



GO-GDE-PAV-016

MAINTENANCE GUIDE AND SCHEDULE

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Graco LineDriver HD 262005

Maintenance reference for the petrol LineDriver HD ride-on attachment, Honda GX200. It covers the daily checks, the service schedule, the jobs your own workshop can do, and the jobs that come to GO Industrial as a Graco authorised service agent. Every interval and part number is read from Graco manual 312540.

1.9 L

hydraulic system
capacity

186 bar

hydraulic pressure (2
700 psi)

100 h

engine oil change
interval

What you are actually maintaining

The LineDriver HD is a ride-on chassis, not a striper. It docks a walk-behind LineLazer, GrindLazer or Thermolazer and drives it, so the striper keeps its own service schedule and this guide covers the chassis only. The chassis is a Honda GX200 driving a variable displacement hydraulic pump, which feeds two wheel motors through four hoses. Everything past that is running gear: tyres, brakes, coupler and seat interlock.

Two fluids and a fuel tank

This machine runs on engine oil, hydraulic oil and petrol, and all three get checked before every shift. Engine oil is the one that bites: the Honda Oil Alert cuts the engine when the level drops, and it will nuisance-stall long before anything is actually damaged. Hydraulic oil is Mobil 1 15W-50 synthetic only, 1.9 L, filled to the top of the baffle.

• WHO DOES WHAT

Engine oil and filter, air filter, spark plug, fuelling, hydraulic oil and filter changes, tyres, wheels, brake rod adjustment and coupler adjustment are workshop jobs your own crew can do with hand tools. Hydraulic system purging after a component change, hydraulic pump and wheel motor work, clutch replacement, governor faults and anything under warranty come to GO Industrial as a Graco authorised service agent. Disconnect the spark plug lead and the black battery cable before you touch any of it.



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Every shift, before you start it

- Check the engine oil level and fill it. Viscosity per the Honda engine manual. Low oil is the most common cause of a stall on this machine.
- Check the hydraulic oil level and fill to the top of the baffle. Mobil 1 15W-50 synthetic only, nothing else goes in there.
- Check and fill the fuel tank. Do not overfill it.
- Inflate the tyres to the pressure on the sidewall. Brake rod clearance is set off inflated tyres, so soft tyres change your stopping distance.
- Check the brake rod still sits 3 to 6 mm (1/8 to 1/4 in.) off the tyre and that the park brake holds the machine.
- Test the seat safety switch. The engine must shut off when the operator leaves the seat with the park brake off.
- Walk around it. Wheel nuts, coupler pin, hydraulic hoses and fittings for weeps, and the LED light.

Before you service anything

- Disconnect the spark plug wire and the black battery cable. An unexpected start is the risk this machine actually carries.
- Park it level, engage the park brake, and let the engine and exhaust cool before you work near them.
- Close the drive wheel release hand tight before you run it. An open release feels exactly like low hydraulic oil.

• THE OIL ALERT TELL

Honda's Oil Alert shuts the engine down when the oil level drops, but on this machine you rarely get a clean shutdown first. What you get is the engine missing through turns and through forward-to-reverse changes, as the oil moves off the sensor. Treat that symptom as low oil until proven otherwise, and keep the sump full rather than just above the mark.





Engine

- Check the oil level every shift and fill it. Viscosity comes from the Honda engine manual supplied with the machine, not from Graco.
- Drain and refill the engine oil after the first 20 hours on a new machine. This is the easiest interval to miss and the one that sets how long the engine lasts.
- Change the engine oil every 100 hours after that.
- Clean or replace the air filter element weekly. In an unusually dusty environment, check it daily and replace it when cleaning stops working.
- Spark plug: NGK BPR6ES or NIPPONDENSO W20EPR-U, gapped 0.7 to 0.8 mm (0.028 to 0.031 in.). Use a plug spanner to fit and remove it.

Hydraulic oil and filter, yearly or 500 hours

- Remove the filter and let the reservoir drain out through the filter base.
- Fit a new filter (245342) and fill the reservoir to the top of the baffle with Mobil 1 15W-50 synthetic.
- Open the drive wheel release, start the engine and run it at low rpm for three minutes.
- Close the drive wheel release, check the level and top up to the top of the baffle again.

