


MADE IN THE USA

REINERT PUMPS

# XR-536 Concrete Pump

## OWNERS MANUAL

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# REINERT MANUFACTURING INC.

## PRODUCT WARRANTY

Reinert Manufacturing Inc. warrants each new machine manufactured by it will be free from defects in factory materials and workmanship under normal use and service for a period of ninety (90) days from the date of first use or retail delivery, whichever is earlier. Said warranty is void if the machine is subjected to misuse, neglect, accident or abuse, or if the machine is modified, customized, or repaired by the owner (or at the owner's direction) with other than Reinert Manufacturing Inc. Authorized Parts. This warranty does not apply to normal maintenance service or to normal replacement of certain machine parts which are subject to ordinary wear and tear, including, but not limited to: material piston seals, wear plates, oil filters, valve mechanisms, delivery systems or the addition of hydraulic oil or other lubricants.

Reinert Manufacturing Inc. makes no warranty with respect to trade accessories or components manufactured by third parties. Reinert Manufacturing Inc. agrees to make available, to the extent it is able to do so, any warranty made by the manufacturers of such components.

LIMITATION OF REMEDIES AND LIABILITIES. Reinert Manufacturing Inc. liability and owner's exclusive remedy pursuant to any claim of any kind, including but not limited to a claim in contract, negligence or strict liability, against Reinert Manufacturing Inc. shall be the repair or replacement, at Reinert Manufacturing Inc. option and at Reinert Manufacturing Inc., Florence, Kentucky factory, or at a point designated by Reinert Manufacturing Inc., of such parts which are determined by Reinert Manufacturing Inc. inspection to have been defective in material or workmanship. Warranty repairs will be made with Reinert Manufacturing Inc. Authorized New or Remanufactured parts. This warranty does not obligate Reinert Manufacturing Inc. to bear the cost of labor or transportation charges in connection with the replacement or repair of defective parts.

UNDER NO CIRCUMSTANCES SHALL REINERT MANUFACTURING INC. HAVE ANY LIABILITY WHATSOEVER FOR ANY COMPENSATORY, PUNITIVE, SPECIAL, INDIRECT, INCIDENTAL, OR CONSEQUENTIAL DAMAGES.

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No third party is authorized to bind or otherwise obligate Reinert Manufacturing Inc. in any manner in connection with the sale of this machine.

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SECTION

A

# OPERATING INSTRUCTIONS

REINERT PUMPS

# OPERATING INSTRUCTIONS

***DO NOT OPERATE THIS MACHINE WITHOUT TRAINING. UNDERSTAND THE WARNINGS IN THIS MANUAL AND ON THE DECALS.***

**⚠ WARNING** ***KEEP HANDS OUT OF INLET AND DISCHARGE PORTS AT ALL TIMES OTHERWISE THERE COULD BE POTENTIAL LOSS OF FINGERS AND HANDS.***

## Engine and Pump Start-Up

### *CAT Diesel Engine ONLY-Start-up and Throttle Instructions*

1. Check the hydraulic pump switch. It must be in the “off” position.
2. Turn ignition starting switch to “start” position. When engine starts, release switch to the “run” position.
3. Adjust throttle to smooth operation and allow a few minutes for warm-up before applying load to engine.
4. Check engine instructions and make a visual inspection of the complete machine.
5. Fill the water box ½ to ¾ full with water or oil.
6. With the engine at approximately half throttle, move the hydraulic pump switch (mounted on the lower right hand side of the panel) to the “on” position. The machine is now ready to work in the forward pump cycle. As the volume control valve is turned to the left(untighten) the flow of the oil will start to move the main pumping cylinders, thus causing the pump to cycle. The further the valve is opened, the faster the cycling. Should the pump cycle not start, check the pilot valve mounted in the center of the water box. One of the plungers should be fully depressed.

### *HATZ Diesel Engine ONLY-Start-up and Throttle Instructions*

1. Turn the key to the “on” position.
2. Do not try to start the engine until the voltmeter reads 12.5 volts-the glo-plugs are heating.
3. When the volts are at or above 12.5 the engine can be started.
4. Check engine instructions and make a visual inspection of the complete machine.
5. Fill the water box 1/2 to 3/4 full with water or oil.
6. Move the hydraulic pump switch (mounted on the lower right hand side of the panel) to the “on” position. The machine is now ready to work in the forward pump cycle. As the volume control valve is turned to the left (untighten) the flow of oil will start to move the main pumping cylinders, thus causing the pump to cycle. The further the valve is opened, the faster the cycling. Should the pump cycle not start, check the pilot valve mounted in the center of the water box. One of the plungers should be fully depressed.



**⚠ WARNING** ***THIS MACHINE IS REMOTE CONTROLLED AND MAY START AT ANY TIME. STOP THE ENGINE BEFORE SERVICING THE UNIT.***

**While the machine is cycling, make the following inspections:**

1. Check the hydraulic system for leaks.
2. Check the water box level.
3. Make sure that the pilot valve plungers are being stroked properly. (See Section C)

## Gauges

### Hydraulic System Pressure Gauge

This gauge is located on the instrument panel. This gauge indicates the hydraulic force that is being applied to the main rams to move the material in the discharge line. The maximum pressure is preset to 2500 PSI by means of the compensator internally in the pump.

### Hydraulic Oil Temperature Gauge

Ideal operating temperature of the hydraulic oil should be 120-140 degrees. Ambient conditions will have a definite effect on operating temperature. The system will tolerate temperatures up to 180° F. Above 180° pumping should be stopped to allow time for cooling. Allow engine to idle to cool. A fine spray of water over hydraulic components will also help reduce oil temperature. If high temperature persists, the system should be checked to determine the cause. Engine gauges and or monitors are mounted separately to the engine.

## Variable Volume Pump

The XR-536 hydraulic system is an open loop circuit.

Affixed to the discharge side of the hydraulic pump is a two-way, normally closed valve. As the coil is energized by the switch on the panel, it opens the two-way valve and allows flow to the system through the needle or variable volume flow valve. The flow valve, which is manually operated, controls the speed of the pumping action.

When the switch is moved to the “off” position, the two-way valve closes, thus blocking the flow of oil, and the pump goes to the “stand by” mode.

If an electrical failure or switch failure occurs, the valve can be activated by means of pushing and turning the knob on the end of the coil, thus pressurizing the system.

## Handling and Placing With The XR-536

The XR-536 is designed for flexibility and ease of handling operations requiring a placing rate of 36cyph.

***Consideration should be given to the following factors when setting up the pump:***

## Pipe size relating to the mix design

Line size selection will depend on the amount and size of coarse aggregate in the mix and the desired volume of material. Remember, larger line sizes decrease friction and required pumping pressure.

Other factors in mix design should also be considered before accepting a given specification for pumping. These would be cement content, percentage of fines and the composition, size and shape of coarse aggregate, coarse and fine aggregate graduation, slump and add mixtures.

It is important to note that trouble free pumping is possible only if the material can be pushed through the line. The composition of this material provides adequate lubrication qualities to maintain a film on the interior surfaces of the pipe and also to envelope the aggregate particles completely. Thus blockages and jamming of material will be avoided.

## Location

Position the machine as close to the discharge or placing area as possible. Try to locate the machine so that it can be fed by the Ready Mix trucks from either side. This will mean less time loss in getting the trucks into position for discharging material into the hopper and permit uninterrupted pumping.

## Set-Up

Set the machine on the rear jack stands then lower the front jack until the machine is setting firm and some of the load is off of the tires. Block the wheels, and connect the pipe. Do not leave the machine hooked to the towing vehicle while pumping.

## Priming The System

When the material to be pumped is of the sand and cement mixture, it is only necessary to wet up the first hopper full of material to be pumped. First, add 5 gallons of 1:1 sand and cement slurry mix, plus 5 gallons for each 100 ft. of 4” hose. This amount will vary with diameter of line. At low engine RPM, move the hydraulic pump switch to the “on” position. Pump the grout into the hose or pipe system. When the hopper is near empty, start to discharge the material to be pumped from the truck into the hopper, and continue pumping.

After the material is flowing out of the pouring hose or end of the pipe, the engine speed may be increased to the desired pumping rate. When one truck is emptied and another is not immediately available, set the hydraulic pump switch to “off” and discontinue pumping. It is wise to maintain a full hopper while waiting for the next truck. This reserve material can be used to periodically pump or advance material in the line thus avoiding any tendency to harden in the pipe (2 or 3 strokes every 10 minutes is recommended on models that do not have the hydraulic remixer available). It is advisable to shut off during prolonged waits, as the vibration will increase set-up time for the material in the valves and hopper.

## Blockages or Material Jams

Blockage is the consequence of the immobility of the material in the hose or pipe system. When blockage occurs, the engine will lug and the hydraulic system pressure gauge will rise immediately to the maximum setting of the relief valve. The reciprocating of the main rams will stop. When this condition occurs, the operator should immediately move the switch on the panel to the reverse cycle and allow the pump to cycle a few times, then shift back into forward cycle. If this still occurs, see below.

1. If the hose or pipe connected to the reducer cone and hose starts to move or raise up as pressure is applied, the blockage is in the hose or pipe.

2. If the reducer raises up, but the hose is soft, the plug is in the reducer.



**⚠ CAUTION** ***DO NOT OPEN CLAMPS OR VALVES UNTIL PRESSURE HAS BEEN RELEASED BY REVERSING PUMP. OTHERWISE THE MATERIAL DISCHARGED IS UNDER PRESSURE.***



**⚠ WARNING** ***KEEP HANDS OUT OF INLET AND DISCHARGE PORTS AT ALL TIMES. OTHERWISE THERE COULD BE POTENTIAL LOSS OF FINGERS AND HANDS.***

Usually blockages occur at the small diameter end of the pipe or system reducers. They are caused by a number of factors, check for these situations:

1. Dirty pipe, hose or reducer sections. (Concrete left internally from previous use).
2. Leaking joints or clamps, absence of gaskets or seals, resulting in loss of cement paste or grout diminishing the lubrication properties of the concrete.
3. Difficult material proportions do not make a pumpable mix.
    - Bleeding or segregation of mix because of repelled water--water to cement ratio too high.
    - Unsuitable aggregate graduation.
    - Inadequate fine aggregate content or too high of rock or course content
    - Excessive amounts of chemical additives such as accelerators.
    - Material which sets early (High early cement Type III).
    - High cement contents per cubic yard and also extended intervals between pumping can allow setting.
4. Careless handling of the pouring hose at the end of the system. Hoses must not be kinked.

## Hinged Hopper Assembly

The hopper and valve are hinged to gain access to the inlet side of the S-Tube and also to change piston cups.

**WARNING: DO NOT ATTEMPT** to unbolt and swing the assembly open unless the hopper is empty. To open the hopper and valve, turn off the engine, uncouple the hose on the blind end cap of the right hand cylinder and cap the hose and plug the fitting at the cylinder before hinging the valve open. Some models have a quick disconnect and the cap and plug are not necessary. Unbolt the (4) hex head bolts (one on either side and two in the center) and swing the assembly away for clean up or repair. Before closing the valve, be sure the o-rings are in place and valve plate and hinge plate are clean. DO NOT ATTEMPT to cycle the valve when in the open position and be sure the engine is NOT running while the hinge is open.



⚠ WARNING ***KEEP HANDS OUT OF INLET AND DISCHARGE PORTS AT ALL TIMES. OTHERWISE THERE COULD BE POTENTIAL LOSS OF FINGERS OR HANDS.***

## Clean Out

Immediately upon completion of placing operations, attention must be given to clean out. During some “pours” hose and pipe can be cleaned out as they are being removed from the system.

Uncouple the reducer from the discharge opening of the machine. Dump concrete from the reducer, flush out with water and open the door on the bottom of the valve. Place the machine in “forward” cycle with the engine at low idle, while the machine is pumping, wash the hopper and grate. When the hopper is clean (inside and out), place the switch in reverse position. The ram pistons will push the concrete out the bottom of the hopper. After several cycles turn the engine off with the valve fully shifted to the right or left. Using the clean out bar, loosen and remove all material in the valve and exposed material cylinder and flush with water pressure. Restart the engine and shift valve and repeat for the other cylinder.

If the machine is not to be used for several days, oil all exposed metal parts in the valving area to prevent rust.

## Safety Block Information and Installation



**⚠ WARNING** ***KEEP HANDS OUT OF INLET AND DISCHARGE PORTS AT ALL TIMES. OTHERWISE THERE COULD BE POTENTIAL LOSS OF FINGERS OR HANDS.***

While working in and around the S-Tube Valve, whether it be for cleaning, tightening nuts and bolts, changing piston cups, or for any other reason, the safety block (See page A-7) must be bolted in place and secured with the nut and bolt furnished. No work on the S-Tube should be performed without the safety block in place.

Warning stickers should be placed near the S-Tube outlet, if they are missing, please notify Reinert Manufacturing, Inc. and they will be sent to you. All operators of the product should be notified of the availability of the safety block and manner by which it should be installed.

To install, shift the S-Tube to one side, turn the engine and hydraulic pump to the OFF position. Insert the safety block over the extended rod as shown (See Fig A-1) and bolt in place. When work is completed, unbolt and remove the block.

## Pumping with Hard Line or Radio Remote Control

The operator must be at the controls at pump to assure there is not a stall-out in case of material jam. If the diesel engine is run in reverse, damage can occur.

The engine must be set at the proper RPM before moving the switch to the on position.
When the remote control (radio or hard line) is shut off it is very helpful if the operator switches to the reverse cycle. When the remote is turned on the operator has the opportunity to adjust the engine to the proper RPM before moving the pump switch to the on position.

### *HATZ Diesel ONLY Pumping with Hard Line or Radio Remote Control*

The engine RPM will automatically increase to 2400 RPM when the hydraulic pump switch is turned on or the remote switch is turned on. When the Remote Control is shut off it is helpful if the operator switches to the reverse cycle in case of a material jam or hose kink.

### *Hatz Diesel Radio Remote Function*

If the Radio Remote is on and the hydraulic pump is on, the engine goes to 2400 RPM. Lower RPM can be accomplished by the Remote toggle or the throttle switch at the panel.
If the hydraulic pump is off and the Radio Remote is off at the panel, the engine goes to 1400 RPM.
If the Radio Remote is off at the Remote Box, the engine will go to 1400 RPM.

To activate the radio remote, push the toggle switches on the panel to Remote. Then push the Start button on the transmitter.

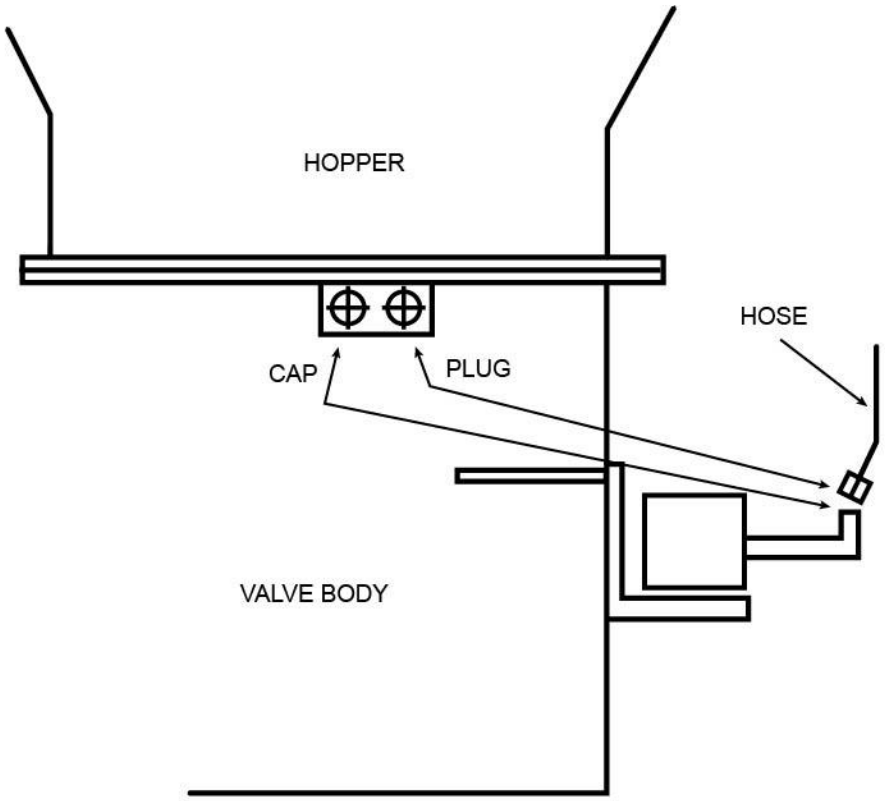

HOPPER
HOSE
CAP
PLUG
VALVE BODY

**Fig. A-1**

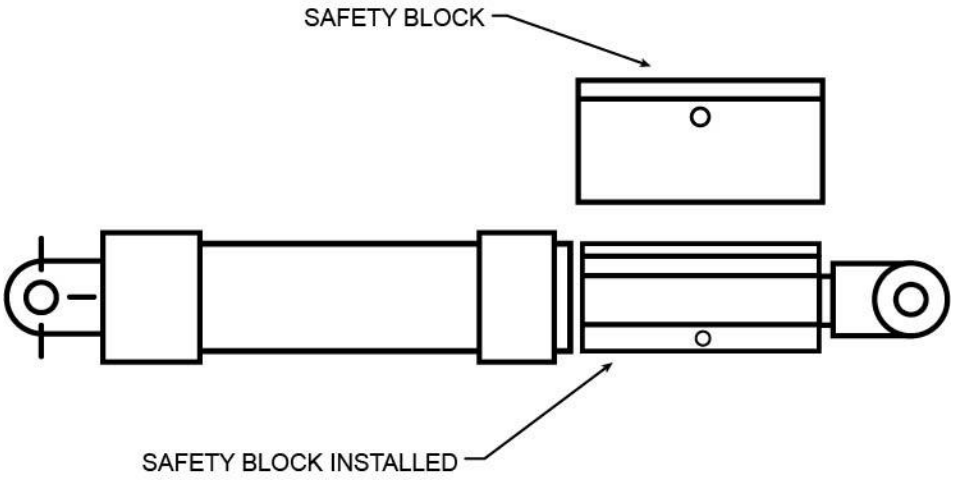

SAFETY BLOCK
SAFETY BLOCK INSTALLED

**Fig. A-2**

## Traveling with the XR-536

When towing, check the following points:

1. Attach safety chain.
2. Make sure the tongue jack is elevated to clear roadway.
3. Secure all covers and loose objects.
4. Connect electrical system and make sure lights are working properly.
5. Maintain 60-PSI air pressure in tires.

