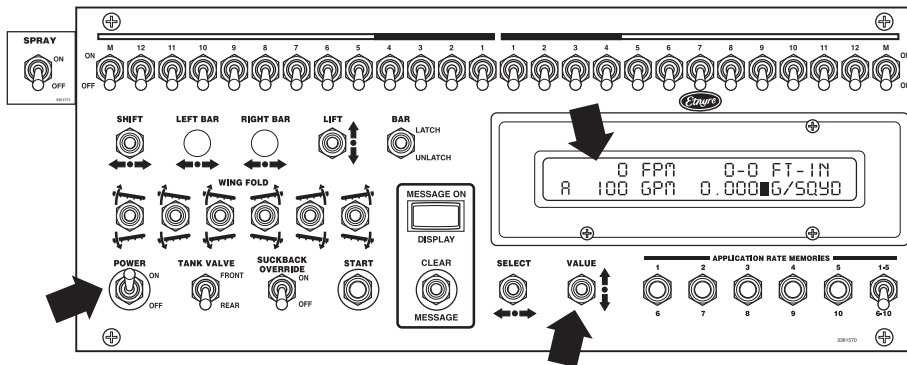
Handspray Valve Positions



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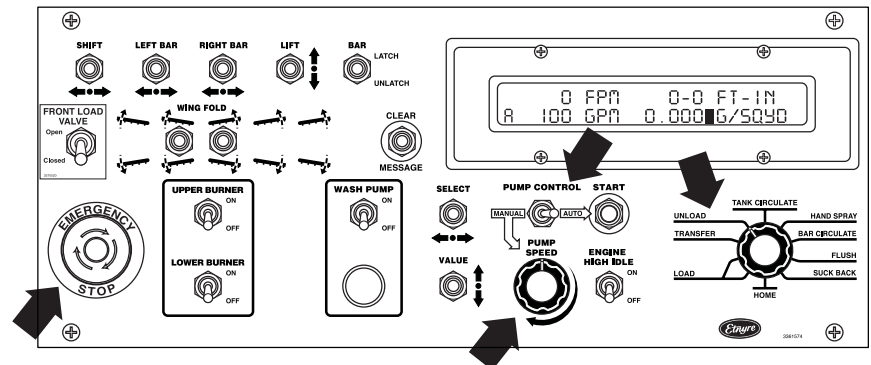
Cab Panel

- POWER Switch ON
- 100 GPM - Adjust using VALUE switch



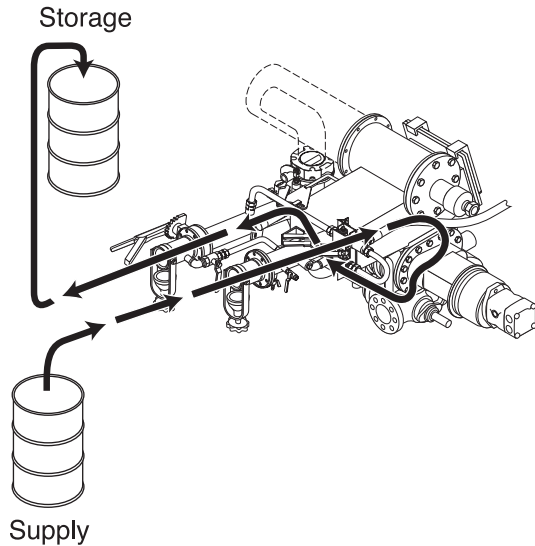
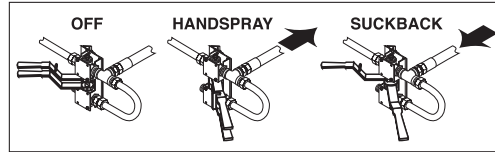
Rear Panel

- POWER switch (E Stop) ON
- PUMP CONTROL switch AUTO
- PUMP SPEED knob zero (fully counterclockwise)
- Function Switch to UNLOAD position
- Push "START" switch



Transfer

Handspray Valve Positions



Transfer Line
Suck Back Valve
Closed

Master
Handspray
Valves **Off**

Transfer Valve
Open

Suck Back
Valve
Closed

Return
Valve
Closed

Hand Spray Valve
Closed

Tank
Valve
Closed

4 Way Valve
TRANSFER
(Keyway in
12 o'clock
position)

Flush Valve
Closed

Do not remove Transfer
Line cap if front or rear tank
valve is open or if asphalt
pump is turning.