• SYNTHETIC ONLY

Graco specifies Mobil 1 15W-50 synthetic for the hydraulic circuit and nothing else. The system holds 1.9 L (2 qt) and runs at 186 bar (2 700 psi). Filling it with a mineral hydraulic oil because that is what is on the shelf is how a pump and two wheel motors turn into one invoice. Level is always read to the top of the baffle, not to a dipstick mark.



Maintenance schedule

INTERVAL	TASK	WHO
Every shift	Check engine oil, hydraulic oil and fuel.	Workshop
Every shift	Tyre pressure and brake rod clearance.	Workshop
Every shift	Seat safety switch test.	Workshop
Every shift	Walkaround: wheel nuts, coupler pin, hoses.	Workshop
Every shift	Close the drive wheel release hand tight.	Workshop
First 20 hours	Drain the engine oil and refill with clean oil.	Workshop
Weekly	Clean or replace the air filter. Daily in dust.	Workshop
Every 100 h	Change the engine oil.	Workshop
Yearly or 500 h	Replace hydraulic oil and filter 245342.	Workshop
As needed	Spark plug NGK BPR6ES, 0.7 to 0.8 mm gap.	Workshop
As needed	Brake rod and coupler adjustment, tyre changes.	Workshop
Yearly	Service inspection: pump, wheel motors, hoses, clutch.	GO
On fault	Hydraulic purge, pump, wheel motor, clutch, governor.	GO

• WHERE THESE INTERVALS COME FROM

The daily, first-20-hour, weekly, 100-hour and yearly-or-500-hour lines are Graco's own, published in the maintenance table of manual 312540, along with the spark plug specification. The yearly service inspection is GO Industrial's recommendation. Engine oil viscosity and the engine's own service items come from the Honda engine manual supplied with the machine, not from Graco.



Jobs your own workshop can do

Engine oil change

Every 100 hours, plus once at 20 hours on a new machine. Keep it full, not just above the mark.

Hydraulic oil and filter

Yearly or 500 hours. Filter 245342, 1.9 L (2 qt) of Mobil 1 15W-50, filled to the top of the baffle.

Tyres and wheels

Jack the frame, remove the four lug nuts, swap the wheel, tighten alternately. Wheel 249083, nut 125481.

Air filter

Weekly. Remove the cover, clean the element, replace it once cleaning stops working. Daily check in dust.

Brake rod adjustment

Inflate the tyres first. Pick the hole pattern that sets the rod 3 to 6 mm (1/8 to 1/4 in.) off the tyre.

Coupler adjustment

Check the ball and coupler for wear first. If it will not tighten, replace the coupler, 116889.

Quick checks before you call anyone

SYMPTOM	FIRST THING TO CHECK
Will not start	Park brake off, engine switch off, no fuel, low oil.
Runs but will not move	Low hydraulic oil, or the wheel release is open.
Only moves slowly	Low hydraulic oil, park brake set, release open.
Misses through turns	Engine oil low. Oil Alert is sensing it.
Races then stalls	Worn governor. Book it in.
Runs on, seat empty	Seat safety switch or its wiring.
Creeps or will not hold	Park brake needs adjustment.
Light will not turn on	Bulb, connections, or regulator switch position.

• WHAT NOT TO TOUCH

The variable displacement pump, the two wheel motors and the centrifugal clutch are not workshop items, and neither is a hydraulic purge. After any hydraulic component is replaced the system has to be purged with the machine on blocks and the wheels off the ground, the release opened two turns, and the pedals worked through ten full cycles while the level is topped back to the baffle. Skip it and you trap air, which reads exactly like a failing pump.





