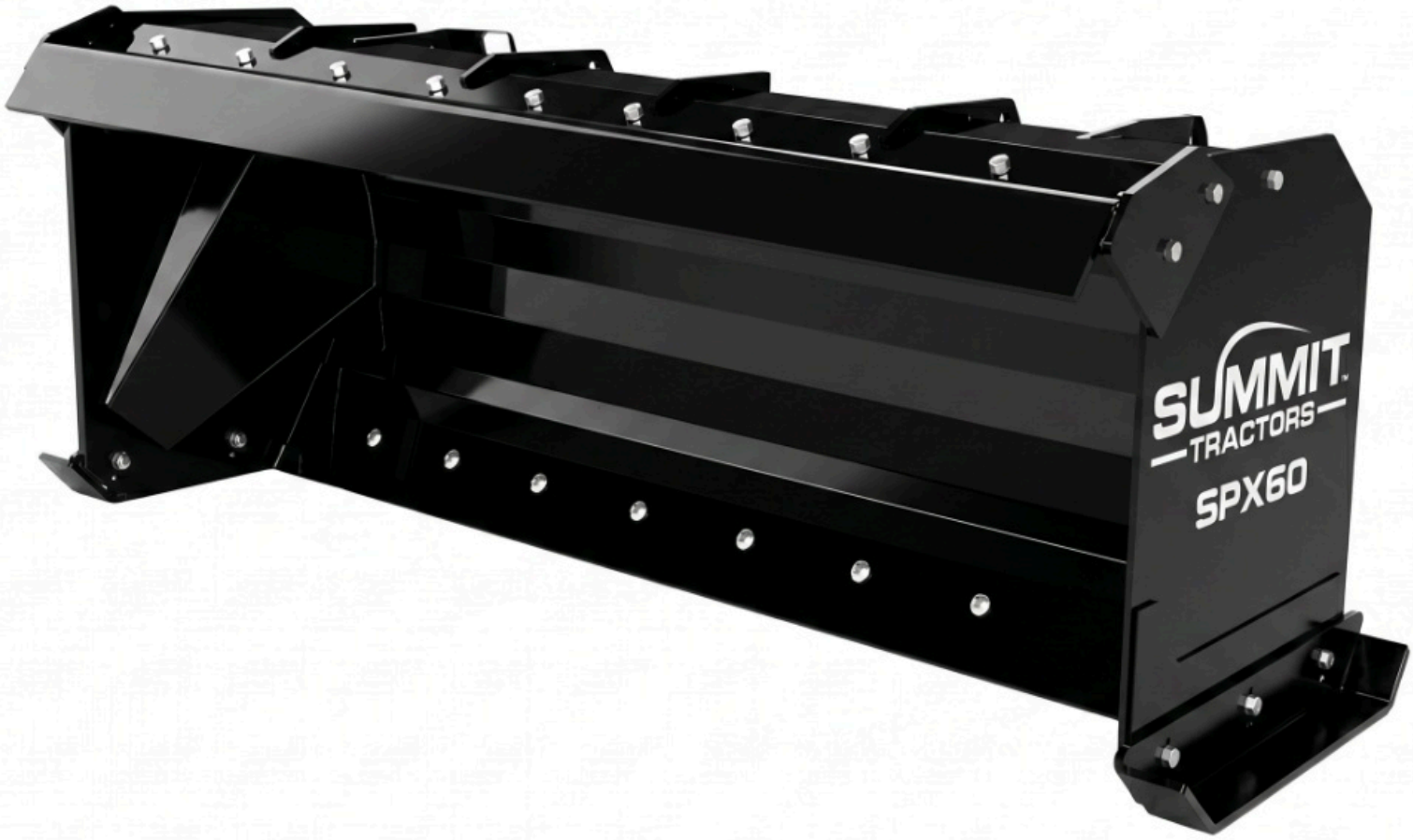
SUMMIT TRACTORS | READY TO GO TO WORK™



SPX60 SNOW PUSHER W/DRAG KIT INCLUDED

PUSH SNOW - DRAG SNOW - RELAX

60” SNOW PUSHER

OPERATOR MANUAL · MODEL SPX60

summittractors.com · 770-209-3390

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INTRODUCTION

Thank you for purchasing your new Summit SPX60 60″ Snow Pusher. The SPX60 is designed to move the maximum amount of snow per pass — efficiently, cleanly, and with minimal effort from the operator. Whether you are clearing a long driveway after an overnight storm or working a commercial parking lot through a heavy winter, the SPX60 is built to get the job done pass after pass.

The SPX60's boxed side panel design prevents the load from spilling off the ends on turns and curves, keeping the full 60-inch blade width productive on every pass. The standard backdrag kit — included at no extra cost — gives you the ability to pull snow away from garage doors, building foundations, loading docks, and tight spaces that a forward push cannot reach.

