



Thank You

FOR YOUR BUSINESS

Con-Tech Manufacturing would like to thank you for your confidence in our product. We strive daily to provide you, the customer, with products and equipment that will perform to **YOUR** expectations for many years to come.

To ensure the performance of your new equipment, we have enclosed a maintenance, operations & parts manual for your reference. If, over the course of your ownership, you have **ANY** questions about care and maintenance, please call us at 507-374-2239.

So we can adequately handle your call, please have your mixer serial number ready.

Con-Tech Manufacturing, Inc.

Date of Purchase _____

Model Number of Mixer _____

Serial Number of Mixer _____

Model Number of Direct Drive _____

Serial Number of Direct Drive _____

Model Number of Hydrostatic Pump _____

Serial Number of Hydrostatic Pump _____

Model Number of Hydrostatic Motor _____

Serial Number of Hydrostatic Motor _____





LOCK-OUT / TAG-OUT

Chassis Standard Operating Procedure

Anytime ANY work is to be performed on a chassis, Lock-Out / Tag-Out procedures must be followed. Shop Lead man will be responsible to ensure that the procedures are followed. Any questions, please contact your designated safety officer.

Lock-Out Procedure

1. After placing chassis in parking position, turn chassis off and pull key from ignition.
2. Place wheel chocks in front and back of a tire.
3. Fill out form located at the designated Lock-Out / Tag-Out station, filling in the proper information – Make and Vehicle Identification Number. Out Of Service Date and Time and employee signature.
4. Place Ignition key inside Red Lock Box.
5. Place lock on Lock Box and place key in a designated location.
6. Fill out Lock-Out Tag and place it on the grab handle next to the driver side door.

Return to Service Procedure

1. Fill out form located at the designated Lock-Out / Tag-Out station, filling in the date and time of return to service and employee signature.
2. Unlock Red Lock box and remove ignition key.
3. Remove Lock-Out Tag from grab handle on driver side of cab.
4. Remove wheel chocks.
5. Insert key into ignition.

Before any vehicle is returned into service, it is the supervisors responsibility to ensure that all work is completed on the chassis and the chassis is safe to return to service.

IMPORTANT SAFETY INFORMATION

WARNING! Hydraulic hoses must be inspected on a daily basis for leaks, cuts, abrasions, damage, aging and proper clearance along the frame. Immediately replace any damaged or old hydraulic hoses before returning mixers to service. Replace hydraulic hoses every 3 years. Failure to follow the warnings concerning hydraulic hoses may result in serious personal injury. See pages in this manual for specs.

WARNING! Correct hoses, fittings and adapters with the correct SAE rating must **ALWAYS** be used when replacing hoses to prevent possible serious injury. Never mix brands of hose, fittings and adapters. Example: brand "A" hose may not be compatible with a brand "B" fitting or adapter.

WARNING! Hydraulic system is hot – **NEVER TOUCH** serious personal injury may result from hot oil.

WARNING! If hydraulic pipe must be replaced be sure to follow the specifications in this manual. If incorrect hydraulic pipe is installed the hydraulic system may fail. Serious personal injury could also result from hydraulic pipe failure. Inspect hydraulic pipe on a weekly basis for abrasions, damage or rust.

WARNING! **NEVER** remove hydraulic lines, fittings, or adapters until all pressure has been relieved from the hydraulic system. Failure to follow the warnings concerning hydraulic hoses may result in serious personal injury.

WARNING! **ALWAYS** use the proper tools and equipment when servicing the hydraulic system. Use only Con-Tech charging kit when recharging the accumulator.

WARNING! **NEVER** operate the hydraulic system if a leak is present. Hydraulic oil under pressure can be injected under your skin.

WARNING! **NEVER** heat hydraulic pipe. The carbon content of this steel tube is such that if heated for bending and either water or air quenched, the pipe may have lost its ductility and thereby be subject to failure under high pressure or hydraulic shock conditions.

WARNING! Wearing rings, watches or jewelry while working with electrical and mechanical equipment can

be hazardous and can cause serious and painful injuries if they come into contact with electrical wires, moving parts or hydraulic equipment.

WARNING! When using the emergency jumper procedure to rotate the drum on a disabled mixer the following must be observed: Before removing the hydraulic motor from the mixer drive on both the operating and disabled mixer, be sure the drum has been allowed to turn freely so that it is balanced with no forces transmitted to the hydraulic motor. Failure to follow the warnings concerning emergency jumper procedures may result in serious personal injury.

WARNING! When working on the hydraulic or electrical system of a BridgeKing® unit the trailer should be in the down position or chained if in the up position to prevent the trailer from lowering unexpectedly.

WARNING! **NEVER** stand behind or under the BridgeKing® trailer when in the up position. If the BridgeKing® cylinder will not lower or raise, call Con-Tech Manufacturing for assistance at **(507) 374-2239**. Failure to follow this warning may result in serious personal injury.

WARNING! Slower speeds are required when going around curves or corners as the unit could upset or roll. Failure to follow this warning may result in serious personal injury.

WARNING! At the job site use the lowest transmission gear and proceed at low speed, 3 mph maximum, to the discharge area.

WARNING! **ALWAYS** keep hands and feet clear of the mixer drum, revolving parts and moving parts while checking load or washing down the mixer. Never climb on ladder or platform while truck is in motion or drum is rotating. Use 3-point stance when climbing or coming down ladder. Serious personal injury may result due to a fall.

WARNING! All personnel must stand clear of the chutes during raising and lowering and when chutes are loaded with concrete. Position chutes while they are not loaded. A loaded chute falling on a person may cause serious personal injury. All chutes must be handled with great care to avoid injury. Never stand on chutes.

IMPORTANT SAFETY INFORMATION

WARNING! Main, fold over and extension chutes must be inspected on a daily basis for damage, excessive wear, proper hardware fit, twist and overall condition to determine that they are safe to use. Never attempt to repair chutes. Unsafe chutes must be replaced with new chutes. Failure to follow this warning may result in serious personal injury.

WARNING! The main and fold over chutes must be stowed and manually locked to the side of the mixer during transit. Failure to follow this warning may result in serious personal injury.

WARNING! Optional air chute lock is intended for use only on the job site. The manual chute lock must always be engaged during transport to prevent excessive wear. Serious personal injury may result due to improper usage.

WARNING! No passenger may be allowed in the cab unless a manufacturer's approved passenger seat and seat belt are provided. Failure to follow this warning may result in serious personal injury.

WARNING! NEVER let other persons, other than the driver, handle the chutes, unfold the fold over and/or remove extensions, or stow and secure the extensions for transit. Keep hands away from chute hardware where the chutes connect. Never stand in the path of the chute as it is being unfolded or while in use. Failure to follow the warnings concerning chute safety may result in serious personal injury.

WARNING! The mixer and chassis should not be overloaded. Gross Vehicle Weights must meet Federal, State and Local laws.

WARNING! NEVER drive the truck with the water tank pressurized. A pressurized water tank may burst in the event of an accident. Failure to follow this warning may result in serious personal injury.

WARNING! NEVER adjust or remove the OEM pressure regulator or pop-off pressure protection valve in the water tank system. Failure to follow this warning may result in serious personal injury.

WARNING! NEVER attempt to repair or weld ANY water tank. Any tank that shows signs of leaks,

corrosion, rust, dents, or gouges must be immediately REPLACED. Water tank must be replaced every 3 years. Failure to follow this warning may result in serious personal injury.

WARNING! NEVER pressurize an empty water tank. Pressurizing an empty water tank will increase the potential for damage and personal serious injury or death should a water tank burst.

WARNING! Safety decals must be replaced anytime they are damaged or missing or cannot be read clearly. Failure to follow this warning may result in serious personal injury.

WARNING! The mixer must not be modified in any way without authorization from Con-Tech Mfg. Inc. Modifications may not comply with safety standards and may cause serious personal injury or death.

WARNING! Be sure everyone is clear of the area around the truck before operating the mixer. Remain attentive at all times when operating the controls. Watch the mirrors for activity. **NEVER** back up the mixer until you are completely sure it is safe. Use a spotter/observer and/or get out and check yourself to ensure it is safe to do so. Failure to follow this warning may result in serious personal injury.

WARNING! Thoroughly understand the controls before operating the mixer. Failure to follow this warning may result in serious personal injury.

WARNING! Wear the proper protective clothing when operating or maintaining the mixer. Hard hats, safety glasses, gloves and safety shoes **MUST** be worn. Reflective clothing is recommended for drivers and workers while pouring concrete during hours of darkness. Failure to follow this warning may result in serious personal injury.

WARNING! NEVER enter under the chassis unless the mixer is in the Lockout / Tag Out mode. Remember to follow the Lockout / Tag Out procedures when working under the truck. Failure to follow this warning may result in serious personal injury.

IMPORTANT SAFETY INFORMATION

WARNING! When working on the mixer the wheels must be blocked, the parking brake on, Lockout / Tag Out procedures in effect and the keys out of the truck's ignition. Failure to follow this warning may result in serious personal injury.

WARNING! NEVER ROTATE DRUM while backing up on uneven or soft terrain. Failure to follow this warning may result in serious personal injury.

WARNING! Driver/Operator of the BridgeKing® mixer MUST consult the axle psi placard (located near the axle pressure adjusting valve) to determine appropriate pressure setting based on the load that is being transported. Pressure is adjusted by turning the knob clockwise/counterclockwise until the appropriate pressure is indicated on the gauge. If unit is equipped with auxiliary lift axles, it will also be indicated on the axle psi placard as to whether this axle should be raised or lowered based on the load being carried. Failure to properly set the axle pressure and/or the improper use of auxiliary axle may result in serious injury or death.

WARNING! To determine the correct weight distribution on a new mixer the unit must have weights verified on a scale before truck is put back in service. Scaling will verify correct air and/or hydraulic pressure for auxiliary axles and BridgeKing® trailer. Failure to follow this warning may result in serious personal injury.

WARNING! Hydraulic components can be heavy. Use caution while lifting these components. Serious personal injury can be avoided with proper handling of the components. Failure to follow this warning may result in serious personal injury.

WARNING! Increasing hydraulic pressure beyond the recommendations may result in serious personal injury. If you have questions or concerning hydraulic pressures or testing procedures, please contact Con-Tech manufacturing at 507-374-2239 before attempting the test procedures or making adjustments.

WARNING! When performing hydraulic test procedures, use the proper hydraulic gauges. Installing an incorrect test gauge could result in serious injury if the gauge fails. Use properly rated hydraulic hoses to allow the test gauge to be read away from moving parts and functions.

WARNING! Daily inspection should be performed on the mixer. This includes proper operation of the controls, hydraulics lock out systems, electrical systems, lighting system including turn signals, back up alarm, brake lights, clearance lights, head lamps, tail lamps, safety equipment, and work lights. The truck's air system must operate properly and have no leaks. Water and moisture should be drained from the truck's air system daily.

WARNING! NEVER climb on ladders or ride on platforms while the truck is in motion or when ladders or platforms are wet or slippery. Serious personal injury may result due to a fall.

WARNING! Optional air chute lock is intended for use only on the job site. The manual chute lock should always be engaged during transport. Excessive wear or injury may result due to improper usage.

WARNING! Safety decals must be replaced anytime they are damaged or missing or cannot be read clearly. If you require safety decals, please contact Con-Tech Manufacturing at **507-374-2239** for replacement safety decals at no charge.

WARNING! Thoroughly understand the controls before operating the mixer. Be sure everyone is clear of the area around the truck before operating the mixer. Remain attentive at all times when operating the controls. Failure to follow this warning may result in serious personal injury.

WARNING! The trailer should be lowered when servicing the accumulator. **NEVER** stand behind the cylinder when charging the accumulator. Failure to follow this warning may result in serious personal injury.

IMPORTANT SAFETY INFORMATION

WARNING! If you are not familiar with the BridgeKing® trailer **NEVER** push or pull switches until you know what part of the system they will contact and understand the system's operation. Failure to follow this warning may result in serious personal injury.

WARNING! Check the tire condition and tire pressure of the trailer wheels daily to be sure the tires are inflated to proper pressure to withstand the applied loads. Never exceed the recommended tire pressure marked on the tire sidewalls. Failure to follow this warning may result in serious personal injury.

WARNING! Check trailer king pins, toe-in, tie rods, and components for proper adjustment. Replace any worn or loose components immediately. Contact Con-Tech Mfg at **507-374-2239** for any specifications or assistance you may require. Failure to follow this warning may result in serious personal injury.

WARNING! The following safety guidelines must be followed by mechanics working on the BridgeKing® accumulator.

The cylinder rod must be extended (trailer on the ground) before the accumulator is charged.

WARNING! NEVER stand behind the cylinder when charging the accumulator. The hose on the Con-Tech accumulator charge kit is long enough to allow the accumulator to be charged from the side of the mixer.

WARNING! NEVER attempt to disassemble the cylinder.

Use only Con-Tech Manufacturing part

#750005 - Accumulator Charge Kit

Purge air from the Accumulator Charge Kit hose by allowing a slight flow of nitrogen to escape while attaching the Accumulator Charge Kit to the Accumulator Charge Stem. The truck ignition key should be removed while charging the accumulator.

Read these instructions thoroughly before attempting to charge the accumulator.

Loosen only the top nut of the accumulator charge stem. If the bottom nut is loosened, damage to the o-ring seal could result. All gas pressure must be released from the accumulator before the accumulator charge stem can be removed for service.

If you have any questions or experience difficulty with the cylinder or charging the accumulator, please call Con-Tech Manufacturing at (507) 374-2239. Refer to the **Charging the BK Accumulator** section in this manual.

WARNING! IF THE MIXER COMES INTO CONTACT OR CLOSE PROXIMITY WITH A POWER LINE OR THERE IS ANY ARCING, **STAY IN THE TRUCK CAB AND KEEP AWAY FROM THE METAL PARTS OF THE UNIT.** NEVER LET ANYONE COME CLOSE TO THE TRUCK. NEVER ATTEMPT TO JUMP CLEAR OF THE TRUCK. STAY IN THE CAB. THE POWER MUST BE DISCONNECTED BY THE POWER COMPANY BEFORE YOU CAN SAFELY LEAVE THE CAB.

Electricity will arc:

| | |
|-------------------------|---------|
| 50,000 Volts or Less | 4 Feet |
| 50,000+ Volts | 10 Feet |
| 345,000 - 750,000 Volts | 16 Feet |

Failure to follow this warning may result in serious personal injury.

KNOW THE CLEARANCE OF THE OVERHEAD OBSTRUCTIONS. NEVER DRIVE THE MIXER UNDER ANY OVERHEAD OBSTRUCTION WITHOUT KNOWING THE CLEARANCE HEIGHT. IF UNIT HAS A FLIP-UP HOPPER, BE SURE HOPPER IS IN THE LOWERED POSITION. FAILURE TO DO SO MAY RESULT IN DAMAGE TO THE MIXER BODY OR TRUCK, AND MAY RESULT IN SERIOUS PERSONAL INJURY OR DEATH.

WARNING! Stow chutes to the ditch side during transit. Use manual lock to secure chute into position.

WARNING! Be sure to read and understand this manual before you operate the mixer. If you are unable to read and comprehend this manual, please ask your supervisor to read and explain this manual to you.

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NOTE

Page numbers on the vendor supplied spec sheets may not be in sequence of the service manual.

DAILY PRE-OPERATIONAL INSPECTION

- 1 Inspect hydraulic system for leaks. Please inspect all hoses for cuts, abrasion or rubbing that could cause a hose failure. If ANY leaks are present, please repair, tighten or replace as needed. Please make sure system has sufficiently cooled and is NOT under ANY pressure!
- 2 Check all hydraulic oil sight gauges for adequate oil level and fill as needed to the correct level. When filling hydraulic fluid, the oil MUST meet J20A specifications.
- 3 Start engine and allow adequate time for system warm up (5 minute minimum).
- 4 Rotate drum and inspect for proper roller operation. If any snapping or popping is heard from rollers or roller track area, stop drum immediately and check for proper roller alignment. Any damaged rollers MUST BE replaced to eliminate potential damage to the drum.
- 5 Visually check hydraulic vacuum gauge located on suction filter housing. If gauge reads above 10" of vacuum after system has reached operating temperature, replace filter.
- 6 Test run all mixer functions electrically to make sure the mixer is fully operational before putting into service. Any repairs should be made before the mixer is put on the road!

INITIAL FLUID/FILTER CHANGE RECOMMENDATIONS

- 1 Initial change of fluid and filters at 100 hours (this is the normal break in period and will also allow for an initial visual inspection of the hydraulic fluid/filter for contaminants). Failure to perform this service may adversely effect performance of your Con-Tech mixer & void any warranty.
- 2 After this oil change, replace oil and all filters every 6 months or 1000 hours to insure the optimum performance from your mixer. (See recommended lubricants on next page)

WEEKLY INSPECTION

- 1 Lubricate necessary components per Table 1 (at end of this section) Failure to follow recommended maintenance will result in premature failure of certain components & Void any warranty.
- 2 Re-Torque bolts per Table 2 (at end of this section). Maintaining bolts (and torque) is considered a maintenance item. Failure to routinely check bolts may result in component failure & void your Con-Tech warranty.
- 3 Inspect oil (at operating temperature) for the presence of a milky substance and/or any foam. This would indicate a suction leak or the presence of water in the system. Call Con-Tech Service at 507-374-2239 for further information.
- 4 Inspect drum for proper max charge RPM (16-18 RPM at governed engine RPM).
- 5 Inspect drum and fins for concrete build up and excessive wear. Concrete build up can cause the drum to be out of balance and will affect the mixing capabilities of your Con-Tech Mixer.

6 MONTH INSPECTION

- 1 Change Hydraulic Fluid as per specifications on Table 1 (at end of this section)
- 2 Change Gear Lubricant in main gearbox as per specifications located in Table 1 (at end of this section)
- 3 All filters and hydraulic fluid must be replaced every **6 months or 1000 hours** to maintain your warranty and keep your Con-Tech Mixer operating at maximum performance. All filter O-rings must be pre-lubricated prior to installation. Inspect filters for presence of foreign materials such as copper or brass filings.

LUBRICATION

Lubricate control cables using the Con-Tech Cable Lube Kit.

P/N 780100 (Lube Gun Assembly)

P/N 780101 (1/4" Lube Adapter)

P/N 780102 (5/16" Lube Adapter)

P/N 780103 (Cable Lube)

CON-TECH RECOMMENDED LUBRICANTS

Gear Box - 07A / 07C / 07E

CML Gearbox - ZF Ecofluid X

Hydraulic Fluid - Chevron Rando

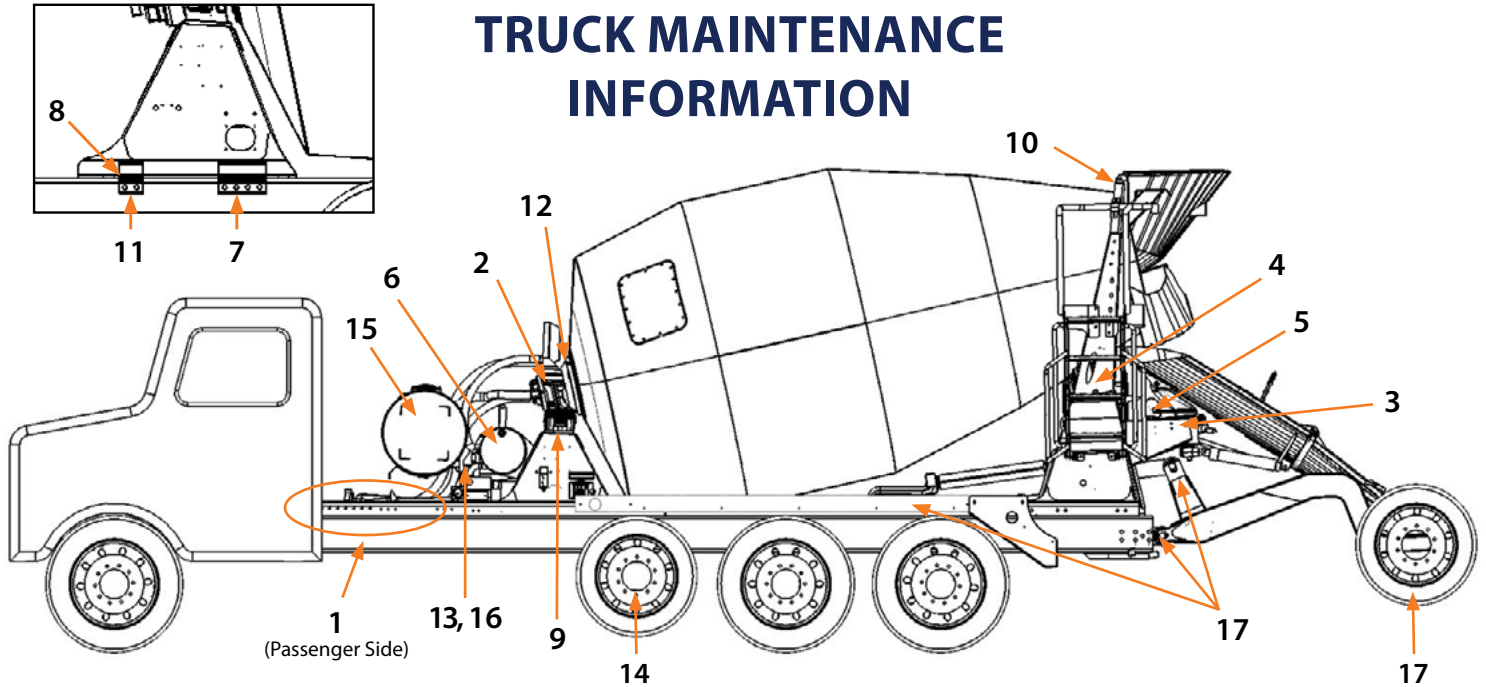
HD ISO 68

Roller Grease - Lubriplate 1500 Series

(SEE TABLE ON FOLLOWING PAGE)

**CALL CON-TECH SERVICE AT
507-374-2239 FOR MORE INFORMATION.**

TRUCK MAINTENANCE INFORMATION



NOTE: Inspect Hydraulic hoses, fittings, tubing and airlines daily. Refer to manual section on daily inspections.

| REF | UNIT ASSEMBLY | LUBE TYPE | APPLICATION | FREQUENCY |
|-----|----------------------|--|--------------------------|--|
| 1 | Drive Shaft U-Joint | General Purpose EP #2 Lithium | Zerk Fitting | Weekly |
| 2 | Drum Drive-ZF | Recommended lubricant: GL5 Spec. 80W-90 to 80 F outside temperature 85W-140 over 80 F outside temperature. | Pour or Pump | Change oil after first 100 hours. Thereafter, change every 6 months or 1000 hours. |
| | Drum Drive-ZF-CML | ZF EcoMix-X Synthetic Gear Lube | | Change Every 10,000 hours. |
| 3 | Chute Pivot System | General Purpose EP #2 Lithium | Zerk Fitting | Weekly |
| 4 | Drum Rollers | General Purpose EP #2 Lithium | Zerk Fitting | Weekly |
| 5 | Rear Control Box | General Purpose EP #2 Lithium | Zerk Fitting | Weekly |
| 6 | Hyd. Reservoir | ISO 68 under 80 F ISO 100 over 80 F | Fill to site gauge level | Change oil after first 100 hours. Thereafter, change every 6 months or 1000 hours. |
| 7 | Main hold down bolts | Torque to 185 lbs. | Check | Weekly |
| 8 | Sec. hold down bolts | Bolts snug | Check | 1000 hours |
| 9 | Trans. hold down | Torque to 300 lbs. - 7/8" bolt | Check | Weekly |
| 10 | Debouncer | Adjustment range 3/8" to 1/2" Maximum clearance | | 6 months |
| 11 | Main frame bolts | Torque to 310 lbs. | Check | Weekly |
| 12 | Drive flange bolts | Torque to 200 lbs. (5/8" bolt) | Check | First 100 hours. Monthly thereafter. |
| 13 | Oil Filter #735100 | Hydro (10 Micron) | Change | Change oil after first 100 hours. Thereafter, change every 6 months or 1000 hours. |
| 14 | Wheel Lug Nuts | NA | Auxiliary Axles | Check wheel lug nut torque. The first 50-100 miles & every 10,000 miles thereafter. Torque to wheel manufacturer's recommendations. |
| 15 | Water Tank | NA | Inspect | Refer to Owner's Manual. |

BRIDGE KING

| | | | | |
|----|--------------------|--|--------------|---------------------------------------|
| 16 | Oil Filter #735102 | BridgeKing100 Mesh Filter (144 Micron) | Change | First 100 hours. Annually thereafter. |
| 17 | BK Pivot Bushings | General Purpose EP #2 Lithium | Zerk Fitting | Weekly |

CONTROLS ELECTRICAL

Cab Controls

Proximity Switches
or Trailer Arm / Chutes

Omnex Wireless Controller

Extreme Duty Harness

BridgeKing® Harness

Rear Control Pendant

CAB CONTROL BOX

CAB BOX – FUSE PANEL VIEW

The fuse panel is located on the RH (passenger side) of the cab mixer control console. The decal located next to the fuse panel indicates the proper amperage fuse required for each circuit. If a fuse is blown, it **MUST** be replaced with the exact amperage indicated on the decal. If not, you may damage the wiring harness or individual components within that circuit.

CAB CONTROL BOX (TOP VIEW)

The cab control box is located to the RH side of the driver's seat. It houses all of the mixer control switches, drum counter, LED indicator lights, relays and fuse panel.

Cab box switch functions and indicators are as follows (starting at front of cab box)

DRUM

Controls direction of drum rotation.

DRUM S/S

Activates Pause-Resume (start-stop) of drum rotation. Activating this switch will cause the drum to stop rotating. When function is de-activated, drum speed and rotation will resume to where it was set previously.

FAN ON INDICATOR

Indicates hydraulic oil fan cooler is running. The fan sensor is set to activate at when the oil temperature reaches 150°F. It is normal for this indicator light to be on when ambient temperature is above 50°F or during times of extreme use.

CHUTE UP/DOWN

Raises and lowers the discharge chute.

LOCK

Activates the Air Chute Lock. LED indicator light will be on when chute is UNLOCKED.

HOPPER

Raises and Lowers the material loading hopper. LED indicator will be ON if hopper is in raised position. All CTM mixers are equipped with auto down in reverse so the hopper will lower automatically if the truck is put in REVERSE. In order to reset hopper function (after truck is put in reverse), you must toggle this switch off-on.

WORK LIGHT

Will turn on/off work lights at rear of mixer.

DRUM COUNTER

Indicates the number of drum revolutions (since last reset).

PUSHER AXLE

If chassis is equipped with Con-Tech installed auxiliary air suspensions, this switch will raise and lower the axle. Please note, all trucks with factory mounted suspensions will have the controls mounted in the dash, on the driver's frame rail or both

ACTIVATE

This switch (on the Con-Tech BridgeKing® Mixer) must be held down prior to pressing the Up/Dn switch for raising and lowering the BridgeKing® Auxiliary axle.

UP/DOWN

This switch will activate (after pressing and holding the Activate switch) the motion of the BridgeKing® axle in the up or down direction. Motion of the trailer will only be started if the main discharge chute is in the CENTERED and DOWN position. The Chute Hazard indicator lamp will be ON if either of these two criteria are not met.

START/STOP

When pressed in STOP direction, this switch will stop the travel of BridgeKing® axle in either the up or down direction. The LED indicator light will be ON when the axle is in STOP mode. Axle will continue in the direction of previous travel when pressed to START unless the Activate & Up/Dn switch has been pressed.

Refer to pages 16 & 17 in this manual.

CAB CONTROL BOX

NOTE

When axle STOP is activated, the CHUTE UP/DOWN functions will NOT operate. In order utilize chute up/down functions, the switch must be pressed to START

ALL BridgeKing® mixers are designed so the BridgeKing® axle will raise automatically when the truck transmission is put in reverse. If the axle is in the DOWN mode, stopped AND the truck transmission is put in reverse, when axle travel is started (switch pressed to START), the axle will RAISE. If the chutes have been moved from the original position (when trailer was lowered), damage may occur. If any further clarification is required, please call the Con-Tech service department.

It is the responsibility of the operator to make sure all areas around the travel range of the BridgeKing® axle trailer are clear for safe operation!!!!

In the event you need to replace any of the switches or drum counter, you must remove the 2 bolts (located on passenger side of console) at the top of the access door. The door will swing down after removal of the bolts.

Remove the white harness plug from the switch to be replaced. Be sure the remove the connector by pulling firmly on the white housing and do NOT pull on the wires. To remove the switch, press inward on the locking tabs located on the ends of the switch. Push the switch up thru the panel. Snap new switch into panel, re-install connector in the same orientation (as it came off the old switch) and verify operation.

CALL CON-TECH SERVICE AT 507-374-2239 WITH ANY SERVICE ISSUES.

PLEASE OBSERVE ALL OSHA LOCKOUT-TAG OUT PROCEDURES WHEN PERFORMING ANY TYPE OF WORK OR MAINTENANCE ON YOUR VEHICLES.

CAB CONTROL BOX



FUSE PANEL CIRCUITS

| Location | Function | Amp Rating | Location | Function | Amp Rating |
|----------|-----------------------|------------|----------|-----------------------|------------|
| F11 | Chute Up/Down | 5 | F1 | Chute Lock | 5 |
| F12 | Hopper Up/Down | 10 | F2 | Rear Pendant Power | 10 |
| F13 | Drum Charge/Discharge | 5 | F3 | Drum Start/Stop | 5 |
| F14 | Work Light | 15 | F4 | Fan | 30 |
| F15 | Pusher/Tag | 5 | F5 | Chute Hazard Prox | 5 |
| F16 | BridgeKing Up/Down | 5 | F6 | BridgeKing Start/Stop | 5 |
| F17 | BridgeKing Alarm | 5 | F7 | Wireless Remote | 15 |
| F18 | Constant Speed | 5 | F8 | Charger | 3 |
| F19 | Spare | - | F9 | Spare | - |
| F20 | Spare | - | F10 | Spare | - |

Con-Tech
MANUFACTURING, INC.
For Service Assistance Call
507-374-2239

Part #799757

Fuse Box Located on
Cab Control Box



Part # 715550

CAB CONTROL BOX



Allows the driver to infinitely control the position of the mixer control box via a durable RAM mount system. This allows for better ergonomics, line of site for switches and flexibility in location of the switch box. For ease of trouble shooting and diagnostics, the control system operates on standard 12V current.

All switches are highly visible with indicator warning lights and are logically placed for simple activation.



Durable RAM mount is easily adjusted to position the controls in your preferred location.



Clear and concise fuse panel legend is located directly above fuse access cover which is easily accessible from the passenger side.

PROXIMITY SWITCHES FOR TRAILER ARM / CHUTES

PROXIMITY SWITCH FOR CHUTE:

On your Con-Tech BridgeKing® mixer (located below the main chute) is the CHUTE HAZARD proximity sensor. This sensor indicates to the electrical system and the driver if the chutes are off center or raised. If the chutes are off center or raised, the system will not allow the BridgeKing® trailer arm to be raised OR lowered.

During normal operation, when the chute is centered and down, the proximity switch light (located on the back of the proximity switch) will indicate yellow, when the chutes are raised or off-center, there will be no indicator light present).

NOTE

If the chutes are raised or off center and the emergency overrides (located on the Parker directional valve) are used, you may damage the discharge chutes and/or rear pedestal if the chutes are not centered and down.

PROXIMITY SWITCH FOR BRIDGEKING® TRAILER MOTION ALARM:

Your Con-Tech BridgeKing® mixer is equipped with an alarm to indicate that the BridgeKing® axle is in motion (up/down). The proximity switch that initiates the alarm is located in the driver's side frame rail right above the trailer pivot bushing housing. To verify that the proximity switch is operating normally (other than the audible alarm), you can check the light on the back of the proximity switch itself. With the trailer in the full up or down position, there should be NO light on. When the trailer lug passes in front of the proximity switch, the light will turn yellow.

CALL CON-TECH SERVICE AT 507-374-2239 WITH ANY SERVICE ISSUES.

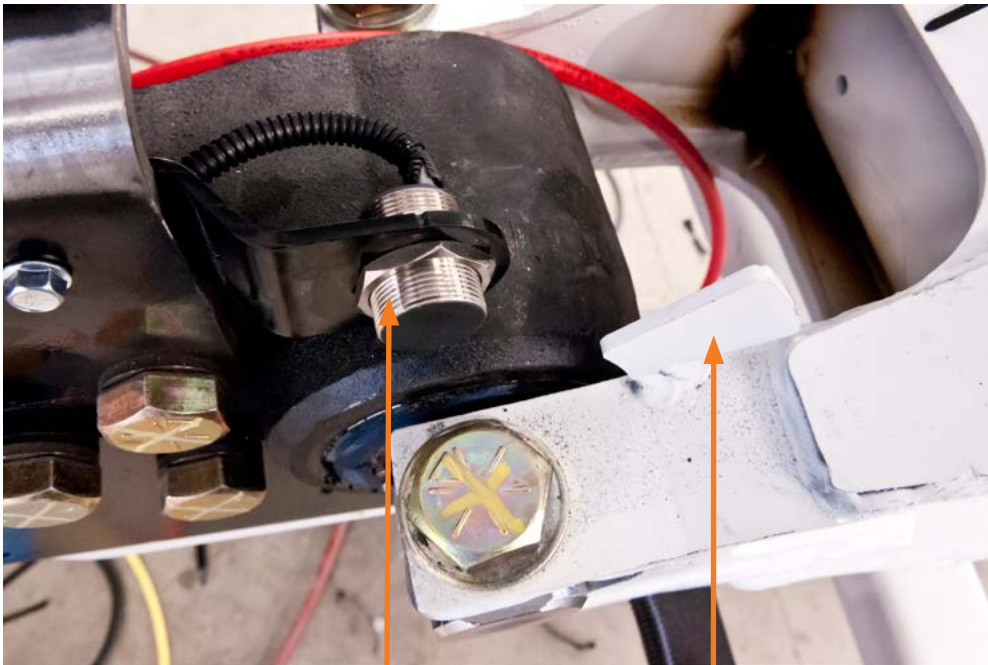
PLEASE OBSERVE ALL OSHA LOCKOUT-TAG OUT PROCEDURES WHEN PERFORMING ANY TYPE OF WORK OR MAINTENANCE ON YOUR VEHICLES.

PROXIMITY SWITCHES FOR TRAILER ARM / CHUTES



Main Chute
Prox Switch Target

Main Chute
Prox Switch
715008



BridgeKing® Trailer
Prox Switch
715008

BridgeKing® Trailer
Prox Switch Target
245143



OMNEX CONTROLLER

As an option, Con-Tech offers Omnex Wireless Control Systems. This allows the operator to operate the mixer via wireless within 50' of the vehicle. It is imperative that the operator become familiar with the controls of the wireless unit prior to use on the job site. In the event of a lost or inoperative wireless transmitter, the mixer controls (on the console) will still operate normally.

The wireless transmitter operates on 4 AA rechargeable batteries. In the event the batteries will no longer recharge or they are dead, regular AA batteries can be used in place of the rechargeable style. **DO NOT** place the transmitter in the charging dock with non-rechargeable type batteries installed as damage can occur to the transmitter and/or docking station.

If access is required to the receiver unit, it is located inside the floor mounted cab console.

CALL CON-TECH SERVICE AT 507-374-2239 WITH ANY SERVICE ISSUES.

PLEASE OBSERVE ALL OSHA LOCKOUT-TAG OUT PROCEDURES WHEN PERFORMING ANY TYPE OF WORK OR MAINTENANCE ON YOUR VEHICLES.

Please observe ALL OSHA lockout-tag out procedures when performing any type of work or maintenance on your vehicles.

#765030 **Omnex Kit**

#765031 **Omnex Transmitter**

#765032 **Omnex Receiver**

#765033 **Omnex Charger Base**

#765034 **Omnex Transmitter Pouch**

OMNEX CONTROLLER

Omnex
Transmitter
#765031



Omnex
Transmitter
Cradle
#765033



Always keep the transmitter in its charging cradle while NOT in use to insure charging and protection

OMNEX CONTROLLER RESET

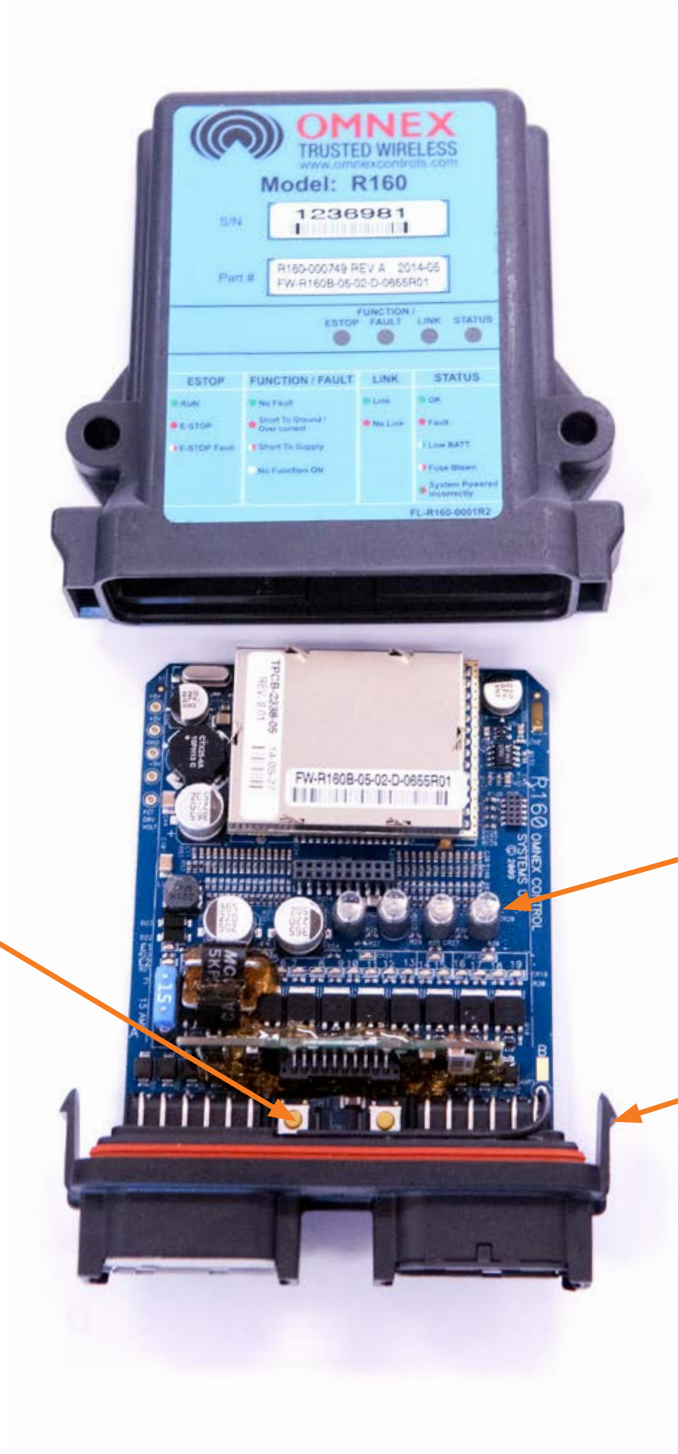
Resetting a R160 receiver for a new T110 transmitter code.

Before starting this procedure, remove the R160 "board " from the case. Release the clip on either side with a flat blade screwdriver and pull down. Keep the receiver connected to the truck power.

- 1 Power up the Receiver. The (E-Stop) light and the (Link) light will come on red (provided the Transmitter is off), and the (Status) light will come on green.
- 2 Turn on the Transmitter by pressing and holding the red [E-Stop] button and the green [Power] button, and then releasing first the red [E-Stop] button and then the green [Power] button. This will power up the Transmitter into Download Mode. The yellow (Active) light will begin flashing slowly (once per second).
- 3 Press and hold the [SETUP] button (yellow button on left side just above the left connector) on the Receiver. The (Status) light (far right LED-Green) will flash slowly. Continue to hold the [SETUP] button (approximately 5 seconds) until the (Status) light starts flashing rapidly and then release; it will now remain on steady. NOTE: If left idle in Setup Mode for over 30 seconds, the Receiver will time out, indicated by the red (Status) light flashing rapidly. To return to Setup Mode, repeat step 3.
- 4 Press and release the green [Power] button on the Transmitter to start sending the ID Code to the Receiver. On the Transmitter, the red (Battery) light will come on and the yellow (Active) light will flash rapidly; on the Receiver, the (Link) light will become green. Once the ID Code has been downloaded, the red (Battery) light and the yellow (Active) light on the Transmitter will go out. The (Link) light on the Receiver will change from green to red.