SECTION

# B

# PREVENTATIVE MAINTENANCE

REINERT PUMPS

# PREVENTATIVE MAINTENANCE

Preventative maintenance is important to the safe operation and lasting performance of the concrete pump.



**⚠ WARNING** ***KEEP HANDS OUT OF WATER BOX. STOP ENGINE/MOTOR IF ACCESS IS REQUIRED. KEEP COVERS CLOSED. OTHERWISE THERE COULD BE POTENTIAL LOSS OF FINGERS AND HANDS.***

## Maintenance Every 8 Hours

- Check engine daily.
- Fill fuel tank at the end of each day. This will eliminate condensation in the tank.
- Check engine oil level and air cleaner (refer to engine manual).
- Apply grease to the shaft and also to the tailpipe housing.
- Check the hydraulic system oil level. A sight gauge for this purpose is located on the right side of the reservoir. The fluid level should be midway between low and full marks.

- The following is a guideline of some oil manufacturers:
  Mobil-ETE 15
  Texaco-Rando HD 32
  Hydrex 46

- Check the electrolyte level and maintain the level with distilled or approved water.
- Check the liquid level in the water box (located between the hydraulic cylinders and the material cylinders) and maintain liquid level at least half full (See Section D for water box maintenance.
- Check the grease fittings on top of the main crank arm.

## Maintenance Every 40 Hours



**⚠ WARNING** ***KEEP HANDS OUT OF WATER BOX. STOP ENGINE/MOTOR IF ACCESS IS REQUIRED. KEEP COVERS CLOSED. OTHERWISE THERE COULD BE POTENTIAL LOSS OF FINGERS AND HANDS.***

- Drain water from water box and clean thoroughly.
- Check piston cups for grout leakage.
- Check all grease fittings to assure proper lubrication.
- Clean the oil cooler mounted in front of the engine radiator.
- Keep the machine clean.
- Service the engine in accordance with the engine manual.
- Check complete hydraulic system for leaks.  Tighten all fittings that appear to be leaking..

SECTION

C

# HYDRAULIC SYSTEM

REINERT PUMPS

# HYDRAULIC SYSTEM

The XR-536 pump has two concrete pumping cylinders powered by double acting hydraulic cylinders.

Oil flow is generated by an axial piston pump. Flow from this pump is directed into the main control valves. These valves are 4-way pilot operated, directional control. Fixed to the main pump is a 2-way normally closed solenoid-operated valve. This valve is used to start and stop the flow of oil from the main hydraulic pump. In case of an electrical failure, see instruction under variable volume pump.

The hydraulic system has one (1) main pilot valve for cycling the S-Tube. A pick-up or pilot port in each S-Tube cylinder controls the cycling of the main rams.

Should the auto-cycle fail, the mechanical pilot valve mounted on top of and in the center of the water box should be checked as follows: The mechanical linkage should be checked to assure that the plunger on the retracting side is being fully depressed by the retracting piston. This adjustment is accomplished by an adjusting screw and locking nut. With the piston in the fully retracted position, there should be a clearance of 3/16" between the activator and the main pilot valve body. The opposite plunger should be pushed out by the spring. If the plunger is being depressed properly and the S-Tube is shifted fully in either direction, the pilot circuit is functioning properly. Try to cycle the pump in reverse mode or look for material blockages in the pumping system.

## Slave Circuit

The slave circuit, or timing circuit, is the oil that is on the rod end side of the hydraulic cylinders. The oil from the rod side on the left cylinder is forced through the crossover tube located on the bottom side of the front heads and causes the right piston to retract. As the retracting piston reaches the end of its stroke, it passes a pick up port. When this occurs, the over fill oil is exhausted through a small hose and into the blind end cap, through the 4-way control valve and on to the tank. When the right ram starts to extend it retracts the left ram in the same manner. Make-up oil, if needed, is added through the pick up port near the rod end as the extending ram completes its stroke through the check valve.

## Reverse Mode

The pump cycle can be reversed by moving the toggle switch, mounted on the lower left side of the panel to the up position. If the switch fails, the reversing valve solenoids can be activated by manually depressing the pins in the end of the coils. Both pins have to be pushed if the problem is in the switch or the electric. If one of the coils fails, only the pin in the failing coil needs to be depressed.

SECTION

D

# COMPONENT MAINTENANCE

REINERT PUMPS

# COMPONENT MAINTENANCE



***WARNING: KEEP HANDS OUT OF WATER BOX. STOP ENGINE/MOTOR IF ACCESS IS REQUIRED. OTHERWISE THERE COULD BE POTENTIAL LOSS OF FINGERS AND HANDS.***

## Water Box

The water box is located between the hydraulic ram cylinders and the material cylinders. It is the reservoir and connecting chamber for the water and/or oil lubrication system of the pumping cylinders. Its primary function is to lubricate the material piston seal. As indicated in Section B the liquid level should be checked periodically and maintained at least half full.

As the material piston seal wears, it will permit a fine cement paste to collect in the water box and thus color the water. Discoloration can be tolerated, as the wear increases, so will the leakage. When deposit of cement paste builds up in the bottom of the box to approximately one half inch, it should be drained, cleaned, and new piston seals installed. The plug for draining the box is located in the bottom.

Caution: In freezing temperatures, the water box should be filled just prior to starting the machine or getting ready to pump concrete. A small amount of oil mixed with the water aids in lubricating the piston seals and cylinder walls. Upon completing the clean up for the day, be sure to pull the drain plug and drain all water to prevent freeze-up. Ice in the cylinders will damage the piston seals upon start-up.

During freezing temperatures, it is a good practice to keep the hopper covered to prevent snow and water from entering the material cylinders from the hopper side. This could also damage the piston seals.

## Material Piston Seal

When excessive wear and leakage has been determined, the piston seal must be replaced. The piston is attached to the ram cylinder rod by a single 3/4” hex head cap screw. It is removed through the discharge end of the material cylinder. Drain water box through the drain opening in bottom of the box.

With the engine running and the volume control valve one turn to the left or open, close the lever valve (located on top of the pilot or plunger valve at the water box) move the reverse switch on the panel to the up position. Then move the on/off switch to the “on” position.

One of the rams will extend and the S-Tube will uncover the port to expose the 3/4” bolt in the end of the piston and the hydraulic system will go to the “lock-up” mode, turn on/off switch to the off position, stop engine. Disconnect the hose on the right hand S-Tube cylinder and cap off the hose and fitting, unbolt the hopper assembly, swing the valve and hopper assembly out of the way to expose the two material cylinders.

With an 1-1/8” impact wrench, remove the 3/4” bolt, face plate, piston cup and piston. Replace the assembly and torque to 100 lbs/ft. Close the hopper. Restart engine; open the lever valve (mounted on top of the pilot valve) turn the pump switch on. As the opposite ram starts to move, close the lever valve and the opposite ram will extend and lock. Shut the engine off, uncouple the quick coupling, swing the hopper out of the way and repeat the procedure the same as the first piston. Clean hinge plate and cylinder plate, and reinstall and tighten bolts to the hinge assembly.

## Disassembly and Reinstallation of Wear Plate and S-Tube

**CAUTION: It is not necessary to loosen the large nut on the main shaft to change the wear plate, wear ring, S-Tube, or S-Tube extension.**

## Disassembly Instructions

When replacing the wear collar and/or wear plate:

1. Remove the four (4) bolts from the tailpipe.
2. Remove the five (5) bolts from the S-tube.
3. Pull swing tube to rear of hopper.
4. Remove and replace wear plate.
5. Check the wear collar and the expansion band and replace if necessary.

## Reinstallation Instructions

After the wear parts have been installed:

1. Tighten the four (4) bolts in the S-Tube to the main shaft.
2. Install the four (4) bolts in the tailpipe housing snug (do not tighten).
3. Start the pump cycling. With the S-Tube moving from side to side, start to torque the (4) four tailpipe bolts slow and even. If the S-Tube fails to complete its stroke, retorque until S-Tube is free.
4. Install lock plate between the four (4) S-Tube bolts.

## Hinged Hopper

The valve and hopper can be unbolted 4 bolts, (2 on either side and 2 in the center behind the hinge plate). All 4 bolts are to be kept in place at all times.

Prior to removing the 4 bolts to swing the valve and hopper assembly away from the machine, be sure the hopper is empty. Disconnect the hose on the right hand S-Tube cylinder, plug and cap the hose. Then remove the 3/8” bolts on the filler plate at the top of the hydraulic tank.

The patented hinge is exceptionally helpful to change piston cups, clean the S-Tube from the inlet side in cases of build-up from long slow pours. On the emergency side, if the engine would fail or any mechanical failures occur or hot concrete would flash set, there should be no panic. Simply follow the above instructions and clean the cylinders and tube and close the valve. Be sure to clean the mating plates and o-rings then tighten the 4 bolts (2 each 1” - 2 each 3/4”).

SECTION

E

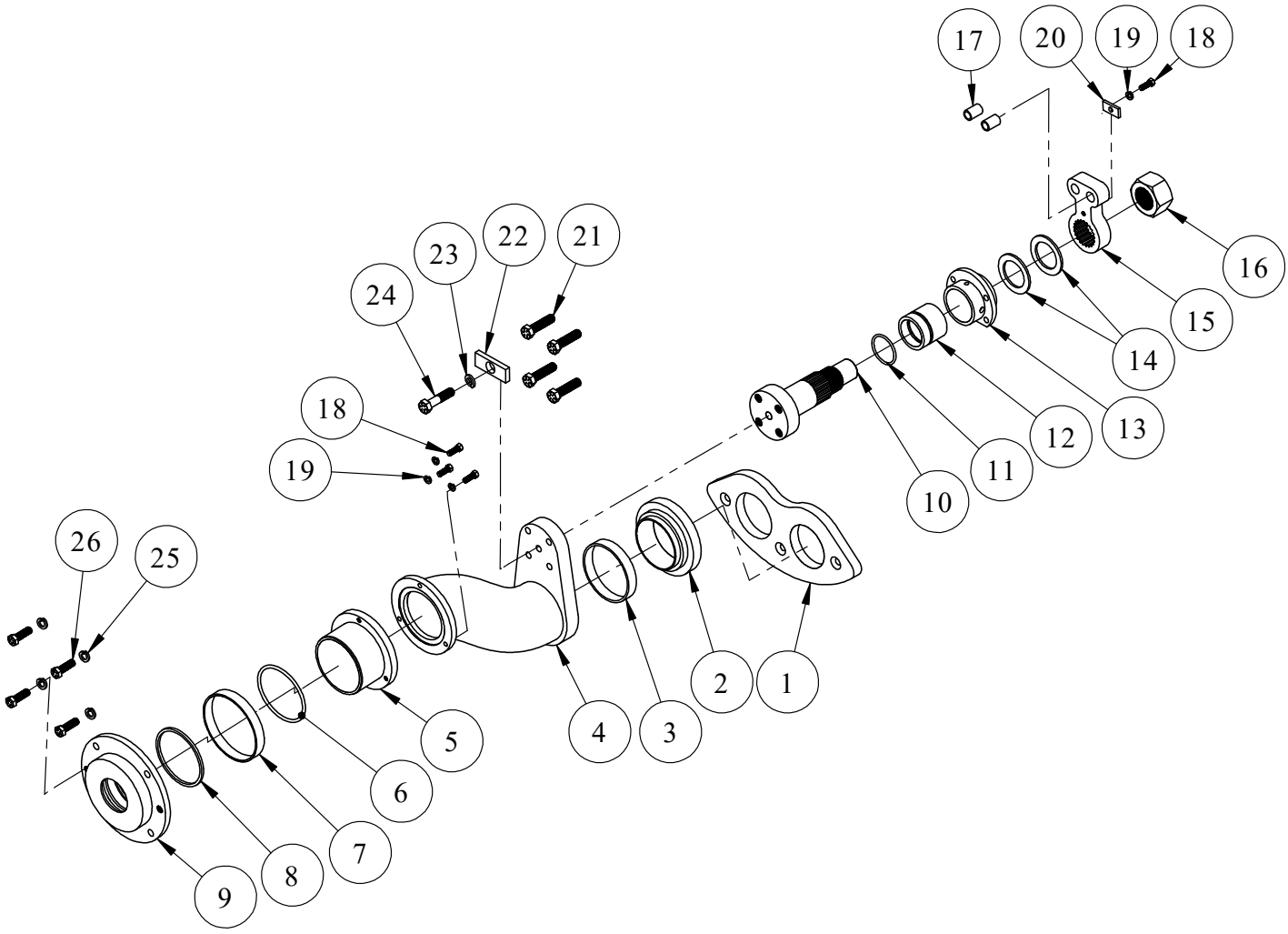
# MATERIAL HANDLING COMPONENTS

REINERT PUMPS

SECTION
E

# S-Tube Valve Assembly

REINERT XR536



SECTION E

# S-Tube Valve Assembly Part List

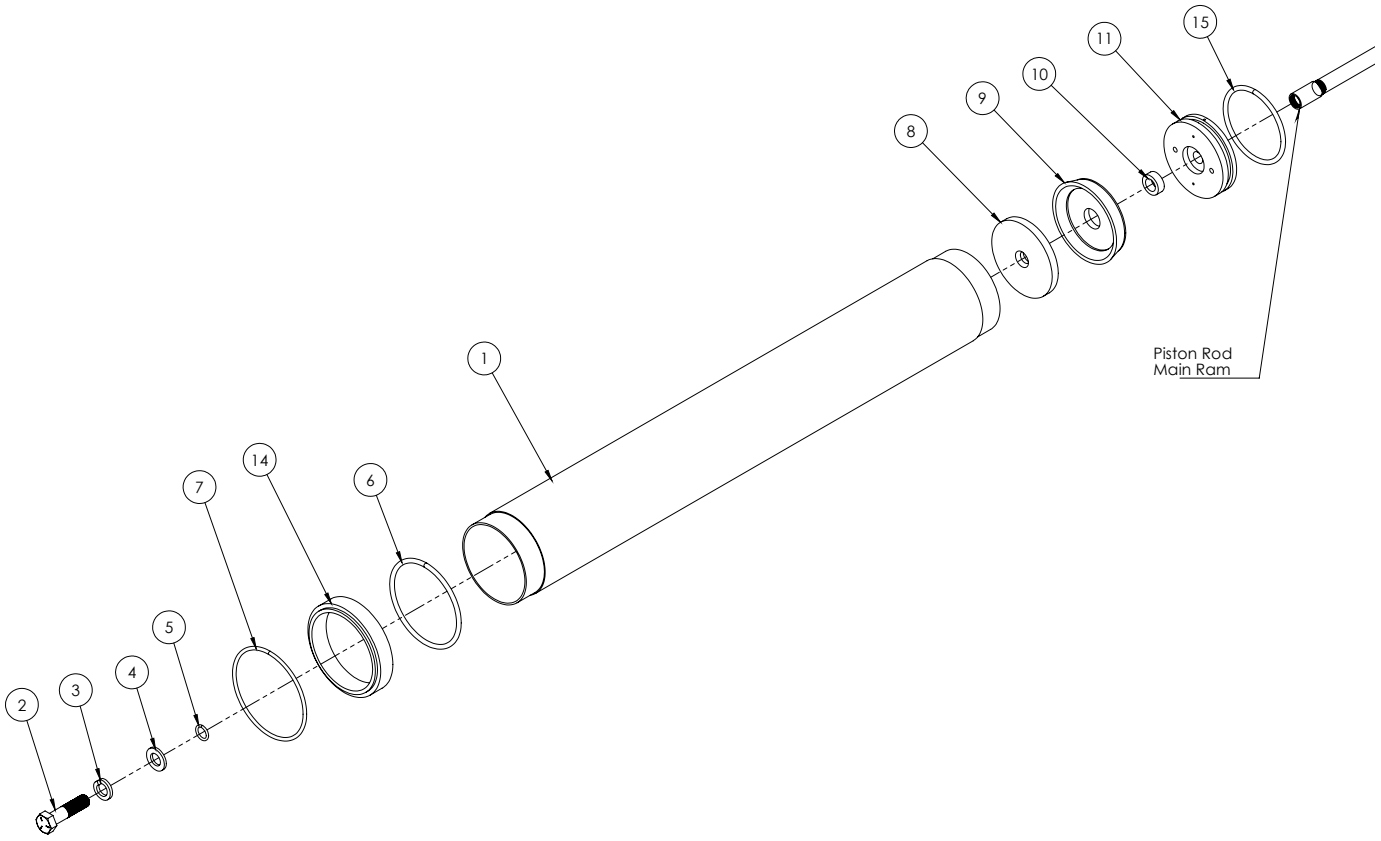
REINERT XR536

| Item | Qty | Description | Part Number |
|---|---|---|---|
| 1 | 1 | Wear Plate | B30233 |
| 2 | 1 | Wear Ring | A40320 |
| 3 | 1 | Expansion Band | P100386 |
| 4 | 1 | S-Tube | B30218 |
| 5 | 1 | S-Tube Extension | C20057 |
| 6 | 1 | O-Ring | OR436 |
| 7 | 1 | Wear Strip | P100011 |
| 8 | 1 | Seal | P100016 |
| 9 | 1 | Tailpipe Housing | B30227 |
| 10 | 1 | Main Shaft | B30319 |
| 11 | 1 | O-Ring | OR335 |
| 12 | 1 | Bearing | B30352 |
| 13 | 1 | Bearing Housing | B30238 |
| 14 | 2 | Thrustwasher | A40045 |
| 15 | 1 | Crank Arm | B30118 |
| 16 | 1 | Nut | HN21412 |
| 17 | 2 | Bushing | P100007 |
| 18 | 1 | Hex Head Cap Screw | HB71614114 |
| 19 | 1 | Lock Washer | HLW716 |
| 20 | 1 | Retainer Plate | A40064 |
| 21 | 4 | Hex Head Cap Screw | HB34103 |
| 22 | 1 | Retainer Plate | A40051 |
| 23 | 1 | Lock Washer | HLW343 |
| 24 | 2 | Hex Head Cap Screw | HB3410314 |
| 25 | 4 | Lock Washer | HLW58 |
| 26 | 4 | Hex Head Cap Screw | HB58112 |