The SPX60 mounts to the TX25H tractor's front-end loader via the Summit Standard Quick Attach (SSQA) system — the same universal interface used across Summit's full attachment lineup. Quick attachment changes take minutes, not tools.

Please read this entire manual before operating your SPX60. Correct setup, proper operating technique — especially for backdrag operations — and consistent maintenance will maximize safety, performance, and the working life of this attachment.

> **Summit Tractors Customer Support**
>
> 770-209-3390
>
> summittractors.com

📋 **REGISTER YOUR ATTACHMENT**

Register your SPX60 at summittractors.com to activate your warranty and receive product updates. Have your proof of purchase ready.

FEATURES & SPECIFICATIONS

✦ 60″ CLEARING WIDTH — MAXIMUM SNOW PER PASS

The full 60-inch blade width clears wide driveways, parking lots, and long lanes efficiently — reducing the number of passes required and getting you back inside faster.

✦ BOXED SIDE PANELS — ZERO SPILLOVER

Enclosed steel side panels contain the snow load for the full length of each pass. Snow stays in front of the blade — not falling off the ends on curves or turns — keeping every inch of blade width productive.

✦ BACKDRAG KIT — STANDARD INCLUDED

The heavy-duty backdrag kit is mounted to the top front edge of the pusher and enables dragging snow away from buildings, garage doors, loading docks, and foundations. When the tractor tilts the pusher forward and drives in reverse, the backdrag edge scrapes the surface clean — reaching areas that a forward push cannot access. The backdrag kit is included at no additional cost and arrives pre-installed.

✦ SSQA QUICK-ATTACH MOUNT

Standard Skid Steer Quick Attach (SSQA) mounting plate is compatible with any SSQA-equipped front-end loader. Swaps to other Summit attachments in minutes without tools.

✦ HEAVY-GAUGE STEEL CONSTRUCTION

Built from high-strength steel with robust welds throughout — designed for demanding commercial and residential use season after season.

✦ BOLT-ON CUTTING EDGE WITH ADJUSTABLE SKID FEET

The replaceable bolt-on cutting edge is a consumable wear item — easy to swap in the field. Adjustable skid feet at each end protect the cutting edge and set minimum blade height for gravel and unpaved surfaces.

✦ TX25H COMPATIBLE — COMPLETE WINTER SYSTEM

Designed and spec'd to work with the Summit TX25H compact tractor. Pair with the HSBX66 Hydraulic Snow Blade and SBX60 Snow Blower for a complete three-attachment winter system — all on the same SSQA mount.

SPECIFICATIONS

SPECIFICATION	VALUE
Model	SPX60
Blade Width	60 inches

WARRANTY

Summit Tractors warrants the SPX60 Snow Pusher to be free from defects in material and workmanship for a period of **twelve (12) months** from the date of original purchase by the original purchaser.

WHAT IS COVERED

- Defects in materials or workmanship in the blade frame, boxed side panels, and hitch structure
- Failure of welded joints under normal operating loads
- Defects in the backdrag kit assembly under normal use

WHAT IS NOT COVERED

- Normal wear items: cutting edge, skid feet, paint and finish, backdrag edge wear surface
- Damage from misuse, overloading, abuse, neglect, or accident
- Damage resulting from failure to follow operating or maintenance instructions in this manual
- Damage from unauthorized modifications, welding, or use of non-OEM parts
- Damage caused by operation outside the rated tractor specifications
- Damage from striking buried or hidden obstacles at operating speed
- Consequential or incidental damages of any kind
- Labor costs for removal, re-installation, or field repair

MAKING A WARRANTY CLAIM

Contact Summit Tractors within the warranty period at **770-209-3390** or at summittractors.com. Provide proof of purchase, a description of the defect, and photos if available. Summit Tractors reserves the right to repair or replace the defective component at its sole discretion.

> ⚠ **IMPORTANT**
> Warranty is void if the attachment is modified, repaired by unauthorized personnel, or operated with non-approved components. Always use genuine Summit Tractors OEM replacement parts.

SAFETY RULES & WARNINGS

⚠ WARNING — READ BEFORE OPERATING

Failure to follow safety instructions could result in serious injury, death, or property damage. Read and understand this entire manual before operating. Keep this manual with the attachment at all times and review it with any operator who will use this equipment.

GENERAL SAFETY

- Only trained, authorized operators should use this attachment.
- Always wear appropriate PPE: safety glasses, work gloves, and work boots.
- Keep bystanders — especially children and animals — well clear of the work area at all times.
- Never operate under the influence of alcohol, drugs, or medications that impair judgment.
- Inspect the pusher before every use. Do not operate if any component is bent, cracked, or damaged.
- Be aware of hidden obstacles under snow: rocks, curbs, stumps, drain covers, and landscape edging. Striking a hidden obstacle at speed can cause sudden violent blade deflection.
- Reduce speed significantly in unfamiliar areas or where surface hazards may be hidden.
- Never allow anyone to stand in front of or behind the pusher during operation.

