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Standard features

The entry gates are controlled by an electrical reed switch which will detect if a sheep is caught in the entry gate and automatically open to release the partially caught sheep. The end of the weigh cycle is controlled by a weight gone signal which lets the exit gate close and the entry gate open to start the next weigh cycle, this minimises double ups.

• Twin adjustable magic eyes for optimum speed and flow
• Self contained frame for easy positioning on uneven ground
• Auto weigh capable of approx. 600+ sheep per hour
• Manual drafting by sight with remote control
• Remote override of indicators draft range
• 3 way manual or auto drafting
• Ultra quiet pneumatic operation
• Integrated Loadcells
• Hot dipped galvanised steel construction
• Low entry height rubber lined floor

Options

• Integrated ePanel EID system
• Trailer system pictured here
• Reducer panel for small lambs
DR3 auto drafter - Front view

Notes

---

Draft Gates
Left in front with right gate behind

Indicator on Dock

Control Dashboard - See page 10

Serial number

Rings for lifting or tie down

Magic Eyes on Eye Rail

Weigh Crate

Exit Leg

Centre Leg

Entry Leg

Lid
DR3 auto drafter - Back view

- Indicator on Dock
- Draft Gates: Right in front with left gate behind
- Rings for lifting or tie down
- Air supply inlet
- Air filter section
- AC Power supply
- Centre Leg
- Exit Leg
- Entry Leg

Notes
Setting up the DR3 auto drafter

Your auto drafter requires a 240v power supply and compressed air supply.

Please read and understand the instructions before operating your auto drafter.

Your auto drafter arrives completely assembled. Simply set it up on a flat area in your yards and connect your indicator onto the bracket on the indicator dock. Connect the load bar plugs and Comms cable to your indicator and plug in your scale charger.

Important - please read

- Your Racewell Sheep Handler is designed to make handling sheep easier.
  If you require any assistance with the assembly of your Sheep Handler, please ask us, we are here to help.

  Freephone 0800 837 274

- If you encounter problems during operation please check through the Te Pari Racewell Trouble Shooting Guide on pages 18-21 of this manual before calling for service.

The compressor

We recommend a 12cfm belt driven compressor, if the compressor is too small the Racewell will run slowly and may not operate properly.

The compressor does not need to be close to the Racewell in fact having it at some distance reduces noise levels in the working area. It is important to run compressors in a well ventilated area as close as possible to a main supply near a switchboard - this avoids the use of leads which can affect the power input. From time to time the oil level on the dipstick should be checked and the water drained from the air reservoir.

*Please Note: When turning the compressor on or off use the switch on the compressor. Do not turn on or off at the power source switch.*

This applies to all compressors, because air is not discharged, the compressor is being asked to start under load and this can burn out its capacitor.
Attaching the air fittings and compressor hook up

Pipe the air to the compressor to the unit via standard 15mm (1/2 inch) alkathene water line. We have some units working with the compressor up to 2kms from the work site.

If your compressor is situated some distance from your Racewell we recommend the airline configuration shown here.

This provides a purge tap or ball valve so that condensation can be periodically removed from the air system. Assemble the airline and connect to the compressor. Plug the compressor into a power source and turn the power source on, then using the switch on the compressor turn the compressor on. Always turn the compressor on or off at the compressor, not the wall.

4 function remote control

**Button A**
- Alternates the **entry** gate between open and closed

**Button B**
- Alternates the **exit** gate between open and closed

**Button C**
- Alternates the **left hand draft gate** between open and closed

**Button D**
- Alternates the **right hand draft gate** between open and closed
Dashboard controls and their use

There are several operating options on this unit. Starting from the right on the dash.

**Right hand button - Entry gate button**

Push this button to open the entry gate, push it again to close entry gate and so on alternating between open and closed. The gate button works this way when in either manual or automatic operation. The sensor eye will also trigger the gate to close when in auto mode.

**Draft switch**

This switch manually opens and closes either the left hand or right hand draft gates.

Note: In auto draft mode this switch must be in the centre position.

**Auto manual switch**

This switch selects either manual or auto operation

**On Off switch**

This is the master power switch that turns the machine on or off.

We recommend turning this switch off when the unit is not in use

**Left hand button - Exit gate button**

The left hand exit gate button operates the exit gate.