(SEE PHOTO ON OPPOSITE PAGE)

OMNEX CONTROLLER RESET





EXTREME DUTY WIRE HARNESS

Your Con-tech mixer wiring harness is designed with durability in mind. It is wound in a nylon wrap to withstand to resist abrasion and incorporates Deutsch electrical connectors to combat moisture and corrosion. Please refrain from focused acid use in the areas in/ around the wiring harness, electrical connectors and solenoids.

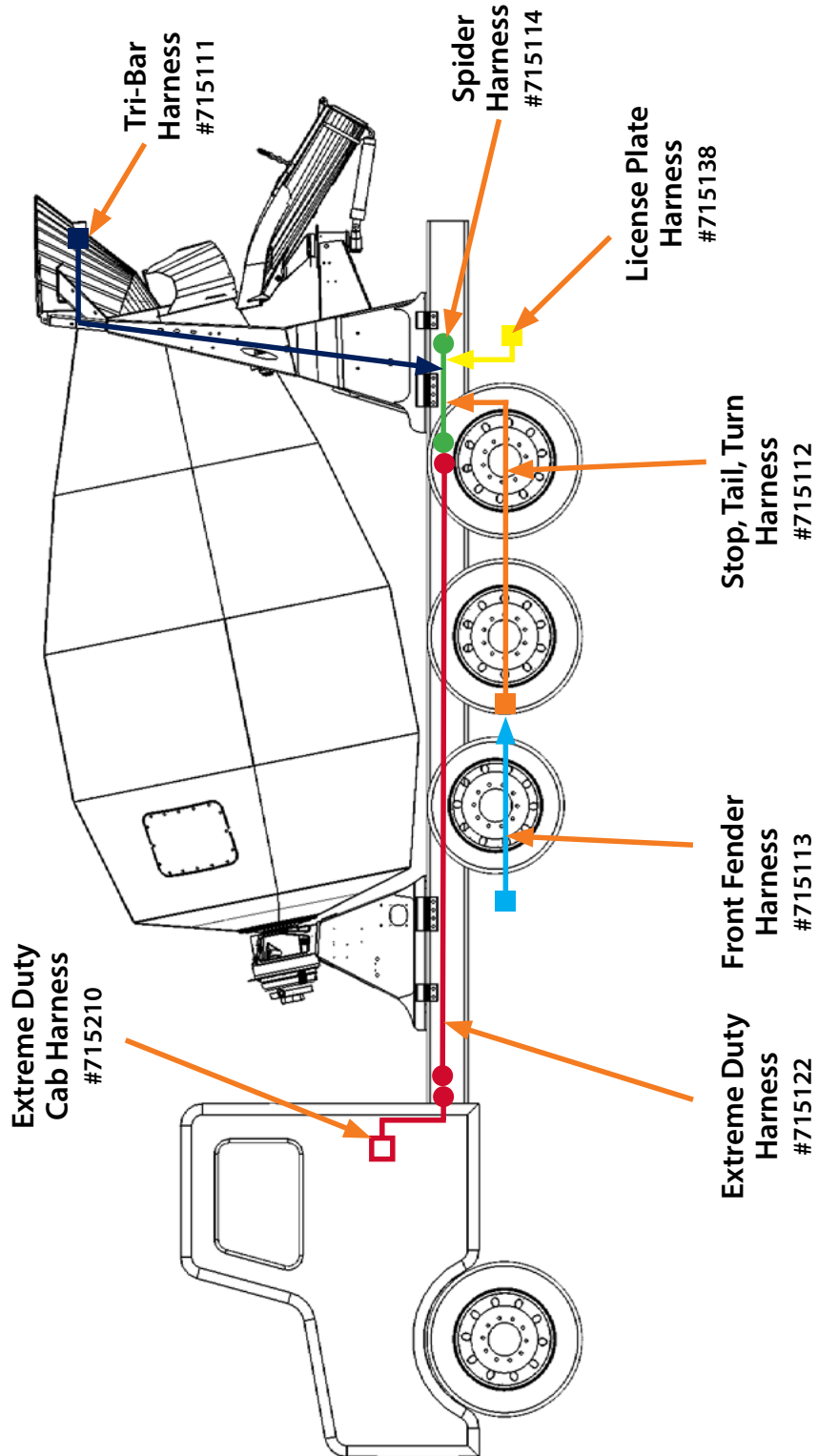
It is also recommended that you inspect the entire harness during preventative maintenance work on the mixer/chassis. Over time clips, clamps and zip ties can corrode and break. This will allow harnesses to rub/chafe on frame rails, brackets and hoses. This rubbing over time can wear thru the protective covering and possibly cause electrical shorts in the system.

Wiring schematics have been included in this maintenance manual.

CALL CON-TECH SERVICE AT 507-374-2239 WITH ANY SERVICE ISSUES.

PLEASE OBSERVE ALL OSHA LOCKOUT-TAG OUT PROCEDURES WHEN PERFORMING ANY TYPE OF WORK OR MAINTENANCE ON YOUR VEHICLES.

EXTREME DUTY WIRE HARNESS





BRIDGEKING® WIRE HARNESS

Your Con-tech mixer wiring harness is designed with durability in mind. It is wound in a nylon wrap to withstand to resist abrasion and incorporates Deutsch electrical connectors to combat moisture and corrosion. Please refrain from focused acid use in the areas in/around the wiring harness.

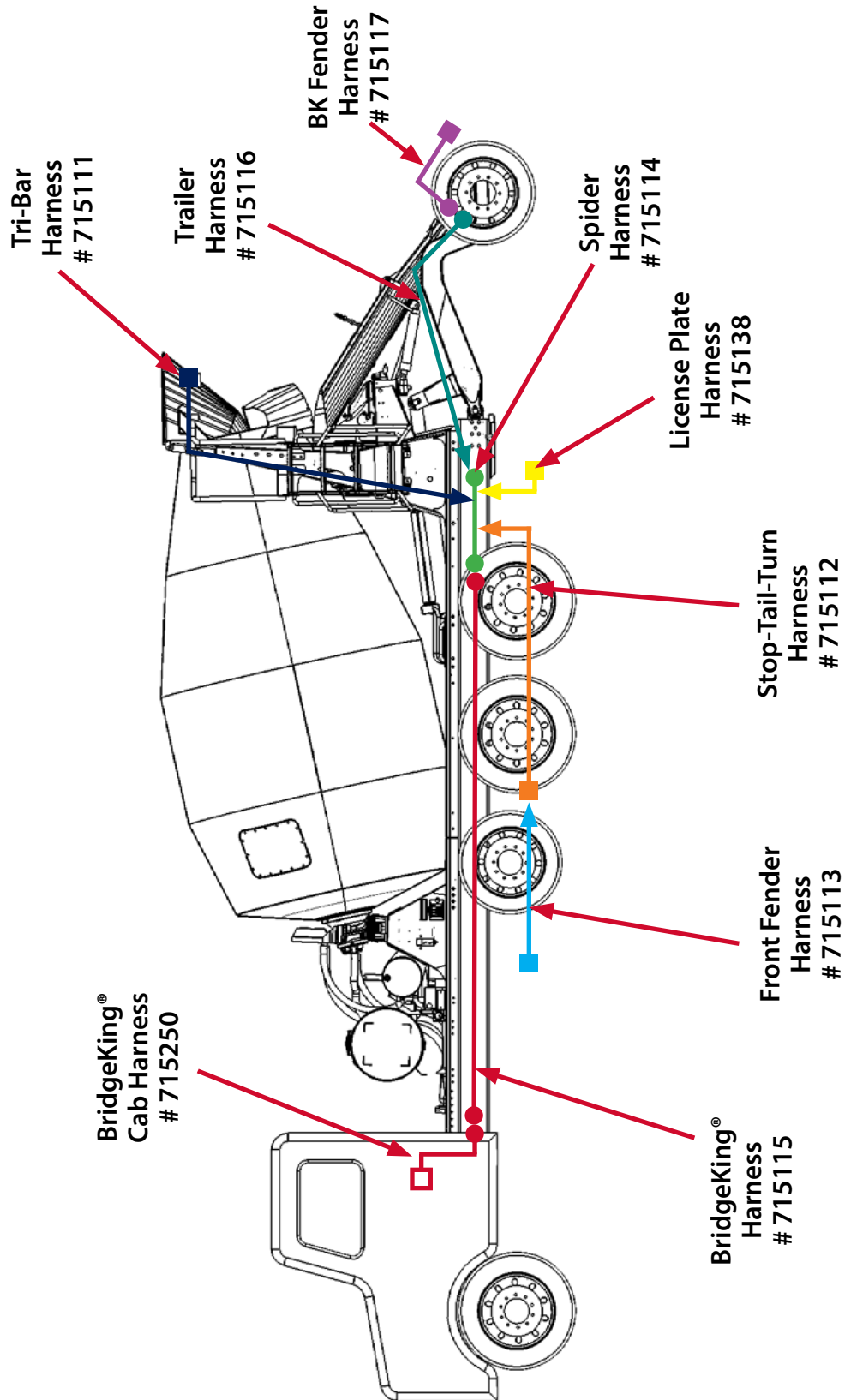
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BRIDGEKING® WIRE HARNESS



REAR CONTROL PENDANT

Your Con-Tech rear pendant is designed with durability and function in mind. Con-Tech offers two lengths 5' and 25'. A wiring diagram is shown for a fully loaded pendant. If you are experiencing issues with your pendant and need to service it, use OEM replacement parts.

Wiring schematics have been included in this maintenance manual.

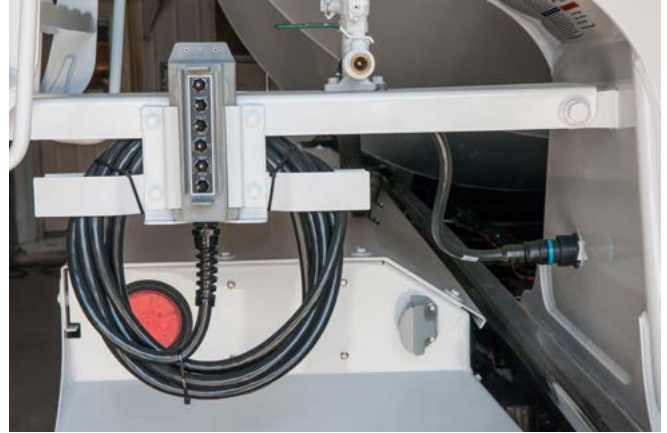
For parts, refer to page 28 in the Con-Tech parts book.

CALL CON-TECH SERVICE AT 507-374-2239 WITH ANY SERVICE ISSUES.

PLEASE OBSERVE ALL OSHA LOCKOUT-TAG OUT PROCEDURES WHEN PERFORMING ANY TYPE OF WORK OR MAINTENANCE ON YOUR VEHICLES.

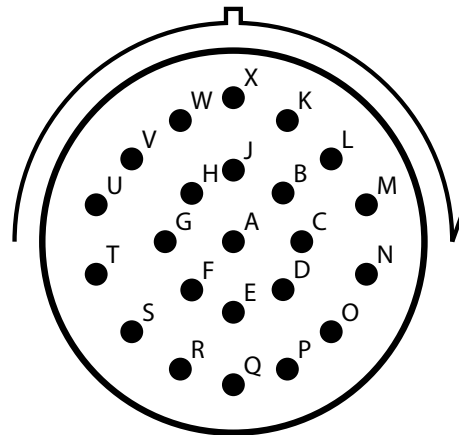
715505 - **CTM Rear Pendant (5' length)**

715525 - **CTM Rear Pendant (25' length)**

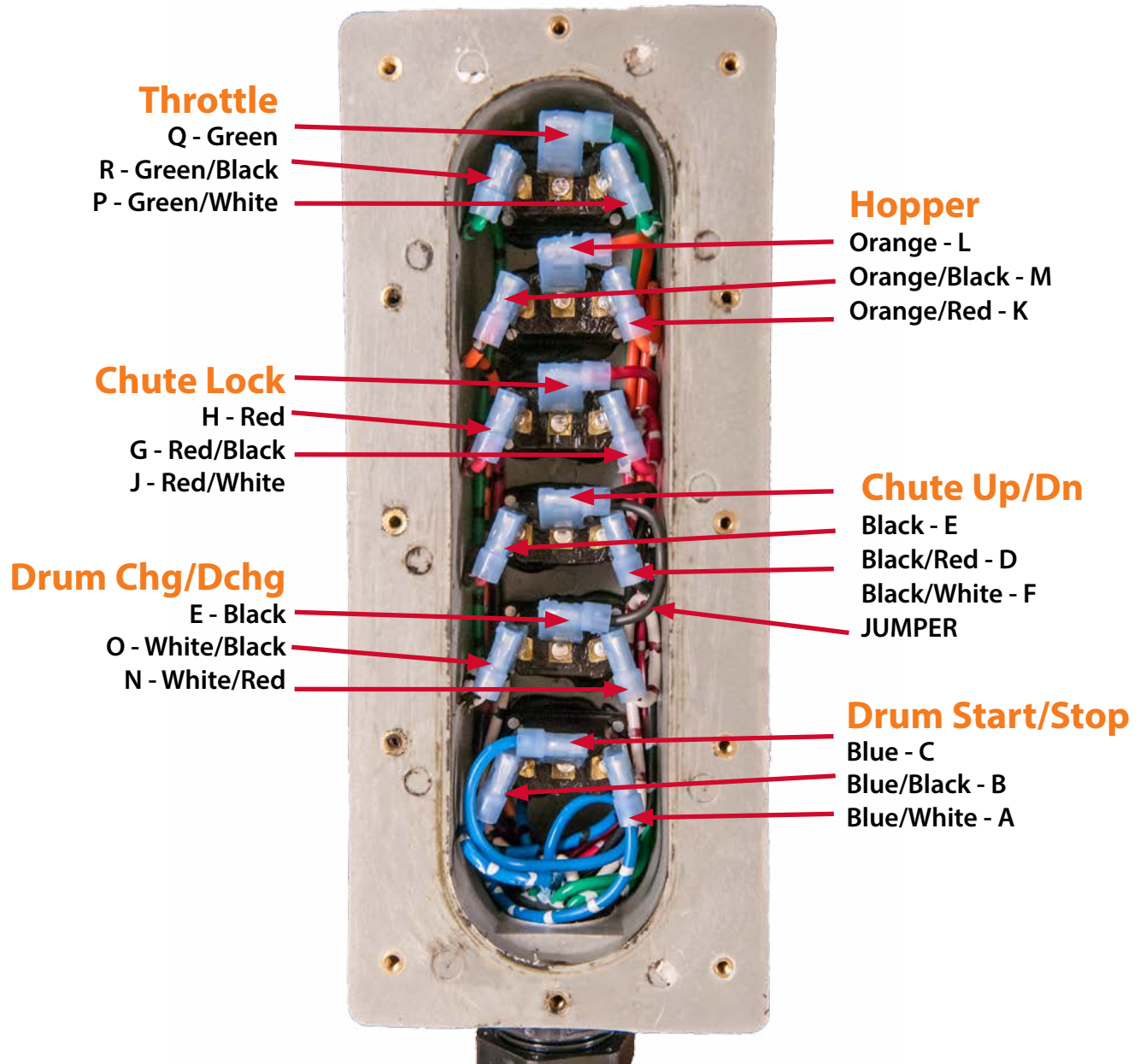


Pendant Wiring

| | | | | | |
|---|------------------------|-------------|---|-----------------|--------------|
| A | Drum Start/Stop | Blue/White | M | Hopper | Orange/Black |
| B | Drum Start/Stop | Blue/Black | N | Drum Charge | White/Red |
| C | Drum Start/Stop Signal | Blue | O | Drum Discharge | White/Black |
| D | Chute Down | Black/Red | P | Throttle High | Green/White |
| E | Pendant Power | Black | Q | Throttle Common | Green |
| F | Chute Up | Black/White | R | Throttle Low | Green/Black |
| G | Chute Lock | Red/Black | S | Plug | |
| H | Chute Lock Signal | Red | T | Plug | |
| J | Chute Lock | Red/White | U | Plug | |
| K | Hopper | Orange/Red | V | Plug | |
| L | Hopper Signal | Orange | W | Plug | |
| | | | X | Plug | |



REAR CONTROL PENDENT



REAR PENDENT WIRING DIAGRAM

DEUTSCH, WEATHER PACK, & FUSE KITS



Con-Tech
MANUFACTURING, INC.

DEUTSCH DT SERIES ASSORTMENT

| | | | | | | |
|-----------------------------|-----------------------|------------------------|------------------------|-----------------------------|-----------------------------------|---------------------|
| 2 PIN RECEPTACLE DT04-2P | 2 PIN PLUG DT06-2S | 2 PIN WEDGELock W2P | 2 PIN WEDGELock W2S | 2 PIN SEAL 1010-001-0308 | 18-14 GA PIN 2492-201-18141 | CRIMPER RDT-1501 |
| 3 PIN RECEPTACLE DT04-3P | 3 PIN PLUG DT06-3S | 3 PIN WEDGELock W3P | 3 PIN WEDGELock W3S | 3 PIN SEAL 1010-002-0308 | 18-14 GA SOCKET 2492-201-18141 | |
| 4 PIN RECEPTACLE DT04-4P | 4 PIN PLUG DT06-4S | 4 PIN WEDGELock W4P | 4 PIN WEDGELock W4S | 4 PIN SEAL 1010-018-0408 | 18-14 GA PIN 2492-201-18141 | |
| 6 PIN RECEPTACLE DT04-6P | 6 PIN PLUG DT06-6S | 6 PIN WEDGELock W6P | 6 PIN WEDGELock W6S | 6 PIN SEAL 1010-017-0608 | 18-14 GA SOCKET 2492-201-18141 | |

Deutsch Connector Kit - #761061



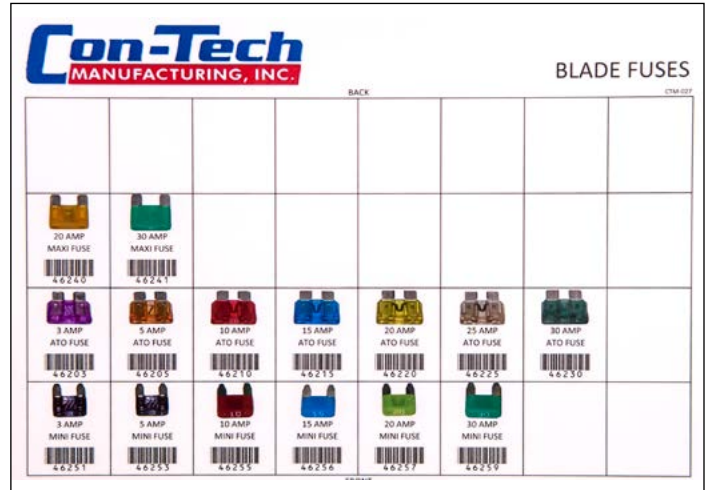
Con-Tech
MANUFACTURING, INC.

WEATHER PACK ASSORTMENT

| | | | | | |
|--------------------------|-------------------------|------------------------------------|------------------------------------|------------------------------------|--|
| 1 PIN SHROUD 12010974 | 1 PIN TOWER 12015791 | 6 PIN SHROUD 12010975 | 6 PIN TOWER 12015790 | GREEN CAVITY PLUG 12010366 | CRIMPING TOOL 11533 PIN REMOVAL TOOL 12014032 DIELECTRIC GREASE 30538 |
| 2 PIN SHROUD 12010973 | 2 PIN TOWER 12015792 | 18 GA MALE TERMINAL 12089245L | 14 GA MALE TERMINAL 12124582L | 12 GA MALE TERMINAL 12124587L | |
| 3 PIN SHROUD 12010971 | 3 PIN TOWER 12015793 | 18 GA FEMALE TERMINAL 12089188L | 14 GA FEMALE TERMINAL 12124586L | 12 GA FEMALE TERMINAL 12124581L | |
| 4 PIN SHROUD 12010974 | 4 PIN TOWER 12015797 | 18 GA GREEN SEAL 12015323 | 14 GA GRAY SEAL 15324980-B | 12 GA BLUE SEAL 12015193 | |

Weather Pack Connector Kit - #761060

DEUTSCH, WEATHER PACK, & FUSE KITS



Fuse Kit - #761062

Maintain your Con-Tech mixer using the same OEM Parts used to build your truck with these kits. They come in stackable bins that can be easily and conveniently stored. For more information, or to purchase any of our kits, please call the Con-Tech sales department.

CALL CON-TECH SERVICE AT 507-374-2239 WITH ANY SERVICE ISSUES.

PLEASE OBSERVE ALL OSHA LOCKOUT-TAG OUT PROCEDURES WHEN PERFORMING ANY TYPE OF WORK OR MAINTENANCE ON YOUR VEHICLES.

1

1/32 DIN LCD Totalizers**Product Description**

Compact battery powered totalizers where AC power is unavailable.

Features

- Low price and high efficiency
- Large eight-digit LCD display, height of the figures 0.31 in (8 mm)
- Various counting modes like up/down differential available
- High voltage input for 10–260 Vac/Vdc voltage pulses
- IP65
- Screw terminals, RM 5 mm
- Lifetime of the battery approximately eight years
- Locking of the reset key
- Operating temperature 14° to 140°F (–10° to 60°C)
- All version of positive or negative counting edge
- Filter function for bounce-free counting with mechanical contacts

Standards and Certifications

- UL recognized
- CE marked

**Product Selection**

E5-024-C04_

**1/32 DIN LCD Totalizers**

| Description | Catalog Number |
|---|---------------------|
| Eight-Digit LCD Totalizer, Battery Power | |
| 4–30 Vdc powered, NPN/PNP 0.94 x 1.89 in (24 x 48 mm) | E5-024-C0400 |
| 10–120V input AC/DC powered, NPN only 0.94 x 1.89 in (24 x 48 mm) | E5-024-C0408 |
| Count up/down 4–30 Vdc powered, NPN only, 0.94 x 1.89 in (24 x 48 mm) | E5-024-C0410 |

Technical Data and Specifications**1/32 DIN LCD Totalizers**

| Description | Specification |
|------------------------|---|
| Power supply | Non-replaceable lithium battery (lifetime approximately eight years at 68°F (20°C)) |
| Display | LCD, eight-digits |
| Figure size | 0.31 in (8 mm) high |
| Mode | Adding or subtracting (selectable), counting direction, differential counting or phase discriminator single or dual evaluation (selectable) |
| Display range | –9999999 to 99999999, with overflow display |
| Reset | Manual and electrical |
| Interference emissions | EN 55011 Class B, EN 61 000-6-2, EN 61010 Section 1 (only AC versions) |
| Housing | Dark gray RAL 7021 |
| Operating temperature | 14° to 131°F (–10° to 55°C) |
| Ambient temperature | 14° to 140°F (–10° to 60°C) |
| Storage temperature | –4° to 158°F (–20° to 70°C) |
| Protection | IP65 (from front) |
| Weight | Approx. 1.76 oz (50g) |

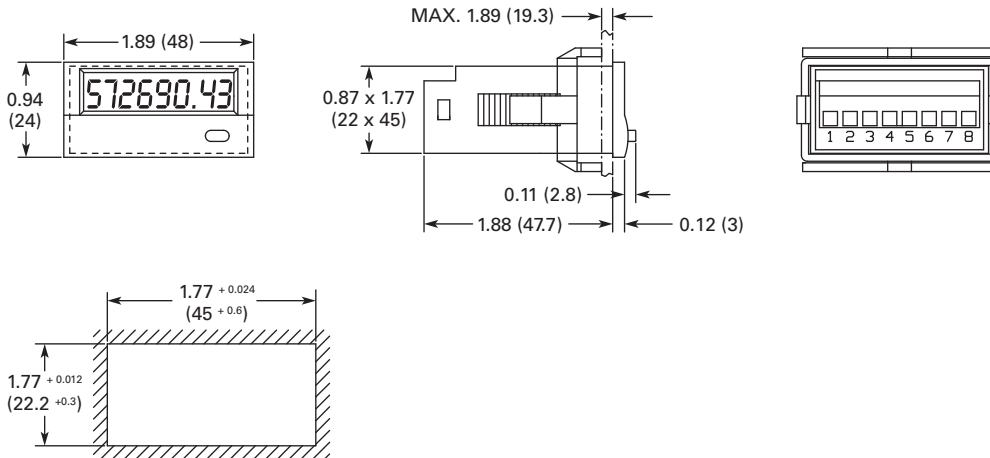
1/32 DIN LCD Totalizers, continued

| Description | Specification |
|---|--|
| Counting inputs: | |
| Counting input of the DC version | Max. 30 Vdc |
| Slow counting input | Max. 30 Hz (NPN) |
| Fast counting input | Max. 12 kHz (PNP) |
| Switching level | NPN: Low 0–0.7V, High 3–30 Vdc PNP: Low 0–0.7V, High 3–30 Vdc |
| Counting Input of the high voltage versions | 10–260 Vac/Vdc |
| Counting input | Optocoupler input, max. 30 Hz |
| Min. pulse time | 16 ms |
| Switching level | Low: 0–2 Vac/Vdc High: 10–260 Vac/Vdc |
| Counting direction switching (only DC versions) | Contact input, open collector NPN (switching at 0 Vdc) Switching level, NPN—Low, 0–0.7V, High 3–5 Vdc |
| Reset input (only DC and high voltage)— | |
| Minimum pulse time | DC: 50 ms; high voltage: 16 ms |
| Contact input NPN | Low: 0–0.7V High: 3–30 Vdc |
| High voltage input | 10–260 Vac/Vdc |
| Electrical reset key locking (for DC and AC) | Contact input, open collector NPN (switching at 0V) Switching level, NPN—Low, 0–0.7V, High 3–5 Vdc |

Dimensions

Approximate Dimensions in Inches (mm)

1/32 DIN LCD Totalizers





Model Number

NBB15-30GM30-E2-Y262660

Features

- Basic series
- 15 mm flush
- Increased operating distance

Accessories

BF 30

Mounting flange, 30 mm

EXG-30

Quick mounting bracket with dead stop

Technical Data

General specifications

| | | |
|----------------------------|-------|----------------|
| Switching element function | PNP | NC |
| Rated operating distance | s_n | 15 mm |
| Installation | | flush |
| Output polarity | | DC |
| Assured operating distance | s_a | 0 ... 12.15 mm |
| Reduction factor r_{AI} | | 0.3 |
| Reduction factor r_{Cu} | | 0.3 |
| Reduction factor r_{304} | | 0.75 |

Nominal ratings

| | | |
|-----------------------------|-------|--|
| Operating voltage | U_B | 10 ... 30 V |
| Switching frequency | f | 0 ... 150 Hz |
| Hysteresis | H | typ. 5% |
| Reverse polarity protection | | reverse polarity protected |
| Short-circuit protection | | pulsing |
| Voltage drop | U_d | ≤ 3 V |
| Operating current | I_L | 0 ... 100 mA |
| Off-state current | I_r | 0 ... 0.5 mA typ. 0.1 μ A at 25 °C |
| No-load supply current | I_0 | ≤ 15 mA |
| Switching state indicator | | all direction LED, yellow |

Functional safety related parameters

| | |
|--------------------------------|--------|
| MTTF _d | 2090 a |
| Mission Time (T _M) | 20 a |
| Diagnostic Coverage (DC) | 0% |

Ambient conditions

| | |
|---------------------|--------------------------------|
| Ambient temperature | -25 ... 70 °C (-13 ... 158 °F) |
|---------------------|--------------------------------|

Mechanical specifications

| | |
|----------------------|--|
| Connection type | cable PVC, 1335 mm Deutsch contact 1060-16-0622 |
| Core cross-section | 0.5 mm ² |
| Housing material | brass, nickel-plated |
| Sensing face | PBT |
| Degree of protection | IP67 |

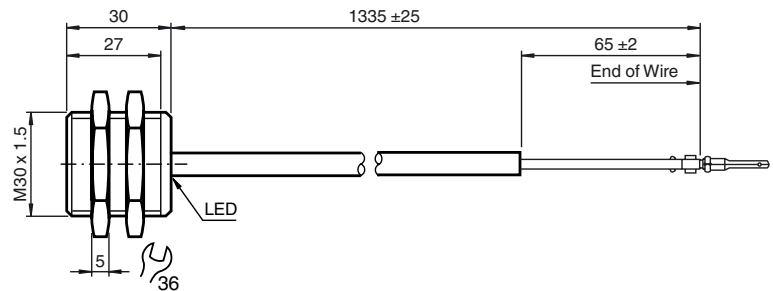
Compliance with standards and directives

| | |
|---------------------|---|
| Standard conformity | |
| Standards | EN 60947-5-2:2007 IEC 60947-5-2:2007 |

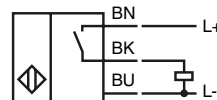
Approvals and certificates

| | |
|--------------|--|
| UL approval | cULus Listed, General Purpose |
| CSA approval | cCSAus Listed, General Purpose |
| CCC approval | CCC approval / marking not required for products rated ≤ 36 V |

Dimensions



Electrical Connection





OMNEX
TRUSTED WIRELESS™

GENERIC

Installation / Configuration Manual

T110 Transmitter R160 Receiver

Revised February 9, 2007

Version 6

DMAN - xxxx - xx

#74-1833 Coast Meridian Road, Port Coquitlam, BC, Canada • V3C 6G5

Ph# (604) 944-9247 • Fax# (604) 944-9267

Toll Free 1-800-663-8806

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NOTE: These instructions are intended only for installing and operating the remote control equipment described here. This is not a complete Operator's Manual. For complete operating instructions, please read the Operator's Manual appropriate for your particular machine.

Safety Precautions

READ ALL INSTRUCTIONS

CAUTION: Changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

Failure to follow the SAFETY PRECAUTIONS may result in radio equipment failure and serious personal injury

Installation

PROVIDE A SAFETY CUTOFF SWITCH. If maintenance is required, the radio must be disconnected from power
USE PROPER WIRING. Loose or frayed wires can cause system failure, intermittent operation, machine damage, etc.
DO NOT INSTALL IN HOT AREAS. This apparatus can be damaged by heat in excess of 158°F (70°C)

Personal Safety

MAKE SURE MACHINERY AND SURROUNDING AREA IS CLEAR BEFORE OPERATING. Do not activate the remote system unless it is safe to do so.

TURN OFF THE RECEIVER POWER BEFORE WORKING ON MACHINERY. Always disconnect the remote system before doing any maintenance to prevent accidental operation of the machine

Care

KEEP DRY. Do not clean the transmitter / receiver under high pressure. If water or other liquids get inside the transmitter battery or receiver compartment, immediately dry the unit. Remove the case and let the unit air dry

CLEAN THE UNIT AFTER OPERATION. Remove any mud, dirt, concrete, etc. from the unit to prevent clogging of buttons, switches, etc. by using a damp cloth.

Maintenance / Welding

DISCONNECT THE RADIO RECEIVER BEFORE WELDING on the machine the receiver is connected to. Failure to disconnect will result in the destruction of the radio receiver.

System Overview

The **ORIGA T110 / R160** is a portable, long range, programmable radio remote control system. Designed as a compact and easy-to-use product, this member of the **ORIGA** family puts complete control of your machine where it's needed most, with the operator. It's robust, easy to install and has complete self-diagnostics. This system can be a simple cable replacement or add intelligence to make it a total control package. It's a radio, a PLC and a valve driver all in one.

The **ORIGA T110 / R160** system uses Frequency Hopping Spread Spectrum (FHSS) technology. FHSS devices concentrate their full power into a very narrow signal that randomly hops from frequency to frequency within a designated band. This transmission pattern, along with CRC-16 error-checking techniques, enables signals to overcome interference that commonly affects licensed radios.

The **R160 receiver** is designed to be powered from a 12VDC or 24VDC system. It features 19 solid state, high-side driver input / output controls and a reliable E-Stop control.

The **ORIGA T110** comes with 4 to 10 buttons to provide the user flexibility to control the functions they need. It uses standard, long lasting AA batteries. Each T110 transmitter uses a unique ID code to ensure that no two systems will conflict at a job site.

Features

FCC, ISC, CE approved

License free

1200 foot range @ 900 MHz (900 ft. @ 2.4 GHz)

Hand held / weatherproof / ergonomic

Simple "wire-and-use" installation

Resilient to impact and shock

Available in both 900 MHz and 2.4 GHz

Available with optional E-Stop for ensured operator safety

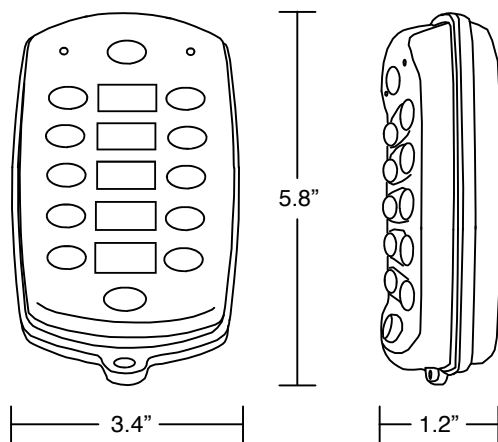
Factory configurable for all custom applications.



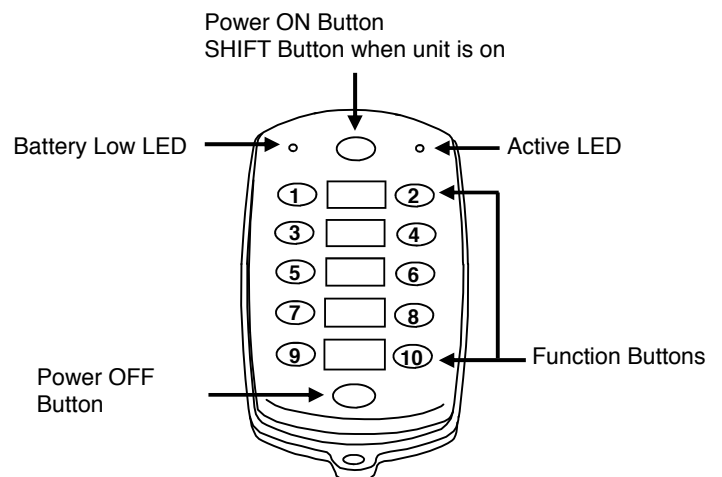
R160 Receiver

T110 Transmitter

T110 Dimensions and Controls



DMAN-XXXX-XX (Rev x.x)

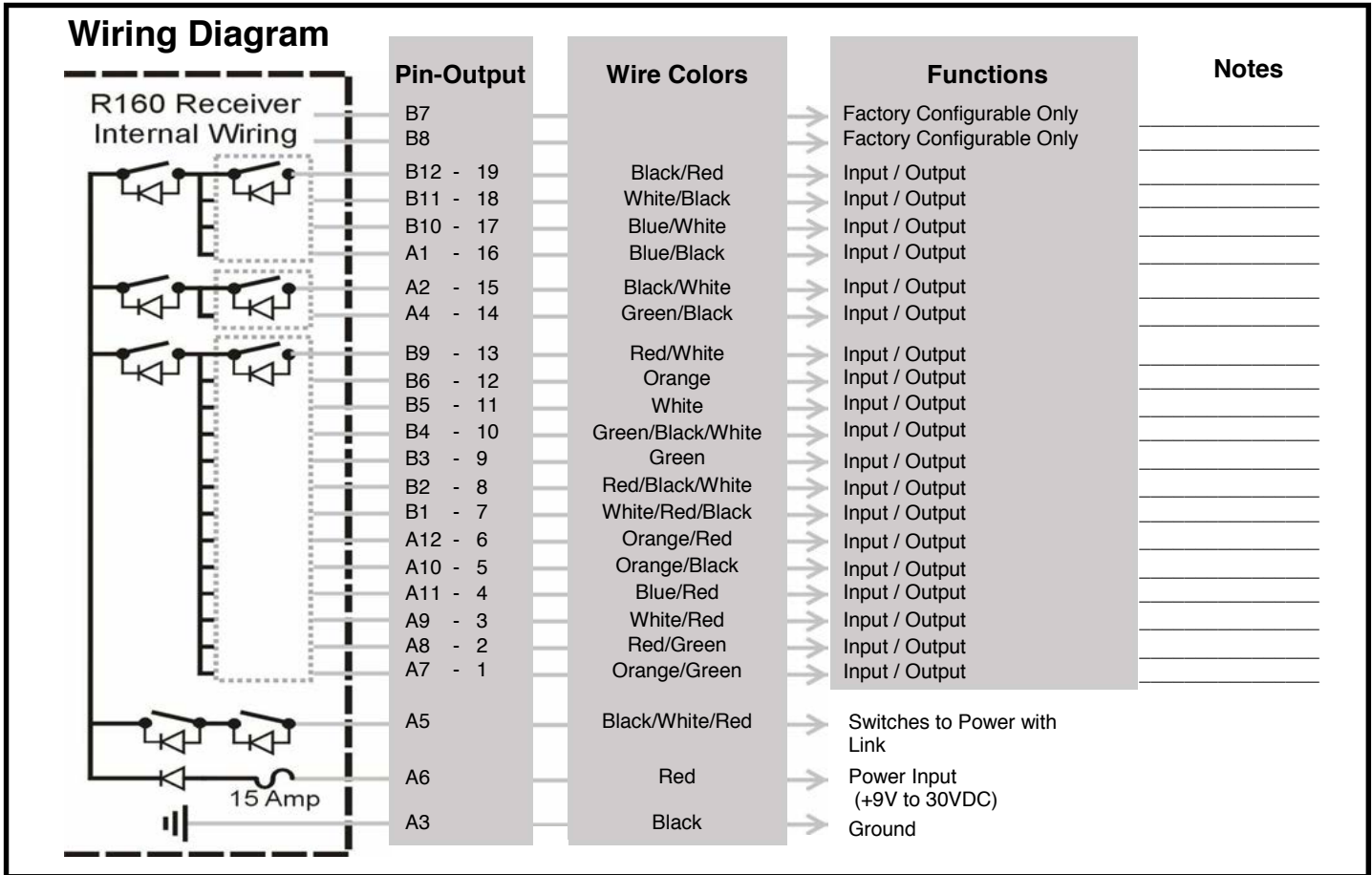


www.omnexcontrols.com

call toll free: 1-800-663-8806

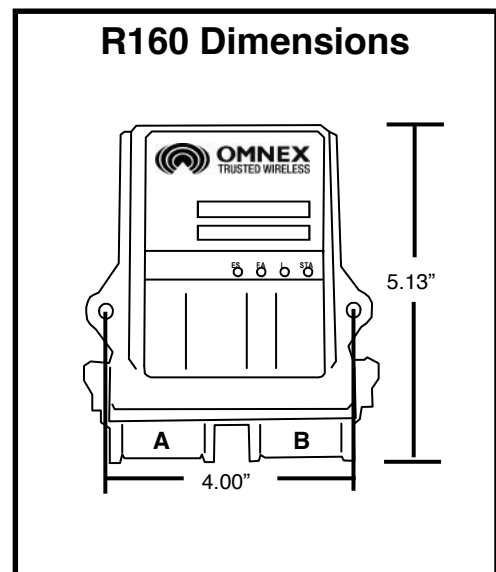
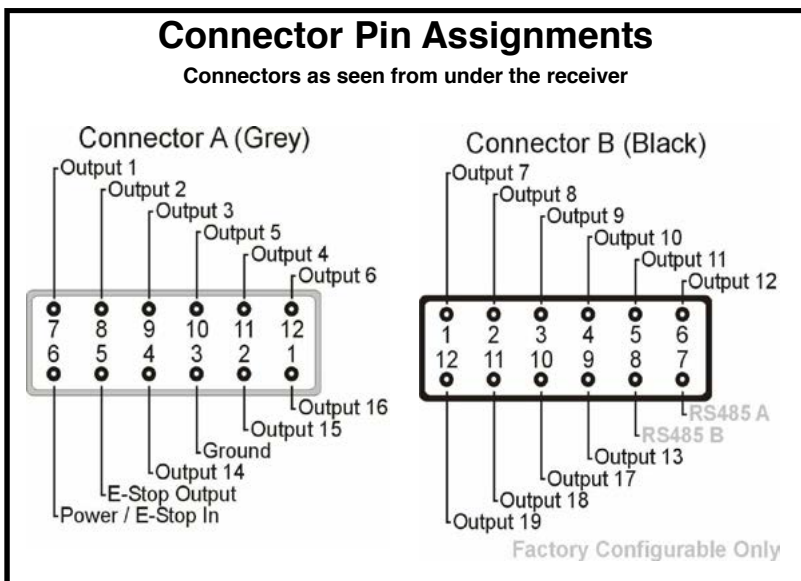
Installing the Receiver

Use the **Wiring Diagram** and the **Connector Diagram** below to connect the receiver pins directly to the appropriate contacts of the machine electronics. R160 Output Cables can be provided with every system to simplify the wiring process. The Wire Color column below only applies to the OMNEX Output Cable configuration. Tips on mounting, power connections and filtering are also provided under **Installation Considerations**.