BACKDRAG SAFETY

- Before backdragging near a building, confirm no personnel are standing between the pusher and the structure.
- Always check clearance behind the tractor before reversing — the tractor's rear end and loader arms extend significantly when reversing close to obstacles.
- Never backdrag at high speed — slow, controlled reverse passes give better results and prevent impact with walls, doors, and foundations.
- Raise the pusher to transport height before turning, even during backdrag operations.

TRANSPORT & TRAVEL SAFETY

- Raise the pusher to full transport height before traveling between areas.
- Reduce speed on slopes, uneven terrain, and around obstacles. A raised pusher shifts the tractor's center of gravity forward.
- Never carry passengers on the tractor while operating snow removal equipment.
- Use road-legal lighting and reflectors if traveling on public roads.
- Verify the SSQA coupler lock is fully engaged before every use — tug the pusher by hand.

⚠ WORKING NEAR STRUCTURES

MOUNTING TO THE TRACTOR

The SPX60 mounts to your tractor's front-end loader using the Standard Skid Steer Quick Attach (SSQA) interface. The blade frame incorporates a full SSQA mounting plate — the same universal interface used across Summit's full attachment lineup.

> **Tractor Requirement:** Your tractor must have a front-end loader equipped with an SSQA quick-attach coupler. The SPX60 is not compatible with pin-on (non-quick-attach) loader setups without a separate adapter plate.

ATTACHING THE PUSHER — STEP BY STEP

1. Park the tractor on level ground. Lower the loader arms fully and tilt the coupler face forward (dump position) so the hooks are open and accessible.
2. Drive forward slowly and align the loader coupler with the SSQA plate on the pusher. The top hooks of the coupler should engage the top rail of the SSQA plate first.
3. Curl the loader back (crowd/rollback) to draw the pusher upward and seat the bottom locking bar against the bottom of the SSQA plate.
4. Engage the coupler locking mechanism — manual locking bar/pin or hydraulic lock, depending on your loader model. Confirm the lock is fully engaged.
5. Raise the loader slightly off the ground and shake the pusher side-to-side by hand. There should be no movement at the coupler interface. If any play exists, lower, re-seat, and re-lock before proceeding.
6. Test loader operation: raise and lower the pusher through its full range, and tilt forward and back. Confirm the pusher moves freely and all hose routing (if applicable) remains clear.

⚠ ALWAYS VERIFY THE COUPLER LOCK

Never operate with an unsecured attachment. A pusher that separates from the loader is a life-threatening hazard. Verify the locking mechanism is fully engaged after every attachment. Tug the pusher by hand before each use — make it a habit.

DETACHING THE PUSHER

1. Lower the pusher fully to the ground on a flat, stable surface.
2. Tilt the coupler forward (dump) to release the lower locking bar from the SSQA plate.
3. Disengage the coupler locking mechanism.
4. Drive the tractor slowly backward — the top hooks will disengage from the SSQA plate as the coupler tilts down.
5. Leave the pusher in a stable, upright position on level ground with the blade flat on the surface.

💡 QUICK SWAP TIP

The SPX60 and all Summit SSQA attachments use the same mounting interface. You can swap from the snow pusher to the HSBX66 Snow Blade, SBX60 Snow Blower, or any other SSQA attachment without tools in minutes.

BACKDRAG KIT — INSTALLATION & USE

The backdrag kit is the steel scraper assembly mounted to the **top front edge** of the SPX60 pusher. It runs the full 60-inch width of the blade and is bolted securely to the pusher frame with heavy hex fasteners and triangular end brackets. On your SPX60, the backdrag kit arrives **pre-installed from the factory** — no assembly is required before first use.

> **What the backdrag kit does:** When the tractor tilts the loader arms down and forward — lowering the front of the pusher toward the ground — and then reverses, the backdrag edge contacts the surface and scrapes snow backward. This allows you to clear snow from areas that a forward push cannot reach: directly in front of garage doors, along building foundations, at loading dock approaches, and in tight spaces where there is no room to push snow away from the structure.

BACKDRAG KIT — COMPONENTS

- **Full-width scraper bar:** Heavy-gauge steel angle bar spanning the full 60-inch width — the primary scraping edge during backdrag operation.
- **Triangular end brackets:** Thick steel end caps at each side, bolted to the pusher side plates to secure the kit rigidly to the frame.
- **Mounting hardware:** Grade 8 hex bolts with lock nuts — inspect and re-torque at the start of each season.

INSPECTING THE BACKDRAG KIT BEFORE USE

- Confirm all mounting bolts are tight — check all hardware at the start of each season and after any heavy impact.
- Inspect the scraper bar edge for wear, deformation, or cracking. Replace the backdrag kit assembly if the scraper edge is worn below 3/8″ material thickness.
- Check the triangular end brackets for cracks at the weld lines. Do not operate with a cracked bracket.
- Confirm the kit is straight and square across the full width — a bent backdrag bar will not contact the surface evenly.