Do not remove Load Line cap
if front or rear tank valve is open.

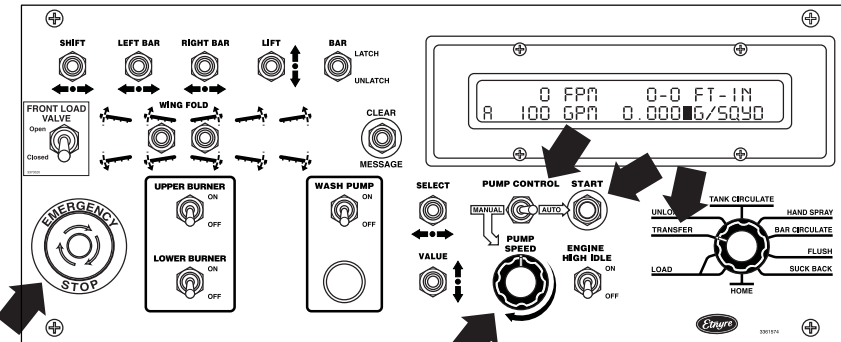
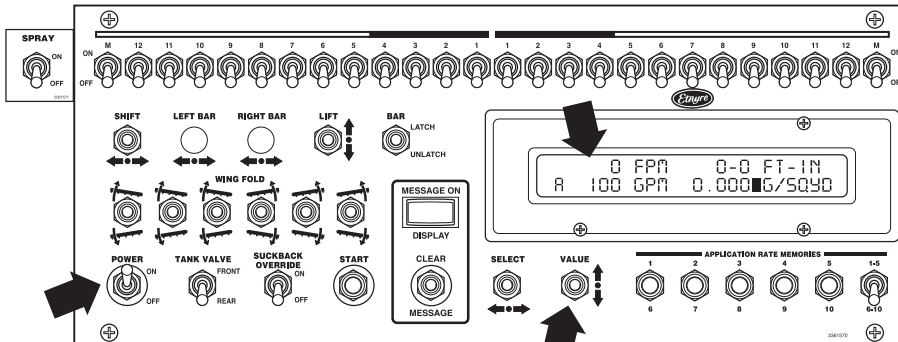
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Cab Panel

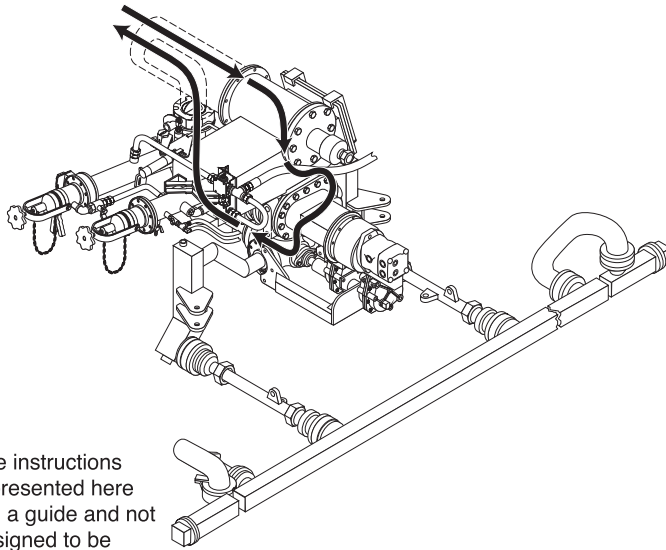
- POWER Switch ON
- 100 GPM - adjust using VALUE switch

Rear Panel

- POWER switch (E Stop) ON
- PUMP CONTROL switch AUTO
- PUMP SPEED knob zero (fully counterclockwise)
- Function Switch to TRANSFER position
- Push "START" switch