Outputs: 19 solid state, high-side driver outputs, 5A max. per pin and 7A max per bank, total combined current 15A

Inputs: All output pins can be factory configured as inputs. Input pins should be connected to a current limiting (fused) source



Special Functions

The [Shift] Function

Outputs 1-10 are controlled by the T110 [Function] buttons "1-10". Outputs 11-19 are controlled by holding the T110 [Shift] button and pressing the [Function] buttons "1-9" (the GREEN Power [ON] button acts as the [Shift] button when the T110 is on).

Installation Considerations

NOTE: The FCC and ISC require that the antenna be restricted to that supplied by the manufacturer and approved for use with this product. An optional 0dB coax wire antenna may be supplied. For other antenna options, please contact OMNEX Control Systems ULC

Mounting and Installation

The receiver can be mounted by fastening two ¼" bolts through the two mounting holes in the unit's enclosure. When mounting, ensure that the receiver is oriented so that the text is reading right and the connector is "down".

When selecting a mounting point for the receiver, it is recommended that the location require only a minimal length of wiring to connect it to the control panel, that it will be in a visible area where it has good exposure to the operator and that it is mounted on a surface that is protected from the weather and sustains minimal vibration. It is also recommended that the receiver have the best possible line of sight with the transmitter for maximum operating range.

Power Connections and Wiring

Whenever a power connection is made to an electronic device, it is a good practice to make both the Power (+) and Ground (-) connections directly to the Battery and avoid connecting the power from the charging side of existing wiring or making use of existing "ACC" or other peripheral connection points.

Make sure that wire of sufficient gauge and insulator type is used when connecting the outputs of the receiver to the control panel. Observe any component manufacturer's instructions and recommendations for proper integration of their product. This includes the power ratings and requirements of such components as relays, valves, solenoids, etc.

Be sure to test each of the outputs with a multi-meter prior to connecting the outputs to your end devices. This will ensure that each output has been programmed to operate in the manner required by each end device.

Filtering and Noise Suppression

Whenever a solenoid or electromagnetic switch is controlled by the receiver, it is a good practice to install a Diode across its terminals to ensure that surges and spikes do not continue back into the circuit. Appropriate 36V Bi-directional Diodes kits can be ordered under the OMNEX part number "AKIT-2492-01".

Power the Transmitter

1. Install Batteries

Remove the battery cover on the back of the transmitter using a slotted screwdriver and insert 4 "AA" alkaline batteries. Orientation of the batteries is embossed inside the battery housing.

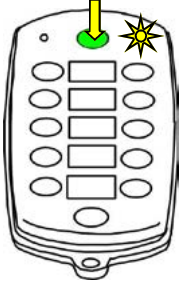


T110 Battery Housing

2. Turn on the Transmitter

Refer to the **Light Legend** below for diagram details.

1. Press Power [ON]



WARNING: do not install batteries backwards, charge, put in fire, or mix with other battery types. May explode or leak causing injury. **Replace all batteries at the same time as a complete set and do not mix and match battery types.**

NOTE: For operation at temperatures below -10°C lithium batteries are recommended. Low temperatures reduce battery performance for both alkaline and lithium types. Refer to the battery manufacturer's specifications for detailed information on low temperature performance.

If the transmitter's (Active) light does not flash, check the battery orientation.

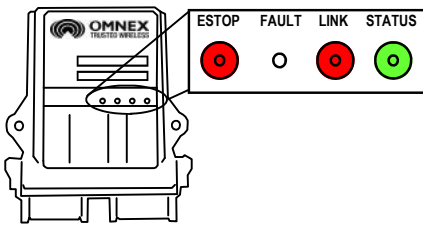
To turn off the transmitter, press the Power [OFF] button.

Test the Transmitter / Receiver Link

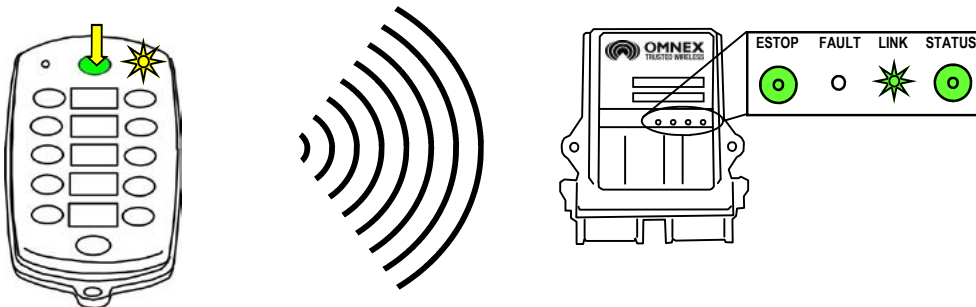
Follow these steps to ensure that there is a radio link between the transmitter and receiver.

Refer to the **Light Legend** below for diagram details

1. Power R160



2. Power T110



NOTE: The transmitter will shut itself off (and the receiver will then shut off all outputs) after 10 minutes of inactivity as a battery saving feature. Momentarily operating any button on the transmitter, including the [Power] button will restart the 10 minute timer.

The ORIGA System is now ready for use.

If the receiver's (Link) light does not become GREEN follow the steps under **Download ID Code**.

| Light Legend | Solid | Slow Flash | Fast Flash | Red Light | Green Light | Yellow Light | Alternating Red & Green Light |
|--------------|-------|------------|------------|-----------|-------------|--------------|-------------------------------|
| | | | | | | | |

Download ID Code (Use in case of Link Test failure)

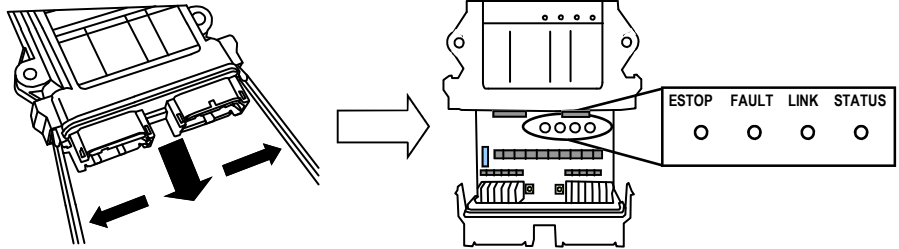
Follow these steps to download the transmitter's unique ID Code into the receiver. This will allow the receiver to establish a radio link with a specific transmitter. Refer to **Troubleshooting Chart #4** for Tips and Considerations

NOTE: It is necessary to download the ID Code when replacing either the transmitter or the receiver.

1. Opening the R160 Case

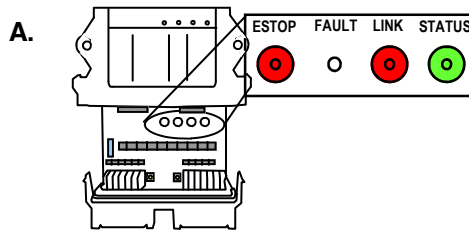
The cap is held on by two plastic tabs at opposing sides, which can be unlatched as shown using a screwdriver. Once the cap is free, the R160 can slide open.

Use a small slotted screwdriver to press the Side Tabs inward.



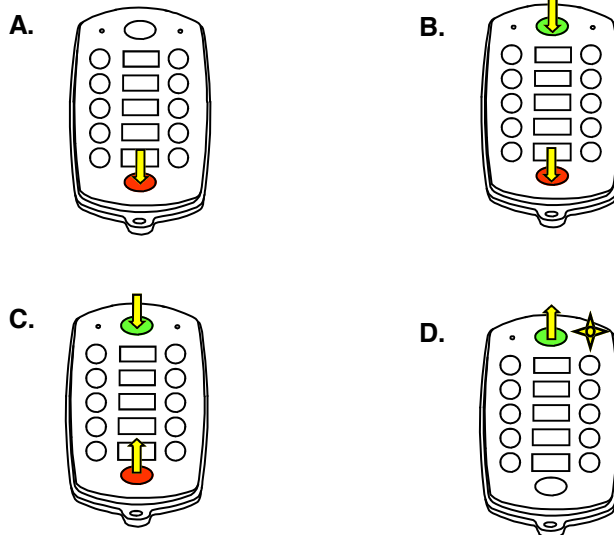
2. Power R160

A. Supply power to the receiver. The (E-Stop) light and the (Link) light will come on RED and the (Status) light will come on GREEN

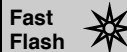
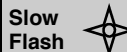


3. Power T110 into Configuration Mode

- A. Press and Hold Power [OFF]
- B. Press and Hold Power [ON]
- C. Release Power [OFF] button
- D. Release Power [ON] button



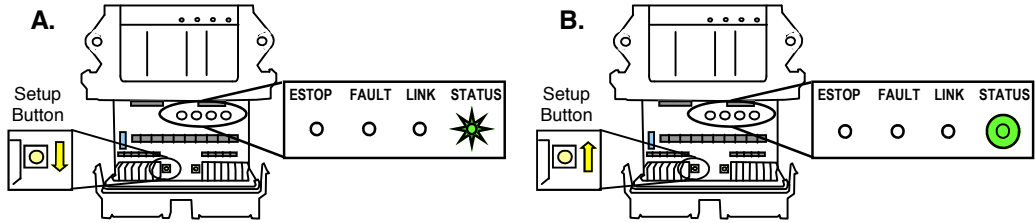
Light Legend



Download ID Code (Use in case of Link Test failure)

4. Put R160 into Setup Mode

- A. Press & hold [Setup] button until (Status) light goes from slow flash to fast flash
- B. Release [Setup] button. (Status) light goes to solid GREEN, (Link) light turns off

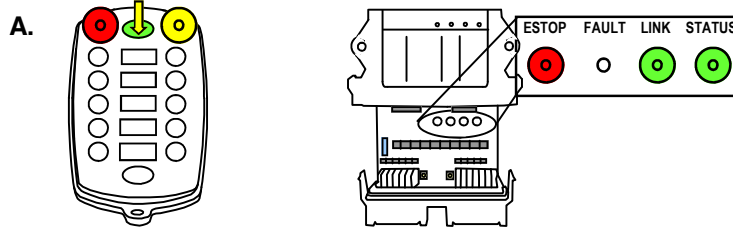


NOTE: If left idle in Setup Mode for over 30 seconds, the receiver will time out. The (Link) light and (Status) light will flash RED rapidly. To return to Setup Mode, repeat step 4.

5. Send Code

NOTE: When downloading a new ID to a receiver, a safety feature requires that the transmitter be in close proximity to the receiver. This will prevent a transmitter from accidentally reprogramming a different receiver in the area.

- A. Press Power [ON] button to send code



Once the ID Code has been downloaded, the RED (Battery) light and the YELLOW (Active) light on the transmitter will go out. The (Link) light on the receiver will change from GREEN to RED.

NOTE: When replacing the receiver cover, ensure the cover snaps completely into place to create a weather proof seal around the base of the receiver.

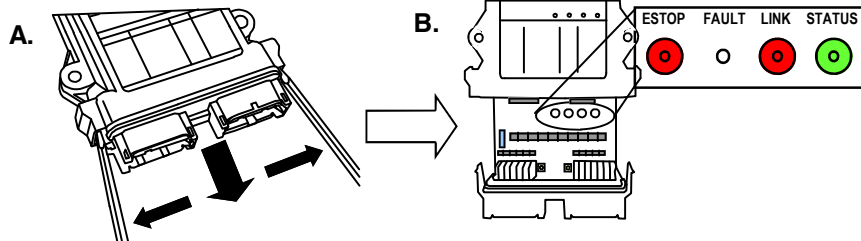
| Light Legend | Solid | Slow Flash | Fast Flash | Red Light | Green Light | Yellow Light | Alternating Red & Green Light |
|--------------|-------|------------|------------|-----------|-------------|--------------|-------------------------------|
|--------------|-------|------------|------------|-----------|-------------|--------------|-------------------------------|

Changing Start Up and Shutdown Configuration

The T110/R160 system has 3 available startup and shutdown modes that can be configured with the following steps.

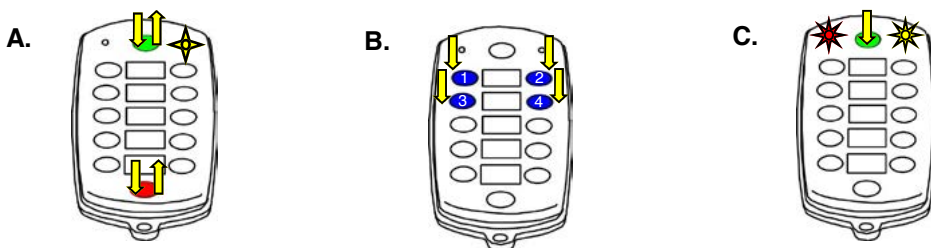
1. Opening the R160 Case and Power R160

- The cap is held on by two plastic tabs at opposing sides, which can be unlatched as shown using a screwdriver. Once the cap is free, the R160 can slide open.
- Supply power to the receiver. The (E-Stop) light and the (Link) light will come on RED and the (Status) light will come on GREEN



2. Power T110 into Configuration Mode & Enter Configuration Password

- Power T110 into configuration mode by following Step #3 from **Download ID Code**
- Press function buttons in order 3, 1, 4, 2
- Press Power [ON] button



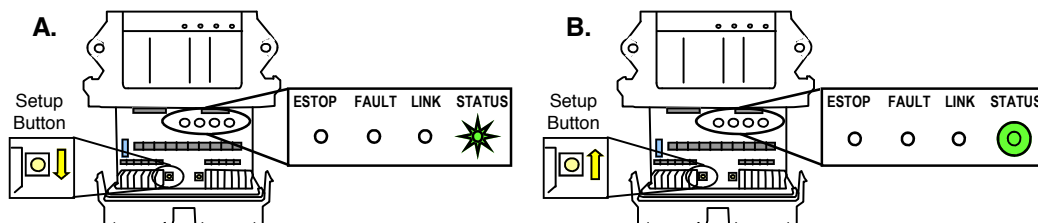
3. Enter Start Up and Shut Down Code

Enter the 10-digit Configuration Code associated with one of the following startup and shutdown modes:

| | | |
|-----------------------------|------------|--|
| ON / OFF Mode | 1188888888 | ON normal. OFF when T110 / R160 link is lost. |
| Secure Mode | 4188888888 | ON by entering the “3, 1, 4, 2” password on the T110 and pressing the GREEN [Power] button. OFF when T110 / R160 link is lost. |
| Auto Power Down Mode | 5188888888 | ON normal. OFF when T110 / R160 link is lost or after 10 minutes of being idle. |

4. Put R160 into Setup Mode

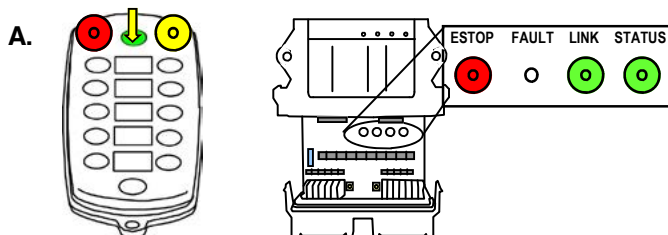
- Press & hold [Setup] button until (Status) light goes from slow flash to fast flash
- Release [Setup] button. (Status) light goes to solid GREEN, (Link) light turns off



NOTE: If left idle in Setup Mode for over 30 seconds, the receiver will time out. The (Link) light and (Status) light will flash RED rapidly. To return to Setup Mode, repeat step 4.

5. Send Code

- Press Power [ON] button to send code


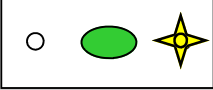
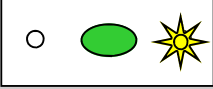
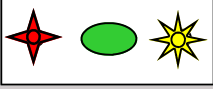
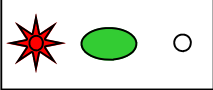
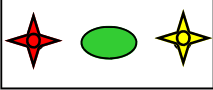
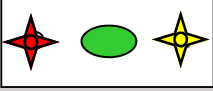
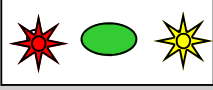
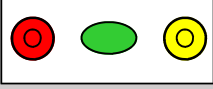


Once the ID Code has been downloaded, the RED (Battery) light and the YELLOW (Active) light on the transmitter will go out. The (Link) light on the receiver will change from GREEN to RED.

Light Legend



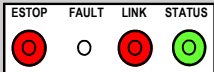
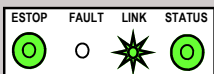
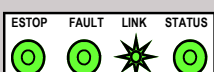
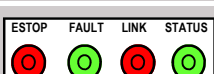
Diagnostics – T110 Transmitter

| Indicator Lights | Description | Solution |
|---|--|---|
|  | Occurs when ever a function is pressed. Will also remain on momentarily on Power Up. | N/A |
|  | Transmitter is in Download mode. | To take it out of Download mode turn transmitter off and turn it back on again. |
|  | Transmitter is in Operating mode. | N/A |
|  | Low Battery. | Change Batteries Note: Low batteries will last approximately 8 hours once the Low Battery light begins to flash. Replace batteries during next break. |
|  | Fast Flash for approx. 10 seconds indicates T110 failure. | Send the unit in for service. |
|  | Stuck button detected. | Toggle the buttons a few times. Call for service. Send the unit in for service. |
|  | On Power Down Unit is still powered, likely due to an on function or stuck button. | Toggle the buttons a few times. Call for service. Send the unit in for service. |
|  | Transmitter is in Configuration mode. | To take it out of Configuration mode turn transmitter off and turn it back on again. |
|  | Transmitter is downloading ID Code. | Wait for approximately 5 seconds. Once the download is complete the transmitter will automatically shut off. |

| | | | | | | | |
|---------------------|---|--|--|---|--|--|---|
| Light Legend | Solid  | Slow Flash  | Fast Flash  | Red Light  | Green Light  | Yellow Light  | Alternating Red & Green Light  |
|---------------------|---|--|--|---|--|--|---|

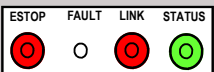
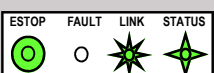
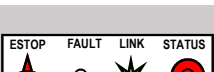





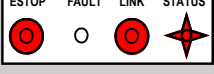

Diagnostics - R160 Receiver

Normal Operation

| | |
|---|--|
|  | <p>Transmitter is OFF If the transmitter is off, the receiver is operating properly.</p> |
|  | <p>Transmitter is ON When the transmitter is turned on, the Link light (fast flashing) and E-Stop (GREEN) indicates the receiver is operating properly</p> |
|  | <p>Transmitter is in Operation When a function is activated on the transmitter, the Fault light will turn on GREEN. This indicates the receiver is operating properly</p> |
|  | <p>Transmitter is OFF When a latched function is activated then the transmitter is turned off, the Fault light will stay on GREEN. If the system was intentionally designed this way, the receiver is operating properly, if not call for service.</p> |

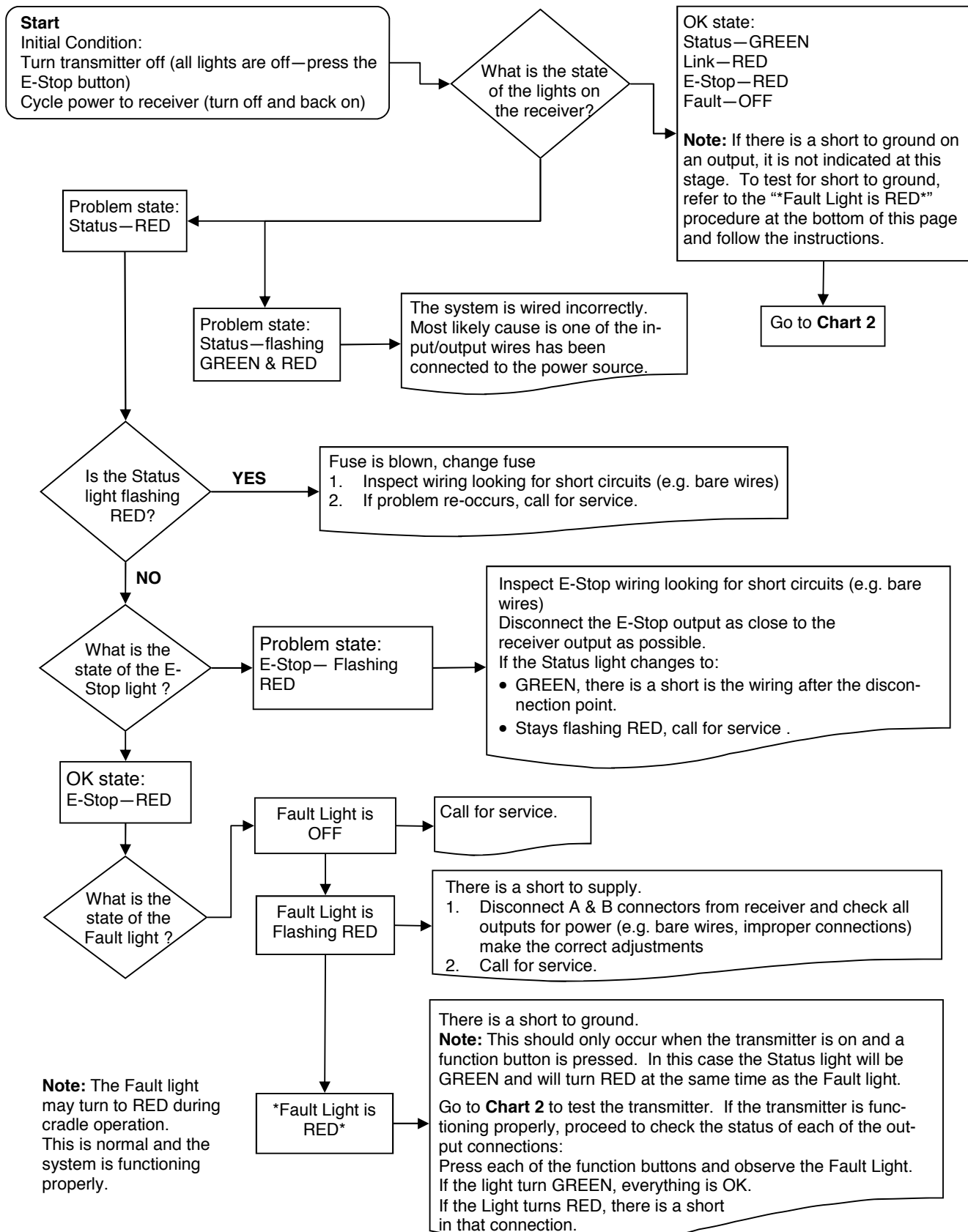
Trouble Indicators

Note: In some cases, the indicator lights will be different depending on whether the transmitter is on or off. Please note the transmitter status in the "Description" column for each case.

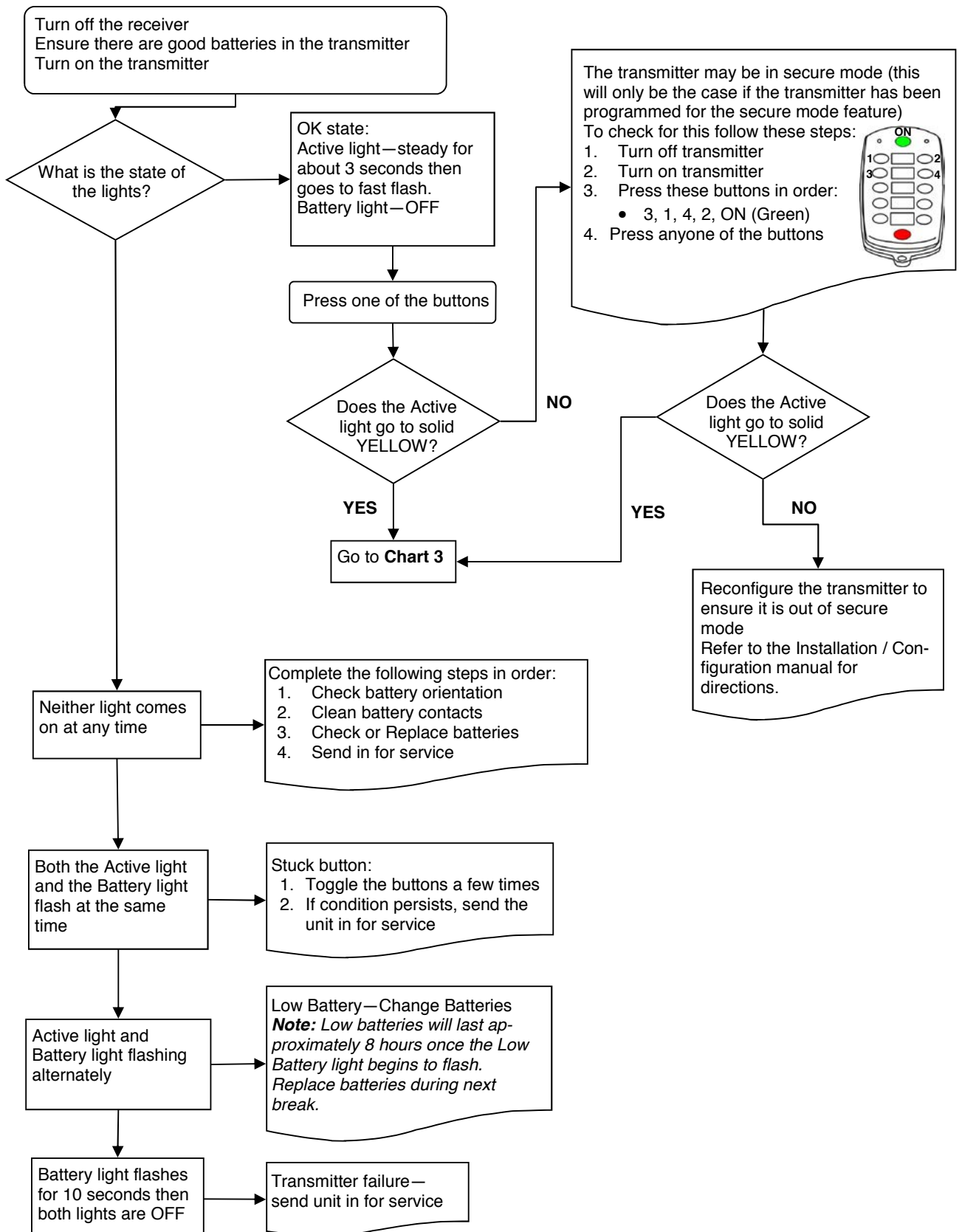
| Indicator Lights | Description | Solution |
|---|--|--|
|  | <p>Transmitter is ON The reason is the transmitter is not communicating with the receiver.</p> | Refer to Troubleshooting Chart #3 for solutions |
|  | <p>Transmitter is ON A low battery condition has been detected.</p> | To detect intermittent conditions caused by poor or corroded ground or power circuits, the GREEN light will continue to flash for 30 seconds after the condition has been removed. |
|  | <p>Transmitter is ON An internal fault with the E-Stop has been detected.</p> | <p>Inspect E-Stop wiring for short circuit. Disconnect E-Stop wire as close to the receiver output as possible. If the Status light changes to:</p> <ul style="list-style-type: none"> • GREEN, a short occurs after disconnection point. • Stays flashing RED, send it in for service . |
|  | <p>Transmitter is ON A short to ground or excessive current draw on an output. It is most likely caused by a wiring fault.</p> | <p>Ensure transmitter is functioning properly, check status of each output connection: Press each function button and observe Fault Light.</p> <ul style="list-style-type: none"> • If GREEN, everything is OK. • If RED, there is a short in that connection. |
|  | <p>Transmitter is ON The E-Stop output has been connected with one of the other outputs</p> | Follow the wire and check for connections with other wires, disconnect to see if condition clears. If not, call for service. |
|  | <p>Transmitter is OFF A wiring short to the battery has been detected.</p> | Refer to Troubleshooting Chart #1 for solutions |
|  | <p>Transmitter is OFF The receiver has detected an internal fault.</p> | Refer to Troubleshooting Chart #1 for solutions |
|  | <p>Transmitter is OFF Blown fuse detected.</p> | Refer to Page 6 for instructions on how to open the receiver case to access fuse. Check wiring for shorts or bare spots. If fuses continue to blow, call for service. |
|  | <p>Transmitter is ON A setup failure has occurred.</p> | Either hold the Setup button for 5 seconds to return to Setup mode or cycle power to return to the normal operating mode. |
|  | <p>Transmitter is OFF The receiver is powered incorrectly.</p> | Most likely cause of this condition is that an output wire or the E-Stop wire has been connected to the power supply while the power wire is disconnected from the power supply. |

| | | | | | | | |
|---------------------|---|--|--|--|---|--|---|
| Light Legend | Solid  | Slow Flash  | Fast Flash  | Red Light  | Green Light  | Yellow Light  | Alternating Red & Green Light  |
|---------------------|---|--|--|--|---|--|---|

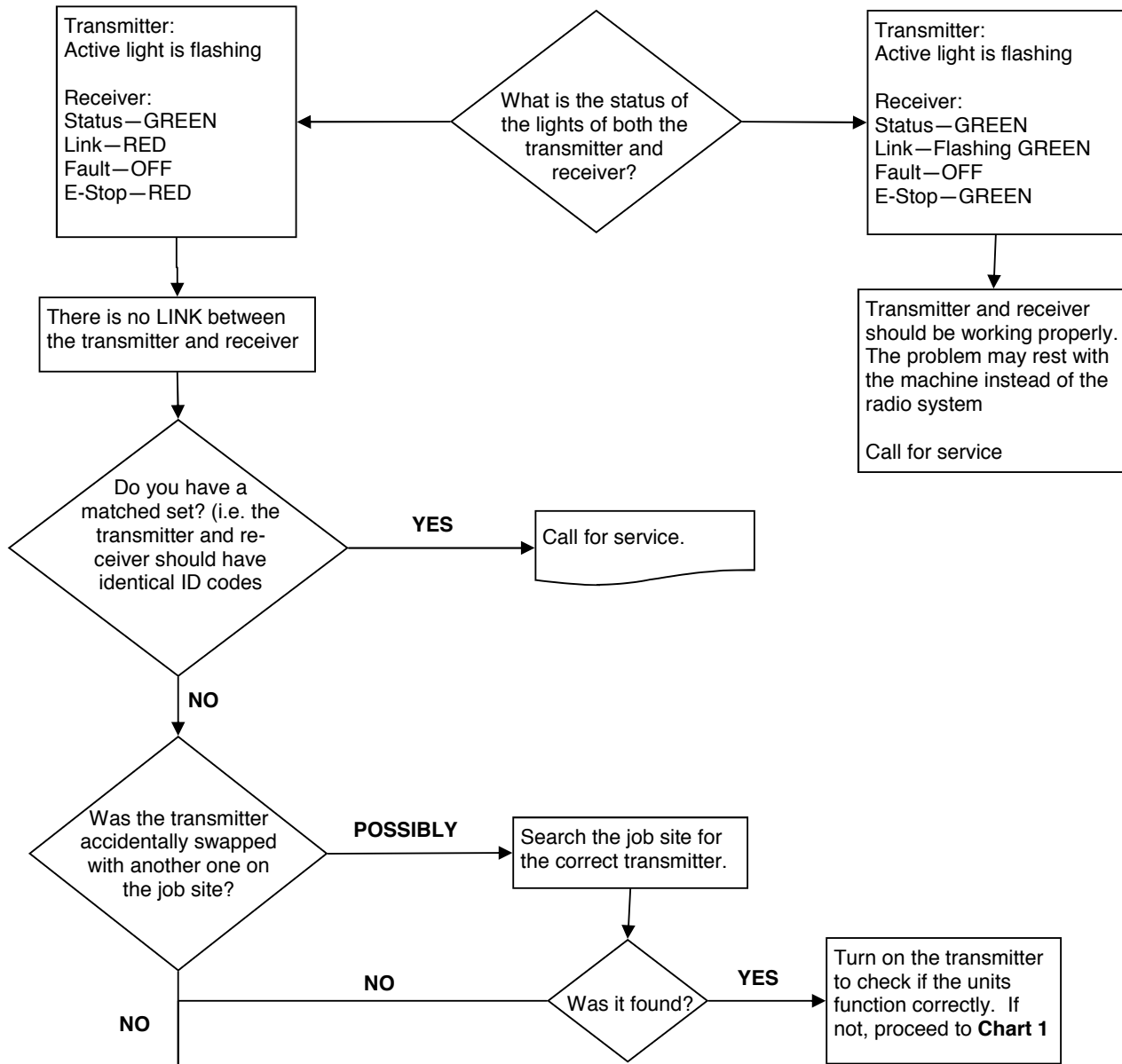
Test the Receiver—R160



Test the Transmitter—T110



Testing the Transmitter / Receiver Communication



!!Caution!!

Note: Before you proceed with the Download ID procedure located on **Page 7**, great care and caution must be adhered to. Also, refer to **Chart #4** for Tips and Considerations.

If by accident, the transmitters have been switched with another unit, by downloading the ID code to a new receiver, it is possible for the transmitter to operate 2 units at the same time (if the original receiver unit is still on the job site). Therefore it must be certain that the transmitter / receiver pair are the correct set.

Secondly, once the download procedure is completed, ensure all other units on the job site are stopped. Test the operation of the newly configured set to ensure no other machines on the site work with the same transmitter.

Once you are certain that the transmitter / receiver pair are a unique set, continue normal operations.

Considerations when Downloading the ID

Potential downloading issues

If testing of the receiver and transmitter both show the system as working (Chart 1 & 2), then the transmitter and receiver will both go into Download/Configuration mode.

Possible issues could arise during Step 4, the download phase of reprogramming. In this case there are 2 symptoms to look for:

1. The Link light on the receiver will not turn GREEN when the power switch is toggled on the transmitter to download
2. The receiver will “time out” indicating that it didn’t receive a signal from the transmitter within the 30 seconds from the time the receiver was put into Setup Mode.

If all indications appear normal during the download phase, test the link by turning on the transmitter (note: the transmitter shuts off after transmitting the ID code in Step 4)

1. If the Link light on the receiver doesn’t turn GREEN, the receiver didn’t receive all of the information that was sent from the transmitter.

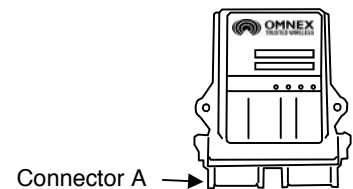
Possible Solutions

1. Try the Downloading steps again
2. If this doesn’t correct the problem, send both the transmitter and receiver in for service.

Note: you could try to determine whether the fault lies with the transmitter or receiver by completing the Reprogramming procedure with a different transmitter. If this step works, then the fault lies with the original transmitter. If not, the fault may lie with the receiver.

!!Caution!!

Note: Before attempting reprogramming with another transmitter, understand that reprogramming the receiver with another transmitter, could result in two receivers on the job site responding to the one transmitter. If the original transmitter was sent in for repair, disconnect the receiver (disconnect connector A) to continue using the machine without remote capability and without fear of inadvertently operating the machine with the other transmitter.



Reprogramming Tips:

1. Be patient and deliberate when pressing the Power and E-Stop buttons in the correct order during power up in Configuration mode
2. Use a pointy instrument to depress the Setup button on the receiver (i.e. a pen) as the button is relatively small
3. Follow each step as laid out in the procedure
4. Never lay the receiver circuit board down on anything metallic (there are contact points on the back which could contact the metal and damage the receiver)

Parts & Accessories

| Part | OMNEX Part Number | Description |
|--------------------------|-------------------|--|
| Batteries | B0010 | 4 x AA alkaline |
| Fuse | F0039 | 36V Bi-directional, Bussman ATC-15 |
| Belt Clip | AKIT-2428-03 | see illustration below |
| Magnets | AKIT-2428-01 | see illustration below |
| Bipolar Diode Kit | AKIT-2492-01 | Motorola P6KE36CA |
| Dash Cradle | Call OMNEX | see illustration below |
| R160 Output Cable | ACAB-2493-01 | Generic Output Cable- see illustration below |
| Connector Kit | AKIT-2337-01 | Includes Deutsch socket connectors, wedges, pins and sealing plugs |
| Keypad Label T110 | FLBL-1726-25 | Generic Line Pump Labels |



Dash Cradle



Belt Clip



Magnets



R160 Output Cable

Specifications

| | R160 Receiver | T110 Transmitter |
|------------------------------------|--|--|
| Size | 5.1" x 4.7" x 1.4" (130mm x 119mm x 36mm) | 5.8" x 3.4" x 1.2" (147mm x 86mm x 30mm) |
| Weight | 0.65lbs (0.295kg) | .65 lbs (295g) incl. batteries |
| Construction | High impact plastic, weatherproof | High impact, low temperature plastic, weatherproof |
| Input Power | +9V to 30VDC | 4AA alkaline batteries |
| Battery Life | N/A | 160 hours (continuous use) |
| Operating Temperature Range | -40F to 158F (-40C to 70C) | -22 F to +140 F (-30 to +60 C) |
| Outputs | 3A (max) each (sourcing), 10A (max) each (combined) | N/A |
| Antenna | Internal | Internal |
| Approvals | USA- FCC part 15.247 Canada- ISC RSS 210 Issue 6, Sept. 2005 Europe- CE, EN 440 Australia- C-Tick | |

FCC Rules and Compliance

This device complies with Part 15 of the FCC Rules. Operation is subject to the following two conditions: (1) This device may not cause harmful interference, and (2) this device must accept any interference received, including interference that may cause undesired operation.

FCC Part 15.247
ISC RSS 210 Issue 6, Sept. 2005

Warranty

OMNEX Control Systems ULC warrants to the original purchaser that the OMNEX products are free from defects in materials and workmanship under normal use and service for a period of ONE YEAR, parts (EXCLUDING: SWITCHES, CRYSTALS, OR PARTS SUBJECT TO UNAUTHORIZED REPAIR OR MODIFICATION) and labor from the date of delivery as evidenced by a copy of the receipt. OMNEX's entire liability and your exclusive remedy shall be, at OMNEX's option, either the (a) repair or (b) replacement of the OMNEX product which is returned within the warranty period to OMNEX freight collect by the OMNEX APPROVED carrier with a copy of the purchase receipt and with the return authorization of OMNEX. If failure has resulted from accident, abuse or misapplication, OMNEX shall have no responsibility to repair or replace the product under warranty. In no event shall OMNEX be responsible for incidental or consequential damage caused by defects in its products, whether such damage occurs or is discovered before or after replacement or repair and whether or not such damage is caused by the negligence of OMNEX Control Systems ULC.

OMNEX Control Systems ULC

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Port Coquitlam, BC, Canada
V3C 6G5

Tel: 604-944-9247
Fax: 604-944-9267

Toll Free: 1-800-663-8806

www.omnexcontrols.com

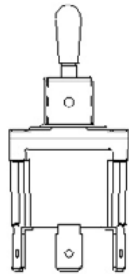


CON TECH PART NUMBERS
715132 AND 715133

Honeywell Sensing and Control



31NT91-1



Actual product appearance may vary.

NT Series Toggle Switch, 1 pole, 3 position, Quick Connect terminal, Standard Lever

Features

- Completely sealed switching chamber
- NEMA 3, 3R, 4, and 13
- UL recognized, File E12252, Vol. 1, Section 44
- CSA certified, File LR4442
- CE approved

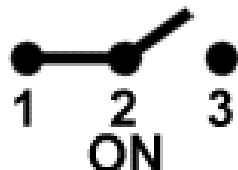

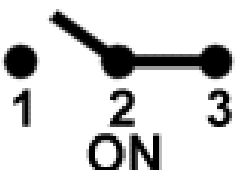
Potential Applications

- Aerial lifts, scissor lifts, truck mounted tele-handlers, and cranes
- Construction equipment
- Agriculture equipment
- Material-handling equipment
- Factory-floor control units
- Machine tool equipment manufacturers

Description

MICRO SWITCH™ NT Series toggle switches meet the need for a rugged, cost-effective toggle switch. Quality construction features include a seal between the toggle lever and bushing, and between the cover and case. These switches can be used where panels are subject to splashes, hosedowns, or outdoor environments. The "Easy-Start" threaded bushing enables quick alignment of mounting nut to decrease the chance of cross threading. The panel stand-off with O-ring feature available on some listings, eliminates the need for behind-the-panel hardware, provides uniform panel height, and provides a panel to cover seal.