BACKDRAG KIT HARDWARE TORQUE SPECIFICATIONS

LOCATION	FASTENER	TORQUE
Scraper bar to pusher top rail	Grade 8, 1/2″ bolt	75–85 ft-lbs
End bracket to side plate	Grade 8, 1/2″ bolt	75–85 ft-lbs

⚠ DO NOT OPERATE WITH LOOSE BACKDRAG HARDWARE

A loose or unsecured backdrag kit can shift during operation and contact the tractor or loader arms. Inspect all hardware before each use and torque to specification at the start of every season.

💡 REPLACEMENT PARTS

CUTTING EDGE & SKID FOOT SETUP

Proper setup of the cutting edge and skid feet before each season — and each surface type — is the single most important factor in getting clean, even results from the SPX60. Five minutes of setup saves hours of re-work and protects both the blade and the surface beneath it.

CUTTING EDGE — OVERVIEW

The cutting edge is a bolt-on replaceable steel bar running the full width of the blade bottom. It is the primary contact point with the surface and is designed as a consumable wear item. When the cutting edge wears down, it is removed and replaced — protecting the blade face above it from damage.

- Inspect the cutting edge before every use. Replace when approximately 3/8″ of material remains.
- A worn cutting edge causes uneven surface contact, increases tractor front axle load, and risks damage to the blade face mounting surface when bolts begin contacting the ground.
- Always replace with genuine Summit OEM cutting edge (Part No. SPX60-004) to ensure proper fit and bolt pattern alignment.

SKID FEET — OVERVIEW

The two adjustable skid feet are mounted at each end of the blade. They set the minimum blade-to-surface distance and protect the cutting edge from excessive wear on hard or abrasive surfaces.

SKID FOOT SETTINGS BY SURFACE TYPE

SURFACE TYPE	SKID FOOT SETTING	RESULT
Asphalt / concrete (paved)	Flush — cutting edge contacts surface	Maximum clean scrape down to bare pavement
Gravel / unpaved	Raise skids 1/4″ to 1/2″	Cutting edge clears gravel surface — prevents pulling gravel and rock damage
Turf / grass	Raise skids 1/2″ to 3/4″	Blade clears turf surface — prevents scalping frozen ground

ADJUSTING THE SKID FEET

1. Lower the pusher to the ground on a flat surface.
2. Loosen the skid foot mounting bolt(s) at each end of the blade.
3. Slide the skid foot up or down to the desired height position.
4. Re-tighten the mounting bolt(s) to 60–70 ft-lbs. Confirm both skids are set to the same height.
5. Visually check both ends of the blade from the front — the cutting edge should be at a consistent, even height across the full width.

RE-TORQUE SKID FEET AFTER FIRST HOUR

PRE-OPERATION CHECKLIST & OPERATING THE PUSHER

PRE-OPERATION CHECKLIST — BEFORE EVERY USE

- Verify SSQA coupler lock is fully engaged — tug the pusher by hand before moving
- Inspect cutting edge for wear — replace at 3/8″ remaining
- Check skid feet — confirm correct height for the surface type being cleared
- Inspect backdrag kit hardware — confirm all bolts are tight and the bar is straight
- Check all frame welds visually for cracks, especially at the side panel corners and SSQA plate
- Walk the area to be cleared — identify and mark hidden obstacles before starting

SETTING UP FOR A FORWARD PUSH PASS

1. Lower the pusher to working height. The cutting edge should contact the surface evenly across the full width.
2. Tilt the loader to level — the pusher face should be close to vertical. A slight nose-down tilt (top of pusher away from tractor) keeps the cutting edge in firm contact with the surface.
3. Engage forward travel at a steady pace. Start at 3–4 mph and adjust based on snow depth and density.
4. Maintain consistent speed — avoid sudden acceleration that can overload the blade and tractor front axle.

DURING A PUSH PASS

- For deep snow (over 8 inches), consider taking multiple passes at half-width rather than one full-width pass — this reduces tractor load and keeps the snow rolling cleanly in front of the blade.
- On gravel surfaces, raise the skids and use loader float (if equipped) to let the blade follow the ground contour without digging in.
- When approaching a windrow or pile, raise the blade slightly just before contact to avoid a sudden hard stop.
- Reduce speed on all turns — the boxed side panels contain the load effectively, but sharp turns at speed can cause snow to surge and overload the blade.

ENDING A PASS

- Raise the pusher to full transport height before turning or reversing.
- When finished for the day, lower the pusher to the ground, shut down the tractor.