SECTION
E

# Concrete Cylinder Assembly

REINERT XR536



SECTION E

# Concrete Cylinder Assembly Part List

REINERT XR536

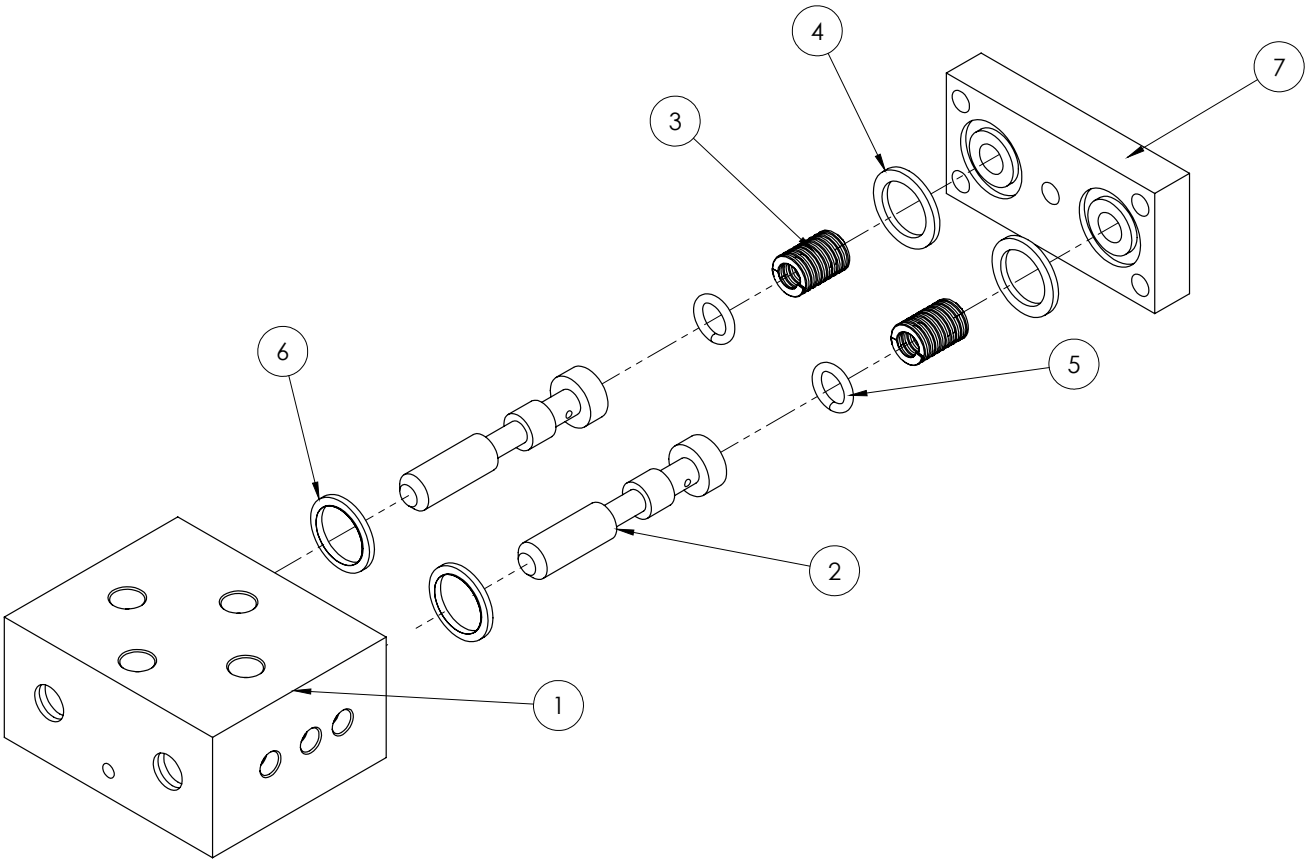
| Item | Qty | Description | Part Number |
|---|---|---|---|
| 1 | 1 | Material Cylinder | B30216 |
| 2 | 1 | Cap Screw | HB34163 |
| 3 | 1 | Lock Washer | HLW34 |
| 4 | 1 | Flat Washer | HFW34 |
| 5 | 1 | O-Ring | OR210 |
| 6 | 1 | O-Ring | OR431 |
| 7 | 1 | O-Ring | OR358 |
| 8 | 1 | Face Plate | A40208 |
| 9 | 1 | Piston Cup | C20005 |
| 10 | 1 | Insert | T29705 |
| 11 | 1 | Piston | B300125 |
| 14 | 1 | Valve Plate Insert | A40248 |
| 15 | 2 | O-Ring | P100080 |

SECTION E

# Main Pilot Valve

REINERT XR536

| Item | Qty | Description | Part Number |
|---|---|---|---|
| 1 | 1 | Pilot Valve Body | A40180 |
| 2 | 2 | Spool | A40182 |
| 3 | 2 | Spring | P100327 |
| 4 | 2 | O-Ring | OR215 |
| 5 | 2 | O-Ring | OR114 |
| 6 | 2 | Wiper | P100292 |
| 7 | 1 | Cap - Main Pilot Valve | A40181 |

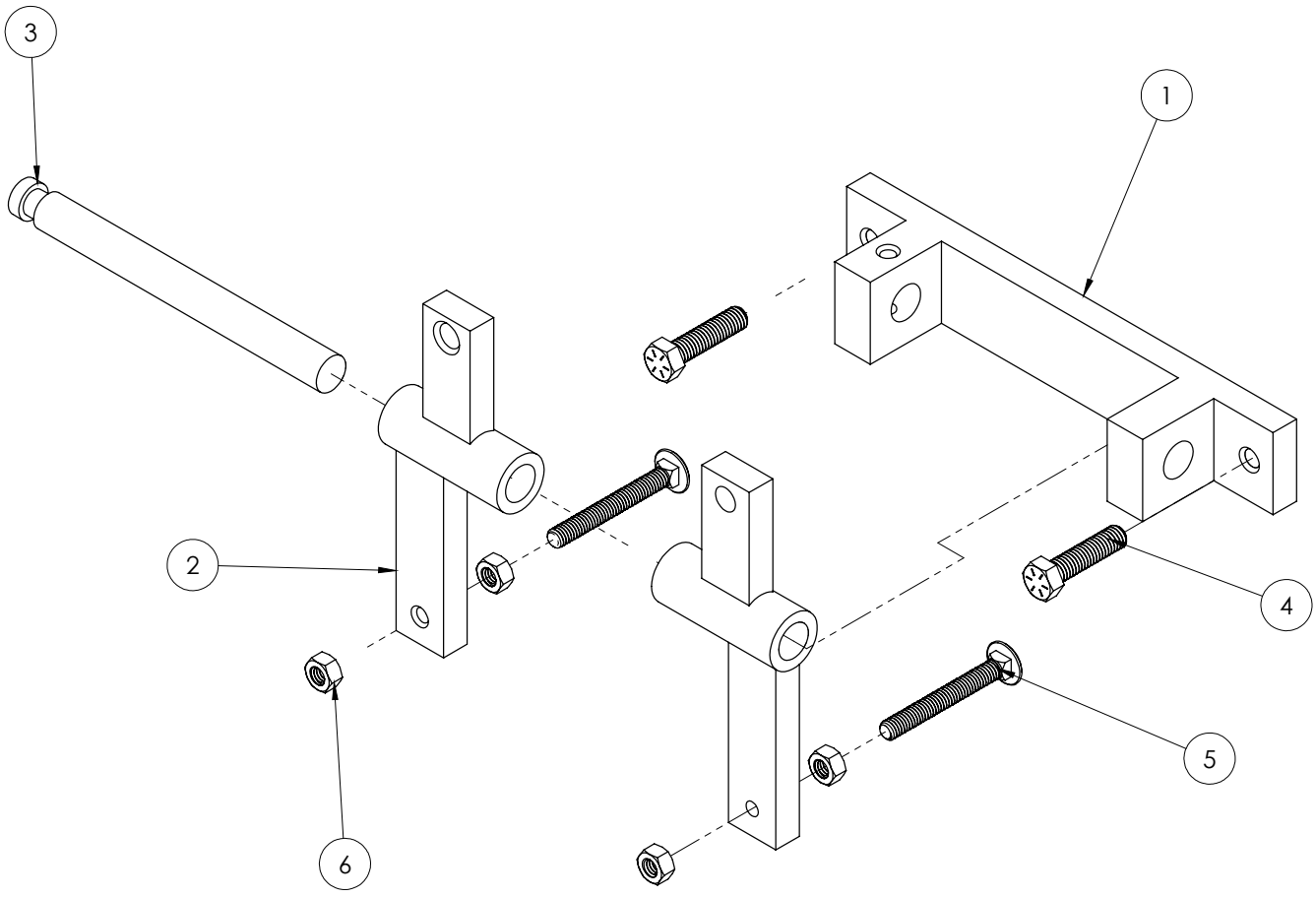


SECTION E

# Trip Rod Assembly (Pilot Valve)

REINERT XR536

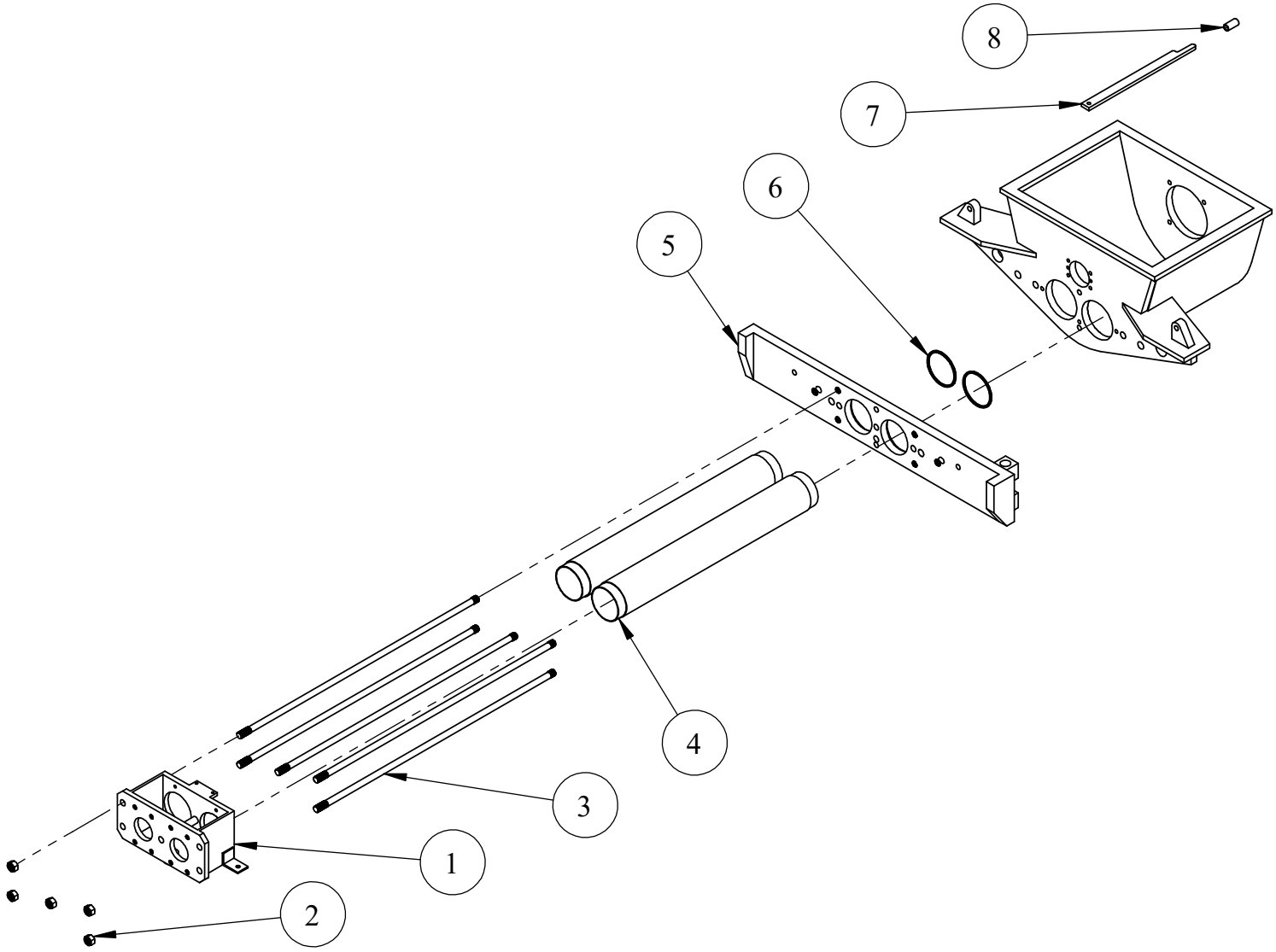
| Item | Qty | Description | Part Number |
|---|---|---|---|
| 1 | 1 | Trip Rod Bar | A40198 |
| 2 | 2 | Trip Lever | A40199 |
| 3 | 1 | Trip Lever Pin | A40200 |
| 4 | 2 | Hex Head Cap Screw | HB3816112 |
| 5 | 2 | Carriage Bolt | HB51618212C |
| 6 | 4 | Nut | HN51618N |
| 7 | 1 | Trip Rod Assembly | B30116 |



SECTION
E

# Pumpkit Assembly

REINERT XR536



SECTION E

# Pumpkit Assembly

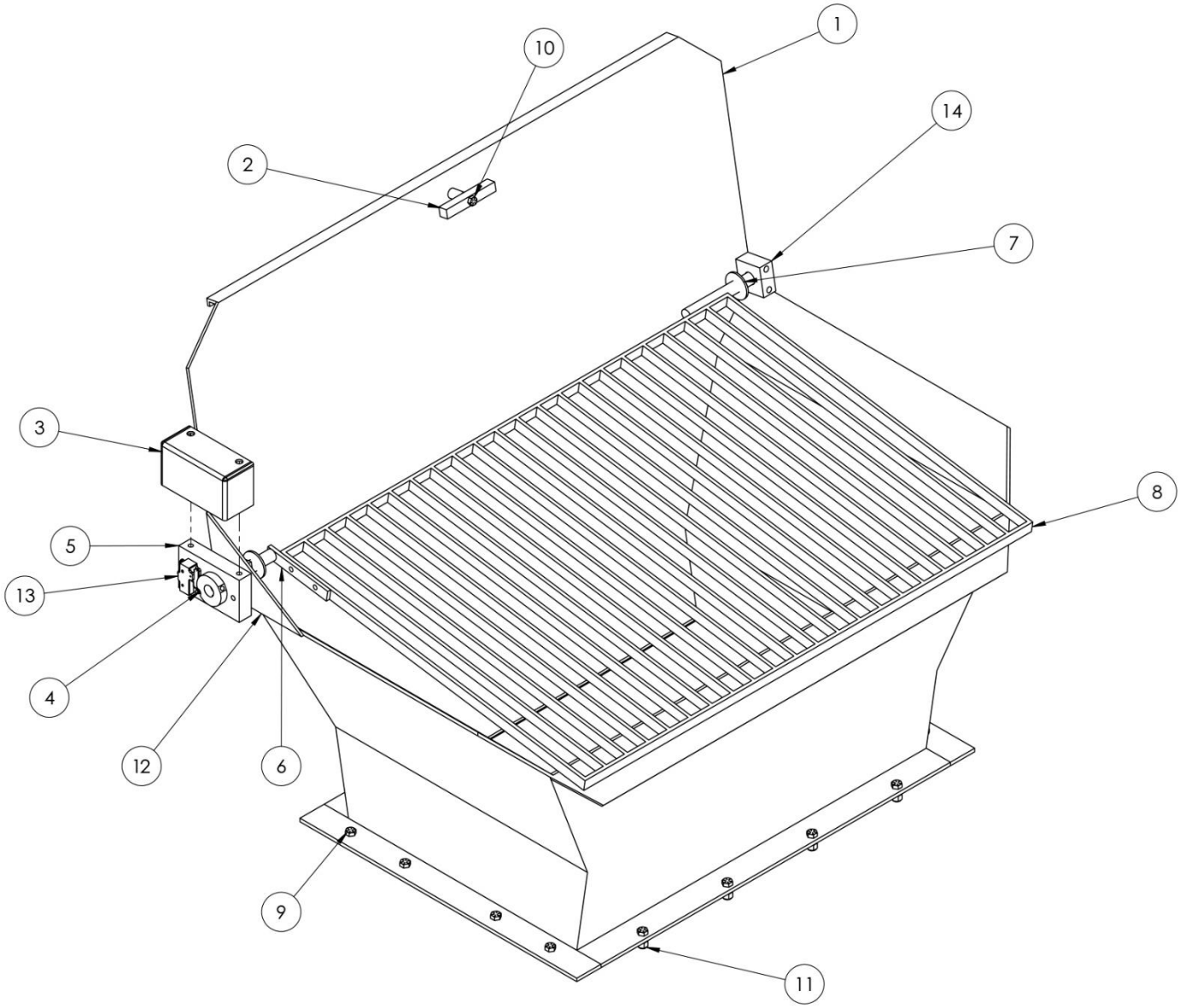
REINERT XR536

| Item | Qty | Description | Part Number |
|---|---|---|---|
| 1 | 1 | Waterbox | D10112 |
| 2 | 5 | Nut | HN7814N |
| 3 | 5 | Tie Rod | A40249 |
| 4 | 2 | Material Cylinder | B30216 |
| 5 | 1 | Hinge Plate | B30214 |
| 6 | 2 | O-Ring | OR431 |
| 7 | 1 | Clean Out Door Handle | A40120 |
| 8 | 1 | Clean Out Door Grip | P100196 |