It works in the same fashion as the entry gate
Positioning the sensor eyes - guidelines

This is a general guide because the difference between mature and young animals is great. You will soon get used to way the eyes operate and learn the best positions for them that suits the varying sizes of animals in your operation.

- **Smaller animals**
  - Use the lower Rail

- **Medium animals**
  - Use the upper rail

- **Larger animals**
  - Use the upper rail

*Please Note:*
The speed of the animals entering the DR3 will also affect the required eye position. Wool, dust and the like covering any of the eyes can affect their operation. Make sure that the lenses of the eyes are clear at all times.

Eye position notes
Te Pari Racewell Trailer System Guidelines

Before using please check that all drawbar, lift and axle retaining pins are fitted and are secure before towing any Te Pari Racewell trailer.

Please be aware of the LTSA (Land Transport Safety Authority) requirements, shown below, regarding agricultural trailers.

Motor Vehicles Exempt from Registration and/or Licensing

The following agricultural motor vehicles are covered by the defence and may not be required to be registered or licensed:

- A trailer attached to an agricultural tractor.
- A trailer designed exclusively for agricultural operations and used on a road only when proceeding to or from a farm or when being inspected, serviced, or repaired.

4.7 Towing

When you are towing a vehicle, it is essential that the combination can stop safely (within the required distance from a given speed). With agricultural vehicles, this is often critical because many agricultural trailers are unbraked. Towing speeds therefore need to be carefully controlled. Towing connections must be strong and secure. The hitch pin must be large enough, not worn, and must be well secured in position. A safety chain fitted between the vehicles must be of adequate strength.

5.1 Does your vehicle require a warrant of fitness?

The requirement to obtain a WoF generally depends on the speed the agricultural motor vehicle is operated at.

The following vehicles do not need a WoF:

- An agricultural tractor or machine operated at no more than 40 km/h.
- A trailed agricultural implement towed at any speed.
- A goods trailer used principally for agricultural purposes towed:
  - At no more than 40 km/h, or
  - At no more than 50 km/h by a tractor that is not capable of exceeding 50 km/h, or
  - By an agricultural machine at any speed.
The following vehicles need a WoF:

- An agricultural tractor or machine operated at more than 40 km/h.

- A goods trailer used principally for agricultural purposes towed at more than 40 km/h (such a trailer is no longer an agricultural motor vehicle) by:

  A tractor that is capable of exceeding 50 km/h  
  (if the trailer has a GVM, Gross Vehicle Mass, exceeding 3,500 kg, then the trailer needs a CoF), or

  A vehicle that is not an agricultural tractor or machine  
  (if the trailer has a GVM, Gross Vehicle Mass, exceeding 3,500 kg, then the trailer needs a CoF)

Note: The above requirements apply regardless of whether the operator is a farmer or an agricultural contractor.

5.3 What are the safety requirements for vehicles that do not need a WoF?

Vehicles not requiring a WoF still have to be in good condition and safe to use on the road. This means that generally they need to meet the same requirements as vehicles on a WoF. However, there are some exceptions, especially regarding lighting equipment.

Note - These are guidelines only

It is important to understand your obligations regarding both the classification and safe operation of trailed agricultural machinery. If you are unfamiliar with the rules please refer to the Agricultural vehicles guide, it can be viewed or downloaded from the NZTA (New Zealand Transport Agency) website at www.nzta.govt.nz

An instructional video on the ease of both unloading and making the DR3 transport ready is available online on the Te Pari YouTube Channel at:

https://www.youtube.com/watch?v=E1ySRHESruk
Te Pari Racewell Trailer System Assembly Guide

Your trailer may arrive fully assembled in some situations. When the trailer is supplied requiring assembly follow the guide below to assemble it.

There are only 5 main joints that need to be bolted together as shown here labelled 1 through 5.

Note: 6 shown below is the removable cross bar for it is not permanently fixed and is held in place with a pin clip.
The jockey wheel is not shown in this diagram.
Spanners are required to fit the supplied fixings for each joint as follows:

**Note**
Every joint has a washer under the bolt head on one side and a washer beneath the nut on the other

**Joints 1 and 2 are the same.**
Each joint, one on the left and one on the right, for the upper cross frame is fixed with:
2x M12 ⌀ x 110 mm bolts, washers and nuts each.