⚠ NEVER REVERSE WITH THE PUSHER LOWERED (FORWARD PUSH MODE)

When operating in forward push mode with the pusher at ground level, never reverse — the cutting edge can catch on even small surface irregularities and cause sudden frame deflection. Always raise to transport height before reversing unless performing a deliberate backdrag operation (see Page 11).

BACKDRAG TECHNIQUE — CLEARING NEAR BUILDINGS

The backdrag kit transforms the SPX60 from a forward-only pusher into a two-direction snow removal tool. Mastering the backdrag technique allows you to completely clear areas that cannot be reached with a forward push — including directly in front of garage doors, along building foundations, loading dock approaches, and tight corners.

> **How backdragging works:** Drive forward to position the pusher against or near the building. Tilt the loader arms slightly forward (nose-down), lowering the front of the pusher so the backdrag edge contacts the surface. Then reverse slowly — the backdrag edge scrapes snow backward and away from the structure as you pull away.

STEP-BY-STEP BACKDRAG PROCEDURE

1. **Approach the area forward.** Drive toward the area to be cleared — garage door, building wall, loading dock — with the pusher raised to transport height.
2. **Position the pusher.** Stop with the front of the pusher approximately 1–2 feet from the structure. Do not drive the pusher into the structure.
3. **Tilt the loader nose-down.** Using the loader tilt control (bucket curl), tilt the pusher forward so the top of the pusher leans away from the tractor and the backdrag edge on the top front lip of the pusher is angled toward the ground.
4. **Lower to surface contact.** Lower the loader arms until the backdrag edge makes light contact with the surface. You should feel slight downward resistance — not heavy pressure.
5. **Reverse slowly.** Back the tractor away from the structure at a slow, steady pace — 1–2 mph. The backdrag edge will scrape snow backward and away from the building as you reverse.
6. **Continue for the full clearing distance.** Back up until you have cleared as far from the structure as needed, or until the snow in front of the backdrag edge is far enough away to push with a forward pass.
7. **Raise and reposition.** Raise the pusher to transport height, drive forward, and repeat as needed to clear the full width of the area.

TIPS FOR BEST BACKDRAG RESULTS

- Use light downward pressure — just enough for the edge to contact the surface. Heavy downward pressure causes the backdrag edge to dig in and stall forward progress.
- Make multiple light passes rather than one heavy pass for thick, wet snow near buildings.
- After backdragging, make a final forward pass across the cleared area to push the snow pile away from the building entirely.
- On paved surfaces, the backdrag edge will scrape to bare pavement with proper contact angle. On gravel, raise the loader slightly to keep the edge above the gravel layer.

⚠ WATCH CLEARANCE BEHIND THE TRACTOR

TECHNIQUES FOR COMMON CONDITIONS

LIGHT, FRESH / FLUFFY SNOW

- Operate at the higher end of the speed range (4–6 mph) — snow volume is low and resistance is minimal.
- A single pass to the full 60-inch width is usually sufficient — no need to take partial-width passes.
- The boxed side panels are highly effective in light snow — very little spill at the ends.

HEAVY, WET / PACKING SNOW

- Reduce forward speed to 2–3 mph — wet snow is significantly heavier per cubic foot and loads the tractor front axle harder.
- Consider partial-width passes (two-thirds to three-quarters of the blade width) for very heavy, wet snow — this keeps the load manageable and prevents the pusher from stalling or the tractor from spinning.
- If the snow load is stalling forward progress, take shallower bites by raising the pusher slightly to reduce the volume per pass.
- Do not try to push heavy wet snow long distances in a single pass — plan windrow placement close to the clearing area to minimize travel distance with a full load.

ICY OR COMPACTED SNOW / HARD PACK

- Lower the pusher to firm surface contact. The weight of the pusher and loader pressing down helps break up lightly compacted snow.
- For hard ice, a light application of sand or ice melt before pushing is more effective than blade pressure alone.
- Slow, deliberate passes work better than high-speed runs on hard pack. Speed causes the blade to ride up over the surface instead of cutting through it.

GRAVEL DRIVEWAYS & UNPAVED SURFACES

- Set skid feet to hold the cutting edge 1/4 to 1/2 inch above the gravel surface before starting.
- Engage loader float (if equipped) to allow the blade to follow the natural contour of the surface.
- Reduce speed — slower passes on gravel reduce the chance of the cutting edge catching a raised stone.

CLEARING A LONG DRIVEWAY — RECOMMENDED PATTERN

- Start at the far end and push snow toward the road or designated disposal area.
- Work in parallel passes from one edge toward the other, always directing the discharge toward the outside edge or shoulder.
- On the final pass at each edge, angle the tractor slightly to push the windrow into the shoulder rather than back onto the cleared surface.
- Finish with a backdrag pass directly in front of the garage door or building entry to clear the final section that the forward passes could not reach.

PARKING LOT CLEARING

MAINTENANCE SCHEDULE

The SPX60 is built for durability, but snow removal equipment faces some of the harshest working conditions of any attachment — road salt, impact loading, temperature cycling, and continuous moisture exposure. Consistent maintenance is the best investment you can make in long service life.