SECTION
E

# Hopper Assembly

REINERT XR536



SECTION E

# Hopper Assembly Part List

REINERT XR536

| Item | Qty | Description | Part Number |
|---|---|---|---|
| 1 | 1 | Hopper | C20201 |
| 2 | 1 | Hopper Grate Latch | A40217 |
| 3 | 1 | Safety Switch Cover | A40424 |
| 4 | 1 | Safety Switch Cam | A40427 |
| 5 | 1 | Safety Switch Block | A40429 |
| 6 | 1 | Grate Bracket | A40439 |
| 7 | 1 | Grate Bracket | A40439-1 |
| 8 | 1 | Hopper Grate | B30317 |
| 9 | 14 | Hex Head Cap Screw | HB38161 |
| 10 | 1 | Hex Head Cap Screw | HB51618212 |
| 11 | 14 | Nut | HN3816N |
| 12 | 1 | Safety Switch Mounting Flange | A40430 |
| 13 | 1 | Safety Switch | P100650 |
| 14 | 1 | Mounting Block | A40375 |

SECTION

F

# HYDRAULIC COMPONENTS

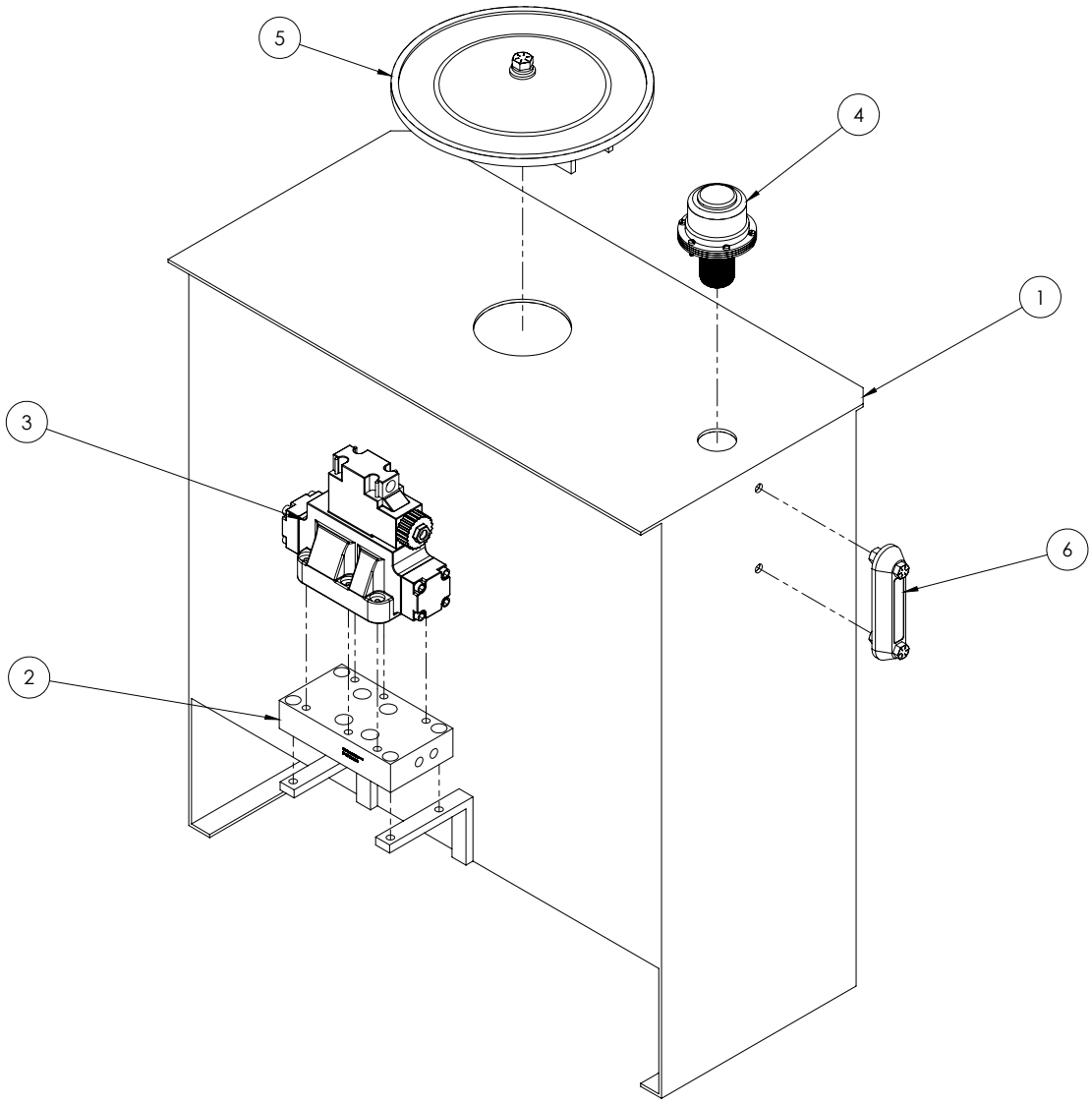
REINERT PUMPS

SECTION F

# Hydraulic Tank Assembly (1 of 2)

REINERT XR536

| Item | Qty | Description | Part Number |
|---|---|---|---|
| 1 | 1 | Hydraulic Tank | B30220 |
| 2 | 1 | Subplate | P100272 |
| 3 | 1 | Directional Valve | P100271 |
| 4 | 1 | Filler Cap | P100120 |
| 5 | 1 | Tank Cover | P100117 |
| 6 | 1 | Sight Gauge | P100119 |

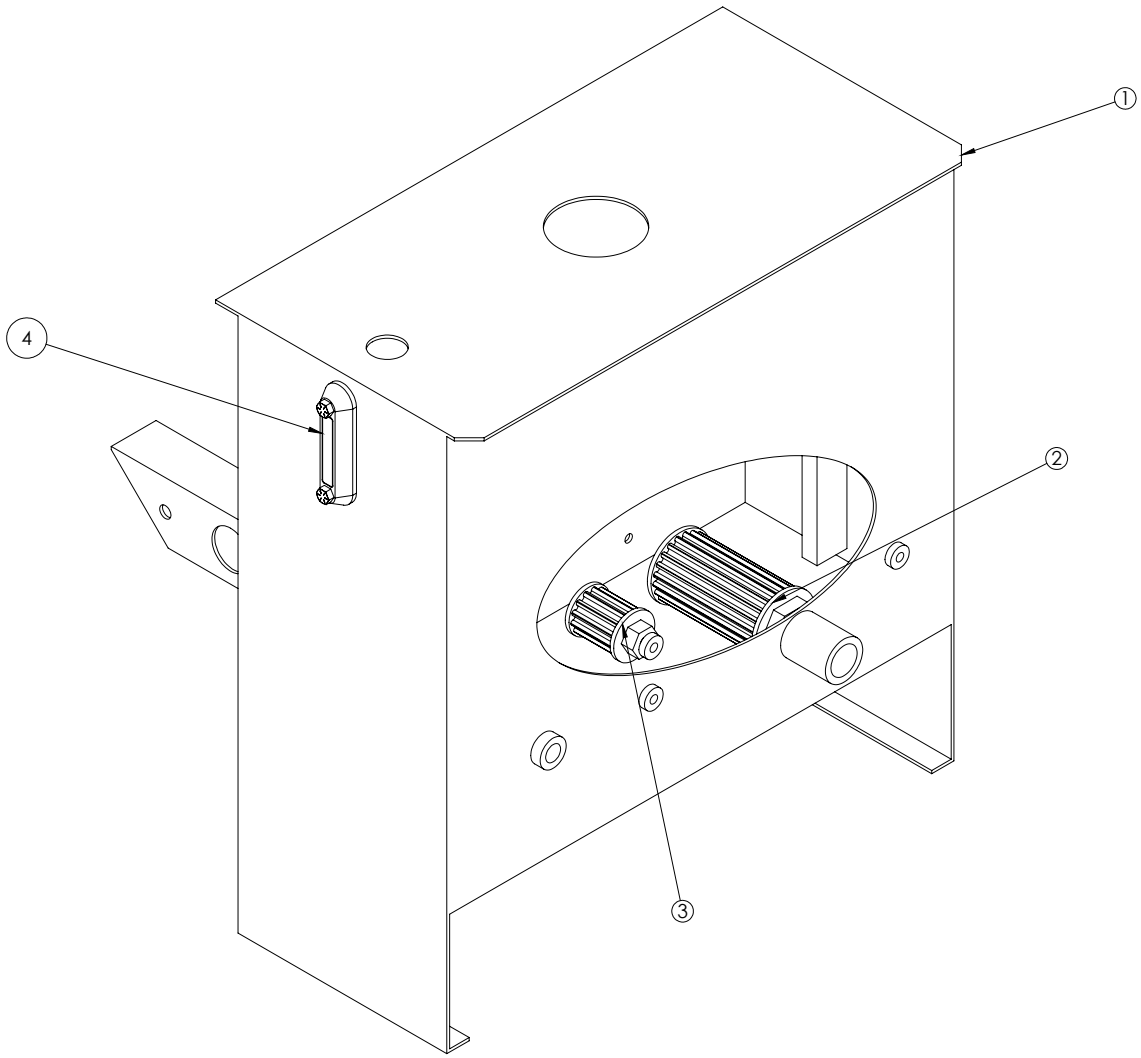


SECTION F

# Hydraulic Tank Assembly (2 of 2)

REINERT XR536

| Item | Qty | Description | Part Number |
|---|---|---|---|
| 1 | 1 | Hydraulic Tank | B30220 |
| 2 | 1 | Inlet Strainer | P100111 |
| 3 | 1 | Cooler Pump Strainer | P100150 |
| 4 | 1 | Sight Gauge | P100119 |

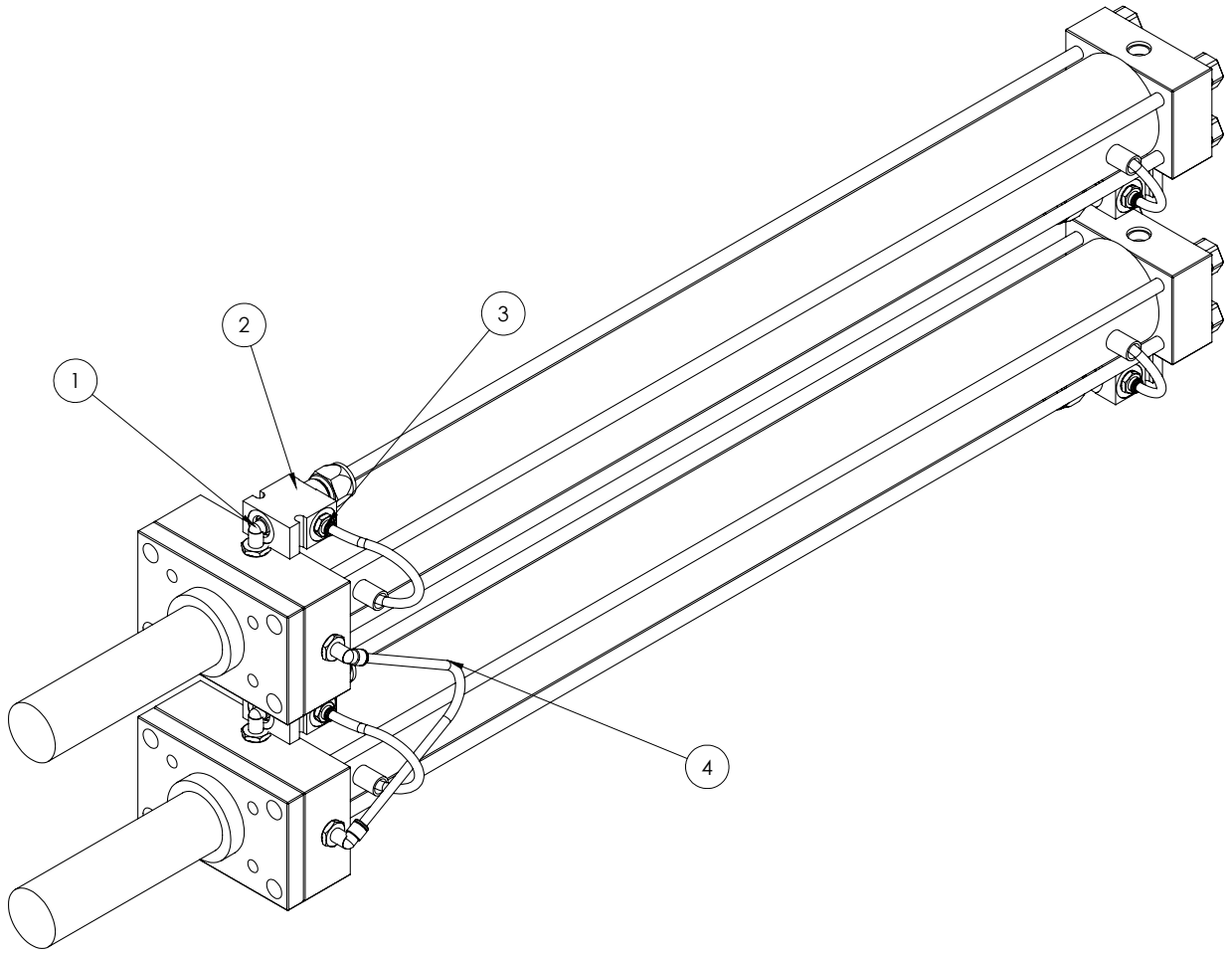


SECTION F

# Slave Oil Circuit

REINERT XR536

| Item | Qty | Description | Part Number |
|---|---|---|---|
| 1 | 4 | Fitting | HF640166 |
| 2 | 4 | Check Valve | P100068 |
| 3 | 4 | Fitting | HF640046 |
| 4 | 4 | Hose | HK141E14 |

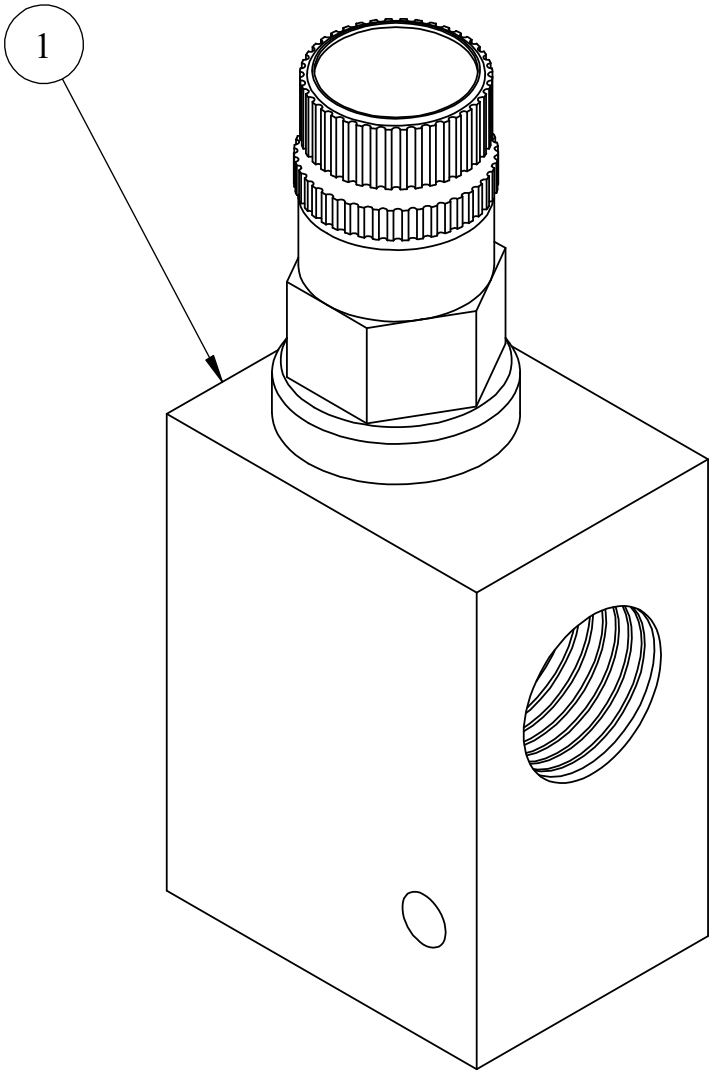


SECTION F

# Volume Control Valve

REINERT XR536

| Item | Qty | Description | Part Number |
|---|---|---|---|
| 1 | 1 | Volume Control Valve | P100867 |