**Joints 3 and 4 are the same** (only 1 shown here).
Each joint for tow bar cross member, one on the left and one on the right, is fixed with:
1x vertical M16 ⌀ x 130 mm bolt, washers and nut and 1x horizontal M16 ⌀ x 110 mm bolt, washers and nut

**Joint 5**
The front joint for the tow bar to the left and right frames is fixed with
1x single M16 ⌀ x 120 mm bolt, washers and nut.
Setting up a Te Pari T20 or T20E for the DR3

General notes on navigation.

The up and down arrows scroll up or down through a page's items, pressing and holding the up or down arrow jumps up or down through the setup pages.

CURRENT FAVORITE: and NAME/SAVE FAVORITE: Once you have completed the set up, select the SAVE/NAME FAVORITE: item and save the settings with a name of your choosing. In future you can load that item from CURRENT FAVORITE: and the settings will be restored.

You can also make changes to weight ranges etc. from a loaded favourite item and save this revised set up as a new favourite item for recall later.

Prompts for required actions and options are provided at the bottom of every screen.

Some settings may already be set correctly, there is no need to change them.

Setup procedure

Press the power button. Then press the SETUP WEIGH button to enter setup.

Arrow down, to highlight and set the following settings, by either pressing RECORD/SELECT to select from available options or keying it in using the keypad.

Note: Check the NO EID gate is set to 0
Press **RECORD/SELECT** to enter **SYSTEM SETUP** and set the following.

When done press **SETUP WEIGH** to accept the settings and return to **SETUP PAGE 2**

**SYSTEM SETUP**
- **WEIGHING MODE:** LOCK-ON 1S
- **ALGORITHM MODE:** START 10LB
- **LOADBAR MODEL:** TS100C
- **mV/V SETTING:** 1.325
- **LOADBAR FULLSCALE:** 1000 KG
- **LOADBAR m/V:**
- **AUTO CALIBRATION:** 0200.0 KG
- **REWEIGH THRESHOLD:** 10%
- **WEIGHING UNITS:** KG
- **LANGUAGE:** ENGLISH
- **SET DATE FORMAT:** DD/MM/YY
- **SET DATE TIME:** 19/04/12 11:00:11

Press **WEIGH** or **STATS** to accept settings.

Select Lock-On, Fast Lock-On or Static

Note: Loadbar settings auto-populate once you have set the correct model.

---

Done. Remember to return to favourites on setup page 1 and save your settings for easy recall later.
Setting up an Tru-Test ID or XR300 for the DR3
- The primary buttons used during setup

Selecting and setting items - Read this first

To change an item you enter its screen by pressing the blue soft key below its title in the lower screen area
Changing an items setting is either a keyed in entry or a selection from a list.

1) Selecting and changing a setting from a list of options:
Use the Arrow keys to highlight the entry on screen
Press the ENTER key to display the list of available options for the entry
Arrow to highlight the required option
Press the ENTER key to select the option and close the list

2) Select and change the setting with keypad input:
You still arrow to the entry you wish to change but then you key in the data using the keypad
Once keyed in press the ENTER key to accept your entry and move on.
Physical Connections

Before using your weigh scale please read the owner’s manual and completely charge up your weigh scale system.

Connect the comms lead connection between your Tru-Test scale and the Racewell Super Drafter.

For further support contact your local Tru-test area representative, visit the website at www.tru-test.com or call technical assistance on 0800 2632 787

Activate drafting and setting your drafting weight ranges

Press the SETUP key

Press the blue soft key below DRAFT on the screen

Arrow down to DRAFTING

Press the ENTER key and arrow to the tick

Press the ENTER key to set it

Arrow to DRAFTING RANGES and press 3 on the Keypad
Arrow to and enter the weight ranges for your 3 drafts in the FROM and TO columns.

Also select the draft direction for each draft in the ARROW column.

The other entries should already contain the correct values, if not, Arrow to them and set them as follows:

**ICONS**: set to Large Arrows

**DRAFT BY**: set to Weight

**NO EID TIMEOUT**: set to 0.0

**NO EID DIRECTION**: set to 0

Note - these values may differ depending on your current drafting preferences.

When the entries are set, press the escape key to return to the main screen.