BEFORE EVERY USE

- Verify SSQA coupler lock is engaged — tug blade by hand
- Inspect cutting edge for wear — replace at 3/8″ remaining
- Confirm skid feet are set correctly for the surface type
- Inspect backdrag kit — confirm all bolts tight, bar straight, no cracks
- Walk the work area and mark hidden obstacles
- Check blade face and side panels for cracks or deformation

EVERY 25 HOURS OF OPERATION

- Re-torque all cutting edge hardware to spec
- Re-torque all skid foot hardware to 60–70 ft-lbs
- Re-torque all backdrag kit hardware to 75–85 ft-lbs
- Re-torque all SSQA plate fasteners
- Re-torque all side panel and frame hardware
- Inspect all frame welds for cracks

END OF EACH STORM / HEAVY USE

- Rinse the entire pusher with fresh water to remove road salt and ice-melt chemicals — especially around hardware and inside the frame channels
- Inspect cutting edge and skids — schedule replacement if needed before the next event
- Inspect SSQA mounting plate contact points for wear
- Touch up any bare metal with rust-inhibiting spray paint

END OF SEASON / ANNUAL

- Thoroughly wash and dry the complete pusher assembly
- Inspect all welds for cracks — do not weld without contacting Summit Tractors first
- Replace cutting edge if wear is below 3/8″ — order parts now, not in October
- Paint all bare metal and touch up the full blade face
- Inspect and re-torque all backdrag kit and skid foot hardware
- Store on a flat, dry surface elevated off the ground

ROAD SALT IS THE ENEMY

Road salt and ice-melt chemicals aggressively attack bare steel and hardware. Rinsing with fresh water after every use in salted conditions — even a quick pass with a garden hose — dramatically extends the life of the pusher, hardware, and cutting edge.

CUTTING EDGE REPLACEMENT

The cutting edge is a consumable wear item and the primary performance component on the blade bottom. A properly maintained cutting edge ensures clean surface contact, reduces tractor front axle load, and protects the blade face above it. When worn, it is removed and replaced — the process takes approximately 20–30 minutes in the field.

⚠ REPLACE BEFORE IT'S GONE

Do not wait until the cutting edge is fully worn. Replace when approximately 3/8″ of material remains. A fully worn cutting edge allows the mounting bolts to contact the surface — this damages the blade face and creates a hazard where bolt heads can catch on the ground during operation.

CUTTING EDGE REPLACEMENT — STEP BY STEP

1. Lower the pusher to the ground on a flat, stable surface. Shut down the tractor.
2. Support the cutting edge from underneath — it is heavy and will drop when the bolts are removed.
3. Remove the cutting edge mounting bolts using the appropriate socket. Apply penetrating oil and allow to soak 15–30 minutes if bolts are seized from salt corrosion.
4. Remove the worn cutting edge. Inspect the blade face mounting surface — clean off any rust or debris with a wire brush.
5. Inspect mounting holes in the blade face for elongation or damage. Contact Summit Tractors if holes are elongated before reinstalling.
6. Position the new cutting edge (Part No. SPX60-004) against the blade face. Align all mounting holes.
7. Install new Grade 8 bolts, flat washers, and lock nuts (included with replacement edge). Start all bolts by hand before torquing.
8. Torque all bolts evenly in a cross pattern to 80–90 ft-lbs.
9. After the first hour of use with a new cutting edge, re-torque all bolts to account for initial seating.

ALWAYS USE GRADE 8 HARDWARE

The cutting edge experiences significant impact loading during operation. Never substitute lower-grade hardware. Grade 8 bolts and prevailing-torque lock nuts are required. Do not reuse existing lock nuts — they are designed for single use.

SKID FOOT RESET AFTER CUTTING EDGE REPLACEMENT

After installing a new cutting edge, reset the skid feet for the appropriate surface type (see Page 9). A new cutting edge changes the effective blade height and the skid feet must be re-adjusted to compensate.

PART NUMBERS

Use the part numbers below when ordering replacement components. Contact Summit Tractors at **770-209-3390** or visit **summittractors.com**. Always provide your model number (SPX60) and proof of purchase when ordering warranty-related parts.