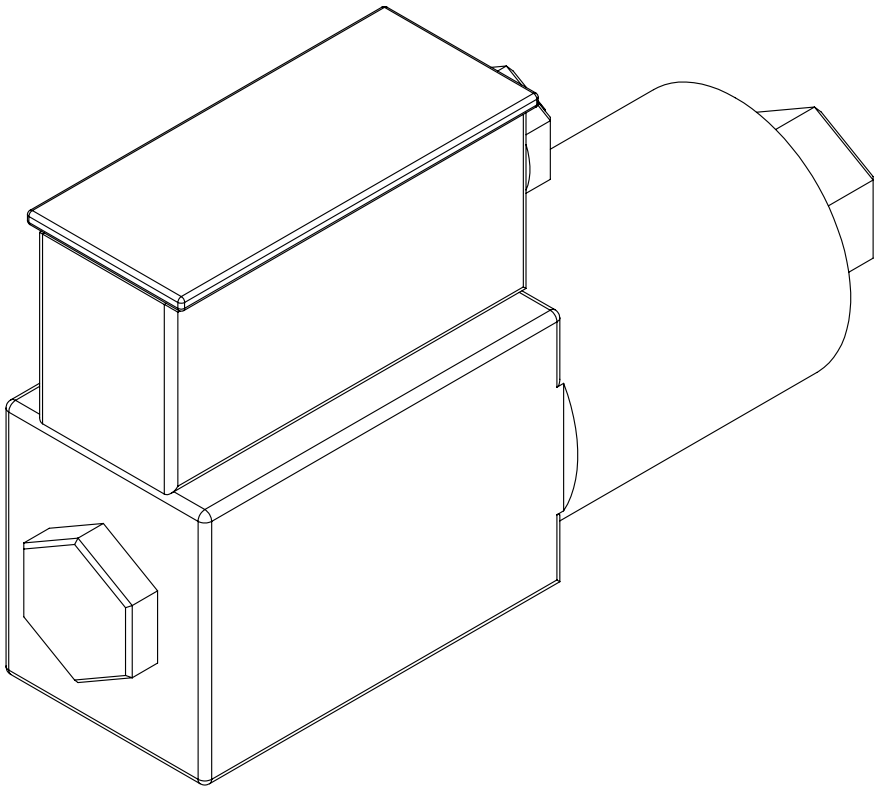


SECTION F

# Solenoid Valve

REINERT XR536

| Item | Qty | Description | Part Number |
|---|---|---|---|
| 1 | 1 | Solenoid Valve | P100100 |

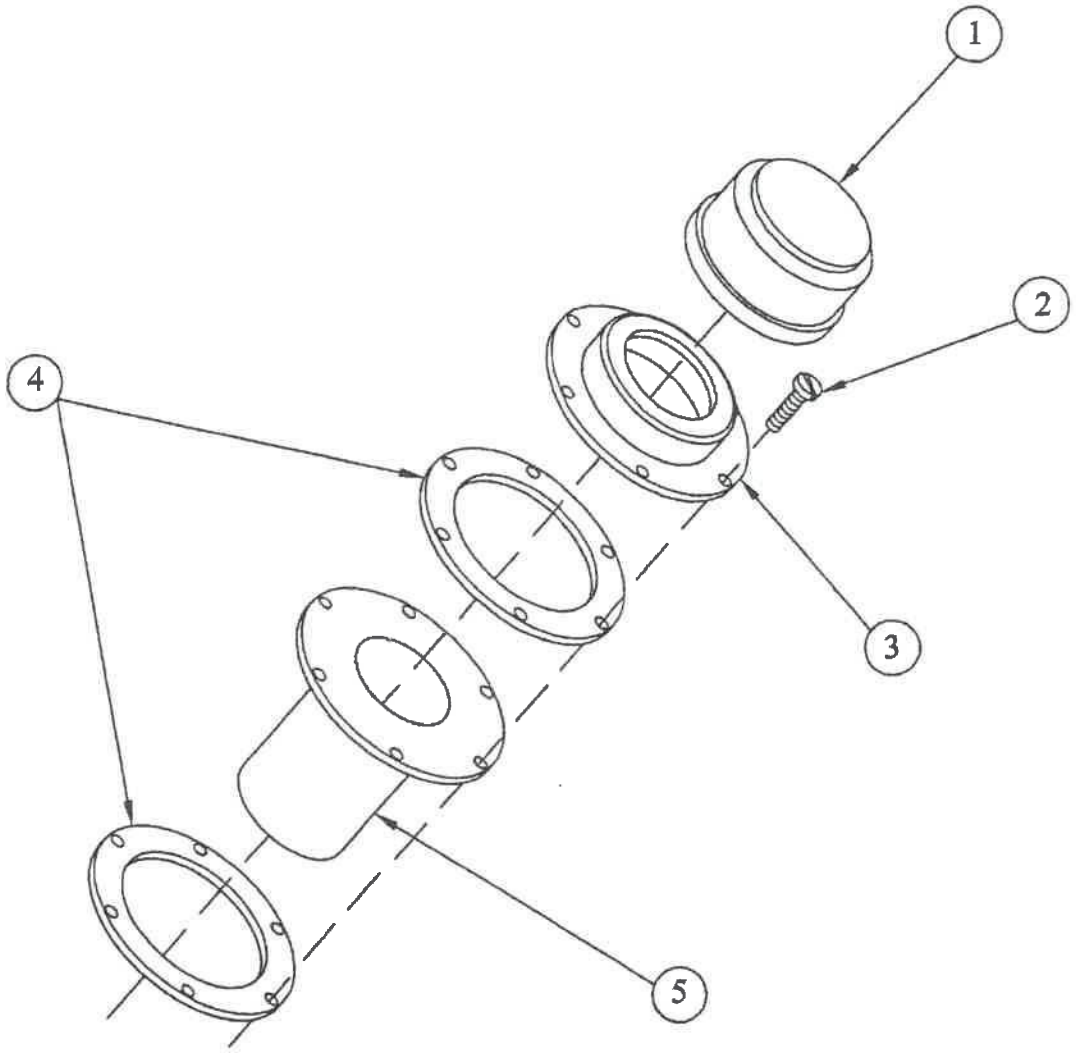


SECTION F

# Hydraulic Tank Cap Assembly

REINERT XR536

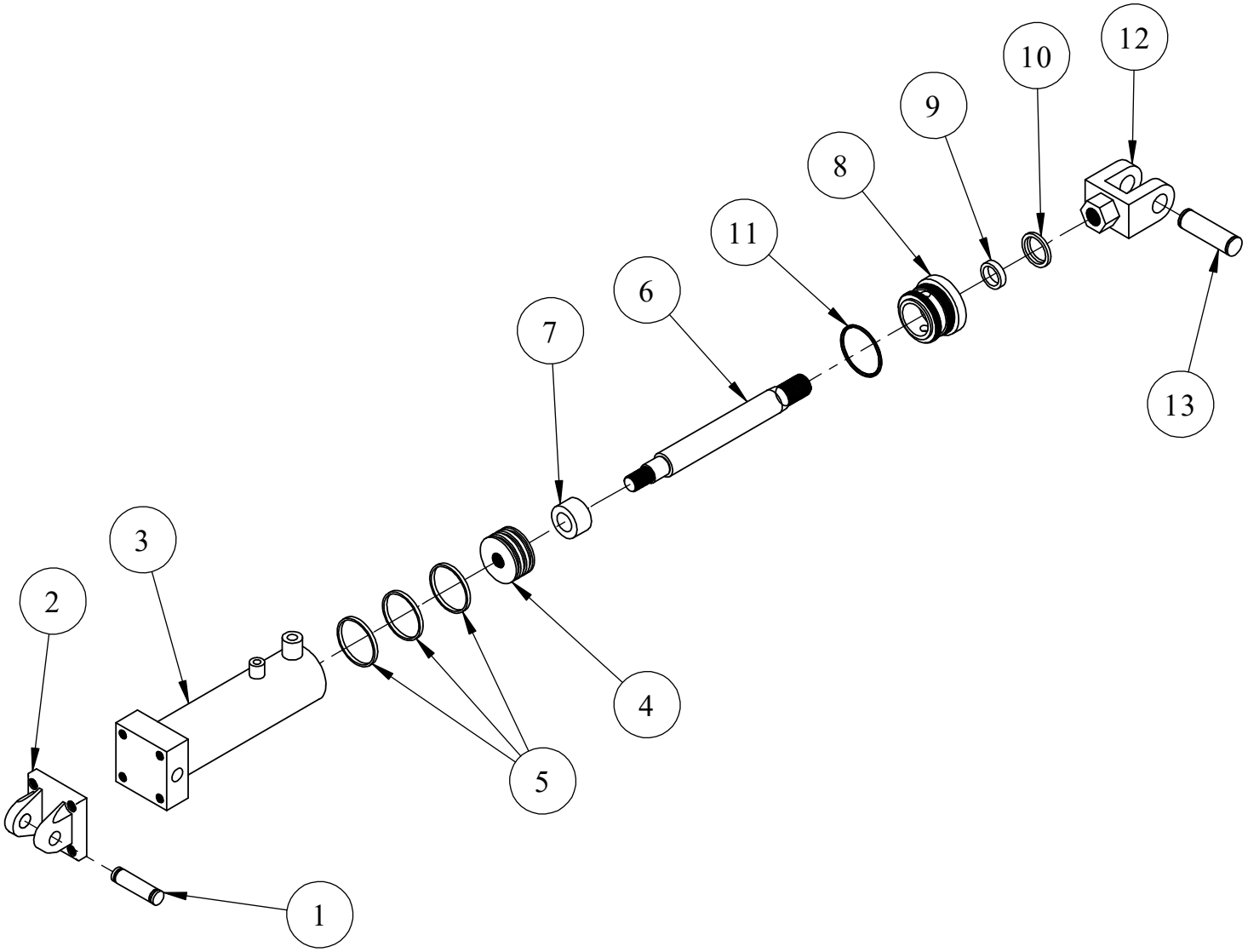
| Item | Qty | Description | Part Number |
|---|---|---|---|
| 1 | 1 | Hydraulic Tank Cap Assembly | P100120 |
| 2 | 6 | Screw | HB102434P |
| 3 | 1 | Cover | P100120-3 |
| 4 | 2 | Cover Gasket | P100120-1 |
| 5 | 1 | Screen | P100120-2 |



SECTION F

# Hydraulic Cylinder Assembly (S-Valve)

REINERT XR536



SECTION F

# Hydraulic Cylinder Assembly (S-Valve)

REINERT XR536

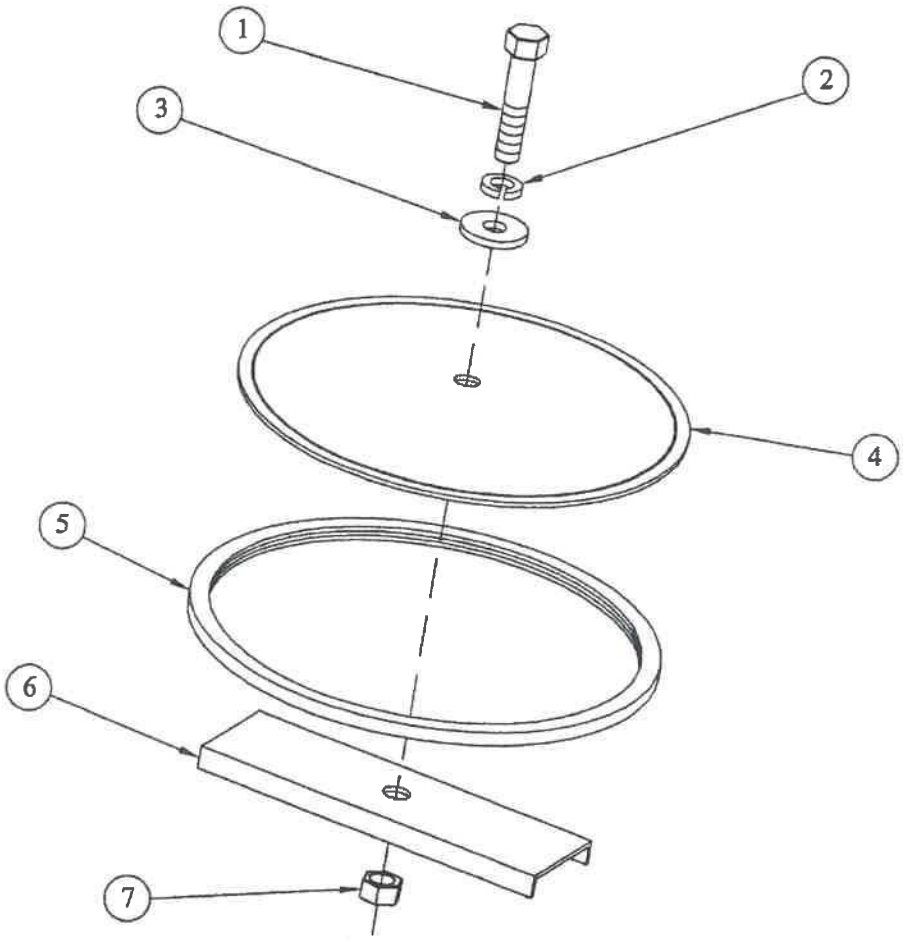
| Item | Qty | Description | Part Number |
|---|---|---|---|
| 1 | 1 | Pin | P100664 |
| 2 | 1 | Cylinder Mount | P100448 |
| 3 | 3 | Tube Assembly | A40310 |
| 4 | 1 | Piston | A40312 |
| 5 | 3 | Piston Ring | P100213 |
| 6 | 1 | Piston Rod | A40314 |
| 7 | 1 | Cushion | A40311 |
| 8 | 1 | Packing Gland | A40313 |
| 9 | 1 | Rod Seal | P100438 |
| 10 | 1 | Rod Wiper | P100188 |
| 11 | 1 | O-Ring | OR230 |
| 12 | 1 | Rod Clevis | P100447 |
| 13 | 1 | Pin | P100663 |

SECTION F

# Hydraulic Lid Assembly

REINERT XR536

| Item | Qty | Description | Part Number |
|---|---|---|---|
| 1 | 1 | Bolt | HB5811312 |
| 2 | 1 | Lock Washer | HLW58 |
| 3 | 1 | Flat Washer | HFW58 |
| 4 | 1 | Hydraulic Tank Lid | P100117 |
| 5 | 1 | Hydraulic Tank Lid Gasket | P100343 |
| 6 | 1 | Lock Down Channel | A40209 |
| 7 | 1 | Nut (Tack Welded to the Channel) | HN5811 |

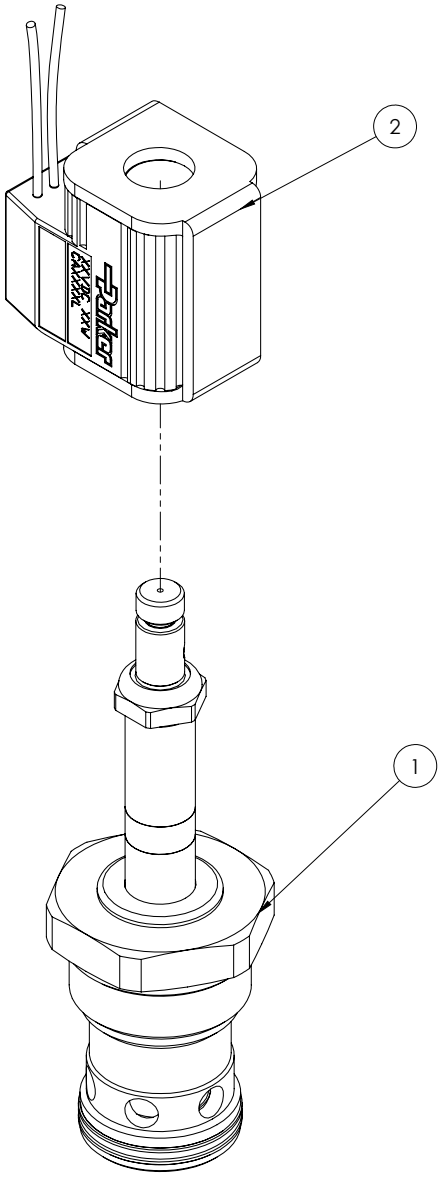


SECTION F

# Cartridge Valve

REINERT XR536

| Item | Qty | Description | Part Number |
|---|---|---|---|
| 1 | 1 | Cartridge | P100200 |
| 2 | 1 | Coil | P100201 |