Product Specifications

| | |
|--|---|
| Circuitry/ Operating action | <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>Keyway Position</p>  <p>1 2 3</p> <p>ON</p> </div> <div style="text-align: center;"> <p>Center Position</p>  <p>1 2 3</p> <p>OFF</p> </div> <div style="text-align: center;"> <p>Opposite Keyway Position</p>  <p>1 2 3</p> <p>ON</p> </div> </div> |
| Product Type | MICRO SWITCH™ Toggle Switch |
| Ampere/ Voltage Range (Resistive Load) | 0.5 A to 15 A at 0.5 Vac to 277 Vac, 0.5 A at 250 Vdc, 0.75 A at 115 Vdc, 0.5 A to 20 A at 0.5 Vdc to 28 Vdc |
| Circuitry | SPDT |
| Action | 3 position |
| Mounting | Bushing 15/32 in |
| Termination | Quick Connect |
| Lever Type | Standard |
| UL/CSA Rating Code | L191: 15 A-125, 250, 277 Vac; 1/2 Hp-125 Vac; 1 Hp-250, 277 Vac; 5 A-120 Vac "L" |
| Comment | Switches are capable of withstanding a temperature of 160 degrees F continuously at full rated load |
| Availability | Global |
| UNSPSC Code | 30211908 |
| UNSPSC Commodity | 30211908 Toggle switches |
| Series Name | NT |

MICRO SWITCH
a Honeywell Division
FED. MFG. CODE 91929

SWITCH - TOGGLE

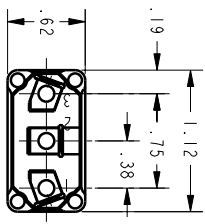
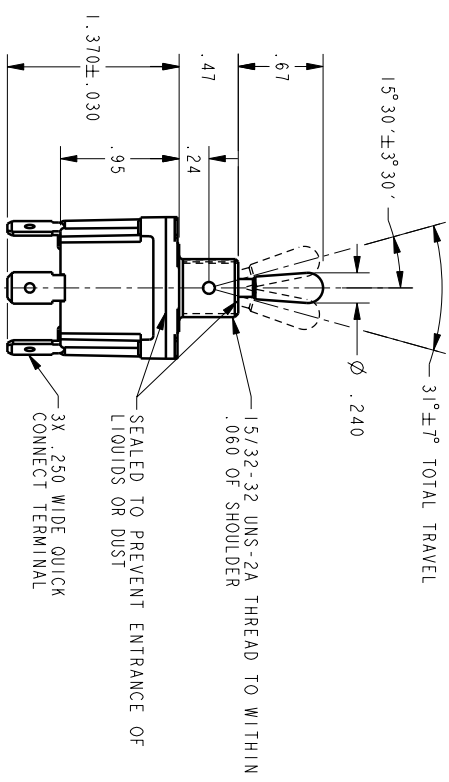
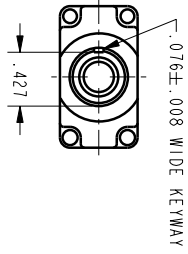
3INT91 SERIES CHART 1

CATALOG LISTING

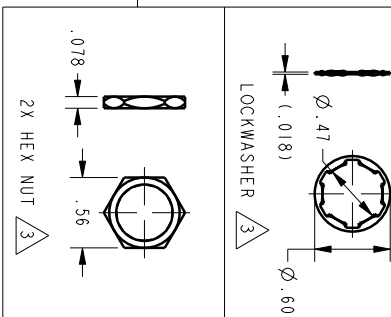
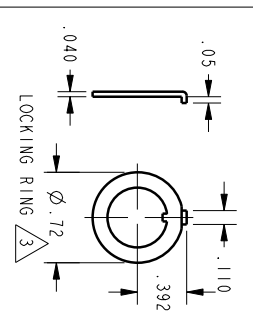
THIS DRAWING COVERS A PROPRIETARY ITEM AND IS THE PROPERTY OF MICRO SWITCH, A DIVISION OF HONEYWELL. THIS DRAWING IS NOT TO BE COPIED OR USED WITHOUT THE APPROVAL OF MICRO SWITCH.

ELECTRICAL DATA

| CATALOG LISTING | CIRCUIT MADE WITH TOGGLE LEVER IN | | | ELECTRICAL DATA | |
|-----------------|-----------------------------------|--------------|-----------------------|---|--|
| | KEYWAY SIDE (1-2) | CENTER (1-2) | OPPOSITE KEYWAY (2-3) | | |
| 3INT91-1 | ON | OFF | ON | L191 15A 125, 250, 277 VAC 1/2HP 125 VAC 1HP 250, 277 VAC 5A 125 VAC "L" RU CE CB | |
| 3INT91-2 | OFF | NONE | ON | | |
| 3INT91-3 | ON | NONE | ON | | |
| 3INT91-21 | NONE | OFF | ON | | |
| 3INT91-31 | NONE | ON | ON | | |
| ⊙ | MOM OFF | NONE | ON | | |
| 3INT91-5 | MOM ON | OFF | ON | | L192 10A 125, 250, 277 VAC 1/4HP 125 VAC, 1/2HP 250, 277 VAC 3A 125 VAC "L" RU CE CB |
| 3INT91-6 | MOM ON | NONE | OFF | | |
| 3INT91-7 | MOM ON | OFF | MOM ON | | |
| 3INT91-8 | MOM ON | NONE | ON | | |
| 3INT91-51 | NONE | ON | MOM ON | | |
| 3INT91-61 | MOM ON | OFF | NONE | | |



- NOTES**
- SWITCH WILL WITHSTAND TEMPERATURE OF 160°F CONTINUOUSLY AT FULL RATED LOAD
 - MICRO SWITCH CAT. LIST. MARKED ON SIDE OF SWITCH FURNISHED UNASSEMBLED
 - APPLIES ONLY TO "ON" AND "MOMENTARY ON" POSITIONS
 - TO ORDER WITHOUT HARDWARE ADD (-NH) SUFFIX TO CATALOG LISTING



| | |
|---|---------------|
| THIRD ANGLE PROJECTION | |
| SCALE | FULL |
| DO NOT SCALE PRINT | |
| UNLESS OTHERWISE SPECIFIED TOLERANCES ARE | |
| ONE PLACE (.01) | ±.030 |
| TWO PLACE (.00) | ±.015 |
| THREE PLACE (.000) | ±.005 |
| ANGLES | ± |
| WEIGHT | .07 LB APPROX |

PTC/CAD 2D

REV. A 0294380
REV. B 203332
REV. C 203351
REV. D 206107

TSM 206107
MARC3
E 207182
27 MAR 83

ISSUE 6

CATALOG LISTING 3INT91 SERIES CHART 1

PAGE 1 OF 1

RELEASE NO. PR-20625

REPLACES -

DRAWN 29NOV99 CHECK SAV 29NOV99 CHECK

ANSI Y14.5M-1982 APPLIES

AIR SYSTEM

MAC Valves

Coalescing Filter

Water Tank Controls

Auxiliary Air Tank

Chute Lock

Hopper Lift Cylinder

Pusher / Tag Axle

BridgeKing® Trailer Brakes

MAC AIR VALVE MANIFOLD SYSTEM

The MAC air valve manifold system that is responsible for auxiliary air functions such as chute lock, tip up hopper and air operated suspensions. Proper maintenance of the coalescing (water) filter is IMPERATIVE to the proper operation of the air solenoids. The filter MUST be drained daily and even more so in high humidity conditions. Any “milky” build up found in the filter must be removed to prevent damage to the valves. You should also report this to your maintenance department as this may be a symptom of a faulty air compressor.

In the event that the truck is to be stored for a long period of time (or being brought back into service after sitting for some time), it is recommended that the supply line to the manifold (after the filter) be removed and a table spoon of ATF or Polar-Lube® Blue air system treatment poured into the air line. Re-install air line and cycle all valves (manually).

If you replace the fittings, make sure only DOT approved air fittings are installed.

CALL CON-TECH SERVICE AT 507-374-2239 WITH ANY SERVICE ISSUES.

PLEASE OBSERVE ALL OSHA LOCKOUT-TAG OUT PROCEDURES WHEN PERFORMING ANY TYPE OF WORK OR MAINTENANCE ON YOUR VEHICLES.

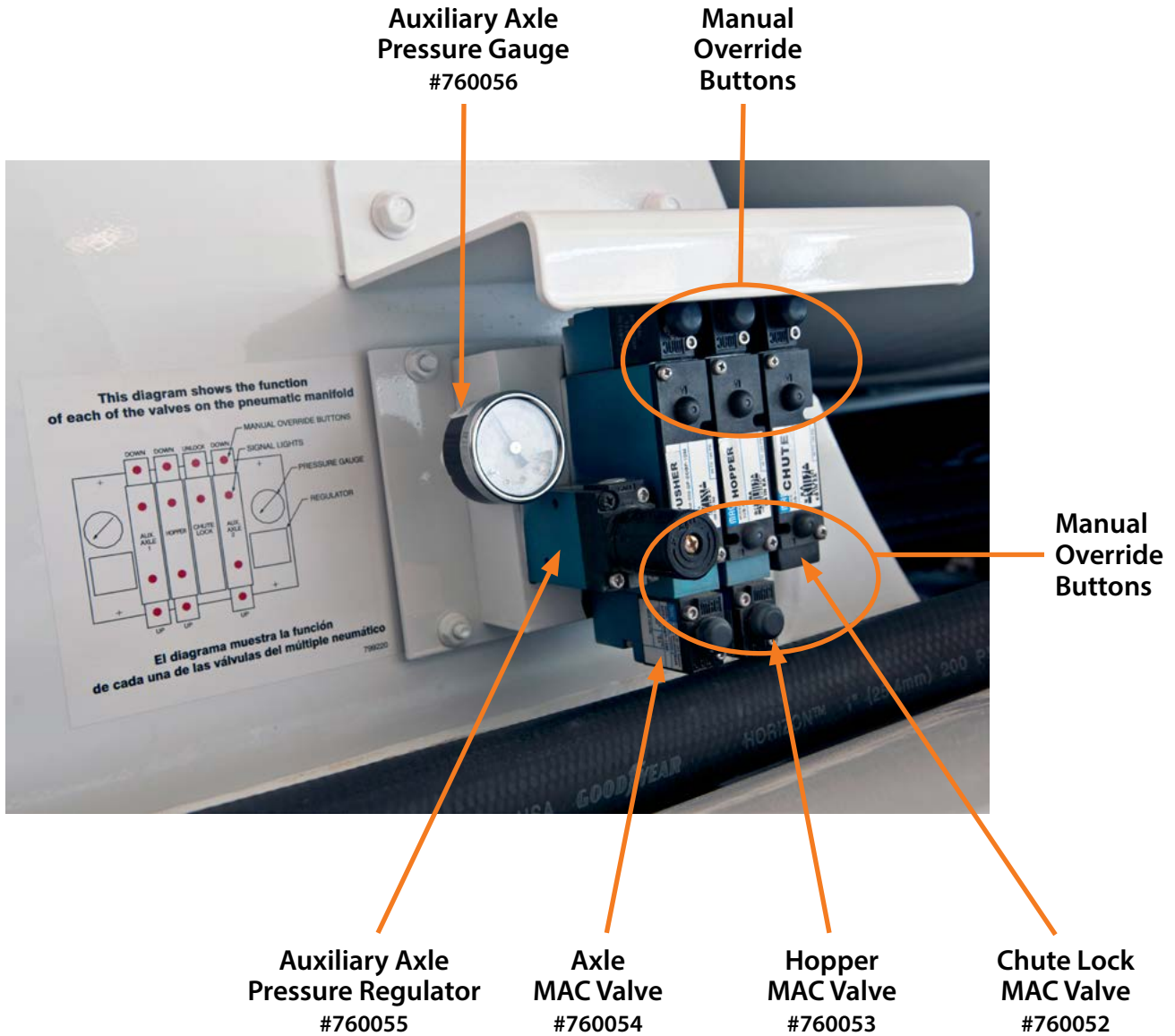
Chute Lock MAC Valve Assembly #760075

Chute Lock / Hopper MAC Valve Assembly #760085

Chute Lock / Hopper / Axle MAC Valve Assembly #760080

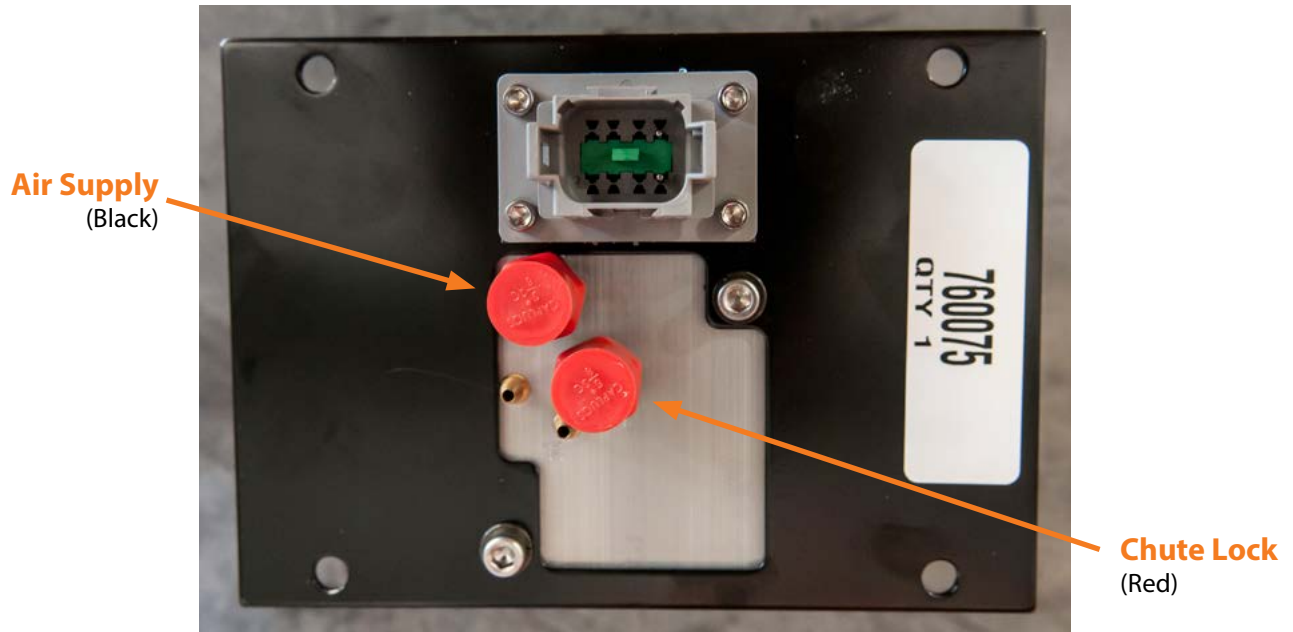
(Shown on next Page)

MAC AIR VALVE MANIFOLD SYSTEM



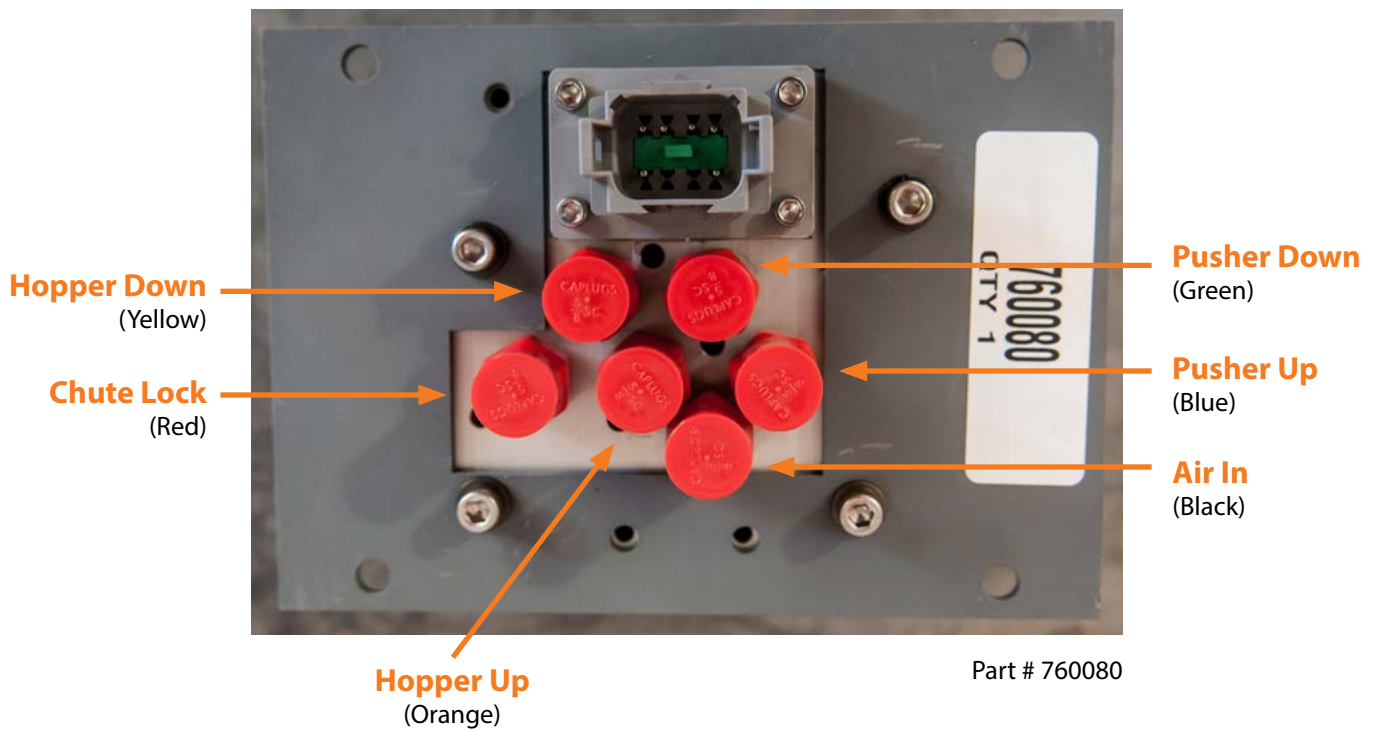
MAC AIR VALVE MANIFOLD SYSTEM

MANIFOLD - CHUTE LOCK



Part # 760075

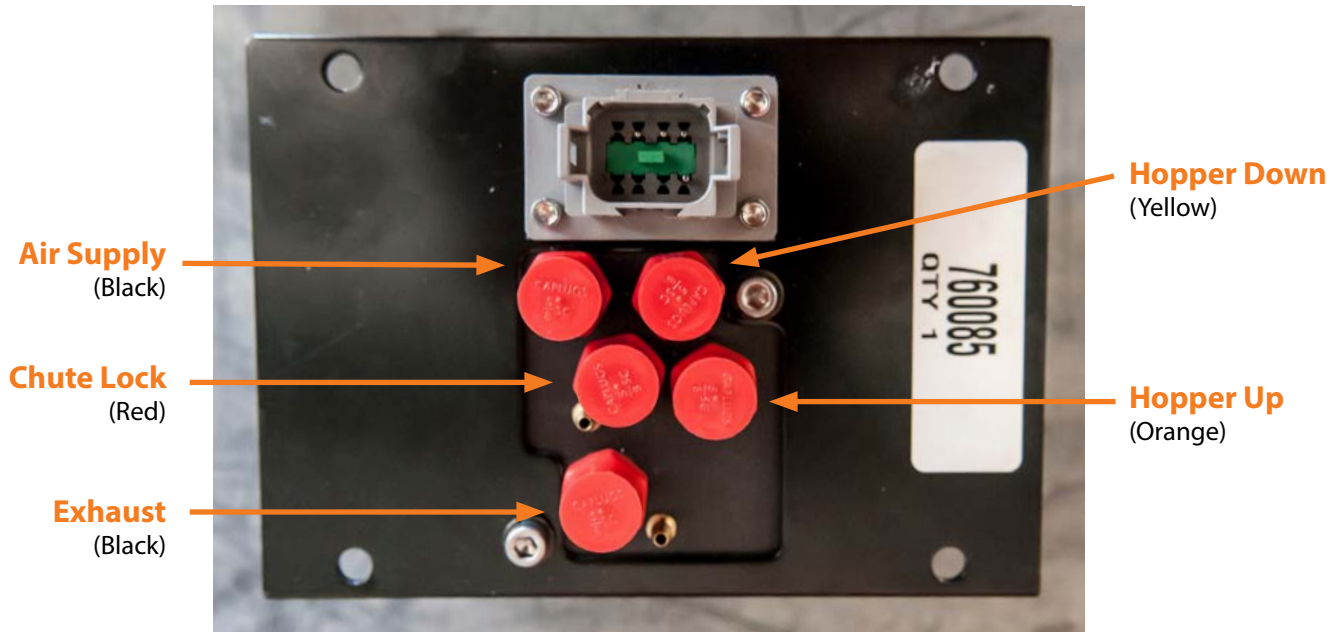
MANIFOLD - CHUTE LOCK, HOPPER, PUSHER



Part # 760080

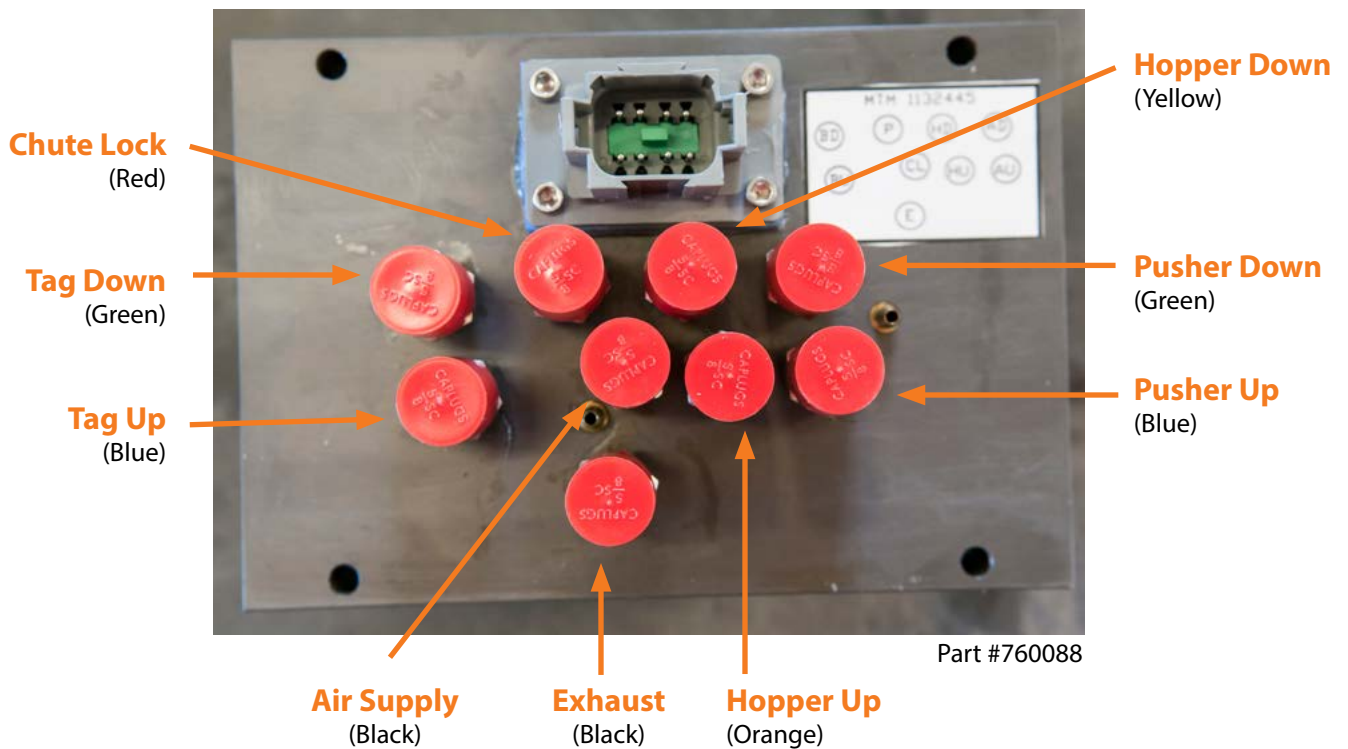
MAC AIR VALVE MANIFOLD SYSTEM

MANIFOLD - CHUTE LOCK, HOPPER



Part # 760085

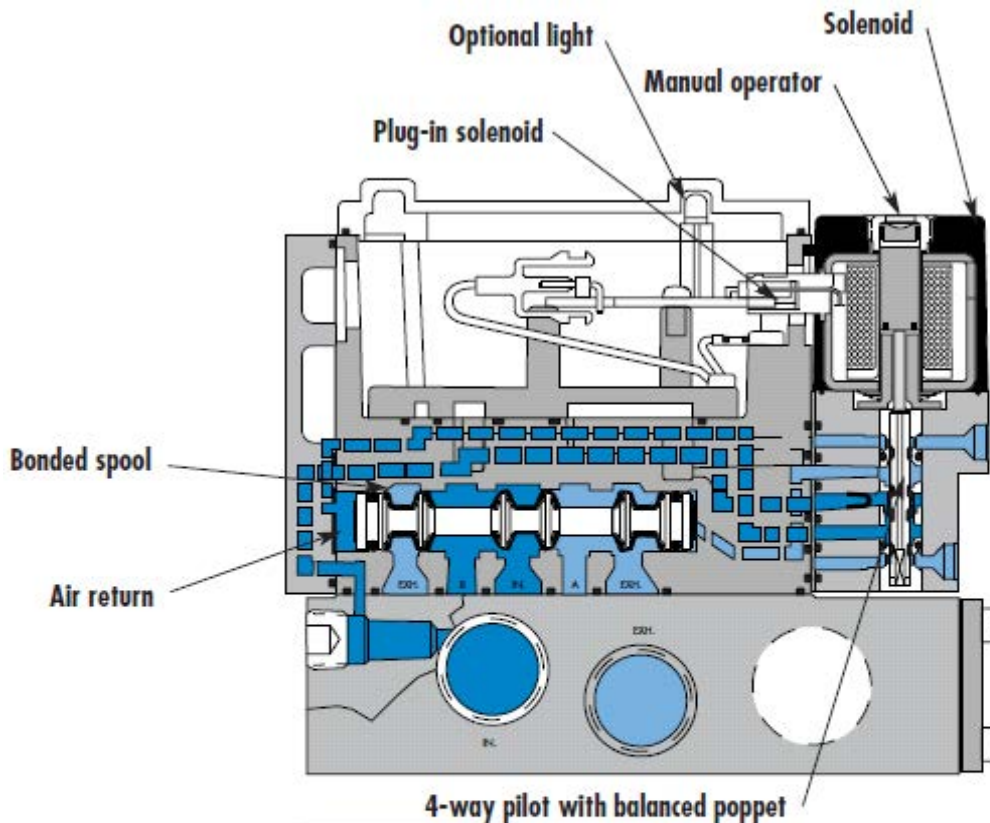
MANIFOLD - CHUTE LOCK, HOPPER, PUSHER, TAG AXLE



Part #760088

MAC VALVE MIXER VALVES

MIXER VALVES



SERIES FEATURES

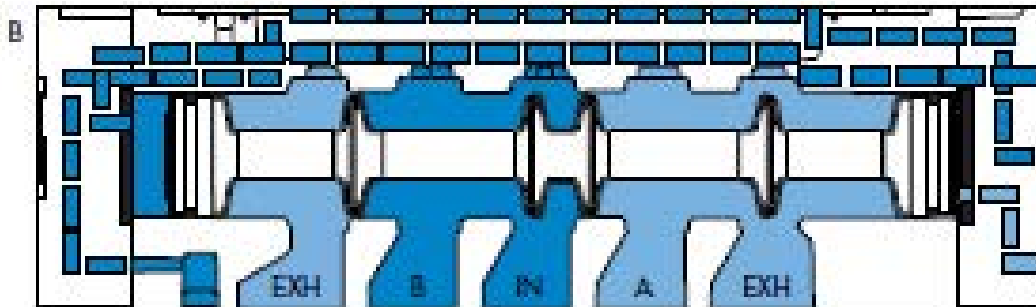
- Patented MACSOLENOID® for fastest possible response times and virtually burn-out proof AC solenoid operation.
- Optional low watt DC solenoids.
- Optional memory spring.
- Plug-in design of valves and bases for ease of maintenance.
- 2 position or 3 position valve configurations.

Pressure range: 20 to 120 psi
 Filtration: 40 micron
 Temp Range: -20°F to 120°F
 Volts: 12vdc, 7.3 watts

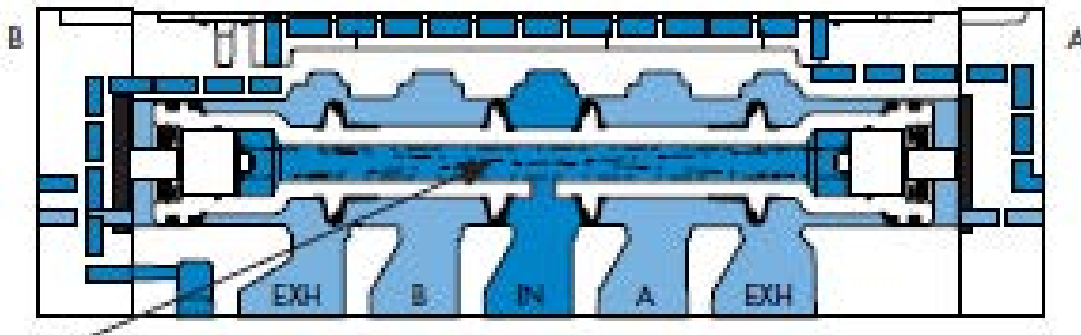
MAC VALVE-CHUTE, HOPPER, AXLE VALVES

SPOOL CONFIGURATIONS

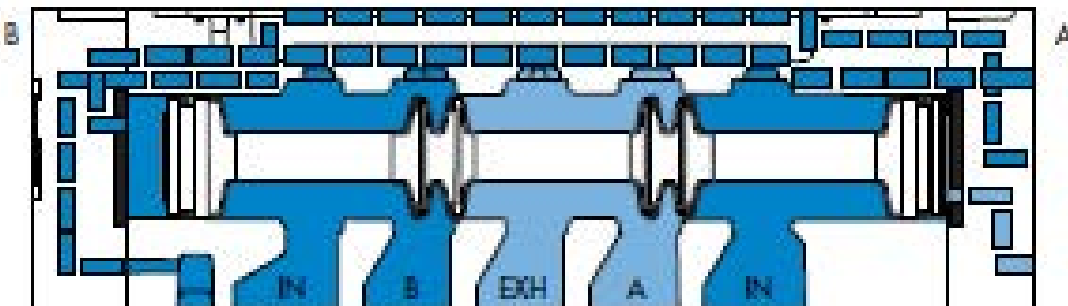
CHUTE LOCK



HOPPER



LIFT AXLE





COALESCING FILTER SYSTEM

The coalescing filter should be drained daily. If your coalescing bowl shows any kind of discoloration or oil in the bowl the element needs to be replaced. Also check the chassis air drier for proper performance.

The coalescing filter should be inspected daily.

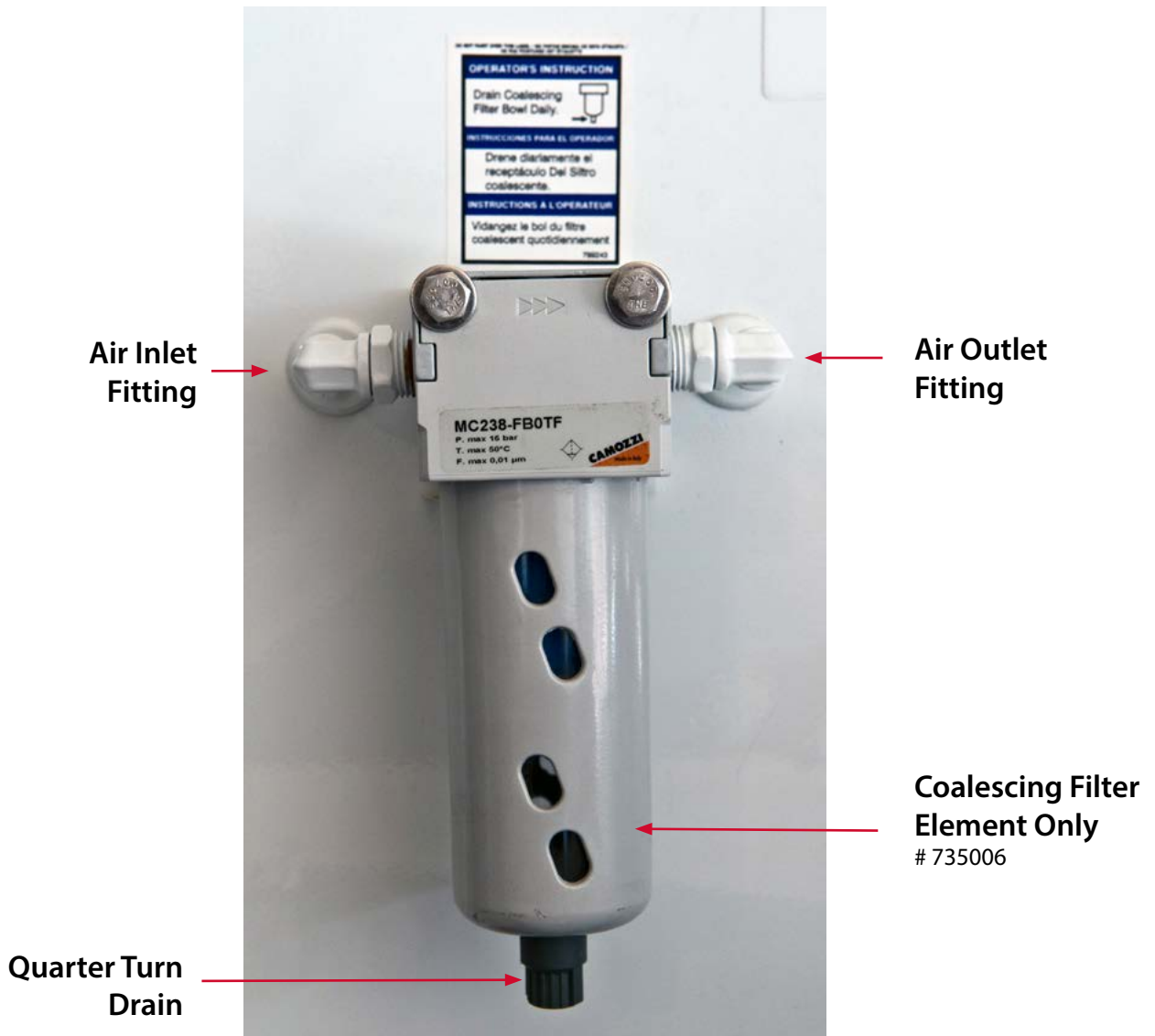
When replacing the coalescing filter unit, always make sure it is installed in the correct direction for proper air flow.

If you replace the fittings, make sure only DOT approved air fittings are installed.

CALL CON-TECH SERVICE AT 507-374-2239 WITH ANY SERVICE ISSUES.

PLEASE OBSERVE ALL OSHA LOCKOUT-TAG OUT PROCEDURES WHEN PERFORMING ANY TYPE OF WORK OR MAINTENANCE ON YOUR VEHICLES.

COALESCING FILTER SYSTEM



Part #735004

WATER TANK SYSTEM / CONTROLS

The water tank is connected to the truck air system by a pressure hold back valve on the truck air tank, or auxiliary air tank. This valve is set at 75 PSI and should not be altered. It is recommended that the vehicle operator check the air brake pressure gauge in the truck cab to assure safe vehicle operation.

Water tanks include three safety controls preset at the factory. To fill water tank, the air line must be shut off and tank brought to zero pressure by releasing the air through the two way or ball valve. A decal is provided showing proper direction.

The following safety controls should **NEVER** altered. **PERSONAL INJURY OR DEATH MAY RESULT FROM MODIFYING THE PRESET AIR TANK PRESSURE VALVES.**

- 1 Hold-back valve on truck air tank-set at 75 PSI
- 2 Pressure relief valve on water tank-set at 60 PSI
- 3 Water tank operating pressure 55 lb. maximum.

If you replace the fittings, make sure only DOT approved air fittings are installed.

CALL CON-TECH SERVICE AT 507-374-2239 WITH ANY SERVICE ISSUES.

PLEASE OBSERVE ALL OSHA LOCKOUT-TAG OUT PROCEDURES WHEN PERFORMING ANY TYPE OF WORK OR MAINTENANCE ON YOUR VEHICLES.

WARNING!

Never install a high pressure regulator on your water tank system.

WARNING!

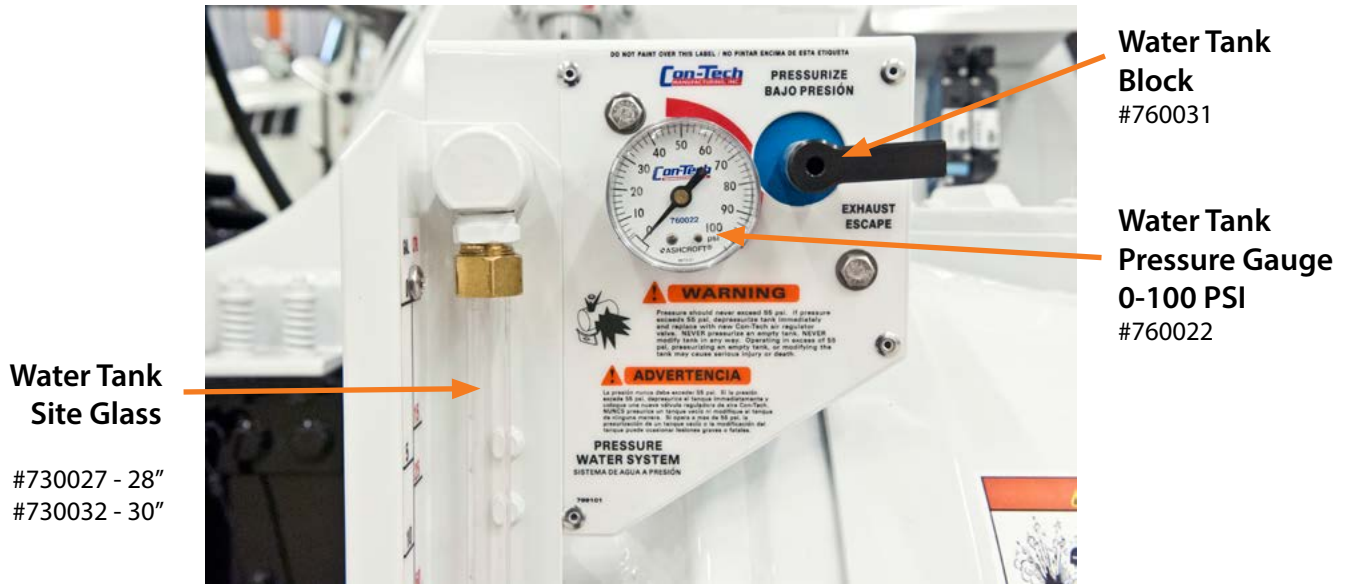
Never over pressurize the water tank system.

WARNING!

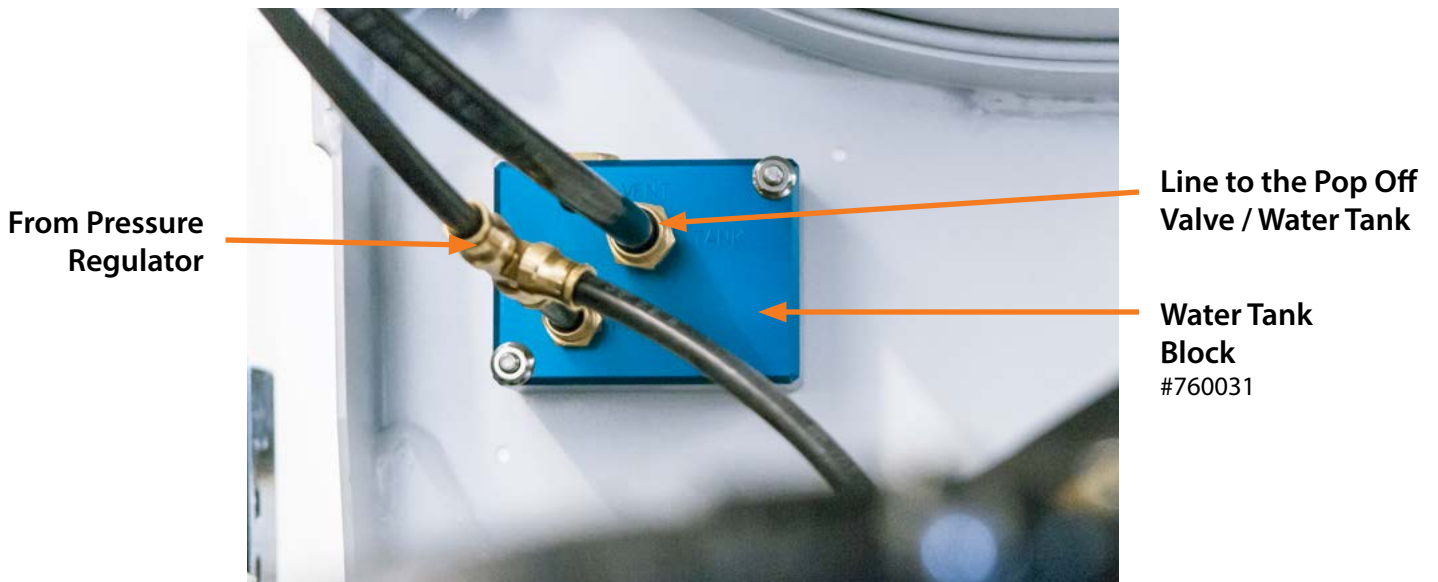
Never pressurize an empty water tank.

