WHITE-NEW IDEA FARM EQUIPMENT COMPANY

DIVISION OF **ALLIED** *PRODUCTS CORPORATION*

September 8, 1987

William F. Welliver
RD #9, Rt. 44, Box 297
Bloomsburg, PA 17815

Enclosed is an Operator's Manual (LG 1002) for your EGT 200 tractor.

I have also enclosed circuitry information and schematics for your EGT 200.

There is a charge of $3.00 for the manual and $4.00 for the copied information plus $2.00 postage and handling. Please make check payable to White-New Idea and send to my attention.

Parts and service for the discontinued line of lawn and garden equipment is now available through

Bill Gunn
Technical Repair
7898 Pineview Road
Edgerton, WI 53534

Phone: 608/868-6220

Please call Technical Repair for all your parts requirements and/or service problems at the above number.

Thank you for your order.

Marge Heckman
MRS. MARGE HECKMAN
Service Department

encl.

123 West Sycamore Street, Coldwater, Ohio 45828 419/678-5311

THEORY OF OPERATION

EGT 200

Operation of the EGT 200 is similar to that of the EGT 150, but with these exceptions.

Two RTN (return to neutral) relays are used: one for forward operation; the other for reverse.

The operator, by actuating a Forward-Reverse toggle switch, selects direction of travel before the "Start" switch is actuated. A control panel red indicator light glows when the tractor is in the reverse mode.

The Power Pulse button (EGT 150) is referred to as the Cruise Control button. By depressing the button, the operator can lock the tractor into cruise control.

When in the cruise control mode, fast or slow speed control ranges can be obtained by actuating a Fast-Slow toggle switch. A glowing green light on the control panel indicates that cruise control can be used.

Cruise Control

For cruise control, the tractor must be operating in 3rd or higher forward speed, and the green indicator light glowing, at the time the cruise control button is depressed.

If the Fast-Slow toggle switch is in the slow position when the cruise control button is depressed, the cruise control relay locks the drive motor into 3rd speed by by-passing the four field weakening switches (FWS-1, 2, 3 and 4). The 2AH relay and the 2A contactor remain energized, providing 3rd speed (36 volts) to the armature and field of the drive motor.

If the Fast-Slow toggle switch is in the fast position when the cruise control button is depressed, FWS-1 is opened, providing 22 volts to the drive motor field and locking it into 4th speed.

The cruise control mode can be released by depressing the speed control foot pedal.

Speed Control

The speed control is operated by a foot pedal and is a mechanical device for actuating switches in an orderly sequence. As the foot pedal is depressed, switches are actuated by a cam (wedge plate) sliding across the switch buttons. When the pedal is released, the spring loaded cam returns to its neutral (up) position.

The speed control contains three types of micro switches:

Start: single-pole, double-throw with two current carrying positions.

1A, 2A: single-pole, double-throw; normally open (3A normally closed).

FW1, FW2, FW3 and FW4: single-pole, single-throw; normally closed.

In the following schematic drawings these switches are shown in their unactuated (closed) position.

As the speed control pedal is depressed, the switches are opened in the following order:

Normally open	1.	Start Switch
	2.	1A Switch
	3.	2A Switch
Normally closed	4.	3A Switch
Normally open	5.	FW1 Switch
	6.	FW2 Switch
	7.	FW3 Switch
	8.	FW4 Switch

NOTE: See Page 34 for armature and field voltage in any selector speed range.

Once any switch is opened, it is held opened in all the succeeding speed control positions. As the pedal is released the switches are released in the reverse sequence of their actuation. For example: if the tractor were being operated in the 4th forward speed, the Start, 1A, 2A and 3A switches would all be opened.