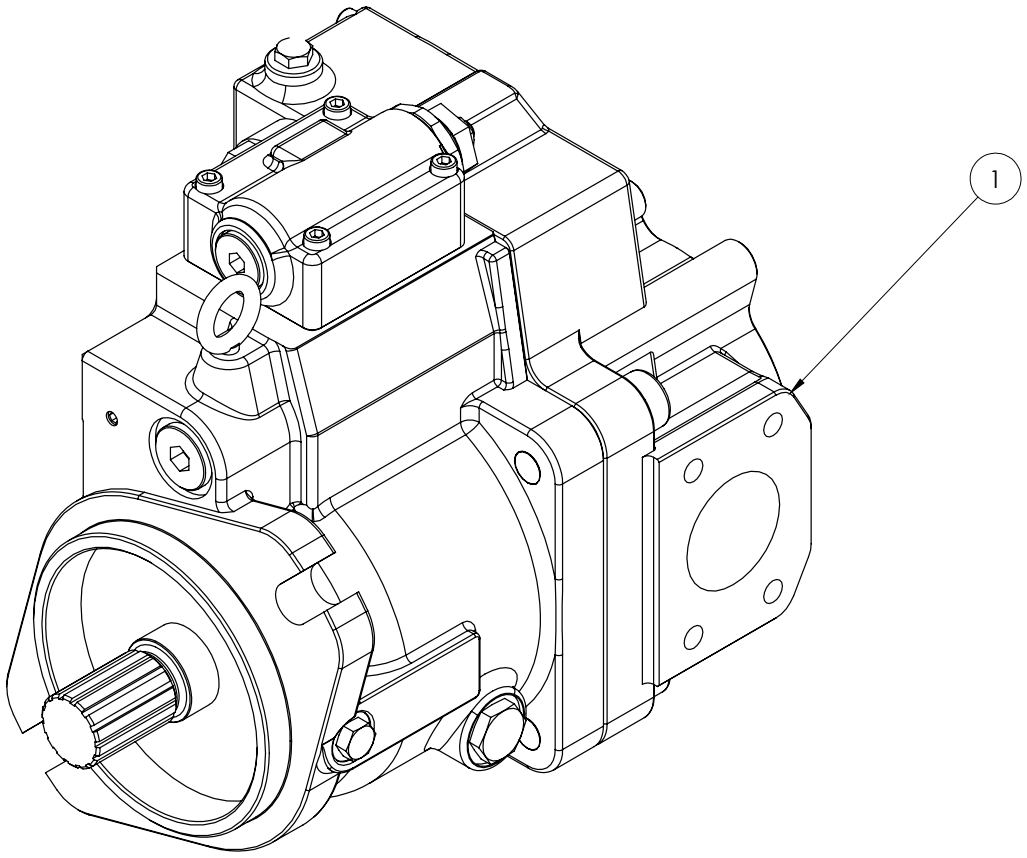


SECTION F

# Hydraulic Pump

REINERT XR536

| Item | Qty | Description | Part Number |
|---|---|---|---|
| 1 | 1 | Hydraulic Pump | P100410 |

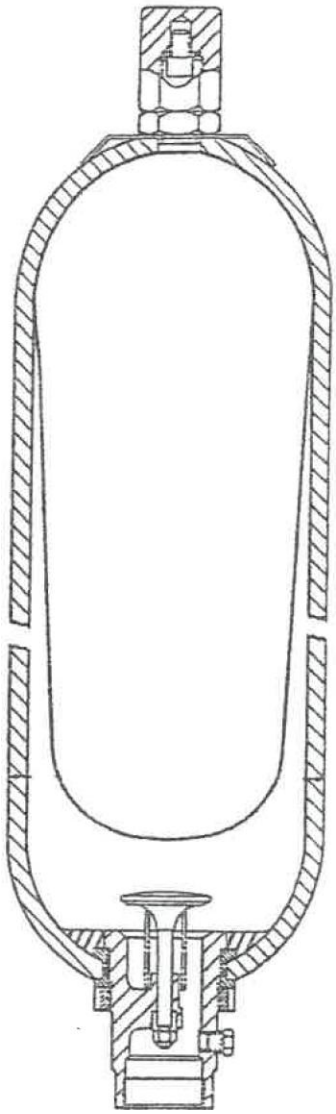


SECTION F

# Accumulator

REINERT XR536

| Item | Qty | Description | Part Number |
|---|---|---|---|
| 1 | 1 | Accumulator | P100328 |

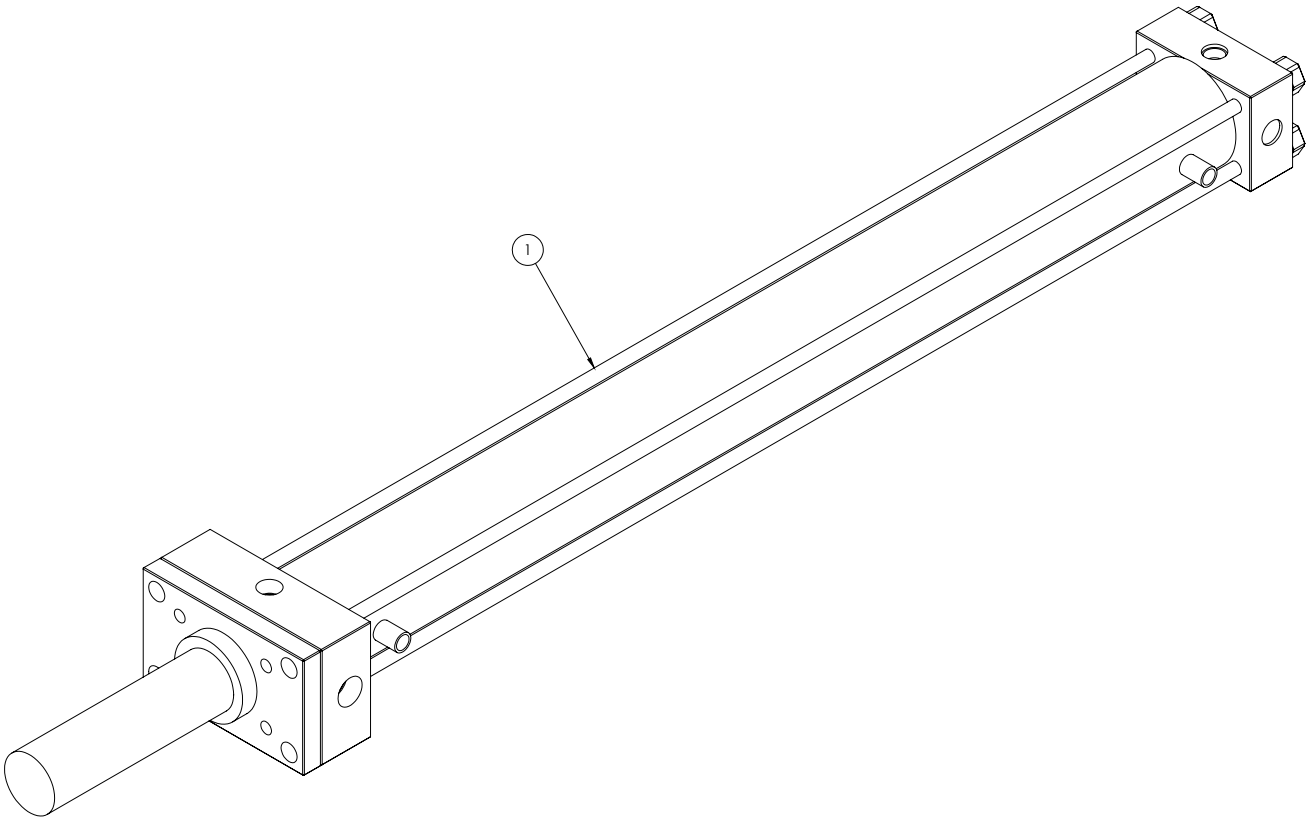


SECTION F

# Main Hydraulic Cylinder

REINERT XR536

| Item | Qty | Description | Part Number |
|---|---|---|---|
| 1 | 1 | Main Hydraulic Cylinder | P100082 |



SECTION

# G

# SUB-ASSEMBLY

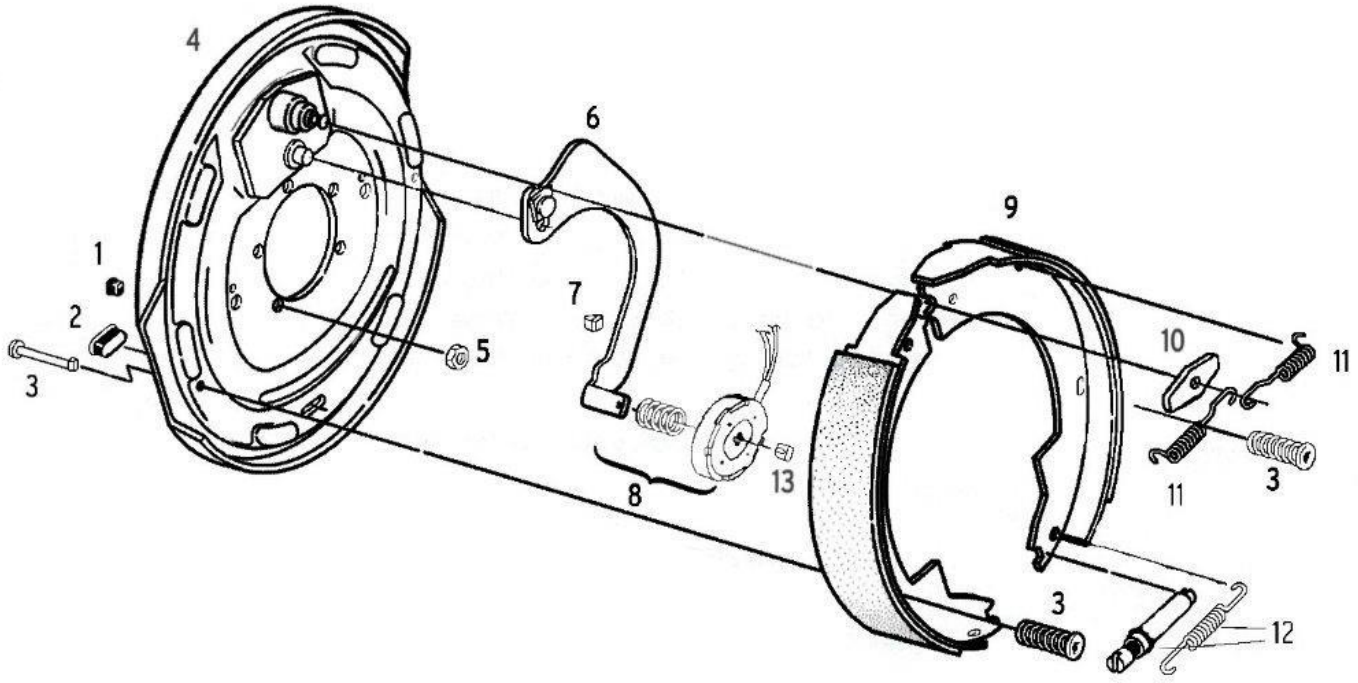
REINERT PUMPS

SECTION
G

# Brake Assembly

REINERT XR536

| Item | Qty | Description | Part Number |
|---|---|---|---|
| 1 | 1 | Wire Grommet | 046-016-00Dexter |
| 2 | 1 | Adjuster Slot Plug | BP10-220Dexter |
| 3 | 1 | Shoe Hold Down Kit | BP06-090Dexter |
| 4 | 1 | Backing Plate | 36-89-10Dexter |
| 5 | 1 | Brake Mounting Nut/Washer | 6-193Dexter |
| 6 | 1 | Magnet Actuating Arm | BP02-240Dexter |
| 7 | 1 | Magnet Wire Clip | 027-005-00Dexter |
| 8 | 1 | Magnet Kit | BP01-225Dexter |
| 9 | 1 | Shoe and Lining | 71-127-00Dexter |
| 10 | 1 | Anchor Post Washer | 005-067-00Dexter |
| 11 | 1 | Shoe Return Spring | BP07-105Dexter |
| 12 | 1 | Adjuster and Spring | BP10-065Dexter |

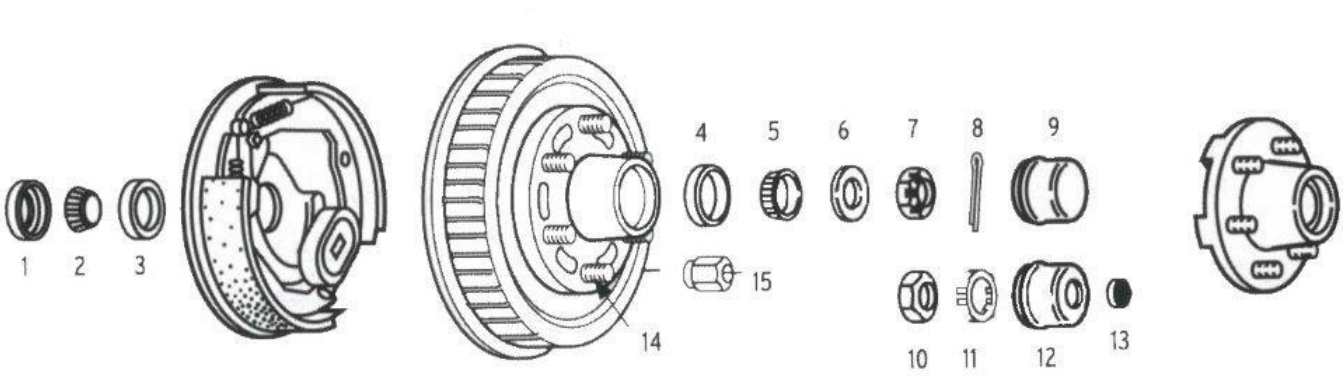


SECTION
G

# Hub and Drum Assembly

REINERT XR536

| Item | Qty | Description | Part Number |
|---|---|---|---|
| 1 | 1 | Grease Seal | 10-36Dexter |
| 2 | 1 | Inner Bearing | 25580Dexter |
| 3 | 1 | Inner Race | 25520Dexter |
| 4 | 1 | Outer Race | LM67010Dexter |
| 5 | 1 | Outer Bearing | LM67048Dexter |
| 6 | 1 | Spindle Washer | 5-23Dexter |
| 7 | 1 | Spindle Nut | 165686Dexter |
| 8 | 1 | Cotton Pin | 45896Dexter |
| 9 | 1 | Grease Cap | 21-42-1Dexter |
| 10 | 1 | Spindle Nut | 6-190Dexter |
| 11 | 1 | Spindle Nut | 6-191Dexter |
| 12 | 1 | Grease Cap | 21-42-1Dexter |
| 13 | 1 | Rubber plug | 85-1Dexter |
| 14 | 1 | Stud | 7-150Dexter |
| 15 | 1 | Nut | X1023RDexter |

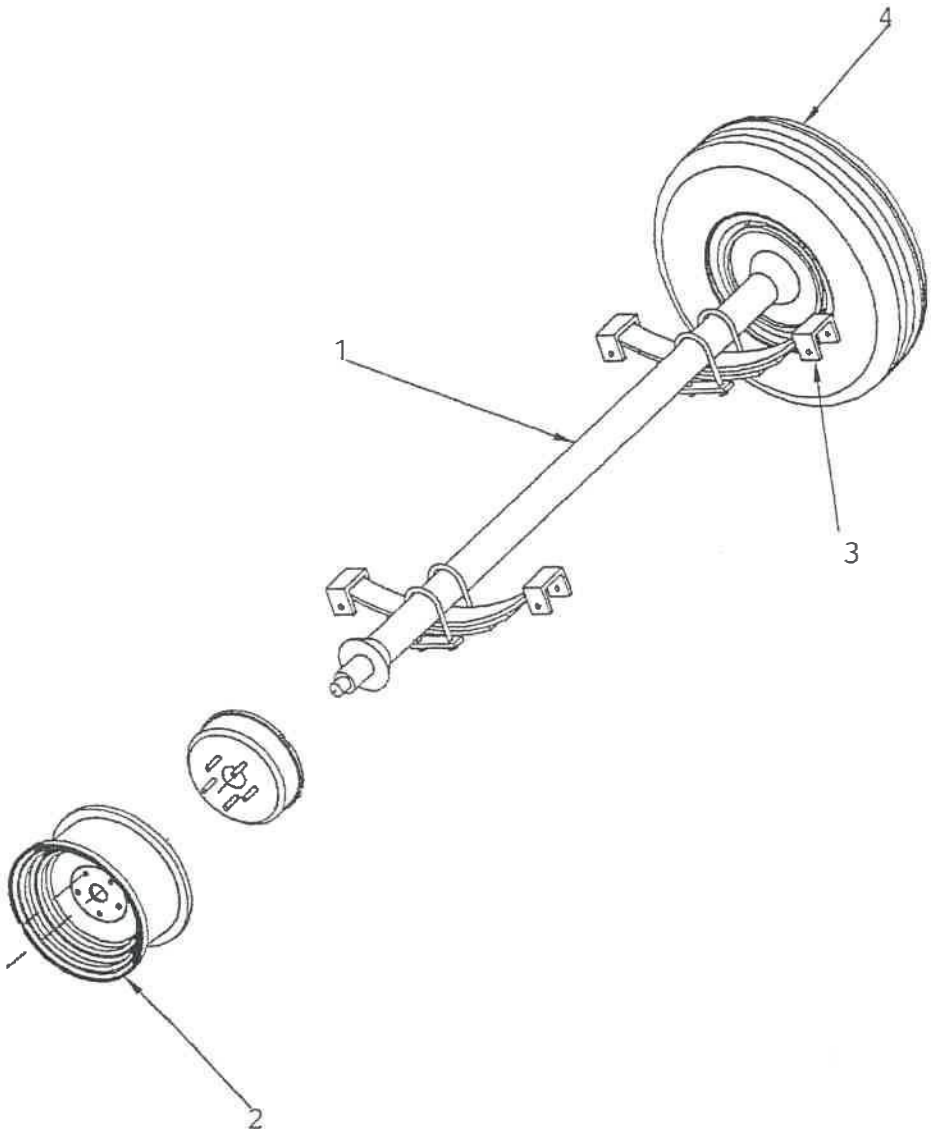


SECTION
G

# Axle and Wheel Assembly

REINERT XR536

| Item | Qty | Description | Part Number |
|---|---|---|---|
| 1 | 1 | Axle Assembly | P100205 |
| 2 | 2 | Wheel | P100221 |
| 3 | 4 | Hanger | P100127 |
| 4 | 2 | Tire | P100361 |