WEAR ITEMS & CONSUMABLES

PART NO.	DESCRIPTION	QTY PER BLADE
SPX60-004	Cutting Edge — bolt-on, full-width replacement	1
SPX60-005	Skid Foot Assembly — adjustable, each	2
SPX60-004H	Cutting Edge Hardware Kit — Grade 8 bolts, washers, lock nuts	1 kit

BACKDRAG KIT

PART NO.	DESCRIPTION	QTY PER BLADE
SPX60-006	Backdrag Kit Assembly — full-width scraper bar with end brackets	1
SPX60-006H	Backdrag Kit Hardware Kit — Grade 8 bolts, washers, lock nuts	1 kit

FRAME & MOUNT

PART NO.	DESCRIPTION	QTY PER BLADE
SPX60-001	SSQA Mounting Plate Assembly	1
SPX60-002	Side Panel Assembly — boxed, welded steel, each	2
SPX60-003	Blade Face / Moldboard Weldment	1
SPX60-007	General Hardware Kit — Grade 8 fasteners, assorted	1 kit
SPX60-008	Warning / Safety Decal Set	1 set

USE GENUINE SUMMIT OEM PARTS

Always use genuine Summit Tractors OEM replacement parts. Non-approved parts may void your warranty and could result in premature failure or unsafe operation. When in doubt, call us: 770-209-3390.

TROUBLESHOOTING

If you experience a problem with your SPX60, consult the table below before calling for support. Most issues have a straightforward solution. If the problem cannot be resolved, contact Summit Tractors at **770-209-3390**.

SYMPTOM	POSSIBLE CAUSE	REMEDY
Blade will not seat on SSQA coupler	Loader not fully dumped forward; coupler hooks misaligned; debris on mounting plate	Tilt coupler fully forward; re-approach slowly and squarely; clean SSQA plate contact surfaces
Pusher rattles or moves on coupler	SSQA locking mechanism not fully engaged; worn coupler hooks	Re-seat and re-lock; inspect coupler hooks for wear — consult tractor dealer if worn
Blade rides over snow / won't scrape	Loader tilt too far back (nose-up); skids set too high	Tilt loader slightly forward to level blade; lower skid feet to appropriate setting
Blade digs into surface / pulls gravel	Skids not set for gravel; loader tilt too far forward (nose-down)	Raise skid feet to 1/4–1/2″ above surface; tilt loader back slightly to level
Snow spills off sides of blade	Forward speed too high; snow load too heavy for single full-width pass	Reduce speed; take partial-width passes (2/3 to 3/4 of blade width) for heavy wet snow
Blade bounces or chatters on hard surface	Forward speed too high; loader float not engaged; skids worn or loose	Reduce speed; engage loader float if equipped; inspect and tighten or replace skids
Cutting edge bolts loosening	Insufficient torque; reused lock nuts; vibration from hard surface	Replace with new Grade 8 lock nuts; torque to 80–90 ft-lbs; re-torque after first hour
Backdrag edge not cleaning surface	Insufficient loader tilt (nose not far enough down); backing too fast; edge worn	Increase nose-down tilt until edge contacts surface; slow reverse speed to 1–2 mph; inspect edge wear
Backdrag kit loose or rattling	Mounting bolts loose from vibration	Re-torque all backdrag kit hardware to 75–85 ft-lbs immediately; inspect end brackets for cracks
Pusher frame cracked at weld	Impact from hidden obstacle; overload; operation outside rated capacity	Do not operate. Contact Summit Tractors at 770-209-3390 before any repair attempt.
SSQA plate bent or deformed	Severe impact or overload	Do not operate. Replace SSQA plate assembly (SPX60-001) before returning to service.

DO NOT WELD WITHOUT AUTHORIZATION

Do not attempt to repair cracked welds or bent frame components without contacting Summit Tractors first. Unauthorized structural repairs may void your warranty and could compromise the structural integrity of the pusher under load.

FIRST USE & SEASONAL STORAGE

BEFORE YOUR FIRST USE — BREAK-IN CHECKLIST

1. **Torque check all hardware.** Vibration during shipping can loosen fasteners. Go around the entire pusher — SSQA plate bolts, cutting edge bolts, skid foot bolts, backdrag kit hardware — and confirm everything is at spec before use.
2. **Inspect all welds.** Do a visual inspection of the blade face, side panels, SSQA plate, and backdrag kit end brackets for any weld cracks or gaps from shipping.
3. **Set skid feet for your surface.** Flush contact for paved surfaces; 1/4–1/2″ clearance for gravel. Takes two minutes and protects your surface all season.
4. **Walk your clearing area.** Identify every obstacle — drain covers, curbs, hose bibs, rocks, landscape edging, stakes. Mark anything questionable with a driveway stake before conditions get dark or snowy.
5. **Practice the backdrag maneuver.** Before your first real snow event, practice positioning the pusher for a backdrag pass — tilt nose-down, lower to surface contact, reverse slowly — in a safe, open area without snow. This builds muscle memory for the technique before you need it near a building.
6. **Test SSQA lock.** After mounting, raise the pusher and tug it firmly by hand. Confirm zero movement at the coupler before beginning any clearing operation.

> 💡 **AFTER THE FIRST HOUR**
>
> Re-torque cutting edge bolts and skid foot hardware after the first hour of operation. New hardware experiences initial seating under impact loads and bolts will relax slightly from their initial torque value.