Work that comes to GO Industrial

- Hydraulic system purging after any hydraulic component is replaced. It is a procedure, not a top-up.
- Variable displacement pump (247930) replacement, and any pressure fault measured against the 186 bar (2 700 psi) spec.
- Wheel motor (116814) replacement, one each side, and the hub work that goes with it.
- Centrifugal clutch (247631) replacement.
- Governor faults: an engine that races to high rpm then stalls under load.
- Seat safety switch (116833) and harness faults where the engine keeps running with the seat empty.
- Anything under warranty. Graco ANZ covers 2021 and later ride-on attachments for 3 years on all components, engine included, and GO lodges the claim for you. Cover holds only where the machine has been maintained to Graco's written recommendations.

What to send with the machine

DETAIL	WHY WE NEED IT
Serial number	Off the ID plate. Month letter, then the year.
Engine hours	Runs the whole schedule. Estimate it if there is no meter.
The symptom	Will not start, will not move, moves slowly, creeps.
Last oil change	Engine and hydraulic, and what went in each.

• SERVICE AND WARRANTY

GO Industrial is a Graco authorised service and warranty agent. We service on site, in our workshop, or by nationwide freight collection, and we will walk a fault through on a video call before anything moves. Call 07 3204 2240 or email sales@goind.com.au.



What the HD needs that the battery machine does not

Both machines are ride-on attachments on the same running gear. Everything below is the petrol engine and its hydraulics.

ITEM	HD 262005 (PETROL)	ES 25U671 (BATTERY)
Power unit	Honda GX200, 6.5 hp	3 x 50 Ah lithium, 24 V
Engine oil	Daily check. 20 h, then 100 h	None fitted
Air filter	Weekly. Daily in dust	None fitted
Spark plug	NGK BPR6ES, 0.7 to 0.8 mm gap (0.028 to 0.031 in.)	None fitted
Fuel	3.6 L (0.95 gal), filled daily	None. Plug it in
Hydraulic oil	1.9 L (2 qt) Mobil 1 15W-50	None fitted
Hydraulic filter	Graco 245342, yearly	None fitted
Pump and hoses	Pump, 2 motors, 4 hoses	None fitted
Clutch	247631, wear item	None fitted
Exhaust	Hot surface, keep clear	None fitted
Drive oil	In the hydraulic oil	Transaxle, 3 yearly
Noise at seat	94 to 102 dB(A)	Under 70 dB(A)
Fumes	Petrol exhaust	None

What both machines still need

ITEM	ON BOTH MACHINES
Tyres	Two pneumatic wheels, 249083.
Brakes	Two rods, 3 to 6 mm (1/8 to 1/4 in.) off the tyre.
Coupler	Ball coupler 116889 with pin 113696.
Seat interlock	Safety switch 116833, tested every shift.
Lights	LED light 17R098 on both machines.



What the difference costs you

Against the battery LineDriver ES, this machine adds engine oil, an air filter, a spark plug, fuel, hydraulic oil and a hydraulic filter to your consumables, and an engine service every hundred hours to your calendar. What it gives back is a refuel in under a minute and no charging discipline. On long remote days with nowhere to plug in, that trade goes the petrol machine's way.

Parts and fluids to keep on the shelf

ITEM	PART NUMBER
Hydraulic filter	245342. Housing 116828.
Hydraulic oil	Mobil 1 15W-50 synthetic. 1.9 L (2 qt) fill.
Spark plug	NGK BPR6ES or NIPPONDENSO W20EPR-U.
Clutch	247631, centrifugal.
Hydraulic pump	247930, variable displacement.
Wheel motor	116814, one each side. Hub 24J889.
Wheel assembly	249083, pair. Wheel nut 125481.
Ball coupler	116889. Coupler pin 113696.
Brake rods	247617 and 247618, adjustable.
Seat switch	116833. Seat repair kit 245341.
LED light	17R098. Regulator 24Z968.

• WHERE THIS GUIDE COMES FROM

Every interval and part number here is read from Graco manual 312540 for the LineDriver, LineDriver HD and LineDriver HD Electric Start (262004, 262005 and 25U474). The battery comparison is read from manual 3A9034 for the LineDriver ES Lithium. Engine oil viscosity and the engine service items come from the Honda engine manual supplied with the machine. Check the current manual revision before a warranty claim. GO Industrial, 07 3204 2240, sales@goind.com.au, goind.com.au.