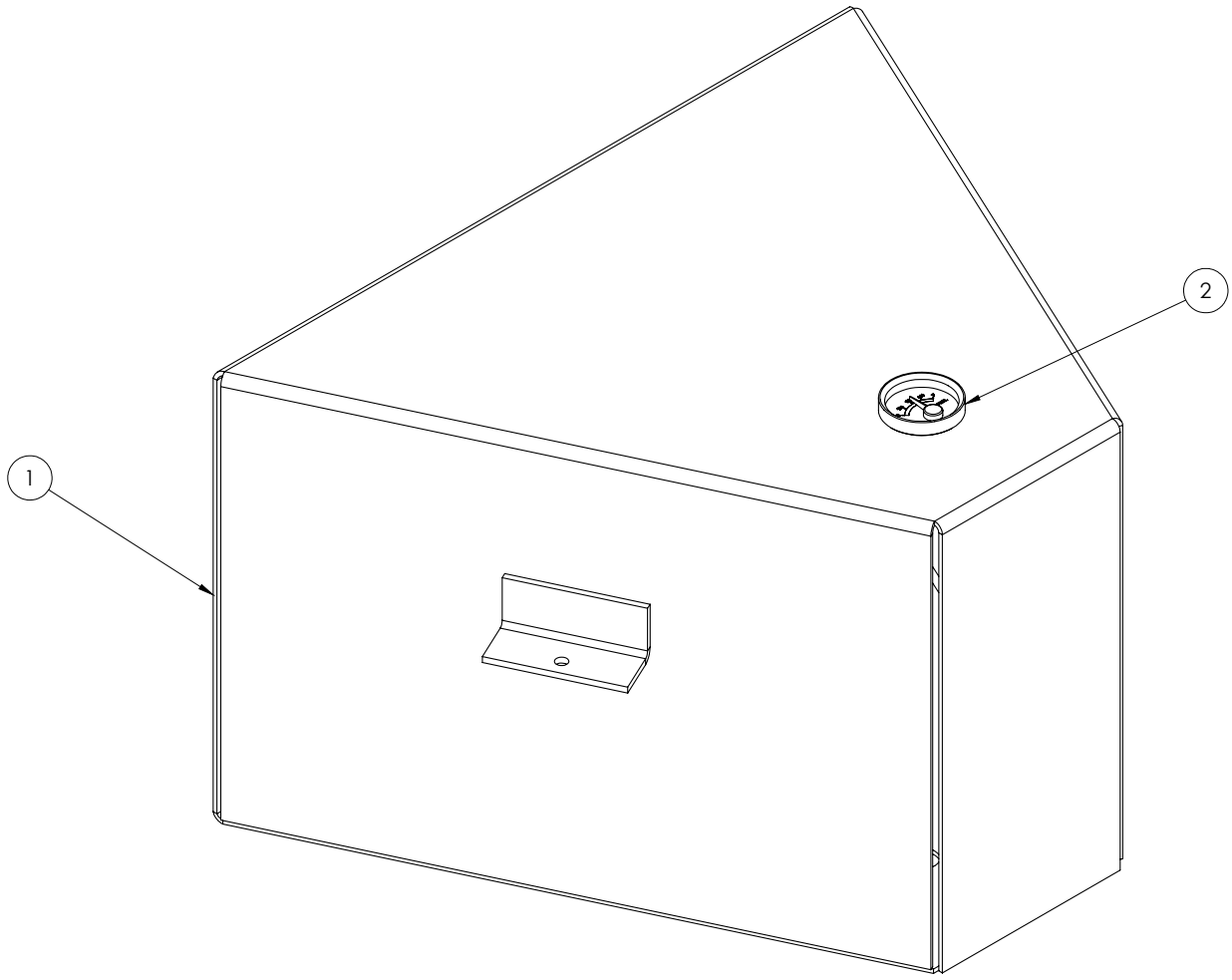


SECTION G

# Fuel Tank

REINERT XR536

| Item | Qty | Description | Part Number |
|---|---|---|---|
| 1 | 1 | Fuel Tank | C20151 |
| 2 | 1 | Fuel Cap Gauge | P100099 |

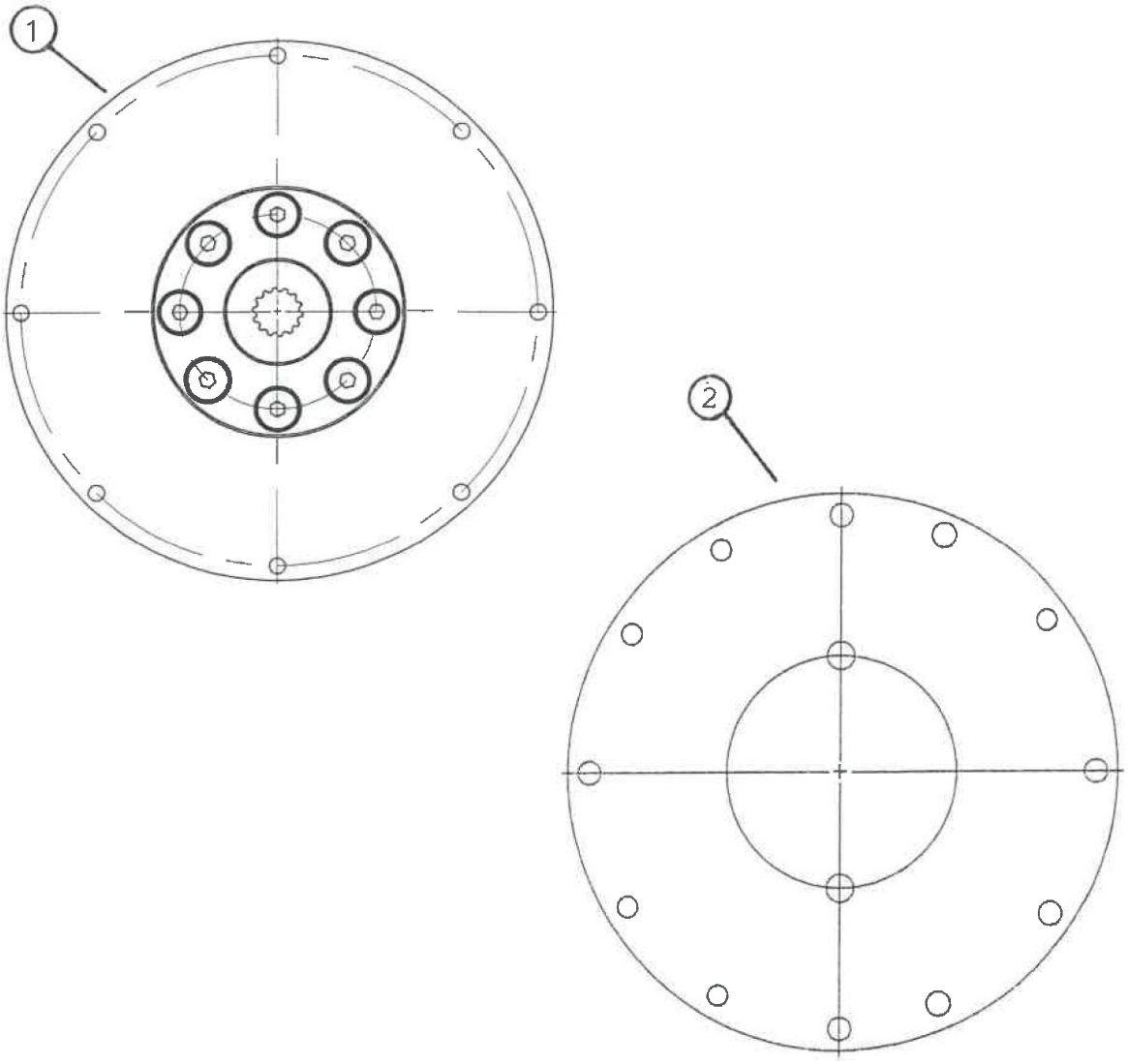


SECTION
G

# Engine Drive Components

REINERT XR536

| Item | Qty | Description | Part Number |
|---|---|---|---|
| 1 & 2 | 1 ea | Flywheel Coupling - Pump Adaptor | N/A |



SECTION

# H

# MISCELLANEOUS

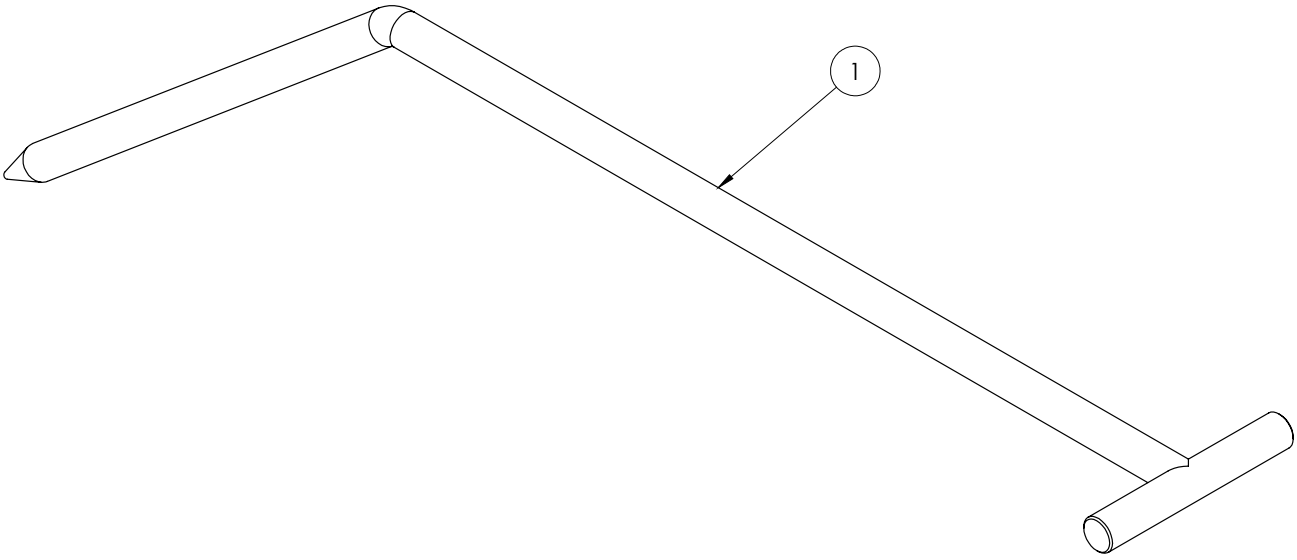
REINERT PUMPS

SECTION
H

# Clean-Out Bar

REINERT XR536

| Item | Qty | Description | Part Number |
|---|---|---|---|
| 1 | 1 | Clean-Out Bar | A40130 |

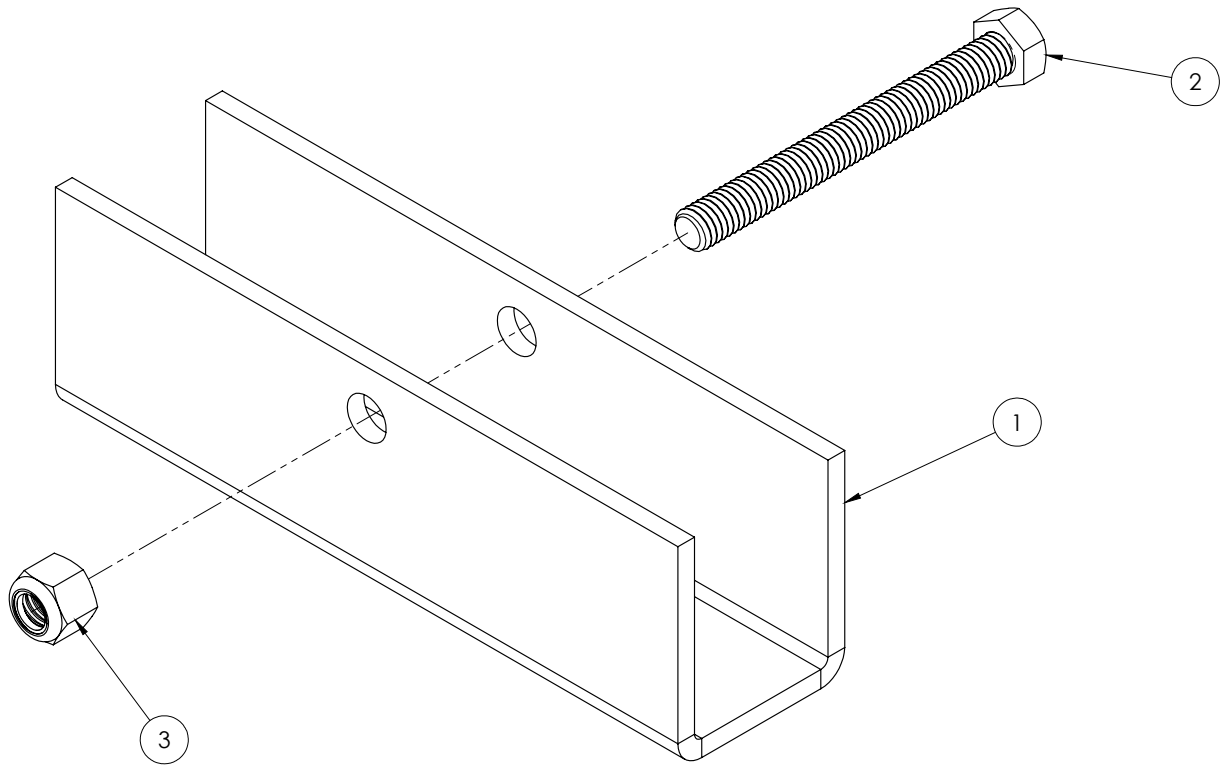


SECTION
H

# Safety Block

REINERT XR536

| Item | Qty | Description | Part Number |
|---|---|---|---|
| 1 | 1 | Safety Block | A40128 |
| 2 | 1 | Hex Head Cap Screw | HB38164 |
| 3 | 1 | Nut | HN3816N |



SECTION H

# Safety Labels - Location

REINERT XR536

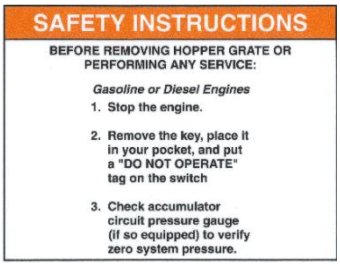
| Position | Qty | Description | Part No. |
|---|---|---|---|
| 1 | 2 | Safety Instructions- Hopper Grate, Accumulator | P100841 |
| 2 | 1 | Hydraulic Oil Only | P100305 |
| 3 | 2 | Warning- Remote Control | P100507 |
| 4 | 2 | Reinert Decal-Hood | P100894 |
| 5 | 2 | XR-536 | P100893 |
| 6 | 2 | Made in USA | P100762 |
| 7 | 2 | Warning- Explosion Hazard relieve pressure | P100511 |
| 8 | 2 | Warning -Do not operate without training | P100510 |
| 9 | 1 | Diesel Only | P100319 |
| 10 | 1 | Warning- Do not put hands in waterbox | P100509 |
| 11 | 1 | Reinert with website-Hopper | P100895 |
| 12 | 2 | Warning- Keep hands out | P100508 |
| 13 | 2 | Warning-Do not operate without jack stand lowered | P100922 |
| 14 | 4 | Warning- Keep hand out inlet and discharge | P100277 |
| 15 | 2 | Grease Daily | P100467 |
| 16 | 2 | Warning- Do not stand on hopper grates | P100840 |
| 17 | 1 | Reinert website | P100892 |
| 18 | 1 | Serial Plate Number | P100932 |