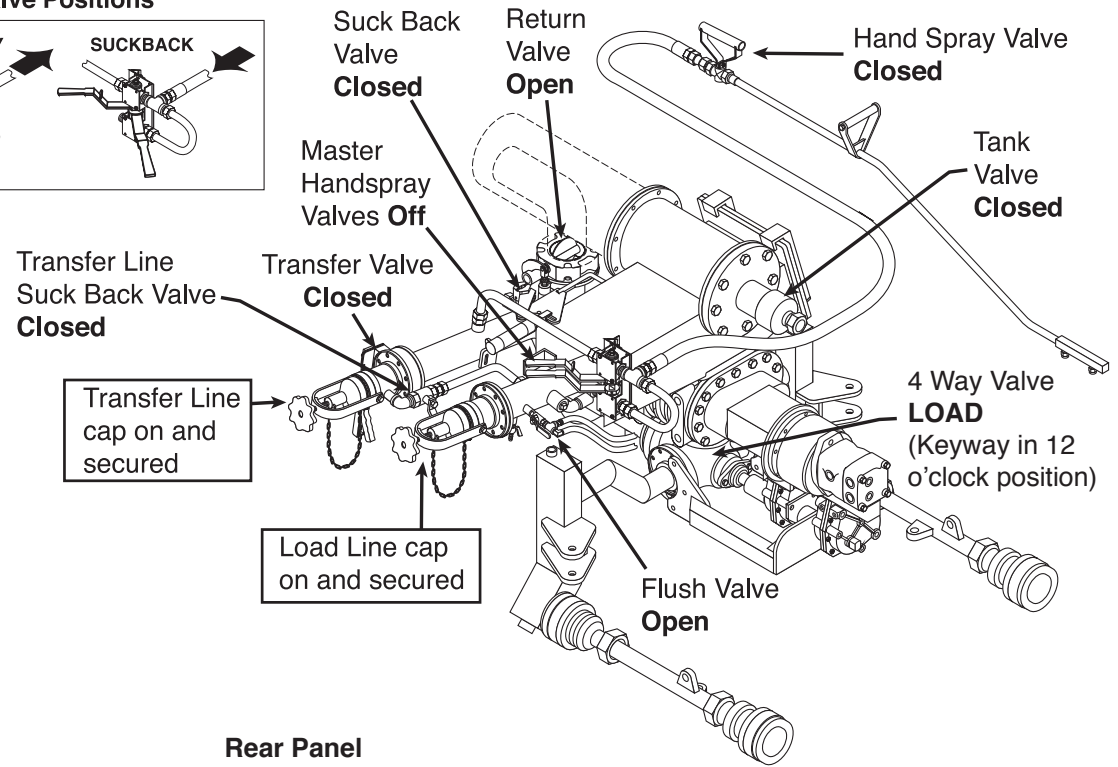
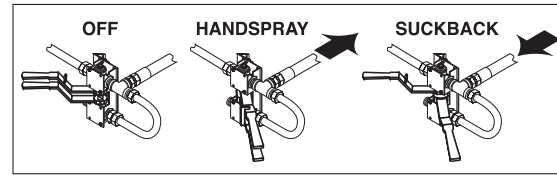


Flushing Pump



The instructions represented here are a guide and not designed to be comprehensive. Refer to M-103-12R Centennial Operation Manual for complete instructions.

Handspray Valve Positions

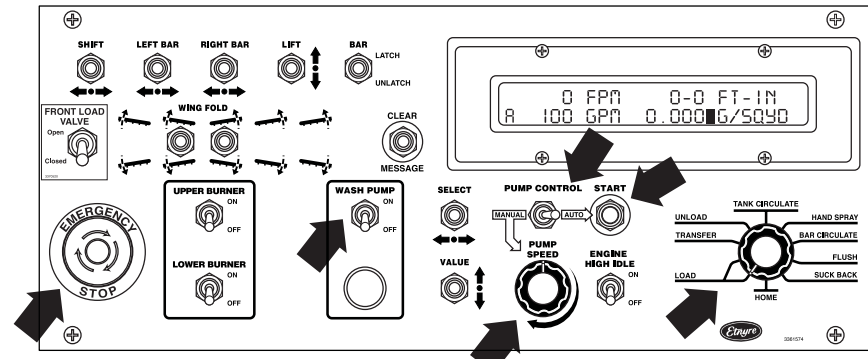
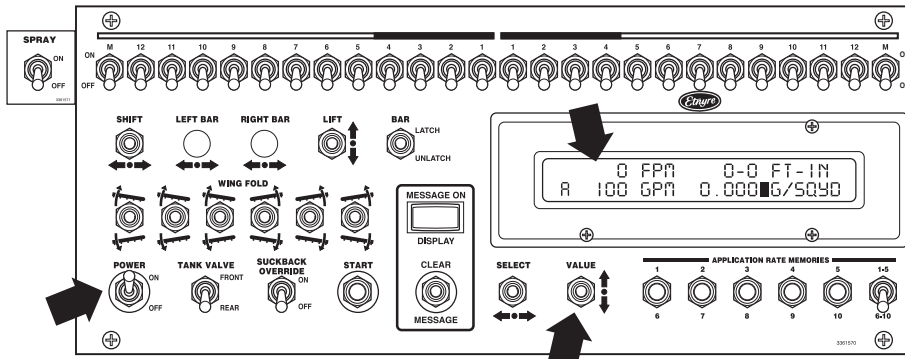