WATER TANK SYSTEM / CONTROLS

FRONT



BACK





AUXILIARY AIR TANK CONTROLS

The auxiliary air tank is fitted with a 75 psi holdback valve, and a 0-60 psi pressure regulator for the water tank system. **NEVER OVER PRESSURIZE THE WATER TANK SYSTEM.** This air system can be drained using the drain valve with cable.

If you replace the fittings, make sure only DOT approved air fittings are installed.

WARNING!

NEVER remove or tamper with pop-off valve.

WARNING!

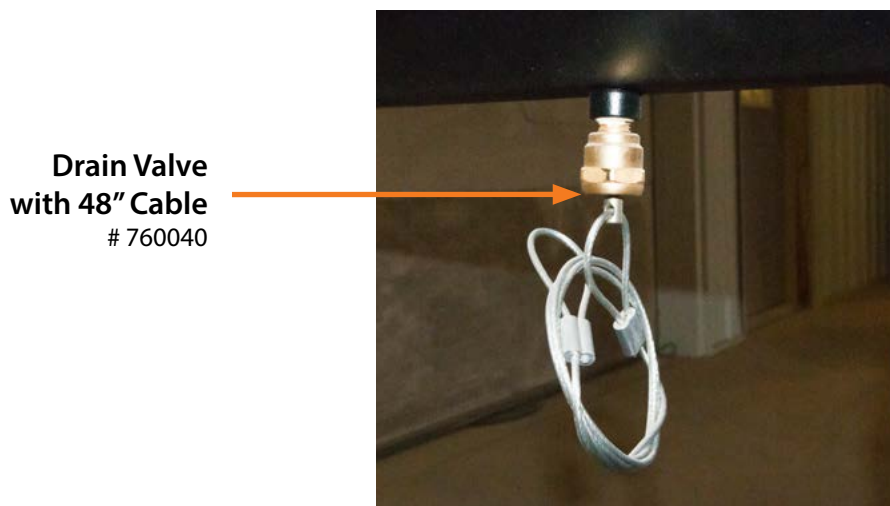
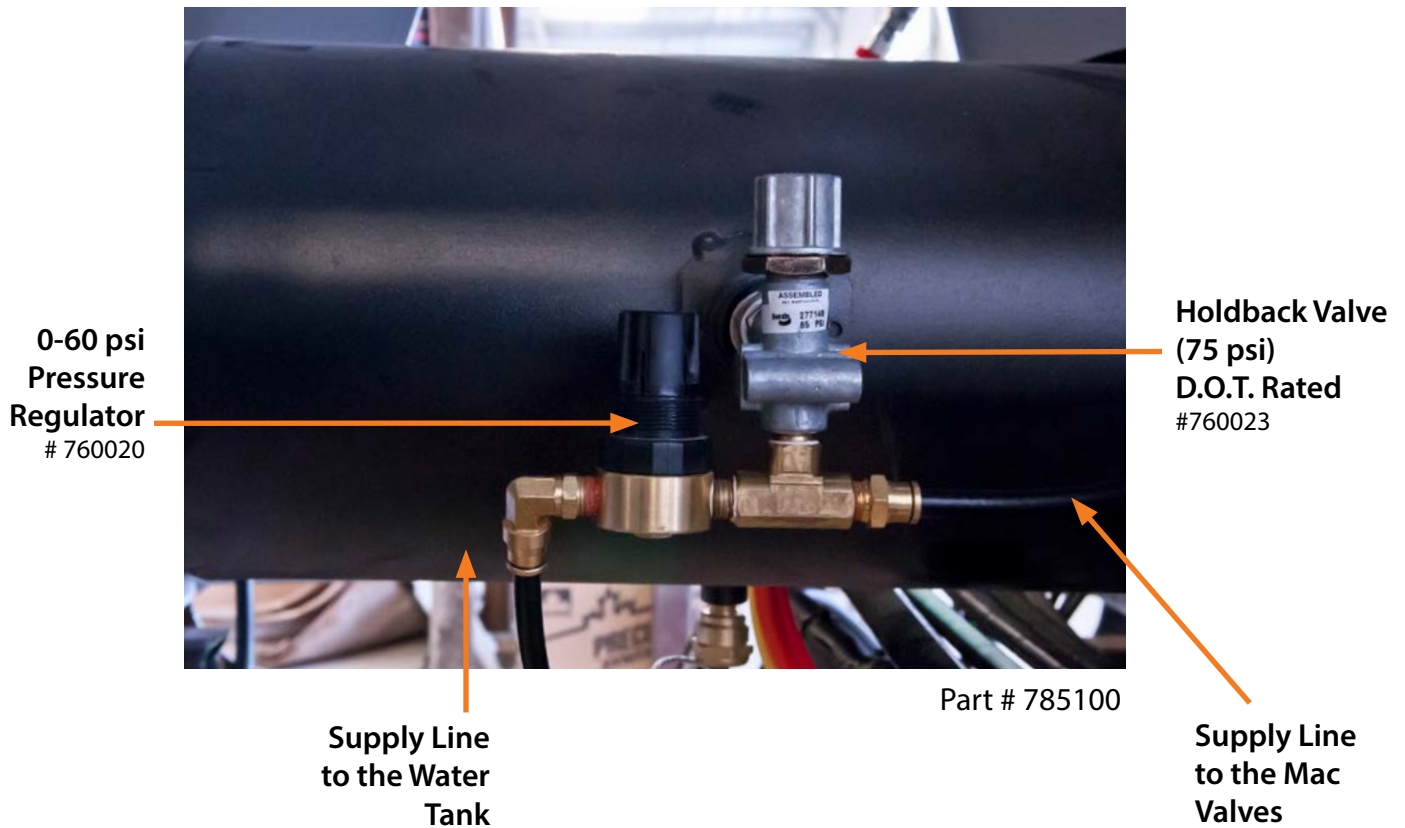
Only use Con-Tech replacement pop-off valve.

CALL CON-TECH SERVICE AT 507-374-2239 WITH ANY SERVICE ISSUES.

PLEASE OBSERVE ALL OSHA LOCKOUT-TAG OUT PROCEDURES WHEN PERFORMING ANY TYPE OF WORK OR MAINTENANCE ON YOUR VEHICLES.

AUXILIARY AIR TANK CONTROLS

**NEVER INSTALL A HIGH PRESSURE REGULATOR
ON YOUR WATER TANK SYSTEM**





CHUTE LOCK

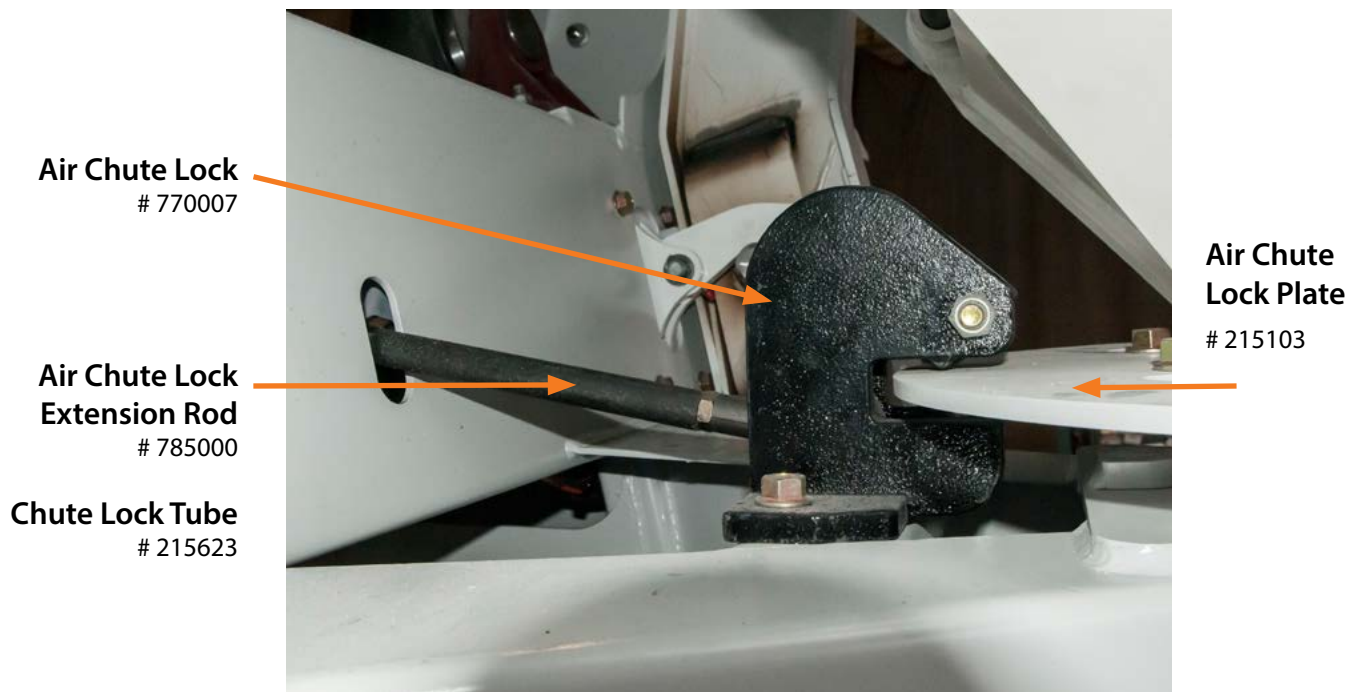
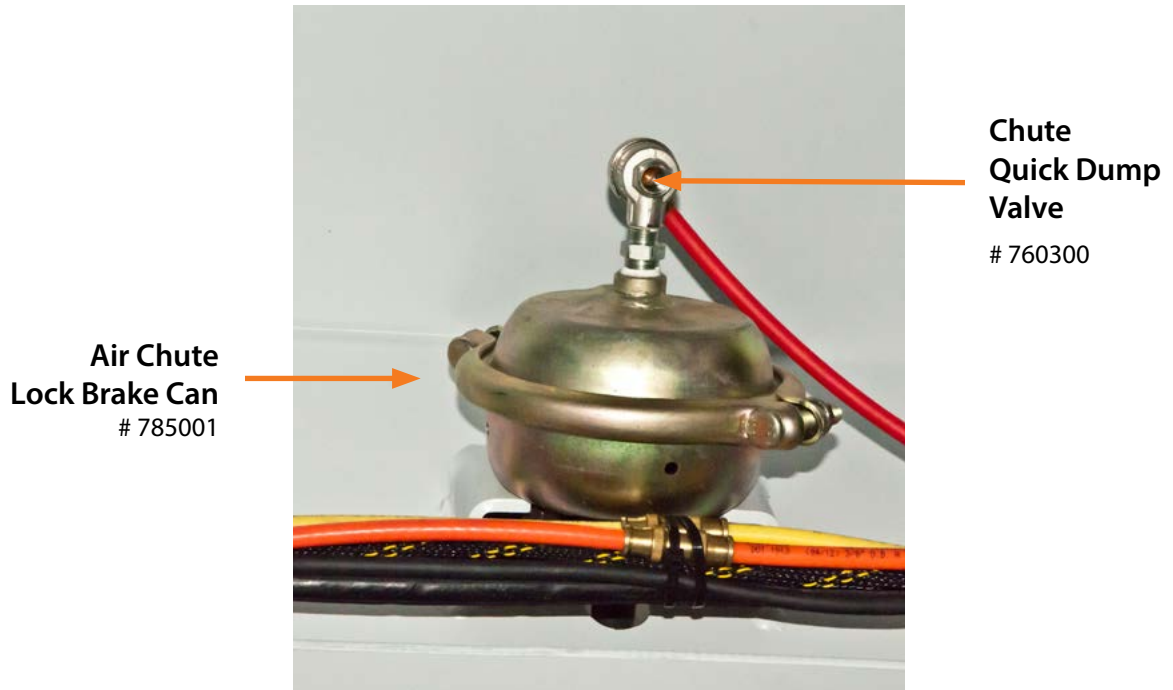
The air chute lock brake can is a spring return air actuator. When activated it will lock the main chute into position. When the released, the quick dump valve will speed up the release of the air, releasing the lock faster.

If you replace the fittings, make sure only DOT approved air fittings are installed.

CALL CON-TECH SERVICE AT 507-374-2239 WITH ANY SERVICE ISSUES.

PLEASE OBSERVE ALL OSHA LOCKOUT-TAG OUT PROCEDURES WHEN PERFORMING ANY TYPE OF WORK OR MAINTENANCE ON YOUR VEHICLES.

CHUTE LOCK





HOPPER CYLINDER

The hopper lift cylinder down airline is pressurized when the air tank is at 75 psi and over. Yellow airline is down, and the orange airline is up. NOTE: The fittings on the cylinder are not standard fittings. They have an orifice in them to ensure smooth operation. If a fitting needs replacement, contact the Con-Tech parts and a service department.

If you replace the fittings, make sure only DOT approved air fittings are installed.

CALL CON-TECH SERVICE AT 507-374-2239 WITH ANY SERVICE ISSUES.

PLEASE OBSERVE ALL OSHA LOCKOUT-TAG OUT PROCEDURES WHEN PERFORMING ANY TYPE OF WORK OR MAINTENANCE ON YOUR VEHICLES.

HOPPER CYLINDER

Hopper Down
(Yellow)



Hopper Air Cylinder
750002

Hopper Up
(Orange)



PUSHER / TAG AXLE QUICK RELEASE VALVES

(Con-Tech Installed Suspensions)

The operation of your pusher and or tag axle is done through the pusher up/down valve. When the pusher or tag axle switch is activated on the in cab control box, the MAC valve will allow air to the up bags, raising the axle "Up". When the switch is activated "down", the Mac valve will release air from the up bags, and supply air to the down bags lowering the suspension.

The quick dump valves on the front pedestal are for the pusher axle. If you have a tag axle, those valves will be located in the rear pedestal.

If you replace the fittings, make sure only DOT approved air fittings are installed.

CALL CON-TECH SERVICE AT 507-374-2239 WITH ANY SERVICE ISSUES.

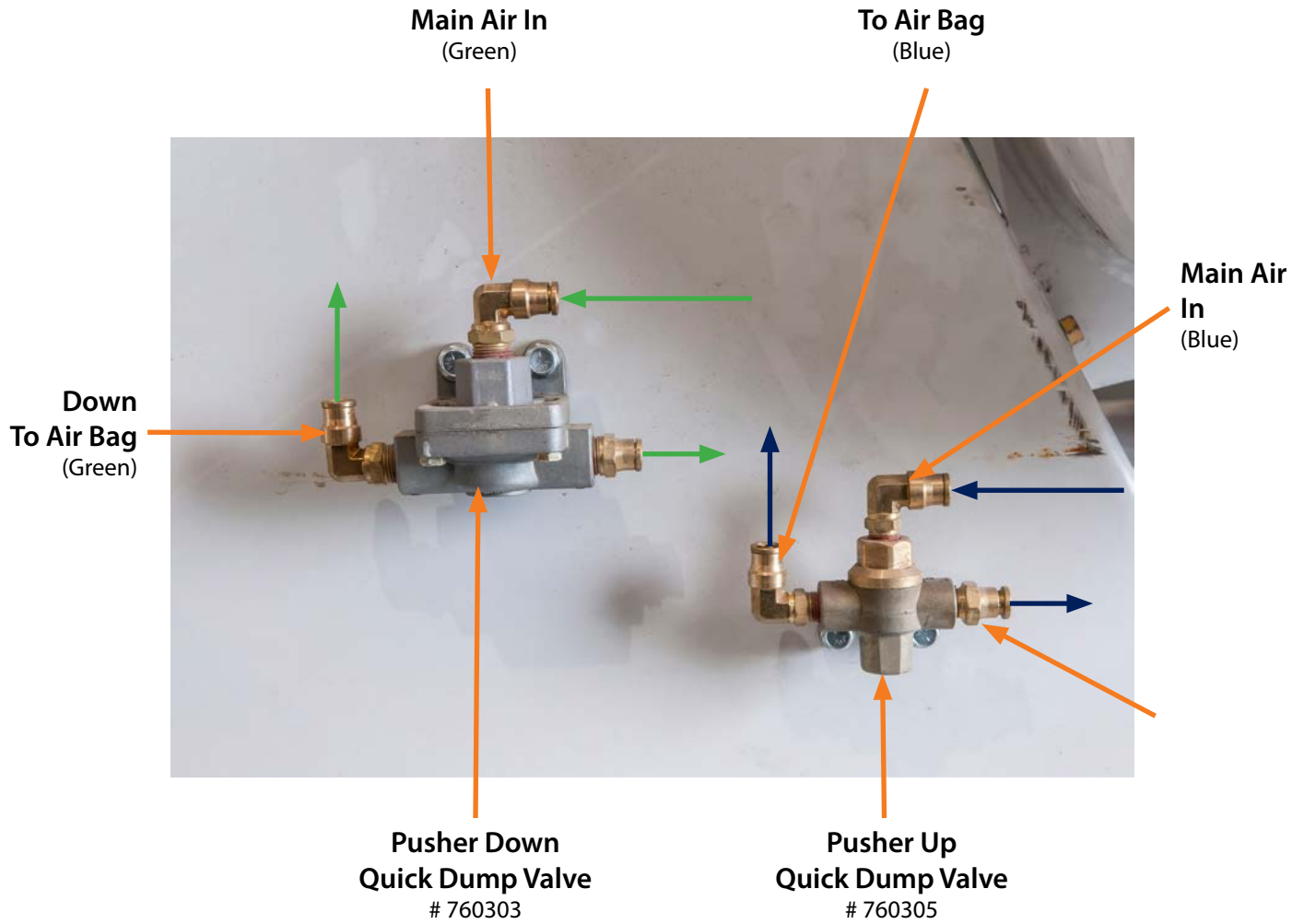
PLEASE OBSERVE ALL OSHA LOCKOUT-TAG OUT PROCEDURES WHEN PERFORMING ANY TYPE OF WORK OR MAINTENANCE ON YOUR VEHICLES.

NOTE

For factory mounted auxiliary suspensions, refer to the factory service manual.

PUSHER / TAG AXLE QUICK RELEASE VALVES

(Con-Tech Installed Suspensions)





BRIDGEKING® TRAILER BRAKES

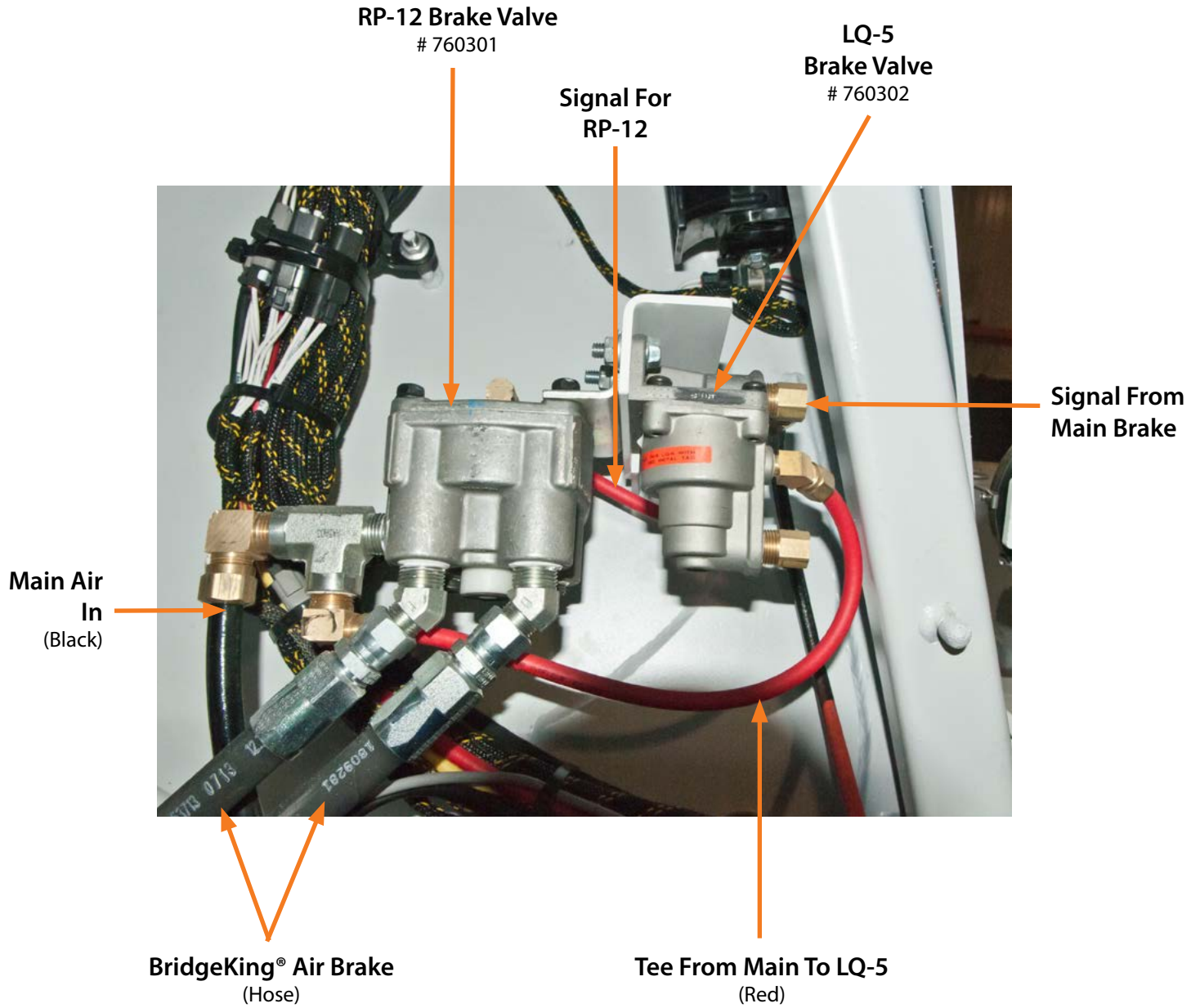
The brakes on the BridgeKing® trailer are controlled by the LQ-5 and the RP-12 valves. These are located in the rear pedestal. The LQ-5 is a ratio valve that proportions the air to the RP-12 to prevent the brakes from locking up. The RP-12 sends the air to the BridgeKing® axle.

If you replace the fittings, make sure only DOT approved air fittings are installed.

CALL CON-TECH SERVICE AT 507-374-2239 WITH ANY SERVICE ISSUES.

PLEASE OBSERVE ALL OSHA LOCKOUT-TAG OUT PROCEDURES WHEN PERFORMING ANY TYPE OF WORK OR MAINTENANCE ON YOUR VEHICLES.

BRIDGEKING® TRAILER BRAKES



Check & Quick Exhaust Valves Series VNR, VSC and VSO - NPTF/INCH

Check valves VNR
Quick exhaust valves VSC, VSO
Ports M5 [10-32 UNF], 1/8", 1/4",
3/8", 1/2", NPTF
cartridge \varnothing 4 mm [5/32" O.D.]



| | |
|-----------------------|--|
| Construction | Poppet type |
| Mounting | In-line |
| Materials | Nickel-plated brass body, Brass body, Buna-N seals, Polyurethane seals, Stainless steel spring |
| Port sizes | M5 [10-32 UNF], 1/8", 1/4", 3/8", 1/2" NPTF; 5/32" O.D. cartridge |
| Installation | In-line |
| Operating temperature | 32°F - 175°F, [dry air necessary down to -4° F] |
| Fluid | Filtered air |
| Lubricant | Oil compatible with Buna-N, [3° - 10° E] |

PNEUMATIC DATA

| | |
|--------------------|--|
| Operating pressure | 0.3 - 10 bar, [5 - 145 psi] |
| Nominal pressure | 6 bar [87 psi] |
| Nominal flow | *Qn Series VNR: 1/8" = 600 NL/min. [21.18 SCFM] 1/4" = 1400 NL/min. [49.44 SCFM] Series VSC: P → A, 1/8" = 600 NL/min. [21.19 SCFM] 1/4" = 1100 NL/min. [38.84 SCFM] 3/8" = 3300 NL/min. [116.53 SCFM] 1/2" = 3300 NL/min. [116.53 SCFM] A R, 1/8" = 950 NL/min. [33.55 SCFM] 1/4" = 1900 NL/min. [67.09 SCFM] 3/8" = 5100 NL/min. [180.08 SCFM] 1/2" = 5100 NL/min. [180.08 SCFM] Series VSO: P → A, 5/32" O.D. = 30 NL/min. [1.06 SCFM] A → R, 5/32" O.D. = 80 NL/min. [2.82 SCFM] |
| Lubricant | A → R, 5/32" O.D. = 80 NL/min. [2.82 SCFM] |

*Qn flowrate [SCFM] determined with a supply pressure of 6 bar, [87 psi], and with a pressure drop of 1 bar, [14.5 psi].

** Soft-seal repair kits are available for Series VSC Quick-exhaust valves.

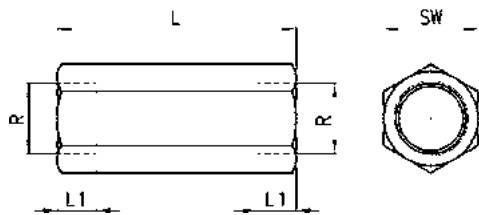
***Dimensions are in millimeters.

Check Valves

The check valves in the VNR Series are available with M5 (10-32 UNF), 1/8" and 1/4" ports. They must be used when it is required to intercept a flow in one direction only. The design of these valves is of the poppet type and this feature allows operation at low pressures both when there is a free flow and during retention.

Materials used:

- OT58 (brass) body, Nickel Plated (1/4")
- Buna-N seals
- stainless steel spring



VNR-205-M5

Qn** = 150 NL/min Minimum operating pressure = 1 bar (14.5 psi)

VNR-210-02

Qn* = 600 NL/min Minimum operating pressure = 0.3 bar (4.3 psi)

VNR-843-07TF

Qn* = 1400 NL/min Minimum operating pressure = 0.2 bar (2.9 psi)

* Qn = determined with 6 bar and Dp = 1 bar

** Qn = determined with 6 bar and Dp = 2 bar

DIMENSIONS

| Mod. | R | L | L1 | SW |
|---------------------|-----------|----|----|----|
| VNR-205-M5 | 10-32 UNF | 25 | 6 | 8 |
| VNR-210-02 | 1/8" | 34 | 7 | 13 |
| VNR-843-07TF | 1/4" | 48 | 9 | 17 |

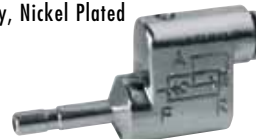


Quick exhaust valves Series VSO

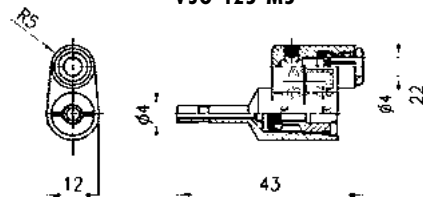
Quick exhaust valves are commonly used to increase the speed of cylinders or for rapid depressurisation of tanks containing compressed air. The models **VSO 425-M5** and **VSO 426-04** are specially designed for mounting on solenoid valves and valves incorporating a 5/32" O.D. port. We recommend that a silencer be mounted on the outlet (2931-M5).

Materials used:

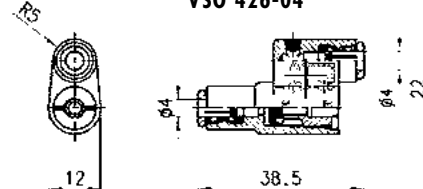
- OT58 (brass) body, Nickel Plated
- Buna-N seals



VSO 425-M5



VSO 426-04



Nominal flowrate

from P → A Qn* 50 NL/min. [1.76 SCFM]

from A → R Qn* 100 NL/min. [3.53 SCFM]

Qn* = determined with 6 bar [87 psi] and DP = 1 bar (14.5 psi)

Minimum operating pressure = 1 bar (14.5 psi)

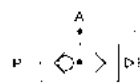
Cv Rating

from P → A: Cv = 0.04

from A → R: Cv = 0.09

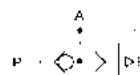
Mod.

VSO 425-M5



Mod.

VSO 426-04



Quick exhaust valves Series VSC

Quick exhaust valves are commonly used to increase the speed of cylinders or for rapid depressurisation of tanks containing compressed air. We recommend that a silencer be mounted on the outlet.

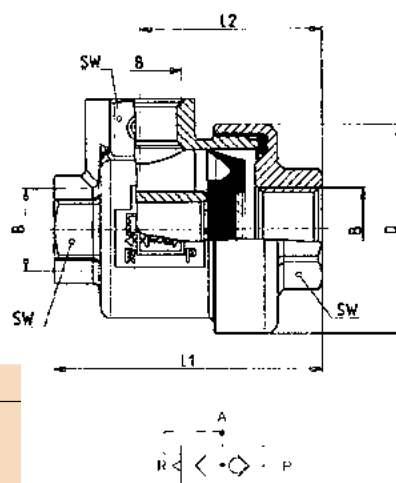
Materials used:

- OT58 (brass) body, Nickel Plated
- Desmopan seal (polyurethane)



| | | |
|-------------------|--------------------------------------|------------------------|
| VSC 588-02 | Qn = P → A 650 NL/min | Qn = A → R 1000 NL/min |
| | Minimum operating pressure = 0,5 bar | |
| VSC 544-04 | Qn = P → A 1100 NL/min | Qn = A → R 1900 NL/min |
| | Minimum operating pressure = 0,3 bar | |
| VSC 538-06 | Qn = P → A 4500 NL/min | Qn = A → R 6300 NL/min |
| | Minimum operating pressure = 0,2 bar | |
| VSC 522-08 | Qn = P → A 4500 NL/min | Qn = A → R 6300 NL/min |
| | Minimum operating pressure = 0,2 bar | |

* Qn = determined with 6 bar and Dp = 1 bar



| Mod. | DIMENSIONS (in inches) | | | | | Flow (Qn) | | | |
|-------------------|------------------------|-------|-------|-------|------|-----------|------|-------|------|
| | B NPTF | D | L1 | L2 | SW | P→A | | A→R | |
| | | | | | | SCFM | Cv | SCFM | Cv |
| VSC 588-02 | 1/8" | 1.102 | 1.437 | .984 | .551 | 22.9 | 0.68 | 35.3 | 1.05 |
| VSC 544-04 | 1/4" | 1.299 | 1.653 | 1.122 | .669 | 38.8 | 1.16 | 67.1 | 2.00 |
| VSC 538-06 | 3/8" | 1.692 | 2.263 | 1.555 | .944 | 158.9 | 4.73 | 222.5 | 6.62 |
| VSC 522-08 | 1/2" | 1.692 | 2.302 | 1.555 | .944 | 158.9 | 4.73 | 222.5 | 6.62 |

Coalescing Filters Series MC

Port 1/4", 3/8" & 1/2" NPTF

Modular with metal bowl guard and bayonet-type mounting

The Series MC coalescing filters are available with 1/4", 3/8", 1/2" NPTF port.

The bowls of these filters are made of Nylon-Grilamid with an aluminum bowl guard and have a condensate drain valve in five (5) different options.



MODULAR FRL SERIES MC

TECHNICAL SPECIFICATIONS

| | | | |
|-------------------------------|---|------|-----------|
| Construction | modular, coalescing elements | | |
| materials | Body - Aluminum alloy, Bowl - Grilamid TR 55 (Nylon compound), Seals - Buna-N, internals in brass | | |
| Port | NPTF: | 1/4" | 3/8" 1/2" |
| Max. condensate capacity | oz | .95 | 2.64 2.64 |
| Weight | lbs | .75 | 1.52 1.52 |
| Mounting | vertical in line or wall-mounting | | |
| Operating temperature | -5° C - 50° C, (23° F - 122° F), with Dew Point of air at least 2° C (4° F) below the min working temperature | | |
| porosity of filtering element | 0,01µm, standard (other options available on request) | | |
| Draining of condensate | manual - semi-automatic standard, (other options available in code Key) | | |
| finish | enameled | | |

PNEUMATIC DATA

| | |
|--------------------|---|
| Operating pressure | 0.3 - 16 bar, (with depressurizing drain P Max. of 10 bar) : 4.35 - 232 psi, (P Max 145 psi w/ depressurizing drain) - "Spitter-Type" 1.5 - 15 bar for Full Automatic float drain, (22 - 220 psi), 3/8" & 1/2" models only |
| Nominal flow | see graph |

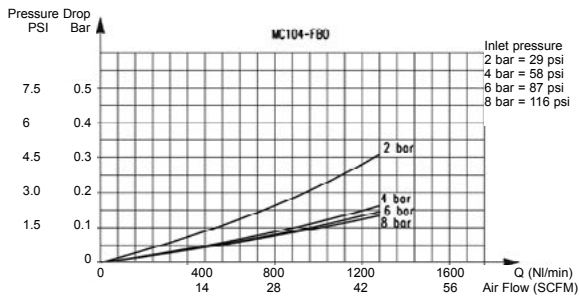
CODING EXAMPLE

MC 1 04 - F B 0 TF

| | |
|-----------|--|
| MC | SERIES |
| 1 | SIZE 1 = 1/4" 2 = 3/8" or 1/2" |
| 04 | PORTS: 04 = 1/4" NPTF 38 = 3/8" NPTF 02 = 1/2" NPTF |
| F | FILTER |
| B | FILTERING ELEMENT B = 0,01 µm coalescing |
| 0 | DRAINING OF CONDENSATE 0 = normal - semiautomatic 3 = Fully automatic, Float-Drain, 3/8" & 1/2" 4 = depressurization, "Spitter-Type", 1/4" ONLY 5 = depressurization, protected, "Spitter-Type" w/ filter 8 = port 1/8" female, free-flow |
| TF | PORT TF = NPTF Blank = BSPP thread ports |

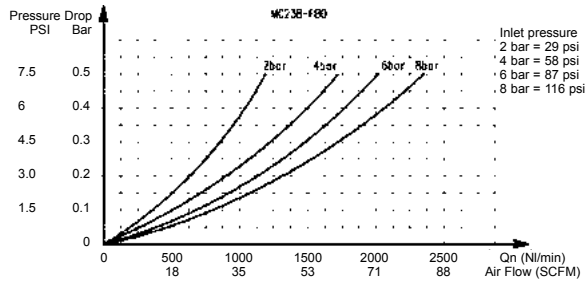
FLOW DIAGRAMS

MC104-FB0TF - 1/4" Models



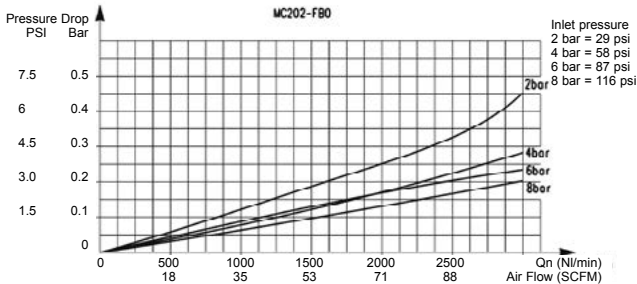
Pa = Inlet pressure
ΔP = Pressure Drop
Qn = Flow

MC238-FB0TF - 3/8" Models



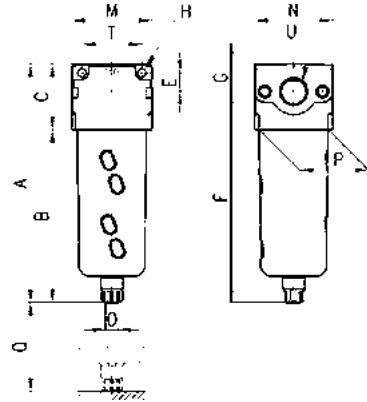
Pa = Inlet pressure
ΔP = Pressure Drop
Qn = Flow

MC202-FB0TF - 1/2" Models



Pa = Inlet pressure
ΔP = Pressure Drop
Qn = Flow

Coalescing filters Series MC



DIMENSIONS (in inches)

| Mod. | A | B | C | E | F | G | H | M | N | DRAIN PORT NPTF | | | PORTS U (NPTF) | |
|-------------|-------|-------|-------|------|-------|------|-------|-------|-------|-----------------|-------|-------|----------------|------|
| | | | | | | | | | | O | P | Q | T | |
| MC104-FB0TF | 5.630 | 4.016 | 1.614 | .433 | 4.980 | .650 | .157 | 1.772 | 1.772 | 1/8 | 1.457 | 2.126 | 1.378 | 1/4" |
| MC238-FB0TF | 7.244 | 5.236 | 2.008 | .551 | 6.417 | .827 | 2.441 | 2.441 | 2.362 | 1/8 | 2.087 | 2.874 | 1.811 | 3/8" |
| MC202-FB0TF | 7.244 | 5.236 | 2.008 | .551 | 6.417 | .827 | 2.441 | 2.441 | 2.362 | 1/8 | 2.087 | 2.874 | 1.811 | 1/2" |

MODULAR FRL SERIES MC



PRECAUTIONS AND WARNINGS CONCERNING THE APPLICATION, INSTALLATION AND SERVICE OF MAC VALVES AND OTHER MAC VALVES PRODUCTS

The warnings and precautions below are important to be read and understood before designing into a system any MAC Valves products, and before installing or servicing any MAC Valves product. Improper use, installation or servicing of any MAC Valves product in some systems could create a hazard to personnel or equipment. No distinction in importance should be made between the terms warnings and precautions.

WARNING :

Under no circumstances are MAC Valves products to be used in any application or in any manner where failure of the MAC Valves product to operate as intended could in any way jeopardize the safety of the operator or any other person or property.

- Do not operate outside of pressure range listed on a valve label or outside of the designated temperature range.
- Air supply must be clean and dry. Moisture or contamination can affect proper operation of the valve.
- Before attempting to repair, adjust or clean a MAC Valves product, consult catalog, parts & operation sheet, or factory for proper maintenance procedures, lubrication and cleaning agents. Never attempt to repair or perform other maintenance with air pressure to the valve.
- If air line lubrication is used do not use any lubrication other than those recommended in the catalog, parts & operation sheet or by the factory.

APPLICATION PRECAUTIONS :

INDUSTRIAL USE -

- MAC Valve products are intended for general use in industrial pneumatic and/or vacuum systems. They are general purpose industrial products with literally thousands of different applications in industrial systems. These products are not inherently dangerous, but they are only a component of an overall system. The system in which they are used must provide adequate safeguards to prevent injury or damage in the event failure occurs, whether it be failure of switches, regulators, cylinders, valves or any other component.

POWER PRESSES -

MAC Valve products are not designed nor intended to be used to operate and/or control the operation of clutch and/or brake systems on power presses. There are special products on the market for such use.

2-POSITION VALVES -

Some MAC valves are 2-position, 4-way valves. When air is supplied to the inlet port(s) of these valves, there will always be a flow path from the inlet to one of the outlets regardless of which of the two positions the valve is situated. Therefore, if pressurized air retained in the system would present a hazard in the application or servicing of the valve or system, a separate method in the system must be provided to remove the trapped air.

3- POSITION VALVES-

Some MAC valves are 3-position, 4-way valves. These valves are either double solenoid or double remote air operated.

If either of the two operators is in control, air supplied to the inlet port(s) will pass through the valve to one of the outlets as on 2-position, 4-way valves. However, if neither operator is in control, the valve moves to a center position. Listed below are the various center position functions :

A. CLOSED CENTER-

With this type valve, when in the center position all ports are blocked (inlets and exhausts) meaning the air at both outlet ports is trapped. If trapping the air in both outlet ports would present a hazard in the application or servicing, a separate method in the system must be provided to remove the trapped air or this type valve should not be used.