---

**System settings**

Press the SET UP key

Press the blue soft key below SYSTEM on the screen

Arrow to DAMP SYSTEM: and press the ENTER key

Arrow to the Superdamp III (Sheep) entry in the list

Press the ENTER key to select it

The other entries should already contain the correct values, if not, Arrow to them and set them as follows:

**WEIGHT RECORDING**: set to Auto

**RESOLUTION**: set to .5

**AUTO ZERO TRACK**: set to On Net

Press the back arrow to return to the Weighing Screen Setup
Check the serial communication settings

From the Weighing Screen Setup
Press the blue soft key below the page right arrows to scroll across
Press the blue soft key below SERIAL on the screen

Check the values for the entries alongside CON 1 INPUT:
and CON 2 INPUT:
If not set correctly select and change each of the entries as follows:
CON 1 INPUT: – ✓ – EID – RS232 – 9600 bps
CON 2 INPUT: – ✓ – EID – RS232 – 9600 bps

When the entries are set, press the escape key to return to the main screen.

Specialised setup

Press the SETUP and the ESCAPE key together

This displays the Specialised Setup screen
Press the blue soft key below DAMPING on the screen

Arrow to START WEIGHING: and press the ENTER key
Check and set the following options: **MIN WEIGH TIME:** is set to 1.5 s. And the **DELAY:** is set to 0.0 s.
The other entries should already contain the correct values.
When the entries are set, press the escape key to return to the main screen.

**Loadbar Settings**

Your Racewell Super Drafter has the loadbars built in.
The following settings need to be applied to make them work correctly:
**CAPACITY:** set to 1000.0 kg  **SENSITIVITY:** set to 3.0000 mV/V  to set these values:

Press the **SETUP** and the **ESCAPE** key together

Press the blue soft key below **CELL** on the screen to enter the **Load Cell Setup** screen

Ensure the **CAPACITY:** and **SENSITIVITY:** entries have the correct values as shown above, and change as required.

When the entries are set, press the escape key to return to the main screen.

**To start automatic drafting**

Select auto on the Racewell Drafter to start operation.
Scale setup notes

---

Warranty reply card
Te Pari Racewell DR3 Auto Drafter Sheep Handling System

Please complete all details on the reverse and post to Te Pari Products office:

Te Pari Products Ltd
New Zealand Head Office:

PO Box 25, 9 Endeavour Crescent
Oamaru, 9444
New Zealand.
TE PARI PRODUCTS WARRANTY

13.1 Subject to the conditions of warranty set out in clause 13.2 and 13.3 the Seller warrants that if any defect in any workmanship of the Seller becomes apparent and is reported to the Seller within twelve (12) months of the date of delivery for electronics, hydraulic and/or electrical components, and thirty-six (36) months for steel framework and componentry and hot dip galvanising (time being of the essence) then the Seller will either (at the Seller’s sole discretion) replace or remedy the workmanship.

13.2 The conditions applicable to the warranty given by clause 13.1 are:

   (a) the warranty shall not cover any defect or damage which may be caused or partly caused by or arise through:
       (i) failure on the part of the Buyer to properly maintain any Goods; or
       (ii) failure on the part of the Buyer to follow any instructions or guidelines provided by the Seller; or
       (iii) any use of any Goods otherwise than for any application specified on a quote or order form; or
       (iv) the continued use of any Goods after any defect becomes apparent or would have become apparent to a reasonably prudent operator or user; or
       (v) fair wear and tear, any accident or act of God.
   (b) the warranty shall cease and the Seller shall thereafter in no circumstances be liable under the terms of the warranty if the workmanship is repaired, altered or overhauled without the Seller’s consent.
   (c) in respect of all claims the Seller shall not be liable to compensate the Buyer for any delay in either replacing or remedying the workmanship or in properly assessing the Buyer’s claim.

13.3 No warranty will apply for any damage to electrical and/or electronic Goods which are not protected by a Residual Current Device (RCD), where the existence of an RCD could reasonably be expected to have prevented such damage.

13.4 For Goods not manufactured by the Seller, the warranty shall be the current warranty provided by the manufacturer of the Goods. The Seller shall not be bound by nor be responsible for any term, condition, representation or warranty other than that which is given by the manufacturer of the Goods.