END-OF-SEASON STORAGE PREPARATION

1. **Pressure-wash the entire pusher** with fresh water. Focus on the inside of the boxed side panels, cutting edge mounting surface, frame channel pockets, and around all backdrag kit hardware — salt packs into these areas and causes accelerated corrosion.
2. **Touch up all bare metal** with a quality rust-inhibiting enamel or spray paint. Focus on the cutting edge mounting face, any chips in the blade face, and any bare spots on the frame.
3. **Inspect and replace** the cutting edge if wear is below 3/8″. Order now — not in October when the first storm is forecast and lead times are extended.
4. **Re-torque all hardware** — cutting edge, skid feet, backdrag kit, and SSQA plate — as a final check before storage.
5. **Store elevated off the ground** on wood blocks or a concrete pad — not directly on bare earth. Ground moisture migrates upward and accelerates corrosion on any steel in contact with it. Store in a dry, covered location if possible.
6. **Do not store with heavy objects placed on the blade face** — long-term concentrated loading can deform the blade face or side panels.

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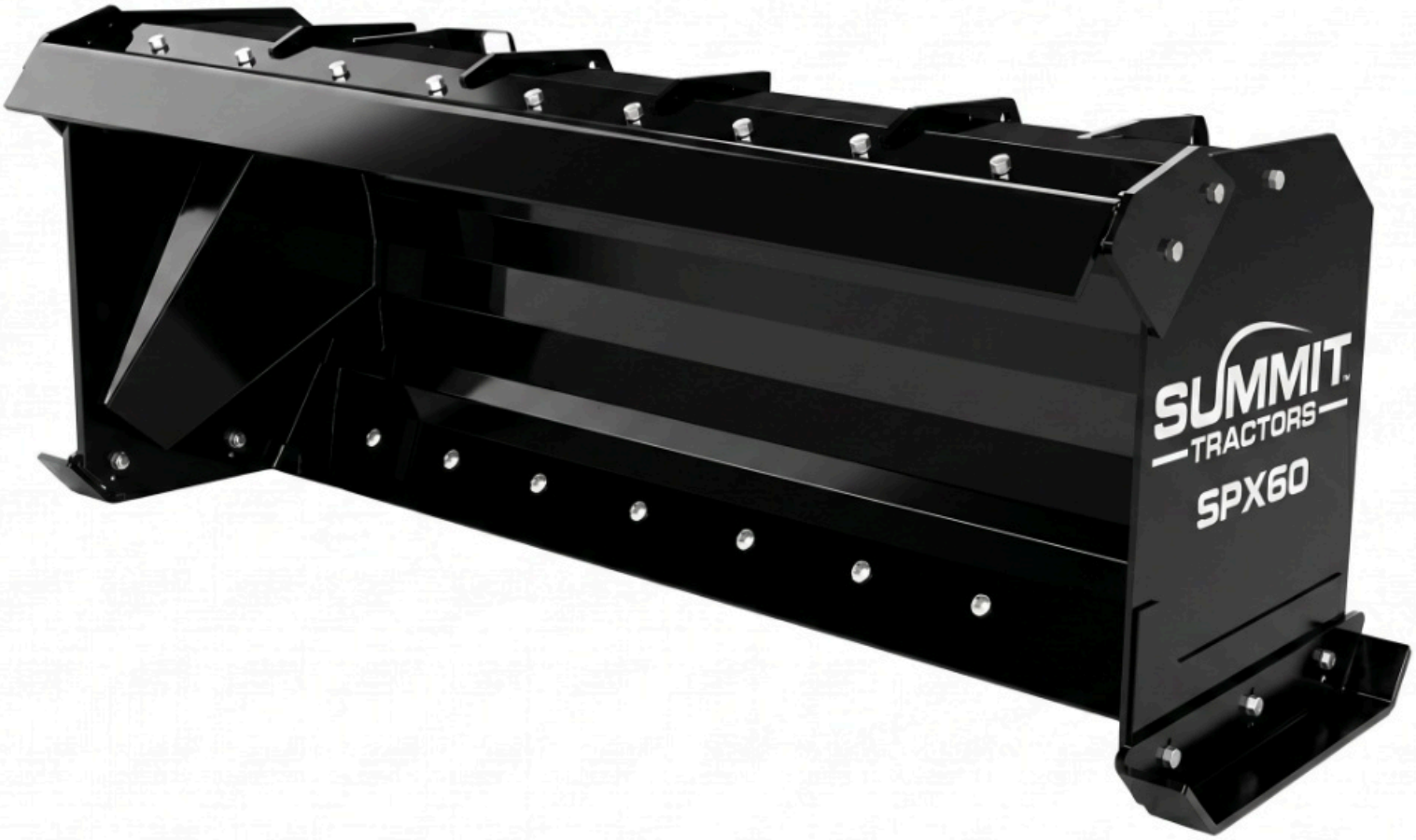

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