B. OPEN CENTER-

With this type valve, when in the center position, the inlet port(s) is blocked and the two outlet ports are open to the exhaust port(s) of the valve. If having no air in either outlet port would present a hazard in the application or servicing, this type valve should not be used.

C. PRESSURE CENTER-

With this type valve, when in the center position, the inlet port(s) is connected to both outlet ports of the valve. If having pressurized air to either or both outlet ports would present a hazard in the application or servicing of the valve or system, a separate method in the system must be provided to remove the retained air or this type valve should not be used.

OPERATING SPECIFICATIONS -

MAC Valves products are to be installed only on applications that meet all operating specifications described in the MAC catalog for the MAC Valves product.

MANUAL OPERATORS-

Most MAC valves can be ordered with manual operators. Manual operators when depressed, are designed to shift the valve to the same position as would the corresponding solenoid or remote air pilot operator if it were activated. Care must be taken to order a type, if any, that will be safe for the physical location of the manual operator in the system. If intentional or accidental operation of a valve by a manual operator could cause personal injury or property damage, a manual operator should not be used.

REMOTE AIR OPERATED VALVES

Pilot valves supplying signal pressure to remote air operated valves should be 3-way valves with adequate supply and exhaust capacity to provide positive pressurizing and exhausting of the pilot supply line. Pilot lines should be open to exhaust when valves are deenergized.

INSTALLATION PRECAUTIONS :

- Do not install any MAC Valves product without first turning off air (bleed system completely) and electricity to the machine.
- MAC Valves products should only be installed by qualified, knowledgeable personnel who understand how the specific valve is to be pneumatically piped and electrically connected (where applicable). Flow paths through the valve are shown in the catalog and on the valve by use of ANSI or ISO type standard graphic symbols. Do not install unless these symbols and the valve functions and operations are thoroughly understood.
- If air line lubrication is used do not use any lubrication other than those recommended in the catalog, parts & operation sheet or by the factory.

SERVICE PRECAUTIONS :

- Do not service or remove from service any MAC Valves product without first shutting off both the air and electricity to the valve and making certain no pressurized air which could present a hazard is retained in the system.
- MAC Valves products should only be serviced or removed from service by qualified, knowledgeable personnel who understand how the specific product is used and/or how the specific valve is piped and used and whether there is air retained in the connecting lines to the valve or electric power still connected to the valve.
- Before attempting to repair, adjust or clean a MAC Valves product, consult catalog, parts & operation sheet, or factory for proper maintenance procedures, lubrication and cleaning agents. Never attempt to repair or perform other maintenance with air pressure to the valve.
- MAC Valves products are never to be stepped on while working on a machine. Damage to a MAC valve, or other product or lines to the product (either air or electrical lines) or accidental activation of a manual operator on the valve could result in personal injury or property damage.

LIMITATION OF GUARANTEE

This Guarantee is limited to the replacement or rebuilding of any valve or other product which should fail to operate properly. Valves or other products, under the MAC Guarantee, must be returned (with or without bases) transportation prepaid and received at our factory within the Guarantee period. They will be returned to the customer at the expense of MAC Valves, Inc., and will carry the same guarantee as provided under the Flat Rate Rebuild Program.

DISCLAIMER OF GUARANTEE

No claims for labor, material, time, damage, or transportation are allowable nor will any valve or other product be replaced or rebuilt under this guarantee which has been damaged by the purchaser not in the normal course of its use and maintenance during the warranty period. The guarantee does not apply to loss or damage caused by fire, theft, riot, explosion, labor dispute, act of God, or other causes beyond the control of MAC Valves, Inc. MAC Valves, Inc. shall in no event be liable for remote, special or consequential damages under the MAC Guarantee, nor under any implied warranties, including the implied warranty of merchantability.

The above Guarantee is our manner of extending the engineering and service resources of the MAC Valves, Inc. organization to assure our customer long, and continued satisfaction.



Manufacturers of Air Control Valves

MAC VALVES, INC.

• P.O. BOX 111 • 30569 BECK ROAD • WIXOM, MICHIGAN 48393-7011
• Tel: (810) 624-7700 • Tlx: 164116 • Fax: (810) 624-0549

TO: ALL DISTRIBUTORS
DATE: DECEMBER 14, 1995
SALES BULLETIN: #34-95
SUBJECT: MARVEL MYSTERY OIL

It has come to our attention that there are a few customers that are using Marvel Mystery Oil. This oil was formulated for automobile engines and may be a good product, however, it is devastating to rubber seals. When the oil comes in contact with the rubber it swells the seals which could cause the valve to stick. Unlike most oils that we have analyzed, Marvel Mystery Oil will evaporate out of the rubber, returning the seal to its original size. When valves are returned to us for evaluation, this problem can make it difficult to render an accurate diagnosis.

The second problem involves solvents used in Marvel Mystery Oil. These solvents will dissolve the lubricants molded into our rubber seals which can also lead to sticking particularly at low pressures when you have the least margins of force available.

Please make all your sales people aware of this situation and address it appropriately.

Sincerely,

MAC VALVES, INC.

Jim Rude
Sales Engineer

JR:rw



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February 25, 2000

AIR VALVE LUBRICANTS

MAC Valves has compiled for reference a partial list of suitable oils, given upon request, for customer applications. If given a choice, this list should help avoid potential problems down the road. The information is provided as the result of recent lab testings and a great deal of field experience. The suitable oil should have an aniline point in the 180-210 range and viscosity of 150-200 seconds at 100 (S.A.E. #10).

The following oils without additives are satisfactory:

| <u>MANUFACTURER</u> | <u>OIL NUMBER</u> |
|---------------------|----------------------|
| NFO | NFO 10 H/NR |
| NFO | NFO 10 W/NR |
| CHEVRON | AW 10 MACHINE OIL |
| CHEVRON | HANDY OIL - 15 |
| EXXON | TERESSTIC 32 |
| MOBIL | MOBIL DTE LIGHT |
| MOBIL | DEXRON II ATF |
| MOBIL | AFT 210 TYPE F |
| MOBIL | DTE 13M |
| MOBIL | ALMO 525 |
| MOBIL | MIST LUBE 24 |
| MOBIL | DTE 24 |
| MOBIL | HYDRAULIC OIL 13 |
| MOBIL | HYDRAULIC OIL AW 32 |
| WOLVERINE | A-INDUSTRIAL 150 R&O |
| TITAN | TYPE F ATF |
| TITAL | DEXRON II ATF |
| AMERICAN | INDUSTRIAL OIL - 32 |

The use of Kerosene, animal or vegetable fats should be avoided for additives or cleaning agents. Also, the use of any penetrants such as WD40 should NEVER be used on any rubber seals. MAC is willing to test and evaluate any oils a customer is using that is additional to this listing. Please contact our sales department with any questions.

CHUTE PIVOT

Chute Pivot Maintenance

CHUTE PIVOT MAINTENANCE

Proper mixer lubrication is very important to getting the maximum performance from your Con-Tech Mixer. Due to the environment that it operates in on a daily basis, a liberal greasing maintenance schedule will minimize downtime and prevent unnecessary/premature repairs. All chute pivot attaching hardware must be inspected on a weekly basis. Failure to do so could result in premature wear & component failure.

Con-Tech Manufacturing recommends a General Purpose EP Lithium Based grease. Understanding that a DAILY greasing of these components can be somewhat difficult to do, Con-Tech recommends that you grease these components a minimum of every week. The main goal in maintaining a diligent lubrication schedule is to remove WATER from the drum roller and chute pivot assemblies.

During the greasing procedure, continue to fill component with grease until you see clean grease just starting to come out of the component seal.

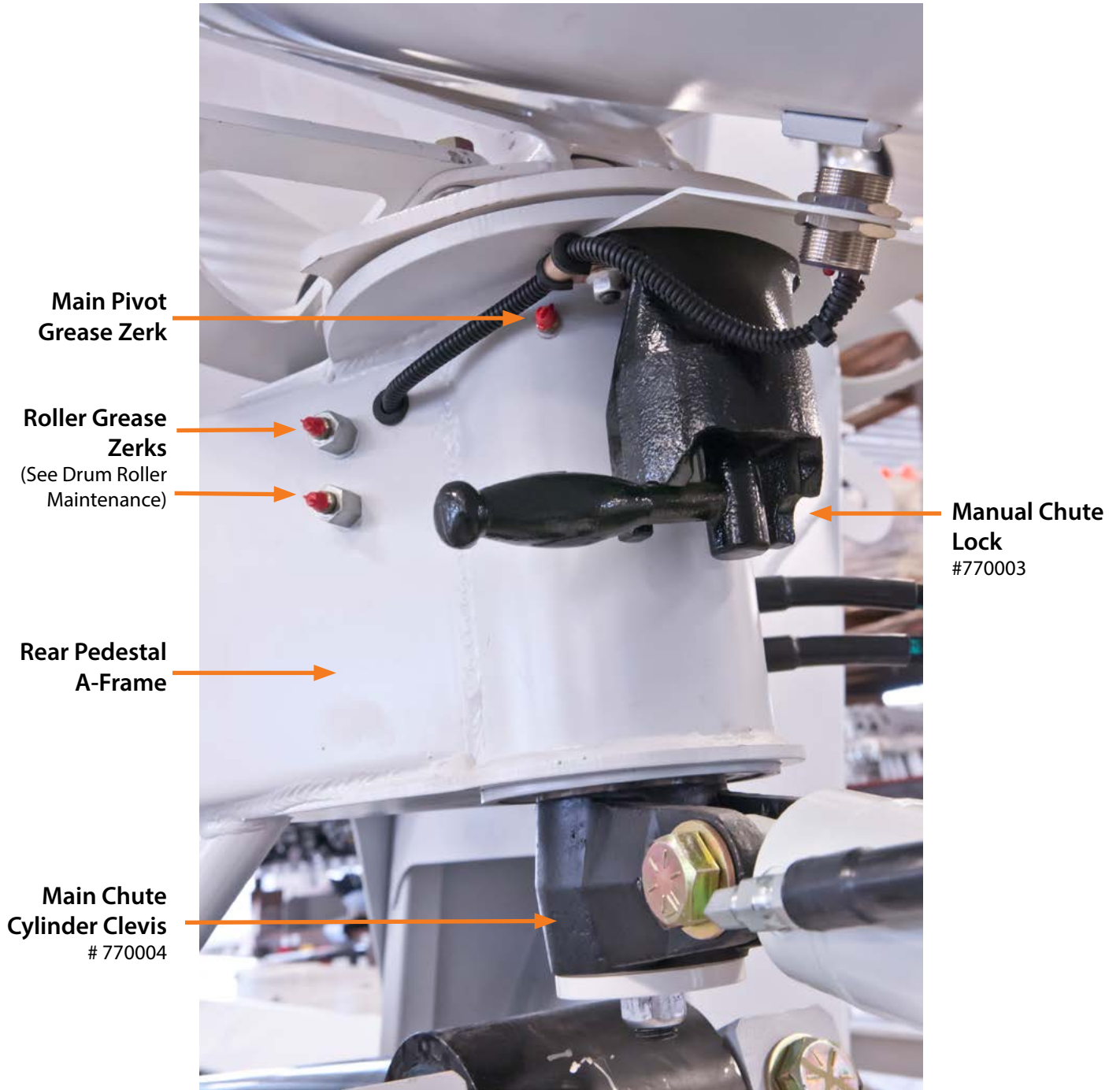
CALL CON-TECH SERVICE AT 507-374-2239 WITH ANY SERVICE ISSUES.

PLEASE OBSERVE ALL OSHA LOCKOUT-TAG OUT PROCEDURES WHEN PERFORMING ANY TYPE OF WORK OR MAINTENANCE ON YOUR VEHICLES.

PART LIST

725014 - Seal, swivel Bearing, Qty 2
720005 - Cone, roller bearing, Qty 2
720006 - Roller bearing cup, Qty 2
215116 - Main pivot lower seal ring, Qty 1
770004 - Cast chute clevis, Qty 1
215261 - Chute cylinder clevis key, Qty 1
215110 - Main pivot washer, Qty 1

CHUTE PIVOT MAINTENANCE



HYDROSTATIC PUMP AND MOTOR MAINTENANCE

HYDRAULIC FLUID

1. ISO 68 - Ambient Less than 80° F

A. Specifications

1. SUS @ 210° F = 55-60
2. Viscosity Index = 100-120
3. Pour Point = 25° F Average

2. ISO 100 - Ambient More than 80° F

A. Specifications

1. SUS @ 210° F = 60-70
2. Viscosity index = 100-120
3. Pour point = -5° F to +10° F

3. Recommended Additives

- A. Anti-Corrosion
- B. Anti-Rust
- C. Antioxidant
- D. Anti-Foam
- E. Anti-Wear
- F. Emulsifier
- G. Detergent

4. Hydraulic Fluid Breakdown

A. Age of your fluid

1. **Change your hydraulic fluid**
 - a. @ 100 hours (After initial break-in)
 - b. 6 Months / 1000 hours

B. Heat

1. Breakdown temperature varies with different brands.

C. What effects fluid breakdown has.

1. Oxidization
2. Additive breakdown
3. Varnishing
4. Contaminates
5. Loss of viscosity

5. Multiple Viscosity Fluids (MV) (DO NOT USE)

A. Shear Factor

1. Viscosity Index improver (VIP)
 - a. Synthetic polymer chain
 - b. Typically not shear stable in high pressure piston pumps.

B. High viscosity index

1. 130-150

6. Automatic Transmission Fluid (ATF)

- A. Should not be substituted in hydrostatic mixers
- B. Is not shear stable in high pressure piston pump.
 1. High viscosity index
 - a. 170-200
 2. Tends to shear to base stock viscosity
 3. Looses hydrodynamic film
 4. Not always compatible with hydraulic fluid
 5. Normally higher priced than hydraulic fluid

7. Water Base Oil

- A. **DO NOT USE** in hydrostatic systems
- B. Shortens lifetime of hydrostatics

8. Normal Operating Temperatures

- A. Outside temperature (Ambient) + 100°F
- B. Running warmer than normal
 1. Drum stall
 2. Hydraulic fluid should be changed more often
 - a. Additive package breaks down
 - b. Hydraulic fluid's ability to tolerate heat lowers
- C. Operating cooler than normal
 1. Moisture accumulation
 - a. Maximum moisture = .001%
 2. Hydraulic fluid should be changed more often
- D. Filter system
 1. Coarse filter (Approx. 40 Microns)
 2. Fine filter (Approx. 5 Microns)(BK Only)
- E. Analyzing oil
 1. Use an analysis designed for hydrostatics
 - a. Cleanliness levels
 - b. SUS @ 210°F
 - c. Moisture content
 - d. Viscosity index
- F. Filtering oil from storage containers
 1. Use a 10 micron filter
 - a. Low pressure applications
 1. Mixer hydro filter assembly
 - b. High pressure applications
 1. BridgeKing® high pressure filter assembly

HYDROSTATIC PUMP AND MOTOR MAINTENANCE

OIL RESERVOIR

1. Vented reservoirs on BridgeKing® trucks

- A. Hydro has an even exchange of oil
- B. Chute lift cylinder volume minimal
 - 1. Cylinder capacity = .35 Gal
- C. A sealed reservoir is cleaner
- D. Thermal expansion aids charge pump
- E. A vent is required if the system has a large cylinder

2. Moisture Accumulation

- A. Source of Moisture
 - 1. Condensation
 - a. Cooling down of hydraulic fluid
 - 2. Induced Moisture
 - a. Bad/leaking, fitting reservoir cap
 - b. Washing hot reservoir with cold water
 - 3. Hydraulic fluid not reaching operating temperature
 - 4. Reservoir breather cap not properly installed

HYDRAULIC HOSE

1. General Hose Information and Knowledge

- A. Ratings
 - 1. Operating Pressure
 - a. The pressure the hose is designed to operate at on a continuous basis
 - 2. Proof
 - a. The operating pressure X 2 for test purposes
 - 3. Burst
 - a. The pressure at which the hose bursts
 - b. Operating pressure X 4
 - 4. SAE = Society of automotive engineers
 - 5. DIN = Deutsch International Nominal
 - 6. Mil Spec = Military (lowest rating)
- B. Hose Outer Covering Considerations
 - 1. Acid wash resistance
 - 2. Synthetic rubber covering
 - 3. UV exposure
- C. Twist Factor
 - 1. 7° of twist per foot will shorten a hose life by 95%
- D. Hose Shrinkage
 - 1. Anticipate a 4% shrinkage
 - a. 2" on a 50" hose

E. DO NOT PRESSURE WASH HOSES

F. Hoses should be inspected daily for:

- 1. Cuts
- 2. Leaks
- 3. Abrasions
- 4. Damage
- 5. Improper clearance/tolerances
- 6. Aging
- 7. Check along frames for damage

G. Hose Size = I.D.

- 1. Dash sizes in 16th of an inch
 - a. -4 = 1/4"
 - b. -6 = 3/8"
 - c. -8 = 1/2"
 - d. -12 = 3/4"
 - e. -16 = 1"

2. Suction Hose Applications

- A. SAE100R4 or equivalent
 - 1. 28" Vacuum
 - 2. 200 PSI maximum
 - 3. Aeroquip FC310, 2661 or equivalent

3. Chute Hose Applications

- A. SAE100R2 or DIN 20 022
 - 1. Minimum operating pressure of 3,000 PSI required
 - 2. Aeroquip GH781 or equivalent

4. Closed Loop System (Hydrostatic Pump & Motor)

- A. SAE100R12
 - 1. Minimum operating pressure of 4,000 PSI
 - 2. GH493 or equivalent

SUCTION FILTER

1. 10 Micron (μ) Rating is Required

- A. 1 μ = 0.00003937 Inch
- B. Human hair = 70 microns
- C. Lower limits of human visibility = 40 microns
- D. White blood cell = 25 microns

2. Beta Ratings Required by Eaton

- A. B10 = 2 minimum
- B. B10 = 4 better rating

HYDROSTATIC PUMP AND MOTOR MAINTENANCE

3. ISO Cleanliness Standard

- A. 18/13 required
 - 1. Particles per ML (1 cc)
 - a. 5 = 2,500 particles
 - b. 15 = 80 particles

4. 10 Inches of Mercury (Hg) Maximum Warm

- A. Red line on vacuum gauge

5. Bypass Opens at 20 Inches of Mercury

- A. Hydraulic fluid is unfiltered in bypass
- B. Filter must withstand 20 inches of mercury

6. Many Filters Do Not Qualify

- A. Incorrect beta ratings
 - 1. B10 = 2 minimum

HYDRAULIC FLUID FAN COOLER

1. Flow Capacity is Determined by Charge Pump Flow

- A. 1.28 charge pump @ 2,000 RPM = 10.5 GPM @ 95% efficiency
- B. 12 Volt fan cooler
 - 1. 19,000 BTU w/ ram air
 - 2. 15,000 BTU w/ fan air
 - 3. Fan temperature switch to activate fan @ 157°F
 - 4. ZF mount is Standard

2. Reverse Flushing the Cooler

- A. Cooler must be flushed or system will be immediately contaminated on start up

HYDROSTATIC PUMP

1. Rotation

- A. Front mount pumps = LH (CCW)
- B. Rear mount REPTO pumps = RH (CW)
 - 1. Rear engine power take off

2. Input Shaft Sizes

- A. Production
 - 1. 1-1/2" tapered shaft
 - 2. 1350 Series drive line components
 - 3. Yoke torque = 320 lb. ft. minimum lubricated

3. Relief Valves in Pump

- A. 6,000 PSI clipping relief valves
- B. Poppet style
 - 1. Tend to be self-cleaning
 - 2. Cooler Operation

4. Pump Configuration (CW or CCW)

- A. A-pad charge pump
- B. Std mixer A-pad gear pump (Std mixer)
- C. Pressure compensated piston pump (BK mixer)
- D. 1-1/2" tapered shaft

5. Displacements

- A. 54 Series - production pump (5.4 cid)

6. Model and Serial Numbers

- A. The first two numbers of the model number indicate displacement
 - 1. Example: "54" = 5.4 cid
- B. Third Digit of the Model Number
 - 1. "2" = Pump
 - 2. "3" = Motor
- C. Fourth Digit of the Model Number
 - 1. "3" = Lip style input shaft seal
 - 2. "1" = Old style mechanical shaft seal

HYDRAULIC LEAKS & DRUM STALL

1. Normal Internal Leakage of Hydraulic Fluid

- A. Leakage cleans, cools, and lubricates
- B. Normal leakage at operating temperature
 - 1. Pump = 1 GPM
 - 2. Motor = 1 GPM
- C. Charge pump capacity @ 600 RPM = 3 GPM
 - 1. Charge pump replaces leakage (make up fluid) in charge/discharge circuit
 - 2. Fluid not used for make up (leakage) aids cooling by dumping into pump case & back to reservoir

HYDROSTATIC PUMP AND MOTOR MAINTENANCE

2. Excessive Internal Leakage - Caused By:

- A. Wear
- B. Wrong hydraulic fluid (too thin)
- C. Overheated
 - 1. Possible cooler problems
 - a. Obstructed air flow
- D. When leakage exceeds the charge pump's Capacity for make up fluid the drum will stall

3. Solutions

- A. Increase charge pump capacity with Increased engine RPM's whenever possible
 - 1. Don't let engine idle with a load of Concrete while sitting at job sight
 - a. Use 1,000 or 1,200 rpm if possible while sitting
- B. Hydraulic fluid with correct SUS @ 210°F
- C. Correct cooler capacity
- D. Larger hydrostatic motor
 - 1. Additional torque, but lower drum RPM

Replacing a Hydrostatic Pump and Motor

1. Important Items to Complete

- A. Keep everything extremely clean
- B. Check the hoses for cracks/damage, etc.
- C. Flush the system with diesel or a flushing fluid
 - 1. Flush reservoir and wipe clean
 - 2. Reverse flush the cooler
 - 3. Install new and correct filters
 - a. B10 = 2 Beta rating minimum
 - 4. Flush hoses and tubing and blow out with air
- D. Torque the pump yoke as per specifications
- E. Change both the pump and motor
- F. Install the correct hydraulic fluid
- G. Fill the pump and motor case with hydraulic fluid
- H. Follow clean and flush procedures
- I. Pre fill pump and motor cases with hydraulic fluid
- J. Pre fill and/or bleed ALL hoses prior to start up



HYDRAULIC PUMP

Hydraulic Test Kit

Hydraulic Pump

Hydraulic Motor

“RE” Pump Controls

Hydraulic Reservoir

Hydraulic Suction Filter

Hydraulic Fan Cooler



HYDRAULIC TEST KIT

When servicing your Con-Tech mixer, it is best to have the proper tools and equipment to do the job. Con-Tech offers a hydraulic test kit to properly check and diagnose your mixer's hydraulic system. To purchase, call our Parts Sales Department.

For use, troubleshooting, and how to, please review the "Troubleshooting" section.

For Instructions on hooking up your hydraulic test kit, please refer to pages 4 & 5 in the Eaton Troubleshooting Guide For Eaton Hydrostatic Transmissions used on Concrete Mixers No. 3-406.

CALL CON-TECH SERVICE AT 507-374-2239 WITH ANY SERVICE ISSUES.

PLEASE OBSERVE ALL OSHA LOCKOUT-TAG OUT PROCEDURES WHEN PERFORMING ANY TYPE OF WORK OR MAINTENANCE ON YOUR VEHICLES.

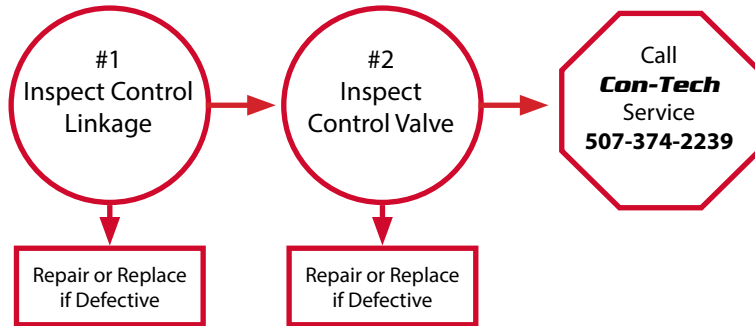
HYDRAULIC TEST KIT



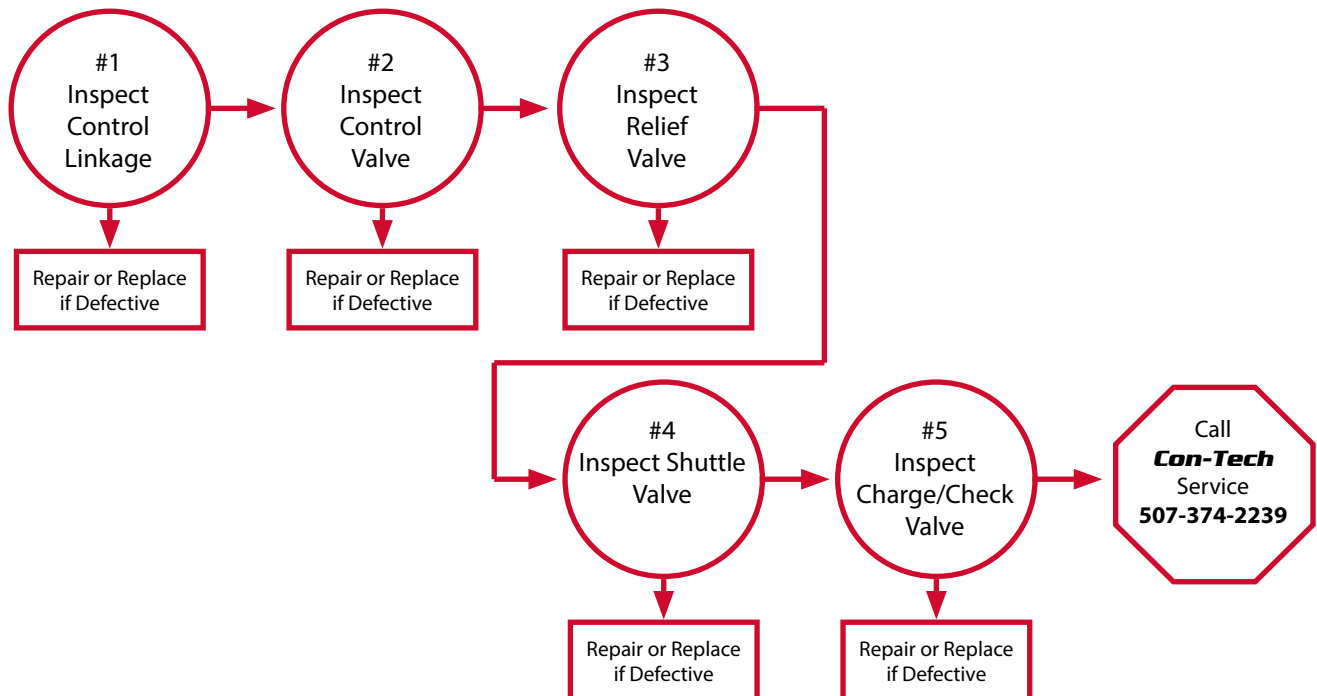
Part # 799600

TROUBLESHOOTING PUMPS AND MOTORS

NEUTRAL IS DIFFICULT TO FIND...



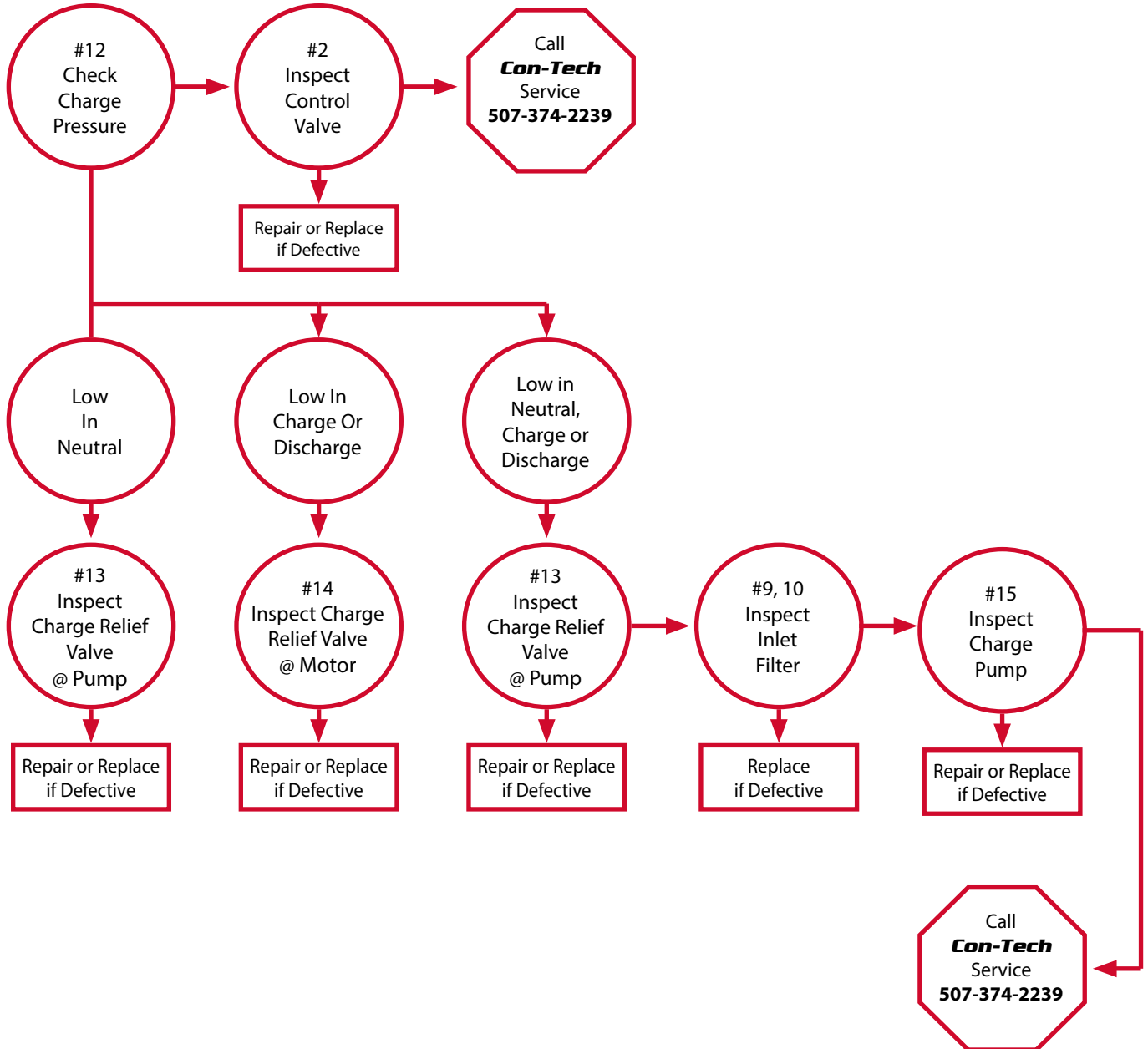
MIXER DRUM ONLY TURNS IN ONE DIRECTION...



SEE PUMPS AND MOTORS STEPS AND ACTIONS FOR ADDITIONAL INFORMATION

TROUBLESHOOTING PUMPS AND MOTORS

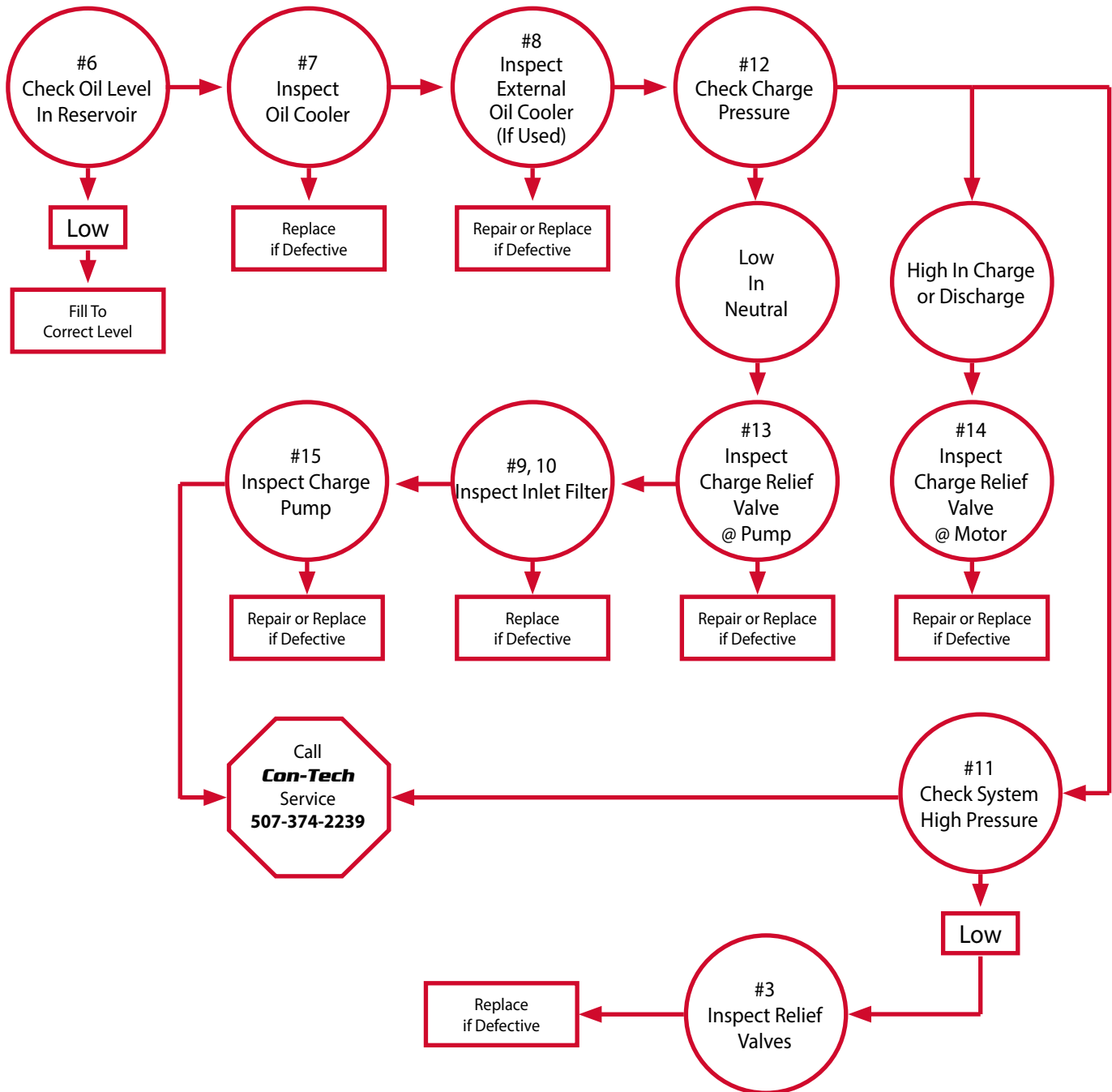
MIXER FUNCTION AND RESPONSE ARE SLUGGISH AND SLOW...



SEE PUMPS AND MOTORS STEPS AND ACTIONS FOR ADDITIONAL INFORMATION

TROUBLESHOOTING PUMPS AND MOTORS

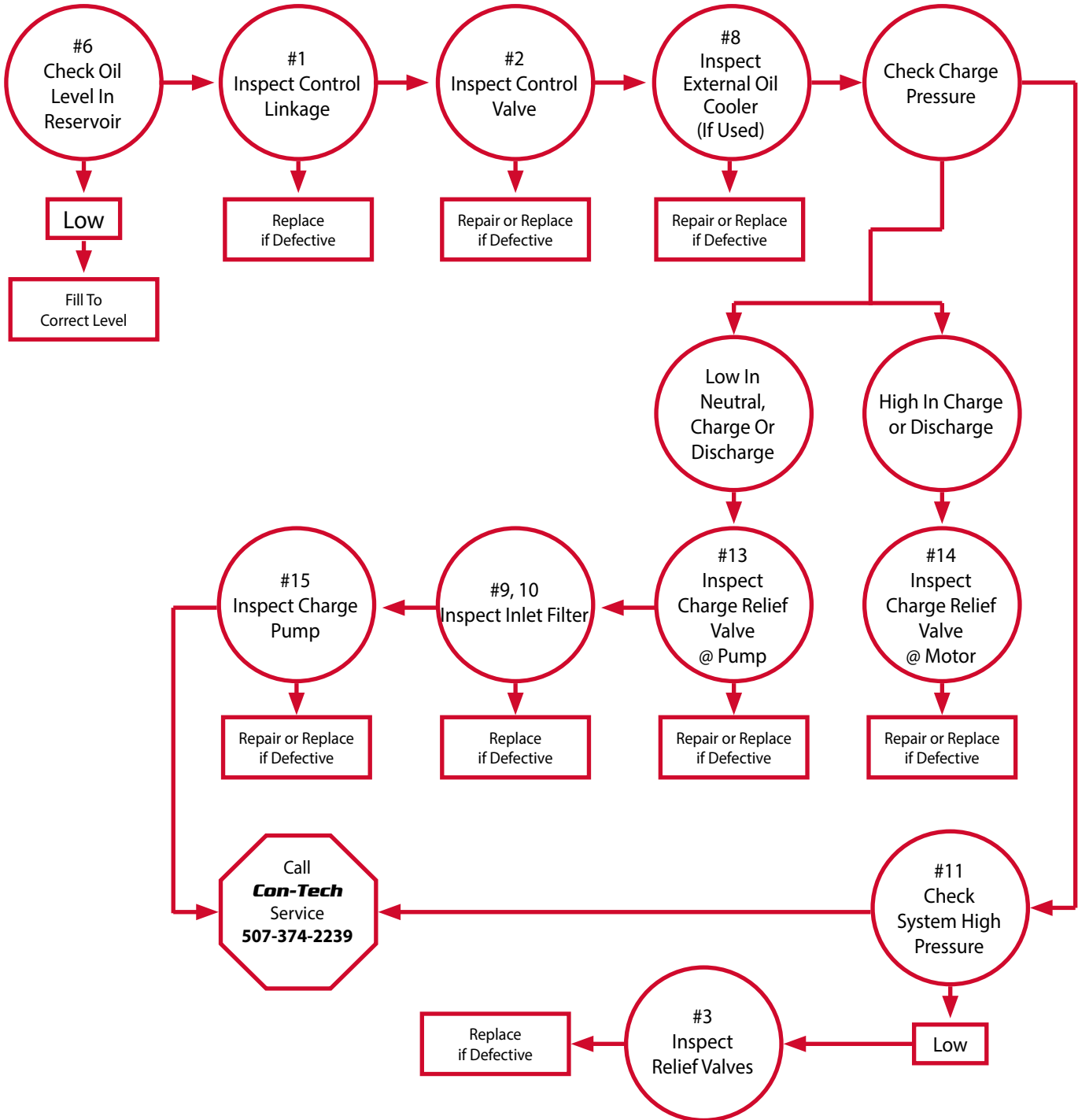
MIXER HYDRAULIC SYSTEM IS RUNNING HOT...



SEE PUMPS AND MOTORS STEPS AND ACTIONS FOR ADDITIONAL INFORMATION

TROUBLESHOOTING PUMPS AND MOTORS

MIXER DRUM DOES NOT OPERATE IN EITHER DIRECTION...



SEE PUMPS AND MOTORS STEPS AND ACTIONS FOR ADDITIONAL INFORMATION

PUMP AND MOTOR STEPS AND ACTIONS

1. Inspect control linkage for:

- a. Cables out of adjustment, binding, broken, etc.
- b. Cables not coordinated with control valve neutral
- c. Arm on control valve slipping on control valve shaft splines. Cable bracket loose or installed incorrectly

2. Inspect control valve for:

- a. Plugged control orifice
- b. Damaged mounting gasket
- c. Mis-adjusted, damaged or broken neutral return spring
- d. Broken control connector pin
- e. Broken or missing control linkage pins
- f. Galled, stuck, or contaminated control spool
- g. Exchange control valves with a units which works properly to verify the control valve is at fault

3. *Inspect relief valves for:

- a. Improper pressure relief setting
- b. Damaged or missing O-ring and backing ring
- c. Plugged orifices
- d. Center spool galled, stuck, or contaminated
- e. Poppet style relief valve may be stuck open or contaminated
- f. Older style motors have the high pressure relief valves installed in a manifold on the rear of the motor.
- g. Newer Eaton systems have poppet style high pressure relief valves (called power limiters) installed in the pump. These power limiters can be exchanged from port to port for test purposes.