13.5 To the extent permitted by statute, no warranty is given by the Seller as to the quality or suitability of the Goods for any purpose and any implied warranty, is expressly excluded. The Seller shall not be responsible for any loss or damage to the Goods, or caused by the Goods, or any part thereof however arising.

13.6 The conditions applicable to the warranty given on Goods supplied by the Seller are contained on the “Warranty Card” that will be supplied with the Goods.

13.7 In the case of second hand Goods, the Buyer acknowledges that he has had full opportunity to inspect the same and that he accepts the same with all faults and that no warranty is given by the Seller as to the quality or suitability for any purpose and any implied warranty, statutory or otherwise, is expressly excluded. The Seller shall not be responsible for any loss or damage to the Goods, or caused by the Goods, or any part thereof however arising.

Warranty reply card

Te Pari Racewell DR3 Auto Drafter Sheep Handling System

<table>
<thead>
<tr>
<th>Model</th>
<th>Serial No</th>
<th>Purchase Date</th>
</tr>
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<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Name</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Farm or trading name</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Address</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Telephone</td>
<td></td>
<td>Fax</td>
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<tr>
<td>Email</td>
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</tbody>
</table>

Post code

www.tepari.com   Freephone 0800 837 274

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Te Pari Racewell DR3 Auto Drafter Manual   1115-1
Service record

Model: 

Serial number: Date manufactured:  

Date Serviced:  
Serviced By: 
Next Service Due:  

Date Serviced:  
Serviced By: 
Next Service Due:  

Date Serviced:  
Serviced By: 
Next Service Due:  

Date Serviced:  
Serviced By: 
Next Service Due:  

Date Serviced:  
Serviced By: 
Next Service Due:  

Date Serviced:  
Serviced By: 
Next Service Due:  

Service notes

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Racewell DR3 Sheep handler trouble shooting guide

Please check this trouble shooting guide before ringing service, often something quite simple will be the problem. Service freephone 0800 837 274

A service charge will be made for call outs if the fault is not covered by your warranty.

For your safety, and that of others, never leave the unit operational when not attended.