SECTION H

# Safety Labels - Visual

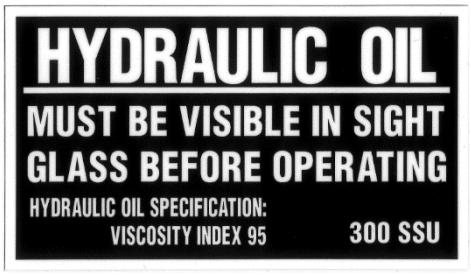
REINERT XR536

1




P100841

2




P100305

3




P100507

4

REINERT PUMPS

P100894

5

XR-536

P100893

6




P100762

7




P100511

8




P100510

SECTION H

# Safety Labels - Visual

REINERT XR536

9




P100319

10




P100509

11




P100895

12




P100508

13




P100922

14




P100277

15




P100467

16




P100840

SECTION H

# Safety Labels - Visual

REINERT XR536

| 17 | 18 |
| --- | --- |
| REINERTCONCRETEPUMPS.COM |  |
| P1008927 | P100932 |

SECTION
H

# Safety Labels - Visual

REINERT XR536



SECTION

I

# SCHEMATICS

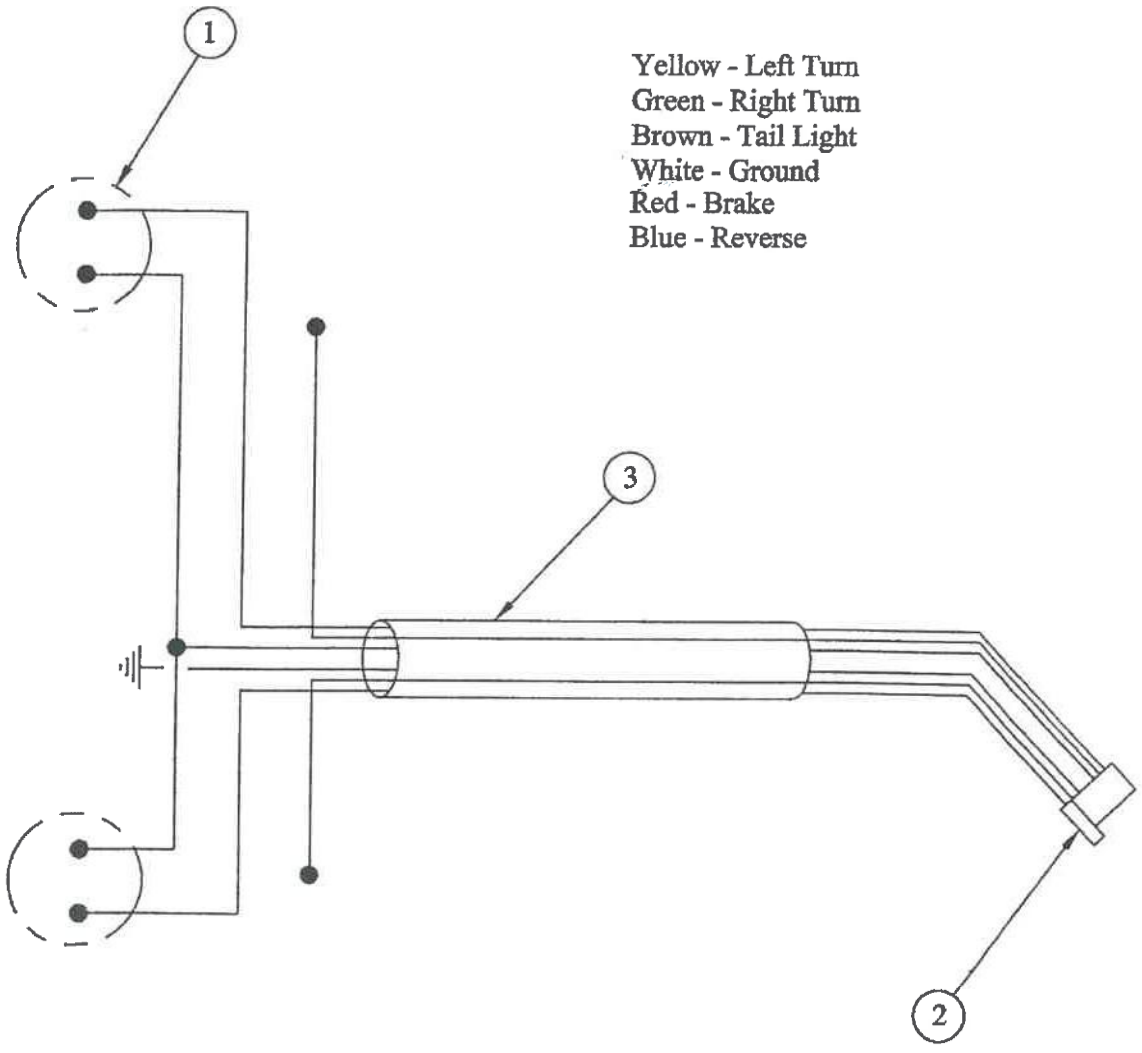
REINERT PUMPS

SECTION
I

# Chassis Wiring Diagram

REINERT XR536

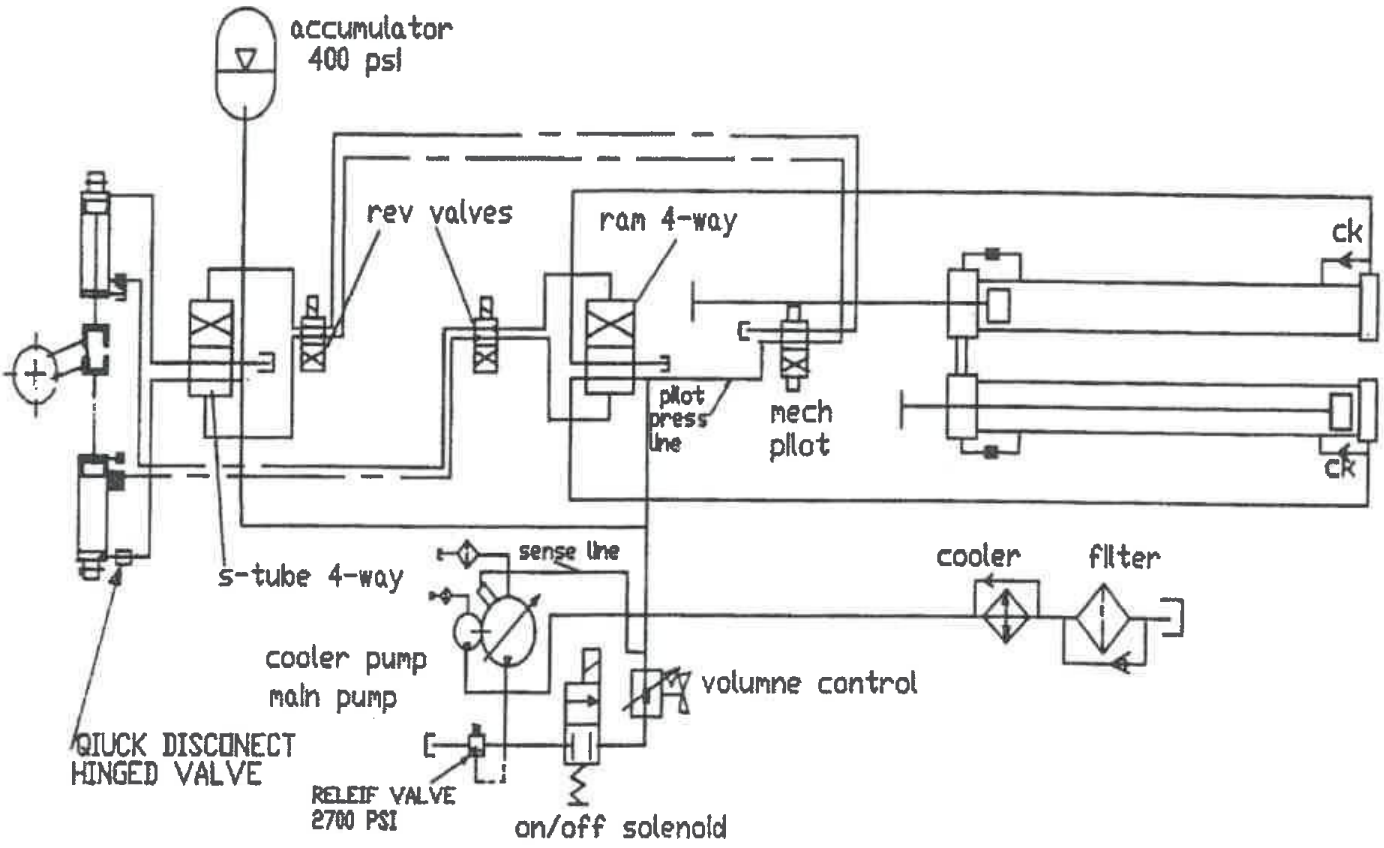
| Item | Qty | Description | Part Number |
|---|---|---|---|
| 1 | 2 | Tail Light | P100096 |
| 2 | 1 | Plug | P100436 |
| 3 | 2 | Wiring Harness | N/A |



SECTION
I

# S-Tube Hydraulics

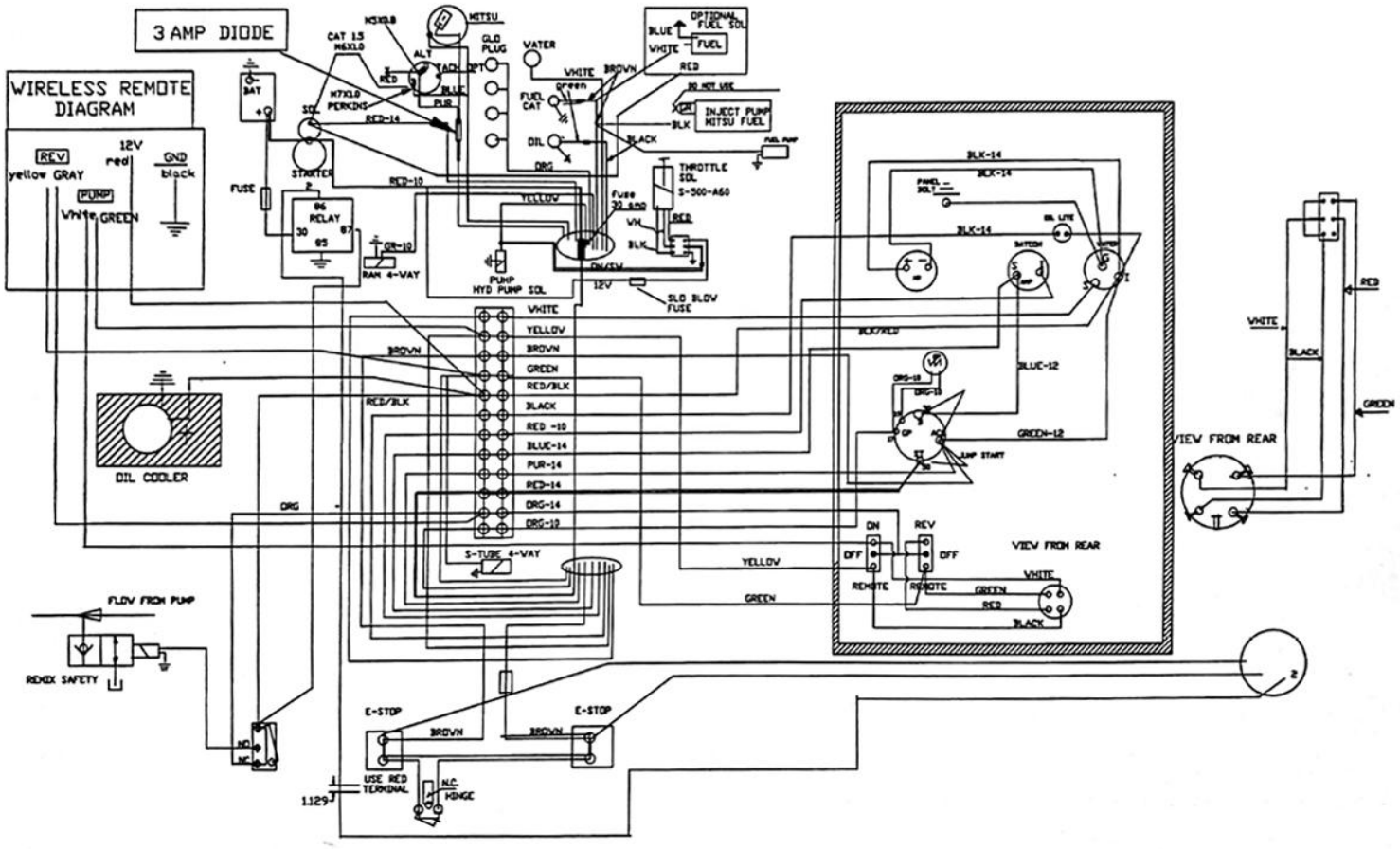
REINERT XR536



SECTION
I

# Wiring Diagram CAT Engine

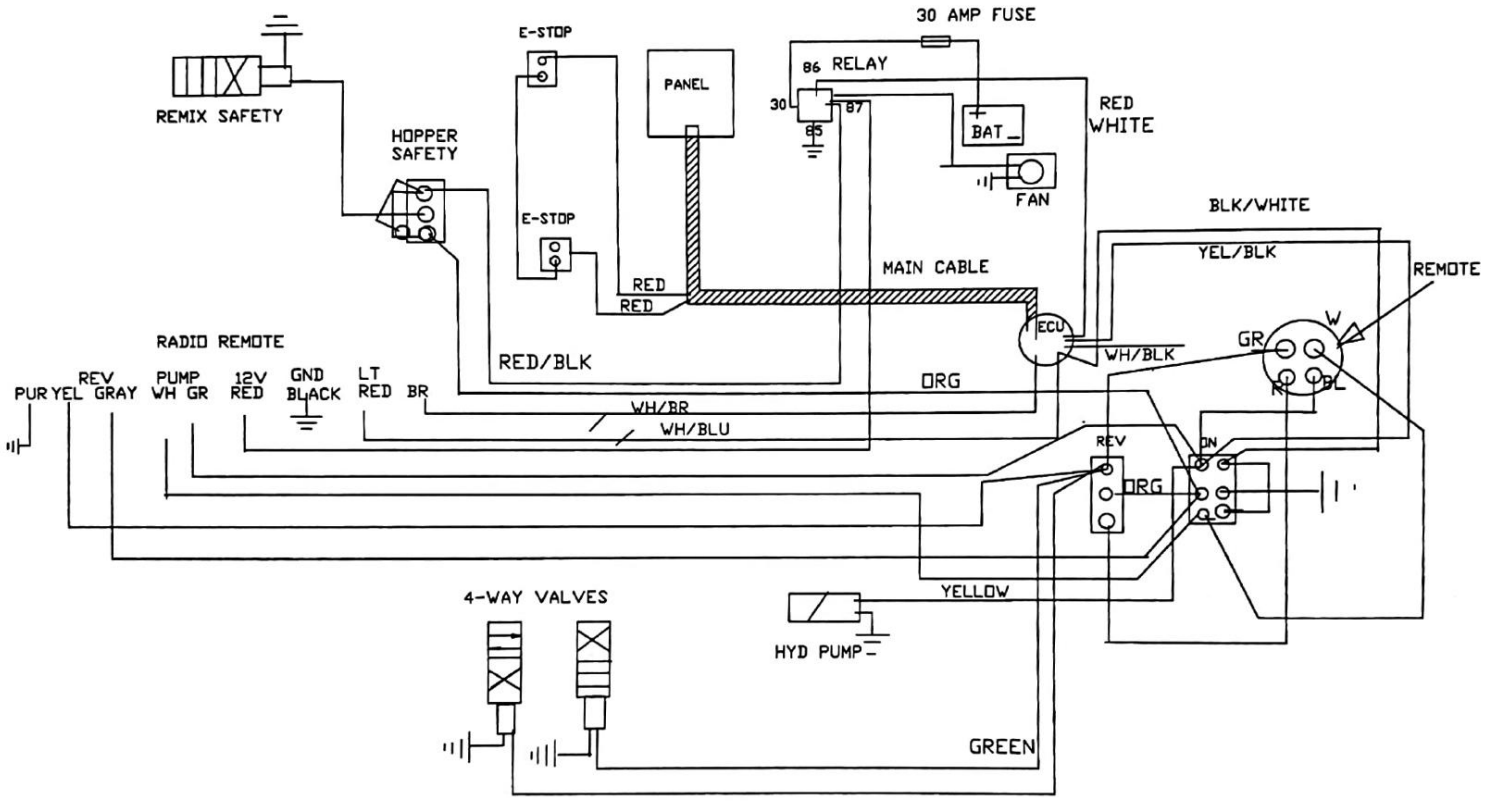
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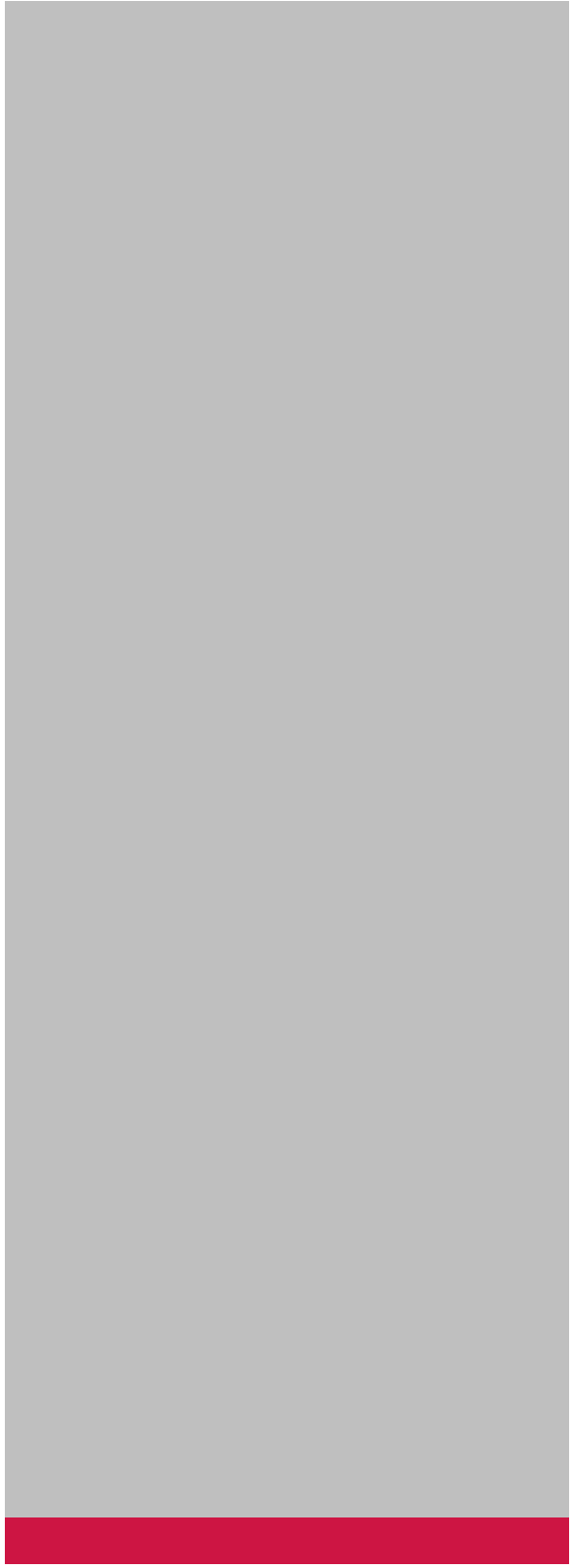


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# Wiring Diagram Hatz Engine

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