4. Inspect shuttle valve (located on the end of the motor) for:

- a. Bent or broken return centering spring
- b. Galled, stuck, or contaminated spool
- c. Bent or broken shuttle spools. Excess wear

5. Inspect Charge Check Valves

(located behind charge pump) for:

- a. Damaged or missing O-ring
- b. Damaged check ball seat
- c. Stuck check ball

6. Check Oil Level In Reservoir:

- a. Follow the manufacturer's recommendations
- b. Normally oil should be to the sight glass with all cylinders retracted
- c. Do not overfill reservoir

7. Inspect Oil Cooler for:

- a. Obstructed air flow from dirt, grease, etc. on the outside of the cooler
- b. Improper plumbing
- c. Obstructed oil flow through the cooler; may require flushing the cooler or a new cooler

8. Inspect External Oil Cooler Bypass(if used):

- a. Broken, clogged, or defective bypass valve
- b. The Con-Tech cooler has an internal bypass rather than an external bypass

9. Vacuum Hose Should Be Inspected for:

- a. SAE 100R4 rating - This hose must be corrector the internal liner may collapse under vacuum applications. Pressure hose will not work.

10. Inspect Inlet Filter for:

- a. Plugged or clogged filter element
- b. Obstructed inlet or outlet
- c. Incorrect rating filter (should be 10 micron filter designed for vacuum applications)
- d. High vacuum (10" maximum vacuum when oil is warm)

PUMP AND MOTOR STEPS AND ACTIONS

11. Check System High Pressure:

- a. See the test pages showing gauge installation and test procedures.
- b. An empty drum will normally register approximately 500 PSI on the test gauge
- c. A loaded drum will normally register from 2,500 -3,500 PSI on the gauge depending on the load and slump of the concrete in the drum
- d. **WARNING:** Do not attempt to “lock up” the system or prevent the drum from turning to test high pressure. The result may be serious damage to the system and serious personal injury.

12. *Check charge pressure:

- a. Charge pressure is checked by installing a 0-600 PSI gauge in the O-ring port on the top of the pump. See the test pages showing gauge installation and test procedures.
- b. Charge pressure on the Eaton hydrostatic systems normally reads 240 - 260 PSI on the gauge when the pump is in neutral. The reading should drop 60 PSI when the pump is put in charge or discharge.
- c. A minimum reading of approximately 150 PSI on the gauge is required to turn the drum

13. *Inspect Charge Relief Valve at Pump for:

- a. Improper charge relief pressure setting
- b. Plugged orifice
- c. Spool galled, contaminated, or stuck open or closed
- d. Damaged or missing O-ring
- e. Poppet valve held off seat
- f. Exchange a known good charge relief valve from another pump to verify the relief is the problem

14. *Inspect Charge Relief Valve at Motor for:

- a. Improper charge relief pressure setting

- b. Plugged orifice
- c. Spool galled, contaminated, or stuck open or closed
- d. Damaged or missing O-ring
- e. Poppet valve held off seat
- f. Exchange a known good charge relief valve from another pump to verify the relief is the problem

15. Inspect Charge Pump for:

- a. Broken tang
- b. Damaged or missing O-ring
- c. Broken drive key
- d. Excessive gerotor clearance
- e. Galled or broken gerotor set

*Charge Relief Valve and High Pressure Relief Valve Identification: The relief valves are factory preset. The pressure code is stamped on the hex plug located on the end of the valve cartridge. To determine the pressure setting on the motor manifold high pressure relief valves, add a zero to the right of the stamped number (Eaton up to 1987). 1988 and newer high pressure relief valves (power limiter) located in the Eaton pump are marked internally. They must be removed to see the number.

| <u>Charge Pressure Relief Valves</u> | <u>High Pressure Relief Valves</u> |
|--|--|
| 016 = 160 PSI | 500 = 5,000 PSI |
| 022 = 220 PSI | 550 = 5,500 PSI |

HYDRAULIC PUMP

Your Con-Tech Mixer comes equipped with an Eaton 54 Series Variable displacement hydraulic pump. This pump is responsible for turning the drum (both direction and speed). Power is supplied to the pump via the rear engine pto and drive shaft.

The pump (and drum speed/direction) can be controlled via two different methods:

1: Cable Control: The drum direction and speed is controlled by moving the cable control arms (located on cab console and on rear control box). In order to place the drum in neutral, you place the cable control arm in the “middle” of it’s travel range.

2: RE (Remote Electronic) Control: The drum direction and speed is controlled by an electronic control unit installed on the side of the pump. This controller is mounted between the cable controller and the pump case. This control also contains the drum start/stop function. Both the drum’s speed/direction and the start/stop functions are controlled by switches located in the cab and at the rear control station (or on the rear pendant).

For emergency drum operation on trucks equipped with RE controls, please see the following instructions: **See Page’s 78-79**

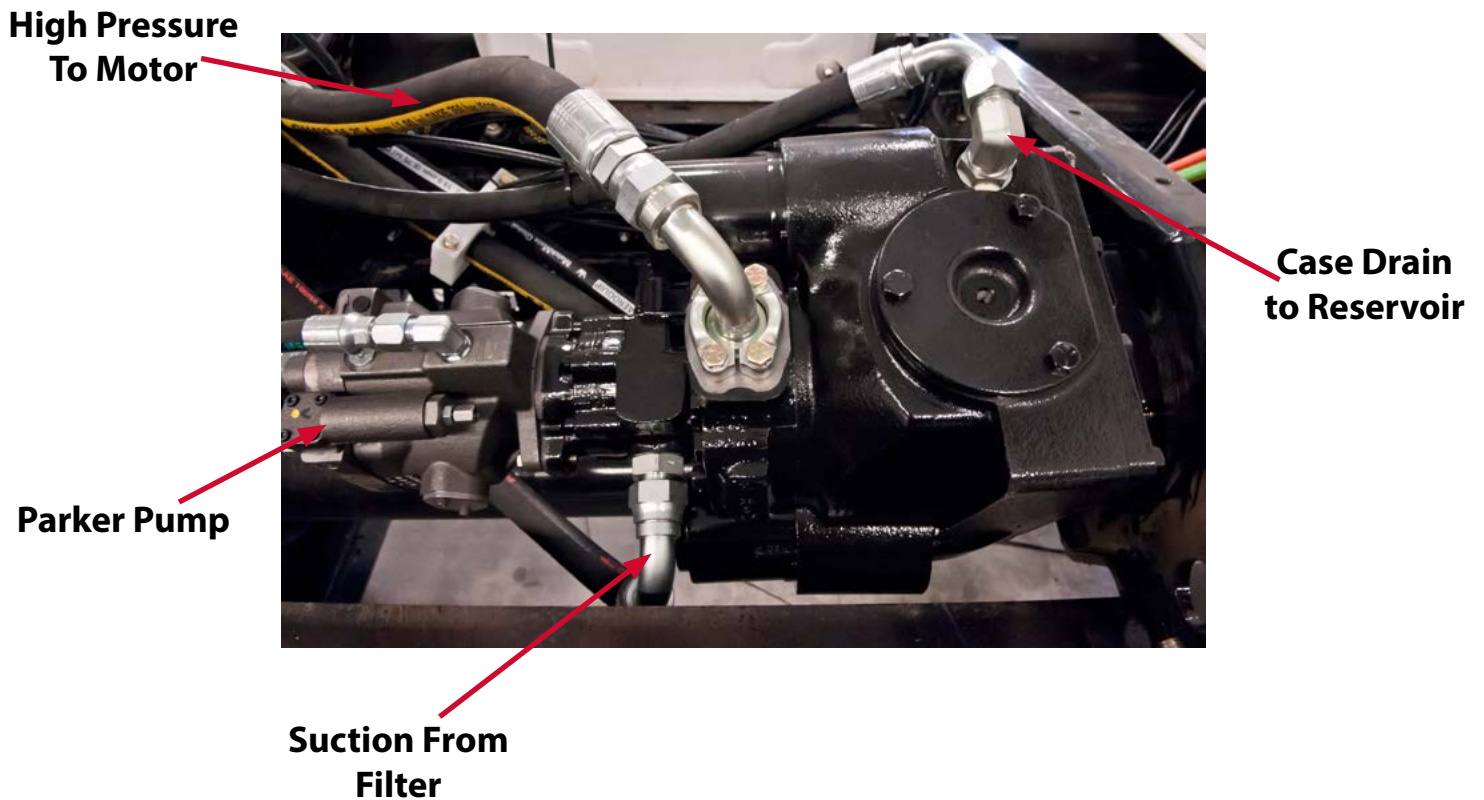
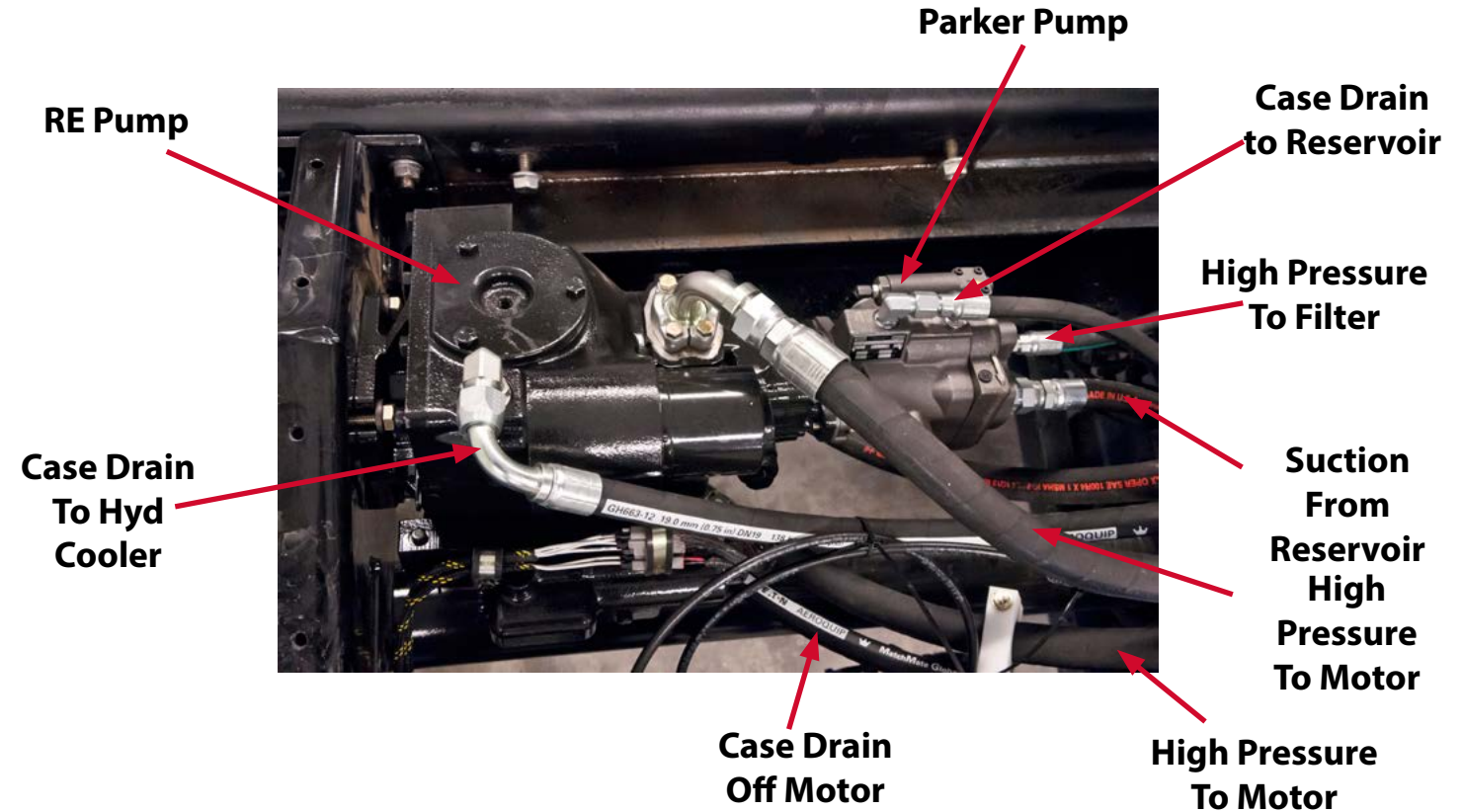
Regular hydraulic fluid and filter changes are a requirement for warranty coverage as well as maintaining the performance of your Con-Tech mixer. Eaton and Con-Tech require a fluid and filter change after the first 100 hours of operation. This will ensure the removal of break in contamination as well any other debris in the hydraulic system. The most contamination your hydraulic system will see will be in this first 100 hours. After this break in, Eaton and Con-Tech suggest fluid and filter replacement every 6 months or 1000-1200 hours (whichever comes first).

Con-Tech trucks come factory filled with Chevron Rando HD ISO 68 oil

CALL CON-TECH SERVICE AT 507-374-2239 WITH ANY SERVICE ISSUES.

PLEASE OBSERVE ALL OSHA LOCKOUT-TAG OUT PROCEDURES WHEN PERFORMING ANY TYPE OF WORK OR MAINTENANCE ON YOUR VEHICLES.

HYDRAULIC PUMP



HYDRAULIC MOTOR

Your Con-Tech mixer is equipped with an Eaton fixed displacement motor (located on the front of the ZF drive transmission). This motor is responsible for taking the hydraulic flow (and fluid direction) from the pump and driving the drum.

This motor requires VERY little maintenance. The biggest maintenance item that you could see from the motor is the output shaft seal leaking. If you find the ZF gearbox leaking gear lube from the output seal (and running down the head of the drum), immediately check the fluid level in the ZF drum drive. Take precaution in removing the dip stick from the ZF gearbox, as a leaking output seal from the hydraulic motor will create a small amount of pressure inside the ZF unit. Removing the dipstick quickly will result in a spray of gear lube from the gearbox.

If you find the gearbox to be overfilled, a failed output seal on the hydraulic motor is likely the cause. The motor output shaft is leaking hydraulic fluid and the case pressure of the hydraulic system is pushing hydraulic fluid into the gearbox. **Prior to performing ANY repairs, allow system to cool.**

Seal Replacement:

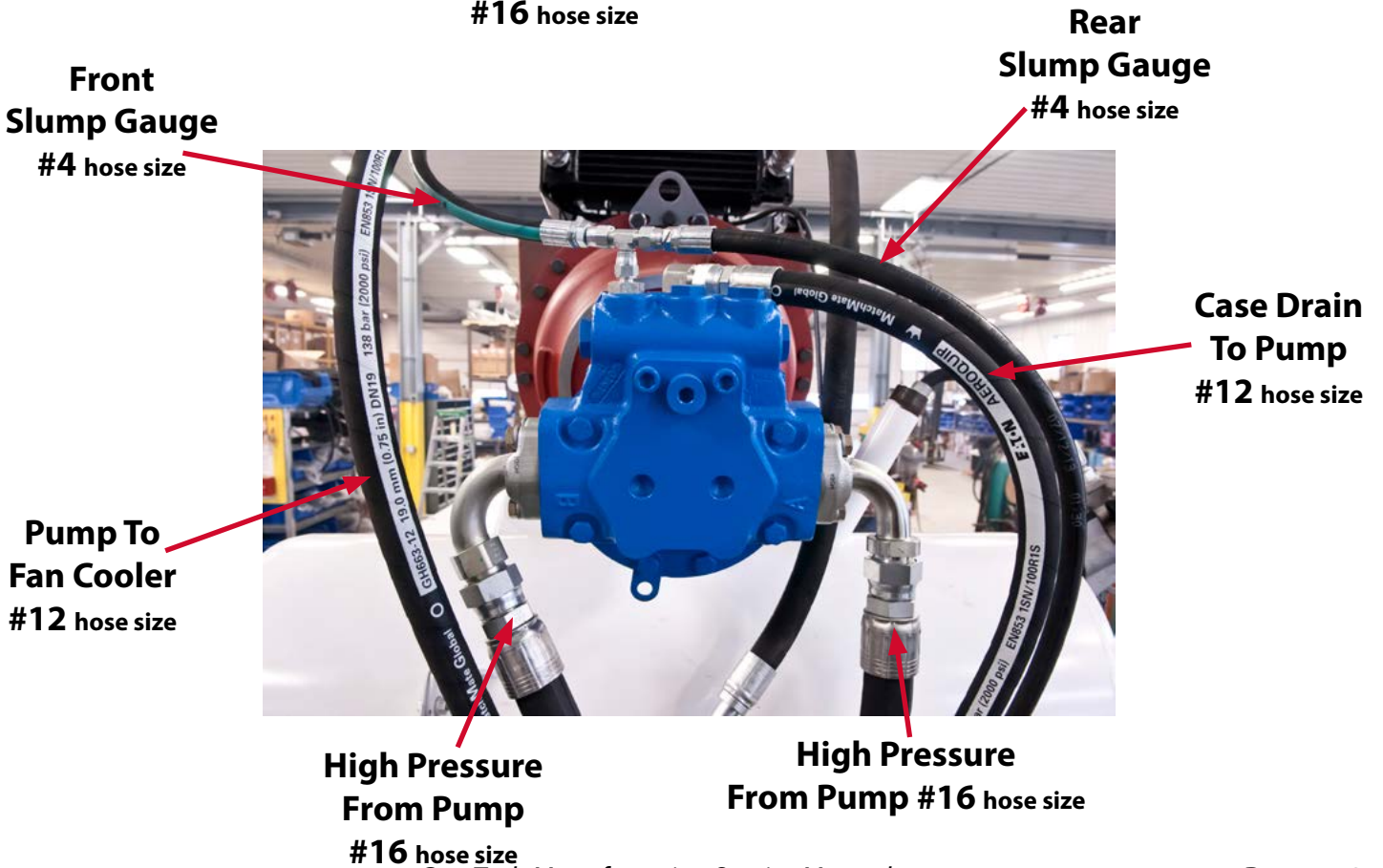
1. Remove the four bolts holding the motor to the gearbox
2. Slide the motor back out of ZF input housing and rotate upward
3. Remove snap ring that is located on output shaft (of the motor) and remove
4. Remove lip seal located behind snap ring
5. Drive in new lip seal and install new snap ring (included in seal kit)
6. Re-Install motor on gearbox input housing and verify operation
7. Change gear lube in gearbox to remove hydraulic fluid
8. Run drum in charge for 20-30 minutes, inspect for leaks and re-check gearbox fluid level

Con-Tech trucks come factory filled with Chevron Rando HD ISO 68 oil

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HYDRAULIC MOTOR



“RE” PUMP CONTROLS

In the event of an ELECTRICAL failure in the pump control system, please see below for the override procedure to control the direction and speed of the drum.

1. Loosen the set nut (#1 shown below) counter-clockwise by hand or with pliers/channel locks. Continue to loosen the set nut all the way out till it stops against outer nut. **(Image A)**

2. Now loosen the outer nut (#2 shown below) counter-clockwise out as far as it will go. It will NOT fall out as there is an internal stop in the cartridge. **(Image B)**

3. Now the electric portion of the controls has been “locked out” and the pump direction/speed is being controlled by the manual lever arm (#3 shown below). By rotating the lever arm in/out, you will now control the drum speed and direction. The neutral position of the lever arm will cause the drum to come to a stop. **(Image C)**

4. After the situation has been resolved, to return the pump control to the electric controller, **you must return the manual lever (#3) to the middle neutral position.**

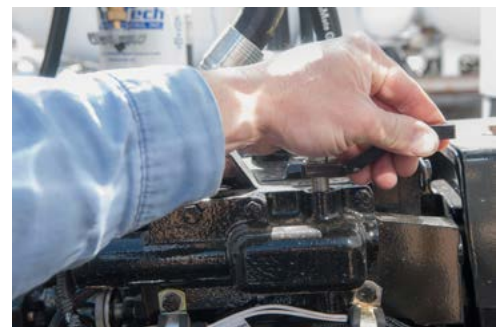
5. Next screw the outer handle (#2) clockwise and snug it down with a pliers or channel locks.

6. You must then turn the set nut (#1) clockwise and snug that down also with pliers or channel locks.

Con-Tech trucks come factory filled with Chevron Rando HD ISO 68 oil

CALL CON-TECH SERVICE AT 507-374-2239 WITH ANY SERVICE ISSUES.

PLEASE OBSERVE ALL OSHA LOCKOUT-TAG OUT PROCEDURES WHEN PERFORMING ANY TYPE OF WORK OR MAINTENANCE ON YOUR VEHICLES.



"RE" PUMP CONTROLS

RE Pump



**Charge /
Discharge
Coils**

**Start / Stop
Coil**

**Arm
(Manual
Override)
Ref #3**



RE Pump

**Arm
(Manual
Override)
Ref #3**



HYDRAULIC RESERVOIR

Your Con-Tech mixer has either a 13 gallon oil reservoir(Extreme Duty), or a 18 gallon reservoir (BridgeKing®). Because BridgeKing® trucks have the additional BridgeKing® cylinder and high flow, a larger, vented oil reservoir is required. **A 10 micron breather cap must be installed on all BridgeKing® oil reservoirs.**

Check the reservoirs oil level using the site glass on the end of the reservoir. If oil is not visible in the site glass, oil must be added. **(Always Check with the BridgeKing® Cylinder/Arm in the Up Position!)**

Always establish a routine, and use care when filling your oil reservoir. Clean off the fill tube and cap before removing the cap or breather to fill your reservoir. This reduces the risk of contamination.

Use only approved Hydraulic Fluid – **Do Not Use ATF OR ENGINE OIL**

Con-Tech trucks come factory filled with Chevron Rando HD ISO 68

For parts, refer to page 32 in the Con-Tech parts book.

CALL CON-TECH SERVICE AT 507-374-2239 WITH ANY SERVICE ISSUES.

PLEASE OBSERVE ALL OSHA LOCKOUT-TAG OUT PROCEDURES WHEN PERFORMING ANY TYPE OF WORK OR MAINTENANCE ON YOUR VEHICLES.

HYDRAULIC RESERVOIR



**Breather / Fill
Cap**

Site Glass



CHEVRON RANDO[®] HD

ISO 10, 22, 32, 46, 68, 100, 150, 220, 320

CUSTOMER BENEFITS

Chevron Rando HD oils deliver value through:

- **Longer equipment life** — Special antiwear additive package reduces wear by protecting surfaces when load causes breakdown of the lubricant film.
- **Reduced downtime** — Effective rust and oxidation inhibitor system prevents the production of abrasive particles from rust formation, and deposits, varnishes and sludges from oil breakdown, which can damage equipment surfaces and seals, and block filters prematurely.
- **Trouble-free operation** — Good hydrolytic stability and water separation characteristics provide excellent filterability in the presence of water contamination. Good anti-foam and air release properties ensure smooth operation and system efficiency.
- **Extended oil service life** — High oxidation stability resists oil thickening and deposit formation in service, eliminating the need for unscheduled change of hydraulic fluid.

FEATURES

Chevron Rando HD **ISO 32, 46, and 68** are designed to give maximum hydraulic pump protection in mobile and stationary systems. They are formulated with ISO SYN[®] base stocks.

Chevron Rando HD **ISO 100, 150, and 200** are designed for all types of lubricant applications where a premium antiwear lubricant in their ISO viscosity grade is required, such as an AGMA Gear Lubricant or general machinery lubrication.

Chevron Rando HD oils provide excellent:

- antiwear protection
- oxidation and corrosion inhibition
- foam and aeration suppression

Under moderate loads and temperatures, the high viscosity index of Chevron Rando HD oils assures good film strength between metal surfaces and is further enhanced by antiwear additive protection.

APPLICATIONS

Chevron Rando HD **ISO 10 and 22** can be used as spindle lubricants or as telemotor oils aboard ships.



Chevron Rando HD **ISO 32, 46, or 68** are recommended for:

- vane-, piston-, or gear-type pumps, especially where pressures exceed 1000 psi
- lightly loaded reciprocating compressors
- motors and bearings

Chevron Rando HD **ISO 100, 150, or 220** are recommended for:

- hydraulic equipment reduction gears
- reciprocating air compressors
- plain and antifriction bearings
- circulating oil systems

Chevron Rando HD oils are approved for:

- **Eaton-Vickers** 35VQ25A pump, M-2950-S (Mobile) and I-286-S (Stationary) (ISO 32, 46, 68)
- **Denison** HF-0/T6C, HF-2 (ISO 32, 46, 68)
- **Bosch Rexroth** (ISO 32,46, 68)

Chevron Rando HD oils meet the requirements of:

- **MAG Cincinnati, Cincinnati Machine** P-68 (ISO 32), P-70 (ISO 46), P-69 (ISO-68)
- **General Motors** LS2 Specification, LH for anti-wear hydraulic fluids (ISO 32, 46, 68)
- **ANSI/AGMA** 9005-D94, *Industrial Gear Lubrication*, for gear lubrication as rust and oxidation inhibited gear oils (ISO 46, 68, 100, 150, 220)
- **DIN** 51524-2

Chevron Rando HD **ISO 32, 46, 68, 100, 150, 220, and 320** are certified by **NSF** and are acceptable as lubricants where there is no possibility of food contact (H2) in and around food processing areas. The NSF Nonfood Compounds Registration Program is a continuation of the USDA product approval and listing program, which is based on meeting regulatory requirements of appropriate use, ingredient review and labeling verification.

Do not use in high pressure systems in the vicinity of flames, sparks and hot surfaces. Use only in well ventilated areas. Keep container closed.

Chevron Rando® HD – Continued

TYPICAL TEST DATA

| | 10 | 22 | 32 | 46 | 68 | 100 | 150 | 220 | 320 |
|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Product Number | 273252 | 273276 | 273277 | 273278 | 273279 | 273228 | 273280 | 273281 | 277316 |
| MSDS Number | 23706 | 23548 | 23556 | 23556 | 23556 | 23550 | 23550 | 23550 | 23550 |
| AGMA Grade | — | — | — | 1 | 2 | 3 | 4 | 5 | 6 |
| API Gravity | 27.7 | 33.7 | 32.6 | 31.8 | 31.6 | 30.1 | 29.7 | 28.5 | 27.4 |
| Viscosity, Kinematic cSt at 40°C cSt at 100°C | 10.3 | 23.1 | 30.4 | 43.7 | 64.6 | 95.0 | 143 | 209 | 304 |
| | 2.5 | 4.4 | 5.2 | 6.5 | 8.4 | 11.0 | 14.2 | 18.2 | 23.4 |
| Viscosity, Saybolt SUS at 100°F SUS at 210°F | 63 | 120 | 157 | 225 | 334 | 495 | 751 | 1105 | 1617 |
| | 35 | 41 | 44 | 48 | 54 | 64 | 76 | 93 | 117 |
| Viscosity Index | 48 | 98 | 99 | 97 | 98 | 100 | 97 | 96 | 96 |
| Flash Point, °C(°F) | 154(309) | 177(351) | 220(428) | 226(439) | 235(455) | 250(482) | 260(500) | 271(520) | 277(531) |
| Pour Point, °C(°F) | -39(-38) | -36(-33) | -33(-27) | -30(-22) | -30(-22) | -15(+5) | -12(+10) | -12(+10) | -12(+10) |
| Oxidation Stability Hours to 2.0 mg KOH/g acid number, ASTM D 943 | — | — | >5000 | >5000 | >5000 | >2000 | >1500 | >1000 | >1000 |

Typical test data are average values only. Minor variations which do not affect product performance are to be expected in normal manufacturing.

HYDRAULIC SUCTION FILTER

Every Con-Tech mixer uses a 10 micron hydraulic suction filter to protect the hydraulic system from contaminants. This filter is placed in the suction line to the pump. You should change your filter every time you replace your hydraulic fluid. **When a mixer is new, the filter and fluid must be changed at 100 hours.** After the initial service, change after 1000 hours, or every six months (**ONLY USE APPROVED OEM FLUIDS**). Always check your suction filter vacuum gauge when the oil is at operating temperature. At operating temperature you should read between 0 to 5 inches of vacuum. If your reading over 10-15 inches of vacuum you should check your gate valve to make sure it is open, or replace your fluids and filter.

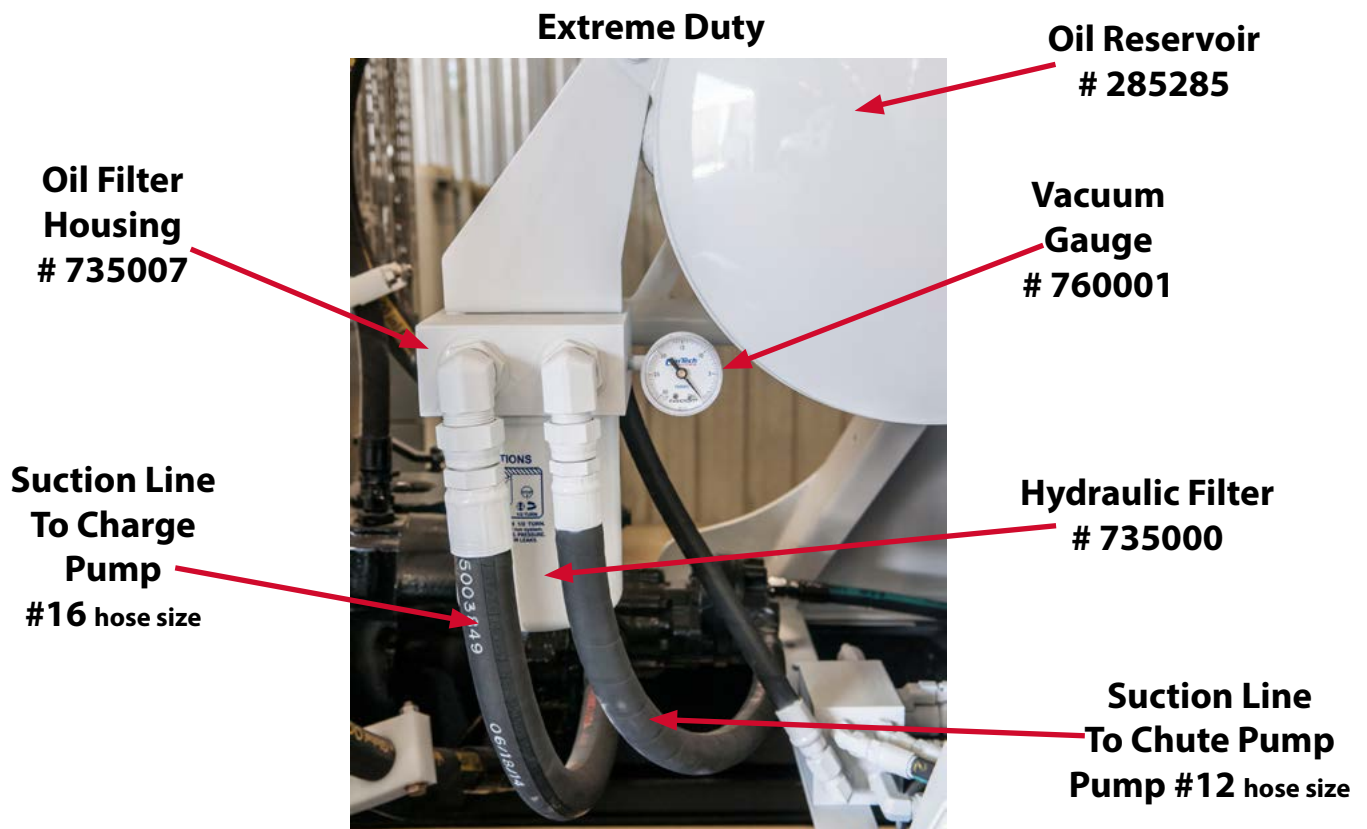
Use only approved Hydraulic Fluid – **Do Not Use ATF OR ENGINE OIL**

Con-Tech trucks come factory filled with Chevron Rando HD ISO 68

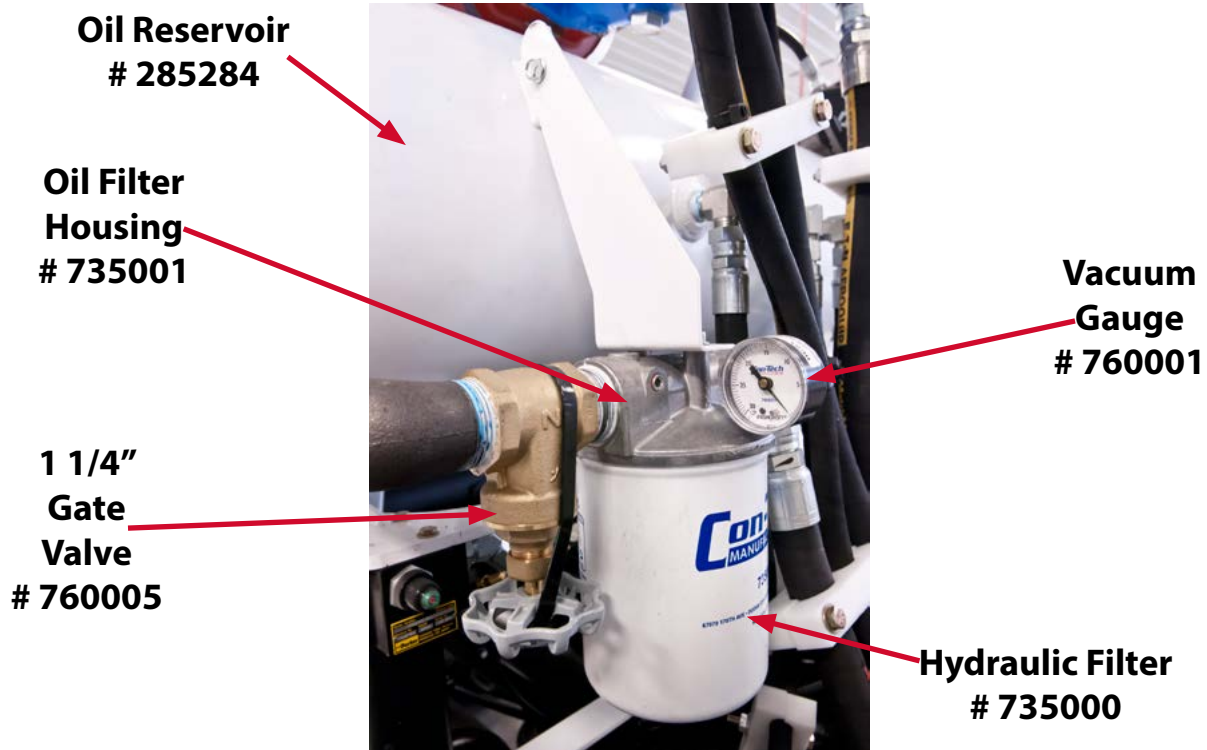
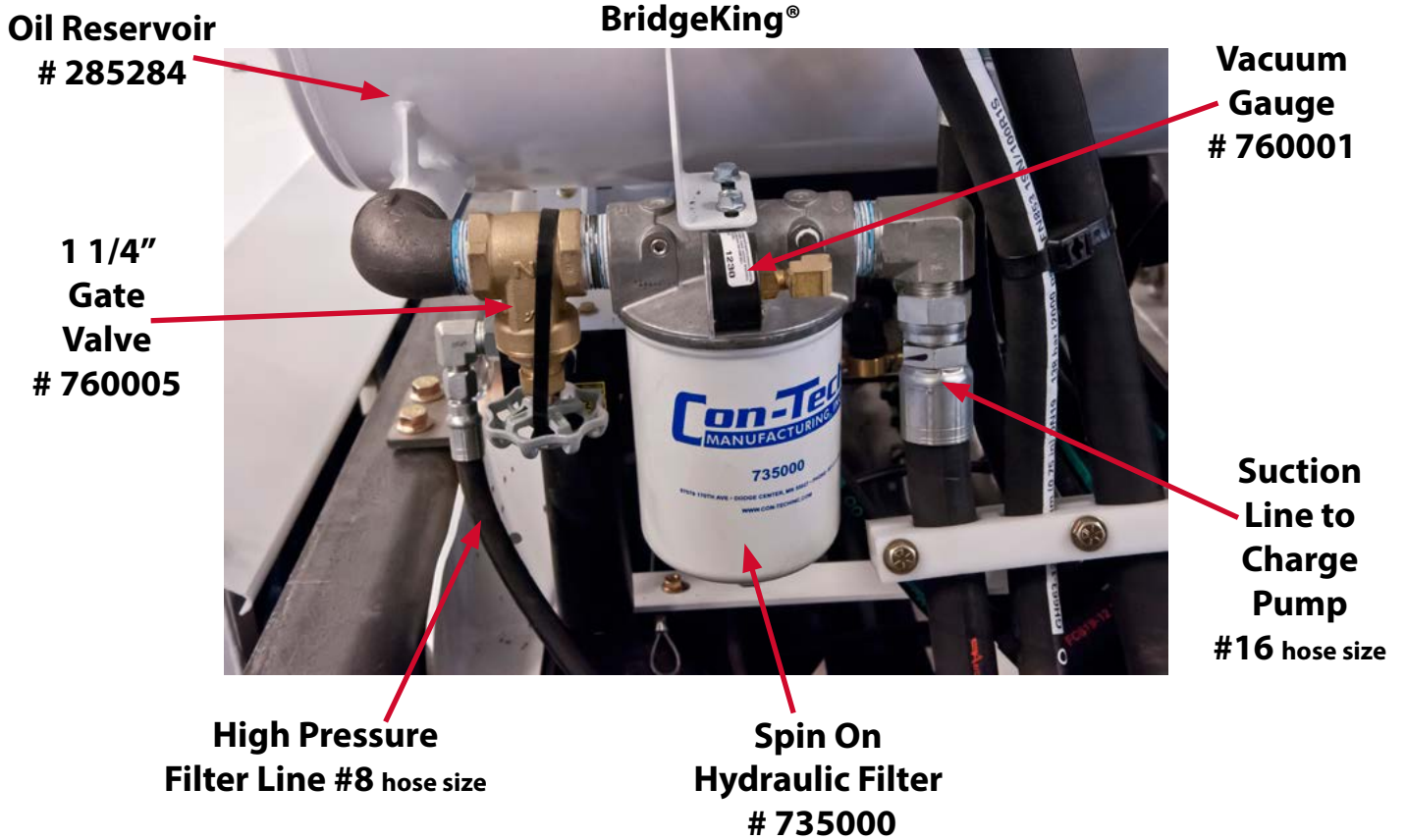
For parts, refer to page 32 in the Con-Tech parts book.

If you have any service issues, call Con-Tech service @ 507-374-2239.

Please observe ALL OSHA lockout-tag out procedures when performing any type of work or maintenance on your vehicles.



HYDRAULIC SUCTION FILTER



HYDRAULIC FAN COOLER

Your Con-Tech Mixer is equipped with an ASA brand fan cooler. It is designed for maximum heat dissipation and durability.

The cooler is designed to come on at 158°F. As a general rule of thumb, your hydraulic system will run approximately 100°F above ambient (outside) temperature. This gives you an idea of when you should expect (or not to expect) to see the cooler running. During times of heavy use or extreme heat, it is not uncommon to see the cooler running continuously.

The LED indicator in the cab console will light yellow when the cooler is running. If the light/fan come on immediately when ignition key is turned on (when system is cold) OR you do not see the light on (in times of extreme use or heat), please contact your maintenance manager OR Con-Tech Service at 507-374-2239 immediately. Prolonged use with an inoperative fan cooler (or a continuously operating fan cooler) can cause damage to the electrical system and/or hydraulic system.

IF YOU HAVE ANY SERVICE ISSUES, CALL CON-TECH SERVICE @ 507-374-2239.

PLEASE OBSERVE ALL OSHA LOCKOUT-TAG OUT PROCEDURES WHEN PERFORMING ANY TYPE OF WORK OR MAINTENANCE ON YOUR VEHICLES.