<table>
<thead>
<tr>
<th>SYMPTOM</th>
<th>No power at unit and it won’t go</th>
</tr>
</thead>
<tbody>
<tr>
<td>Possible causes</td>
<td>Possible solutions</td>
</tr>
<tr>
<td>12v adaptor not getting power</td>
<td>Check the 12v adaptor “jug” cord is firmly connected</td>
</tr>
<tr>
<td>Faulty extension cords to 12V adaptor</td>
<td>Check all extension cords</td>
</tr>
<tr>
<td>Wire loose/off in autobox</td>
<td>Check wiring generally for breaks or chew marks</td>
</tr>
<tr>
<td>No air to unit</td>
<td>Check the air lines and compressor</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SYMPTOM</th>
<th>Sheep unit doing unusual things</th>
</tr>
</thead>
<tbody>
<tr>
<td>Possible causes</td>
<td>Possible solutions</td>
</tr>
<tr>
<td>Fluctuating power supply</td>
<td>Check power and compressor and for stable weight</td>
</tr>
<tr>
<td>Faulty compressor</td>
<td>Check compressor is operating correctly</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SYMPTOM</th>
<th>Entry gate shutting before sheep enters</th>
</tr>
</thead>
<tbody>
<tr>
<td>Possible causes</td>
<td>Possible solutions</td>
</tr>
<tr>
<td>Magic eye/s obscured by dust or wool</td>
<td>Check the magic eyes for dust on the lenses</td>
</tr>
<tr>
<td>Also check they have no loose wool in front of them</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SYMPTOM</th>
<th>Drafting the wrong way for preset weights or Drafting gates hit and stick together when on auto</th>
</tr>
</thead>
<tbody>
<tr>
<td>Possible causes</td>
<td>Possible solutions</td>
</tr>
<tr>
<td>Draft switch</td>
<td>Ensure the manual draft switch is in the central position</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SYMPTOM</th>
<th>Everything works apart from the drafter</th>
</tr>
</thead>
<tbody>
<tr>
<td>Possible causes</td>
<td>Possible solutions</td>
</tr>
<tr>
<td>Indicator not communicating with drafter</td>
<td>Check coms cable for damage</td>
</tr>
<tr>
<td>Ensure auto drafting option on your indicator is active</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SYMPTOM</th>
<th>Remote control is not working properly or at all</th>
</tr>
</thead>
<tbody>
<tr>
<td>Possible causes</td>
<td>Possible solutions</td>
</tr>
<tr>
<td>Flat remote control battery</td>
<td>Check and replace as required</td>
</tr>
<tr>
<td>Remote is not programmed to your unit</td>
<td>Program remote to your unit by turning on the unit then:</td>
</tr>
<tr>
<td>For a 4 button remote:</td>
<td>press down buttons 1 and 2 for 10 seconds.</td>
</tr>
<tr>
<td>SYMPTOM</td>
<td>Parts of the unit are working slowly</td>
</tr>
<tr>
<td>---------</td>
<td>-------------------------------------</td>
</tr>
<tr>
<td>Possible causes</td>
<td>Possible solutions</td>
</tr>
<tr>
<td>Constricted, broken or punctured air lines</td>
<td>Check the airlines</td>
</tr>
<tr>
<td>Ensure no part of the unit is resting upon the airlines</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SYMPTOM</th>
<th>Reduction in air pressure</th>
</tr>
</thead>
<tbody>
<tr>
<td>Possible causes</td>
<td>Possible solutions</td>
</tr>
<tr>
<td>Water trap filters</td>
<td>Check visually every 3 months and replaced as required</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SYMPTOM</th>
<th>Eyes are not working</th>
</tr>
</thead>
<tbody>
<tr>
<td>Possible causes</td>
<td>Possible solutions</td>
</tr>
<tr>
<td>Dirty or broken eye</td>
<td>Clean and re-check, replace if required</td>
</tr>
<tr>
<td>Eye cables broken or frayed</td>
<td>Replace cable from autobox to eyes</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SYMPTOM</th>
<th>The indicator displays --------</th>
</tr>
</thead>
<tbody>
<tr>
<td>Possible causes</td>
<td>Possible solutions</td>
</tr>
<tr>
<td>There is a problem with the loadbars</td>
<td>Contact the manufacturer</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SYMPTOM</th>
<th>Indicator read out is fluctuating or not zeroing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Possible causes</td>
<td>Possible solutions</td>
</tr>
<tr>
<td>Plugs not completely connected</td>
<td>Check the plug that goes over the loadbar collar is not preventing the pins from engaging properly</td>
</tr>
<tr>
<td>Plugs are damp</td>
<td>Check loadbar cables are firmly in place, don't over tighten</td>
</tr>
<tr>
<td>Battery is not adequately charged</td>
<td>Check for moisture - clean with methylated spirits</td>
</tr>
<tr>
<td>Unit is damp</td>
<td>Ensure dust caps are screwed together</td>
</tr>
<tr>
<td>Electrical interference</td>
<td>Check battery charge state</td>
</tr>
<tr>
<td></td>
<td>Check indicator to unit cord</td>
</tr>
<tr>
<td></td>
<td>Electrical interference from a short on an electric fence can affect your indicator</td>
</tr>
<tr>
<td></td>
<td>Battery and unit charges must be kept dry</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SYMPTOM</th>
<th>Not automatically drafting or releasing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Possible causes</td>
<td>Possible solutions</td>
</tr>
<tr>
<td>Comms cable fault</td>
<td>Communication cable from indicator to unit is damaged or has dirty terminals - clean terminals with CRC</td>
</tr>
<tr>
<td>Incorrect indicator settings</td>
<td>Communications cable is in the wrong port</td>
</tr>
<tr>
<td></td>
<td>Check your indicator settings are correct</td>
</tr>
</tbody>
</table>

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<tr>
<th>SYMPTOM</th>
<th>Tru-Test indicator displays “Wait for Trigger”</th>
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<tr>
<td>Possible causes</td>
<td>Possible solutions</td>
</tr>
<tr>
<td>Dirty eyes</td>
<td>Clean eyes</td>
</tr>
<tr>
<td>Faulty “Y” or Comms cable</td>
<td>Check the “Y” and Communications cables and the cables pins for damage, replace if required</td>
</tr>
</tbody>
</table>
“Thank you for your purchase, enjoy your new Te Pari Racewell DR3 Auto Drafter” from the Te Pari team.