Cab Panel

- POWER Switch ON
- 100 GPM - adjust using VALUE switch

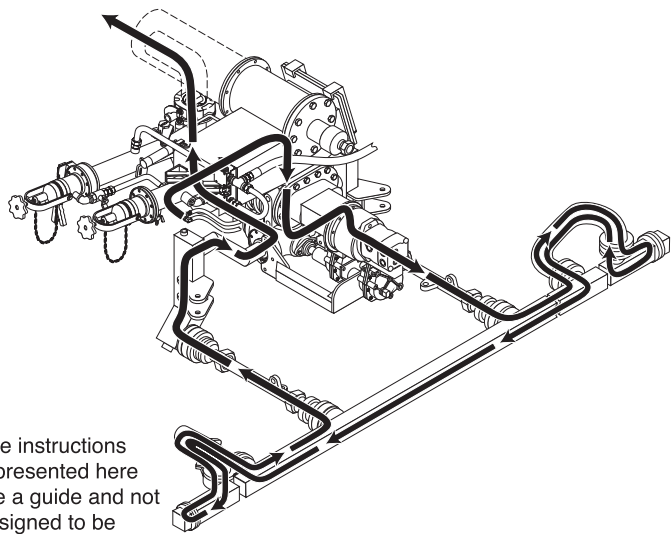
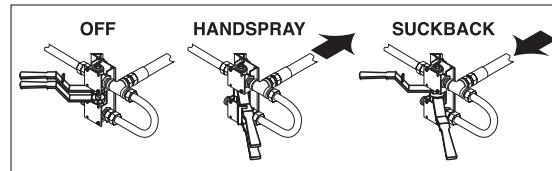
Rear Panel

- POWER switch (E Stop) ON
- PUMP CONTROL switch AUTO
- PUMP SPEED knob zero (fully counterclockwise)
- Function Switch to LOAD position
- Push "START" switch
- WASH PUMP switch (optional) - ON



Flushing Bar

Handspray Valve Positions



Transfer Line
Suck Back Valve
Closed

Transfer Valve
Closed

Transfer Line
cap on and
secured

Load Line cap
on and secured

Suck Back
Valve
Closed

Return
Valve
Open

Hand Spray Valve
Closed

Tank Valve
Closed

4 Way Valve
FLUSH
(Keyway in
9 o'clock position)

Flush Valve
Open

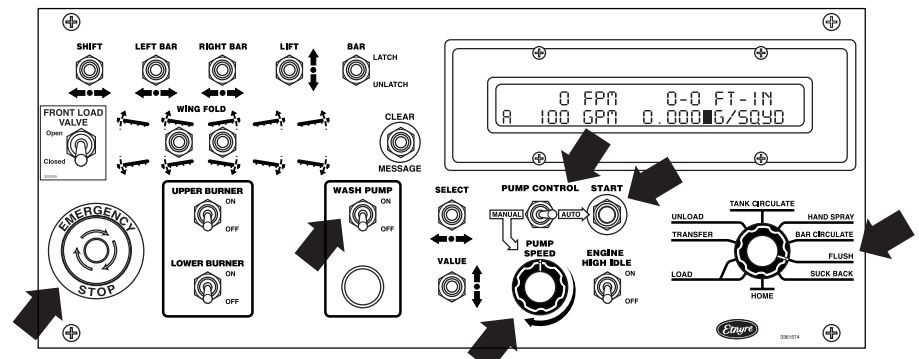
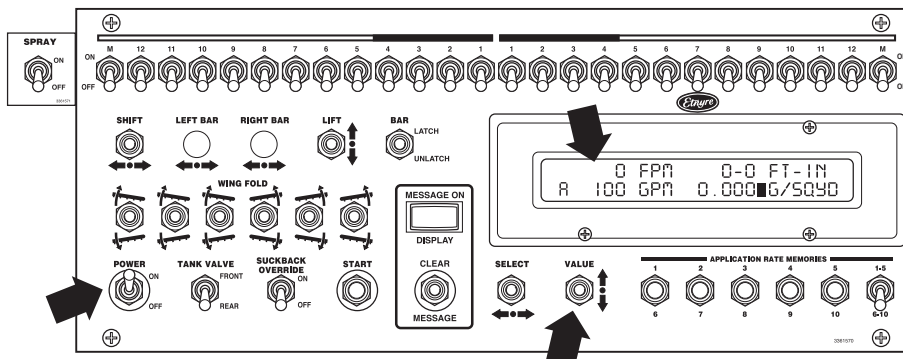
The instructions represented here are a guide and not designed to be comprehensive. Refer to M-103-12R Centennial Operation Manual for complete instructions.

Cab Panel

- POWER Switch ON
- 100 GPM - adjust using VALUE switch

Rear Panel

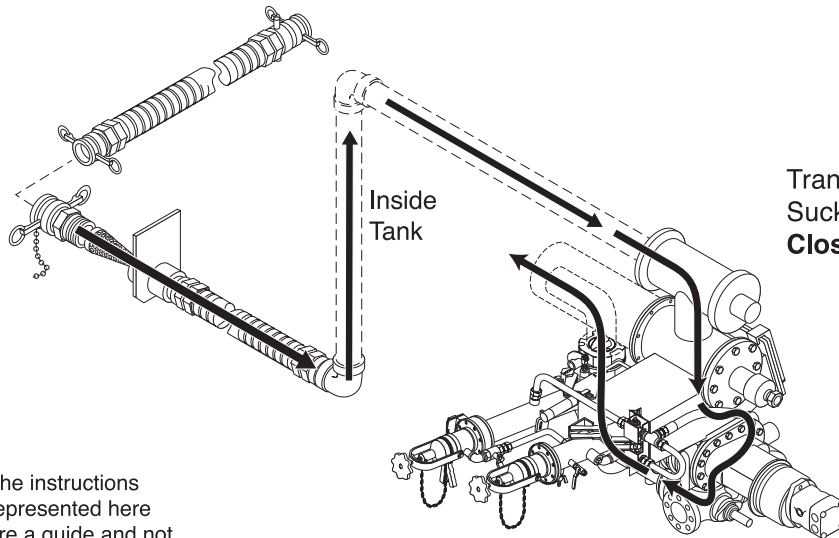
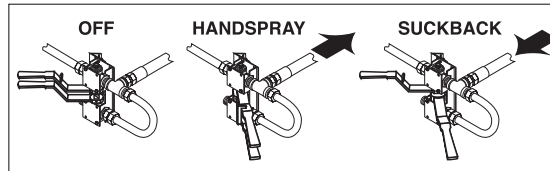
- POWER switch (E Stop) ON
- PUMP CONTROL switch AUTO
- PUMP SPEED knob zero (fully counterclockwise)
- Function Switch to FLUSH position
- Push "START" switch
- WASH PUMP switch (optional) - ON



Front Load

(optional equipment)

Handspray Valve Positions



Transfer Line
Suck Back Valve
Closed

Suck Back
Valve
Closed

Master
Handspray
Valves Off

Transfer Valve
Closed

Transfer Line
cap on and
secured

Return
Valve
Open

Hand Spray Valve
Closed

Front Load
Valve
Open

Tank Valve
Closed

4 Way Valve
Tank Circulate
(Keyway in
12 o'clock position)

Flush Valve
Closed

Load Line cap
on and secured

The instructions represented here are a guide and not designed to be comprehensive. Refer to M-103-12R Centennial Operation Manual for complete instructions.

Cab Panel

- POWER Switch ON
- 100 GPM - adjust using VALUE switch

Rear Panel

- POWER switch (E Stop) ON
- PUMP CONTROL switch AUTO
- PUMP SPEED knob zero (fully counterclockwise)
- Function Switch to TANK CIRCULATE position
- FRONT LOAD switch (optional) - OPEN
- Push "START" switch