**Hydraulic
Fan Cooler Assy
740010**

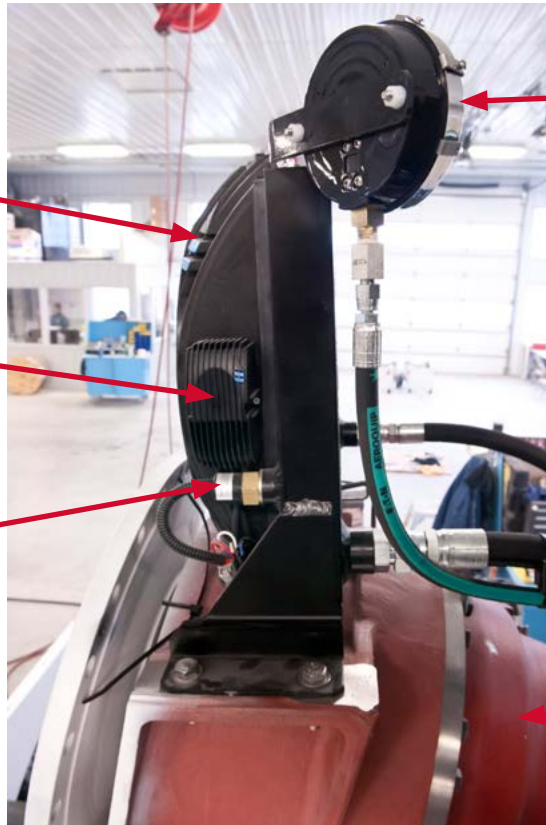
HYDRAULIC FAN COOLER

**Hydraulic
Fan Cooler Assy
740010**

**Fan
Controller
740011**

**Temp Switch
740013 - 3/4"
740012 - 3/8"
(Old Style)**

**Slump Gauge
0-3000# - 760007
0-5000# - 760002**



**Slump Gauge
0-3000# - 760007
0-5000# - 760002**

Gear Box

Part # 740010

**Pump To
Fan Cooler
#12 hose size**



**Hydraulic
Fan Cooler
740010**

Part # 740010

**Cooler To
Reservoir
#12 hose size**



Hydraulics

Series 1 Heavy Duty Hydrostatic Fixed Displacement Motors

Parts and Service

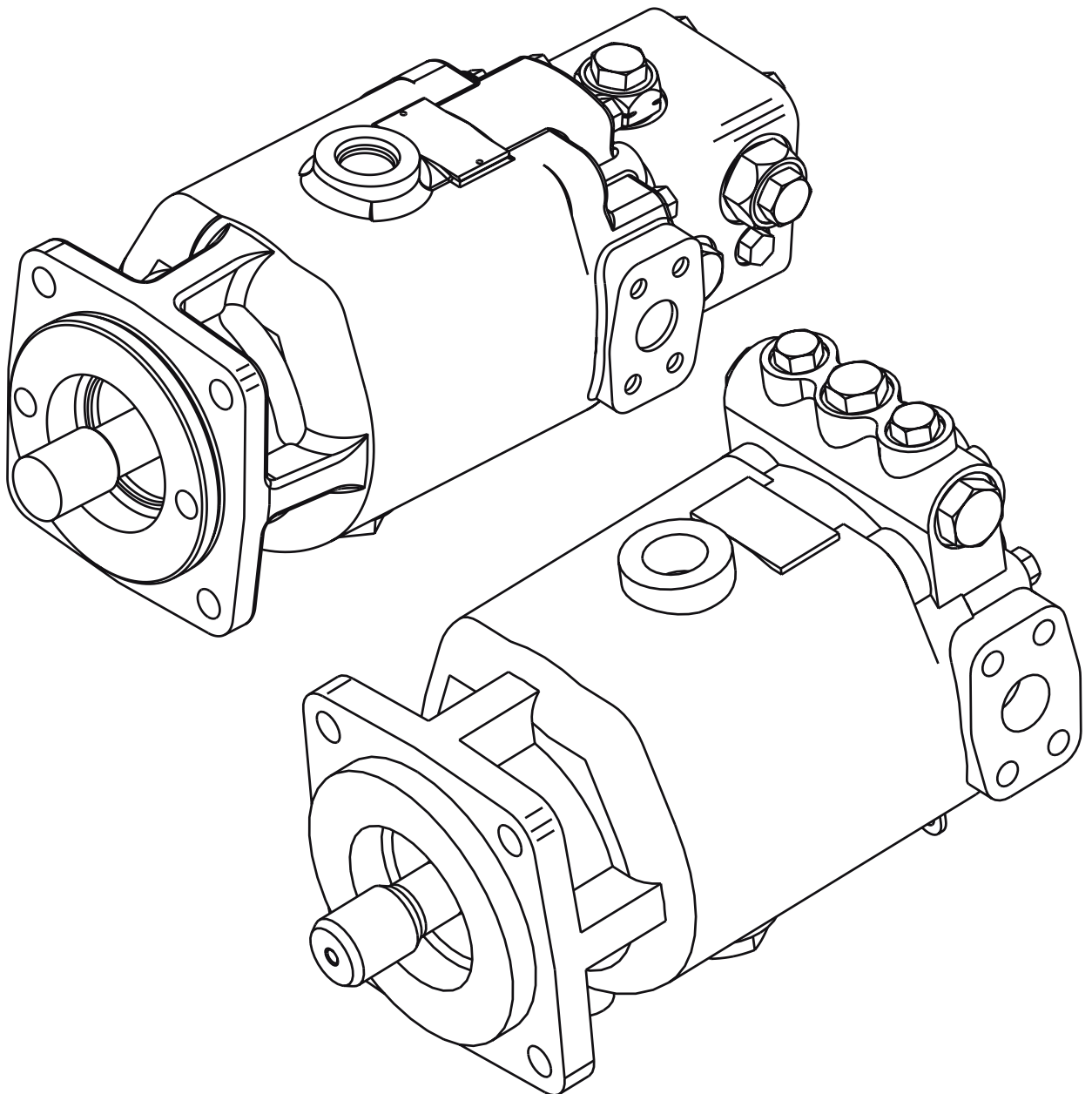
Model 3331/3333

Model 5431/5433

Model 3931/3933

Model 6431/6433

Model 4631/4631



Series 1 Hydrostatic Fixed Motor

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Introduction

This manual will provide you with service information and procedures for disassembly and reassembly of Eaton® Series 1 Heavy Duty Hydrostatic Fixed Displacement Motors – Models 33, 39, 46, 54, and 64. Procedures outlined in this manual will allow you to better service your motors and obtain the best results possible. To ensure accuracy of repair and prevent part loss or damage, certain components or subassemblies are disassembled, inspected, and reassembled when removed from the motor.

Note: All requests or inquiries must be accompanied by the complete model and serial number.

Important: Cleanliness is extremely important when repairing a hydrostatic pump or motor. Before disconnecting the lines, clean foreign material from exterior of unit. Work in a clean area. Clean all metal parts in clean solvent. Blow parts dry with air. Don't wipe parts with cloth or paper towel, because lint or other matter could cause damage. Check all mating surfaces. Replace any parts that have scratches or burrs that could cause leakage. Don't use coarse grit paper, files or grinders on parts.

Note: All torque specifications are for lubricated threads. Bolts for gasketed surfaces should be checked for proper torque.

A good service policy is to replace all old seals with new seals whenever unit is disassembled. Lubricate seals (except metal sealing surfaces of shaft seal assembly) with petroleum jelly. Use only clean, recommended oil when assembling unit. See Hydrostatic Fluid Recommendations on page 28-29 or publication 03-401 and 03-405.

ID Tag

Refer to specific motor assembly part listings for your Eaton motor when ordering replacement parts. Parts Lists are available from Eaton. Sample tag shows motor identification.

When ordering replacement parts, you must include the following information:

A - Displacement (cu.in./rev.)

0033 = 3.3
0039 = 3.9
0046 = 4.6
0054 = 5.4
0064 = 6.4

B - Identifies Type of Product

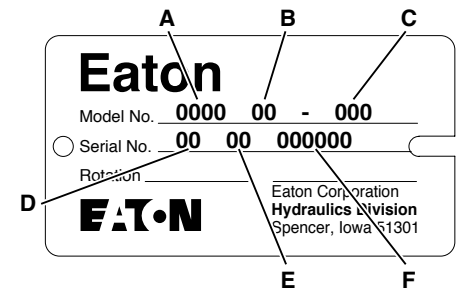
31 = Fixed Displacement Motor with Face Seal
33 = Fixed Displacement Motor with Lip Seal

C - Identifies Specific Unit Configuration

D - Month of Manufacture

E - Year of Manufacture

F - Specific Serial Number of Unit

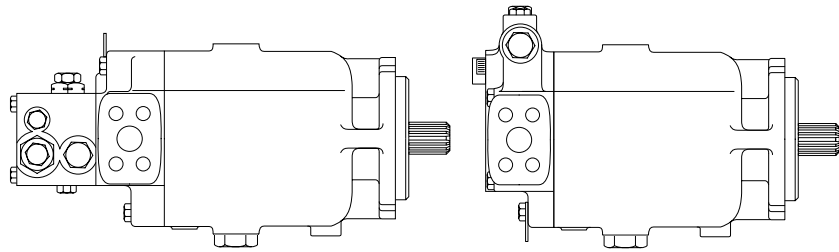


Tools Required

- Stationary Seal Puller (1/4 in. x 20 UNC capscrew, 3 to 4 in. long)
 - Retaining Ring Pliers, No. 5 or 7
 - Breaker Bar or Ratchet Wrench
 - 1-3/8 in. Hex Wrench
 - 1 in. Hex Wrench
 - 9/16 in. Socket
 - 5/8 in. Socket
 - Torque Wrench (200 lb-ft capacity)
 - 1/4 in. Hex Bit Socket
 - 1/4 in. Hex Key
 - Loctite® No. 271
 - Pliers
 - Punch
 - Magnetic Base Indicator
 - Hammer
 - Bearing Press or Driver
 - Light Petroleum Jelly
 - Cleaning Solvent
 - Micrometer or Vernier Calipers
 - Small Screwdriver (1/8 in. blade)
 - Clean Lint Free Rags
- Special Tools needed (shown on pages 26 and 27).
- Bearing Cone Driver
 - Rotating Seal Puller
 - Limit Stop for Bearing Cone Installation
 - Headless 5/16 in. Cap Screws, 5 to 6 in. Long (2)
 - Low Clearance Bearing Puller

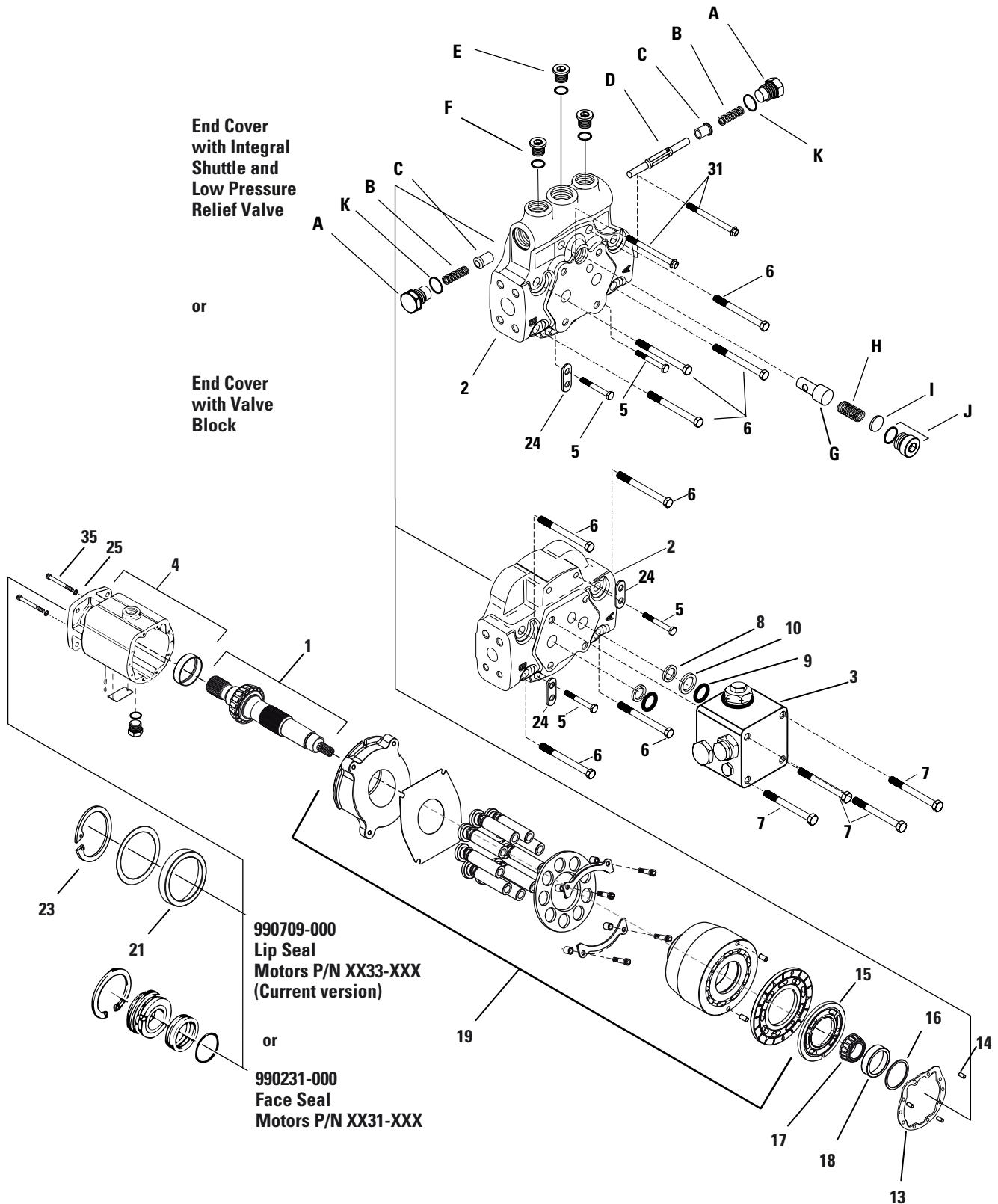
Parts

Assembly Drawing



Motors with Valve Blocks

Motors with Integral Shuttle and Low Pressure Relief Valves



Parts

Table 1.0 Parts List

| ITEM NO. | PART NO. | QTY. | DESCRIPTION | REFERENCE PAGES |
|----------|--------------------|------|---|-----------------|
| 1 | See Table 2.0 | 1 | Output Drive Shaft Subassembly for Motors with Lip Seal XX33-XXX (Current Production) | 6 |
| 1 | See Table 2.1 | 1 | Output Drive Shaft Subassembly for Motors with Face Seal XX31-XXX | 6-8 |
| 2 | See Table 3.1 | 1 | End Cover Subassembly for Motors with Integral Shuttle and Low Pressure Relief Valve | 9 |
| 3 | See Table 4.0, 4.1 | 1 | End Cover for Motors with Valve Block Subassembly | 10 |
| 3 | See Table 4.2 | 1 | Valve Block Subassembly | 10 |
| 4 | See Table 6.0 | 1 | Fixed Motor Housing Subassembly | 13 |
| 5 | See Table 4.0 | 2 | Hex Head Bolt 3/8-16 GR 8 | 9 |
| 6 | See Table 4.0 | 4 | Hex Head Bolt 3/8-16 GR 8 | 9 |
| 6 | See Table 4.0 | 6 | Hex Head Bolt 3/8-16 GR 8 | 9 |
| 7 | See Table 4.0 | 4 | Hex Head Bolt 3/8-16 GR 5 | 9 |
| 8 | 8775-021 | 1 | Square Cut Seal Ring | |
| 9 | 8765-118 | 2 | O-ring | |
| 10 | 101129-000 | 2 | Back-up Ring | |
| 13 | 103224-000 | 1 | End Cover Gasket (model 33/39/46) | |
| 13 | 103877-000 | 1 | End Cover Gasket (model 54/64) | |
| 14 | 98202-000 | 3 | Dowel Pin (5/16 x 5/8 long) | |
| 15 | 103230-000 | 1 | 33/39 Motor Valve Plate | |
| 15 | 104189-000 | 1 | 46 Motor Valve Plate | |
| 15 | 105104-000 | 1 | 54 Motor Valve Plate | |
| 15 | 105099-000 | 1 | 64 Motor Valve Plate | |
| 16 | See Table 7.0 | | End Cover Bearing Shims | 13 |
| 17 | See Table 6.0 | 1 | Bearing Cup* | 13 |
| 18 | See Table 6.0 | 1 | Bearing Cone* | 13 |
| 19 | See Table 5.0-5.2 | 1 | Rotating Group Subassembly | 12 |
| 21 | See Table 7.0 | 1 | Seal Kit for Motors with Lip Seal only XX33-XXX (Current Production) | 13 |
| 21 | See Table 7.0 | 1 | Seal Kit for Motors with Face Seal only XX31-XXX | 13 |
| 23 | See Table 7.0 | 1 | Retaining Ring for Lip Seal | 13 |
| 24 | 96558-000 | 2 | Lifting Strap (models 33/39/46) | |
| 24 | 96559-000 | 2 | Lifting Strap (models 54/64) | |
| 25 | 103223-000 | 2 | Sealing Washer | |
| 31 | 104511-300 | 2 | Cap Screw, Socket Hd 3/8-16 | |
| 35 | 95912-300 | 2 | Cap Screw, Socket Hd 5/16-18 | |

*Cannot be purchased separately.

Parts

Drive Shaft

(Item 1)

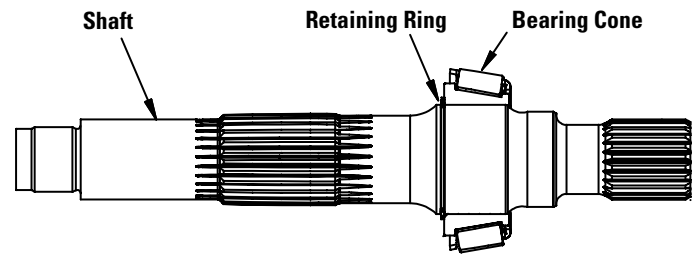


Table 2.0 Output Drive Shaft Assembly For Motors XX33-XXX (Lip Seal Design)

Models 3333-3933-4633

| SHAFT ASSEMBLY | SHAFT | BEARING CONE | RETAINING RING | DESCRIPTION |
|----------------|------------|--------------|----------------|--|
| 112459-000 | 112458-000 | 103227-000 | 103222-188 | 23 Tooth, 16/32 Pitch Spline |
| 112463-000 | 112462-000 | 103227-000 | 103222-188 | 20 Tooth, 16/32 Pitch Spline (3/8-24) UNF x [.75] DP |
| 112465-000 | 112464-000 | 103227-000 | 103222-188 | 21 Tooth, 16/32 Pitch Spline |
| 112467-000 | 112466-000 | 103227-000 | 103222-188 | 14 Tooth, 12/24 Pitch Spline |
| 112480-000 | 112479-000 | 103227-000 | 103222-188 | 14 Tooth, 12/24 Pitch Spline, Speed Sensor |
| 112482-000 | 112481-000 | 103227-000 | 103222-188 | 21 Tooth, 16/32 Pitch Spline, Speed Sensor |
| 112498-000 | 112497-000 | 103227-000 | 103222-188 | 1.5 Diameter Straight with [.3750] X [2.5] Square key |
| 112500-000 | 112499-000 | 103227-000 | 103222-188 | 19 Tooth, 16/32 Pitch Spline |
| 112504-000 | 112503-000 | 103227-000 | 103222-188 | 1.375 Diameter Tapered W/ [.375] X [1.00] Square key |
| 112506-000 | 112505-000 | 103227-000 | 103222-188 | 14 Tooth, 12/24 Pitch Spline (3/8-24) UNF x [.75] DP |
| 112508-000 | 112507-000 | 103227-000 | 103222-188 | 23 Tooth, 16/32 Pitch SplinePitch Spline (3/8-24) UNF x [.75] DP |
| 112510-000 | 112509-000 | 103227-000 | 103222-188 | 19 Tooth, 16/32, Pitch Spline, Speed Sensor |
| 112519-000 | 112518-000 | 103227-000 | 103222-188 | 20 Tooth, 16/32, Pitch Spline, Speed Sensor |
| 112521-000 | 112520-000 | 103227-000 | 103222-188 | 1.5 Diameter Straight W/ [.3750] X [2.5] Square key, (3/8-24) UNF x [.75] DP |
| 112525-000 | 112524-000 | 103227-000 | 103222-188 | 1.5 Tapered with [.375] X [1.00] Square key |
| 114289-000 | 114288-000 | 103227-000 | 103222-188 | 21 Tooth, 16/32 Pitch Spline (M10 x 1.5 threaded hole) |

MODELS 5433-6433

| SHAFT ASSEMBLY | SHAFT | BEARING CONE | RETAINING RING | DESCRIPTION |
|----------------|------------|--------------|----------------|--|
| 112484-000 | 112483-000 | 103808-000 | 103222-200 | 14 Tooth, 12/24 Pitch Spline |
| 113201-000 | 113201-000 | 103808-000 | 103222-200 | 23 Tooth, 16/32 Pitch Spline |
| 113338-000 | 113337-000 | 103808-000 | 103222-200 | 21 Tooth, 16/32 Pitch Spline |
| 113344-000 | 113343-000 | 103808-000 | 103222-200 | 23 Tooth, 16/32, Pitch Spline, Speed Sensor |
| 113346-000 | 113345-000 | 103808-000 | 103222-200 | 23 Tooth, 16/32 Pitch Spline (3/8-24) UNF x [.75] DP |
| 113348-000 | 113347-000 | 103808-000 | 103222-200 | 1.375 Diameter Tapered W/ [.375] X [1.00] Square Key |
| 113350-000 | 113349-000 | 103808-000 | 103222-200 | 1.5 Diameter Straight W/ [.3750] X [2.5] Square Key |
| 113352-000 | 113251-000 | 103808-000 | 103222-200 | 21 Tooth, 16/32, Pitch Spline, Speed Sensor |
| 113356-000 | 113355-000 | 103808-000 | 103222-200 | 14 Tooth 12/24 Pitch Spline, Speed Sensor |
| 113358-000 | 113357-000 | 103808-000 | 103222-200 | 1.5 Diameter Straight W/ [.3750] X [2.5] Square Key, (3/8-24) UNF x [.75] DP |
| 113360-000 | 113359-000 | 103808-000 | 103222-200 | 21 Tooth, 16/32 Pitch Spline (3/8-24) UNF x [.75] DP |
| 113362-000 | 113361-000 | 103808-000 | 103222-200 | [1.500] Diameter Straight W/ [.3750] X [2.5] Square Key, Speed Sensor |
| 113364-000 | 113363-000 | 103808-000 | 103222-200 | 21 Tooth, 16/32 Pitch Spline W/ (M10 x 1.5 threaded hole) |
| 113811-000 | 113810-000 | 103808-000 | 103222-200 | 14 Tooth, 12/24 Pitch Spline (3/8-24) UNF x [.75] DP |
| 114816-000 | 114815-000 | 103808-000 | 103222-200 | 19 Tooth, 16/32 Pitch Spline |

Parts

Drive Shaft

(item 1)

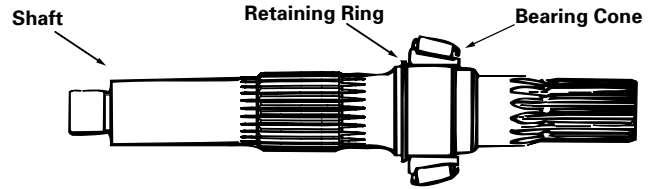


Table 2.1 Output Drive Shaft Assembly For Motors XX31-XXX (Face Seal Design)

MODEL 3331-3931

| SHAFT ASSEMBLY | SHAFT | BEARING CONE | RETAINING RING | DESCRIPTION |
|----------------|------------|--------------|----------------|---|
| 103226-000 | 103229-000 | 103227-000 | 103222-188 | 21 Tooth, 16/32, Pitch Spline |
| 104378-000 | 104396-000 | 103227-000 | 103222-188 | 14 Tooth, 12/24 Pitch Spline |
| 105197-000 | 105196-000 | 103227-000 | 103222-188 | 14 Tooth, 12/24 Pitch Spline, Speed Sensor |
| 105353-000 | 105352-000 | 103227-000 | 103222-188 | 21 Tooth, 16/32, Pitch Spline, Speed Sensor |
| 105380-000 | 105379-000 | 103227-000 | 103222-188 | [1.500] Diameter Straight W/ [.3750] X [2.5] Square Key |
| 105391-000 | 105392-000 | 103227-000 | 103222-188 | 19 Tooth, 16/32, Pitch Spline |
| 105426-000 | 105427-000 | 103227-000 | 103222-188 | [1.500] Diameter Straight W/ [.3750] X [2.5] Square Key |
| 105451-000 | 105450-000 | 103227-000 | 103222-188 | [1.375] Diameter Taper W/ [.375] X [1.00] Woodruff Key |
| 107519-000 | 107518-000 | 103227-000 | 103222-188 | 14 Tooth, 12/24 Pitch Spline, 3/8-24 |
| 110106-000 | 110098-000 | 103227-000 | 103222-188 | 23 Tooth, 16/32, Pitch Spline, 3/8-24 UNF x [.75] DP |
| 111122-000 | 111121-000 | 103227-000 | 103222-188 | 19 Tooth, 16/32, Pitch Spline, Speed Sensor |

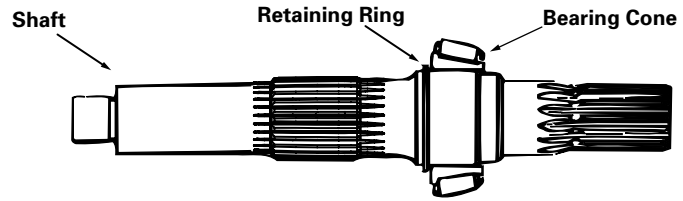
Model 4631

| SHAFT ASSEMBLY | SHAFT | BEARING CONE | RETAINING RING | DESCRIPTION |
|----------------|------------|--------------|----------------|--|
| 103579-000 | 103577-000 | 103227-000 | 103222-188 | 23 Tooth, 16/32, Pitch Spline |
| 104190-000 | 104192-000 | 103227-000 | 103222-188 | 14 Tooth 12/24, Pitch Spline |
| 105123-000 | 105121-000 | 103227-000 | 103222-188 | 21 Tooth, 16/32, Pitch Spline, Speed Sensor |
| 105364-000 | 105365-000 | 103227-000 | 103222-188 | 20 Tooth, 16/32, Pitch Spline, 3/8-24 UNF x [.75] DP |
| 105449-000 | 105448-000 | 103227-000 | 103222-188 | 19 Tooth, 16/32, Pitch Spline |
| 106910-000 | 106909-000 | 103227-000 | 103222-188 | 20 Tooth, 16/32, Pitch Spline, Speed Sensor |
| 107315-000 | 107314-000 | 103227-000 | 103222-188 | [1.500] Diameter Straight W/ [.3750] X [2.5] Square key, 3/8-24 UNF x [.75] DP |
| 109261-000 | 109260-000 | 103227-000 | 103222-188 | 14 Tooth 12/24, Pitch Spline, Speed Sensor |
| 110107-000 | 110099-000 | 103227-000 | 103222-188 | 23 Tooth, 16/32, Pitch Spline, 3/8-24 |
| 111052-000 | 111051-000 | 103227-000 | 103222-188 | [1.500] Diameter Taper W/ [.375] X [1.00] Square Key |
| 111780-000 | 111779-000 | 103227-000 | 103222-188 | 19 Tooth, 16/32, Pitch Spline, Speed Sensor |

Parts

Drive Shaft

(item 1)



Output Drive Shaft Assembly For Motors XX31-XXX (Face Seal Design)

Model 5431

| SHAFT ASSEMBLY | SHAFT | BEARING CONE | RETAINING RING | DESCRIPTION |
|----------------|------------|--------------|----------------|---|
| 105052-000 | 105057-000 | 103808-000 | 103222-200 | 14 Tooth 12/24, Pitch Spline |
| 105060-000 | 105061-000 | 103808-000 | 103222-200 | 21 Tooth, 16/32, Pitch Spline |
| 105070-000 | 105071-000 | 103808-000 | 103222-200 | 23 Tooth, 16/32, Pitch Spline, Speed Sensor |
| 105170-000 | 105167-000 | 103808-000 | 103222-200 | 23 Tooth, 16/32, Pitch Spline |
| 105331-000 | 105332-000 | 103808-000 | 103222-200 | 23 Tooth, 16/32, Pitch Spline W/ 3/8-24 UNF x [.75] DP |
| 105335-000 | 105336-000 | 103808-000 | 103222-200 | [1.500] Diameter Straight W/ [.375] X [2.5] Square key |
| 106143-000 | 106142-000 | 103808-000 | 103222-200 | 21 Tooth, 16/32, Pitch Spline, Speed Sensor |
| 108211-000 | 108203-000 | 103808-000 | 103222-200 | [1.500] Diameter Straight W/ [.375] X [2.5] Square Key, 3/8-24 UNF x [.75] DP |
| 110692-000 | 110691-000 | 103808-000 | 103222-200 | 21 Tooth, 16/32, Pitch Spline W/ 3/8-24 UNF x [.75] DP |
| 111602-000 | 111601-000 | 103808-000 | 103222-200 | 21 Tooth, 16/32, Pitch Spline W/ M10 X 1.5 threaded hole |

MODEL 6431

| SHAFT ASSEMBLY | SHAFT | BEARING CONE | RETAINING RING | DESCRIPTION |
|----------------|------------|--------------|----------------|--|
| 104640-000 | 105053-000 | 103808-000 | 103222-200 | 21 Tooth, 16/32, Pitch Spline |
| 105062-000 | 105063-000 | 103808-000 | 103222-200 | 21 Tooth, 16/32, Pitch Spline |
| 105066-000 | 105067-000 | 103808-000 | 103222-200 | 23 Tooth, 16/32, Pitch Spline |
| 105270-000 | 105269-000 | 103808-000 | 103222-200 | 23 Tooth, 16/32, Pitch Spline, Speed Sensor |
| 105356-000 | 105357-000 | 103808-000 | 103222-200 | [1.500] Diameter Straight W/ [.3750] X [2.5] Square key |
| 107355-000 | 107354-000 | 103808-000 | 103222-200 | [1.500] Diameter Straight W/ [.3750] X [2.5] Square key, 3/8-24 UNF x [.75] DP |
| 107632-000 | 107631-000 | 103808-000 | 103222-200 | 23 Tooth, 16/32, Pitch Spline, 3/8-24 UNF x [.75] DP |
| 111141-000 | 111142-000 | 103808-000 | 103222-200 | [1.500] Diameter Straight W/ [.3750] X [2.5] Square key |
| 111591-000 | 111590-000 | 103808-000 | 103222-200 | 21 Tooth, 16/32, Pitch Spline, Speed Sensor |
| 113438-000 | 113437-000 | 103808-000 | 103222-200 | 14 Tooth 12/24, Pitch Spline |

Parts

End Cover

(Item 2)

Table 3.0 End Cover Bolt Matrix

| ITEM NO. | PART NO. | QTY. | DESCRIPTION |
|----------|------------|------|---|
| 5 | 103090-150 | 2 | Hex Head Bolt 3/8-16 GR 8 (models 33/39/46) |
| 5 | 103091-200 | 2 | Hex Head Bolt 3/8-16 GR 8 (models 54/64) |
| 6 | 103090-275 | 4 | Hex Head Bolt 3/8-16 GR 8 (models 33/39/46) |
| 6 | 103091-300 | 4 | Hex Head Bolt 3/8-16 GR 8 (models 54/64) |
| 7 | 95863-400 | 4 | Hex Head Bolt 3/8-16 GR 5 (Valve Block) |
| 31 | 104511-300 | 2 | Hex Head Bolt 3/8-16 (Integral Shuttle) |

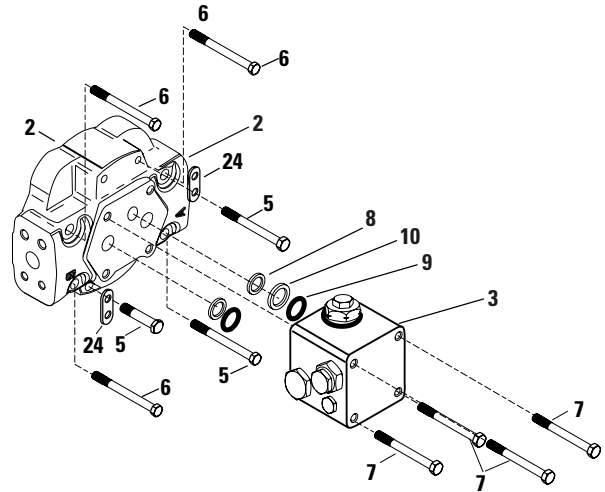


Table 3.1 End Cover with Integral Shuttle and Low Pressure Relief Valve

| ITEM NO. | PART NO. | QTY. | DESCRIPTION |
|----------|---------------|------|---------------------------------------|
| A | 104635-000 | 2 | Shuttle Valve Plug/O-ring |
| B | 101730-00 | 2 | Shuttle Spring (Low-Rate) |
| B | 102530-000 | 2 | Shuttle Spring (High-Rate) |
| C | 101727-000 | 2 | Shuttle Valve |
| D | 102418-000 | 1 | Shuttle Spool |
| E | 25090-008 | 1 | Gauge Port Plug/O-ring |
| F | 25090-006 | 2 | Gauge Port Plug/O-ring |
| G | 104634-000 | 1 | Plunger |
| H | See table 3.3 | 1 | Low Pressure Relief Valve Spring |
| I | 104659-XXX | A/R | Low Pressure Relief Valve Shims |
| J | 104657-000 | 1 | Low Pressure Relief Valve Plug/O-ring |
| K | 8785-010 | 2 | O-ring |

A/R – As Required

Table 3.2 Low Rate Shuttle Valve Service Kit Motors with Integral Shuttle

Kit No. 990851-000

| ITEM NO. | PART NO. | QTY. | DESCRIPTION |
|----------|------------|------|---------------------------|
| A | 104635-000 | 2 | Shuttle Valve Plug/O-ring |
| B | 101730-000 | 2 | Shuttle Spring (Low-Rate) |
| C | 101727-000 | 2 | Shuttle Valve |
| D | 102418-000 | 1 | Shuttle Spool |
| K | 8785-010 | 2 | O-ring |

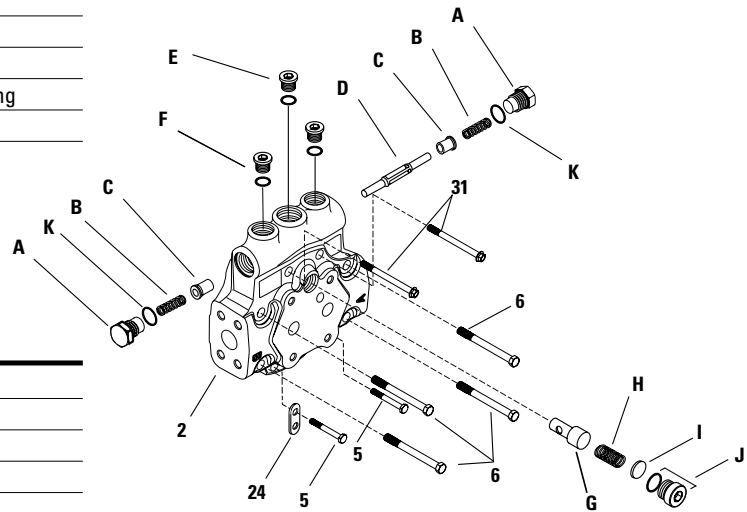


Table 3.3 Low Pressure Relief Valve Spring (Integral Shuttle Motor Design)

| SPRING P/N | PRESSURE SETTING RANGE bar[lbf/in ²] |
|------------|--|
| 104658-000 | 11,0 [160]- 16,5[240] |
| 110272-000 | 19,3[280] - 20,7[300] |

Parts

Valve Block

(Item 3)

Table 4.0 Valve Block Subassembly

| ITEM NO. | P/N | QTY. | DESCRIPTION |
|----------|-----------------|------|---|
| A | 25090-004 | 3 | Gauge Port Plug/O-ring |
| B | 96083-062 | 4 | Back-up Ring |
| C | 8765-017 | 3 | O-ring |
| D | 8785-010 | 3 | O-ring |
| E | (See Table 4.2) | 2 | High Pressure Relief Cartridge 101047-XXX |
| F | (See Table 4.2) | 1 | Low Pressure Relief Cartridge 101048-XXX |
| G | 101727-000 | 2 | Shuttle Valve |
| H | (See Table 4.2) | 2 | Shuttle Spring |
| L | 101729-000 | 2 | Shuttle Valve Plug/O-ring |
| J | 102418-000 | 1 | Shuttle Spool |

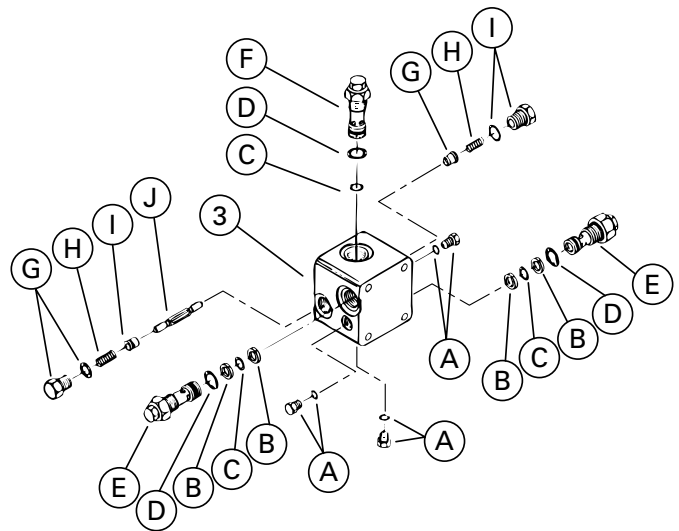


Table 4.1

Low Pressure Relief Valve Setting Designation

| PART NUMBER-XXX | bar [lbf/in ²] |
|-----------------|----------------------------|
| XXXXX-016 | = 11 [160] |
| XXXXX-020 | = 13,7 [200] |
| XXXXX-022 | = 15,2 [220] |
| XXXXX-024 | = 16,5 [240] |
| XXXXX-026 | = 17,9 [260] |
| XXXXX-028 | = 19,3 [280] |

Table 4.2

High Pressure Relief Valve Setting Designation

| PART NUMBER-XXX | bar [lbf/in ²] |
|-----------------|----------------------------|
| XXXXX-150 | = 103,4 [1500] |
| XXXXX-200 | = 137,9 [2000] |
| XXXXX-250 | = 172,4 [2500] |
| XXXXX-300 | = 206,8 [3000] |
| XXXXX-350 | = 241,3 [3500] |
| XXXXX-400 | = 275,8 [4000] |
| XXXXX-450 | = 310,3 [4500] |
| XXXXX-500 | = 344,7 [5000] |
| XXXXX-525 | = 379,2 [5200] |
| XXXXX-550 | = 396,4 [5500] |
| XXXXX-600 | = 413,7 [6000] |
| XXXXX-650 | = 448,1 [6500]* |
| XXXXX-675 | = 465,4 [6750]* |

*Do not set this pressure level without Eaton Engineering approval

Parts

Valve Block Kits

Table 4.3 Valve Block Subassembly

| VALVE BLOCK S/A | BLOCK | *HPRV A-PORT | *HPRV B-PORT | LPRV | SHUTTLE SPRING | DESCRIPTION |
|-----------------|------------|--------------|--------------|------------|----------------|---|
| 101732-XXX | 107131-000 | 101047-XXX | 101047-XXX | 101048-016 | 101730-000 | 160 psi, LPRV, High Rate |
| 102687-XXX | 107131-000 | 101047-XXX | 101047-XXX | 101048-022 | 101730-000 | 220 psi, LPRV, High Rate |
| 102769-XXX | 107131-000 | 101047-XXX | 101047-XXX | 101048-020 | 101730-000 | 200 psi, LPRV, High Rate |
| 103062-XXX | 107131-000 | 101047-XXX | 101047-XXX | 103355-016 | 101730-000 | 160 psi, Orifice LPRV, Low Rate |
| 103071-XXX | 107131-000 | 101047-XXX | 101047-XXX | 101048-028 | 101730-000 | 280 psi, LPRV, High Rate |
| 103533-XXX | 107131-000 | 103114-XXX | 103114-XXX | 101048-028 | 101730-000 | 280 psi, LPRV, High Rate, HPRV w/THD. Retainer |
| 104923-XXX | 107131-000 | 103114-XXX | 103114-XXX | 103355-016 | 101730-000 | 160 psi, Orifice LPRV, Low Rate, HPRV w/THD. Retainer |
| 104955-XXX | 107131-000 | 103114-XXX | 103114-XXX | 101048-016 | 101730-000 | 160 psi, LPRV, High Rate, HPRV w/THD. Retainer |
| 105941-XXX | 107131-000 | 101047-XXX | 101047-XXX | 101048-028 | 102530-000 | 280 psi, LPRV, High Rate |
| 105963-XXX | 107131-000 | 103114-XXX | 103114-XXX | 103355-022 | 102530-000 | 220 psi, Orifice, LPRV, Low Rate HPRV w/THD. Retainer |
| 105964-XXX | 107131-000 | 103114-XXX | 103114-XXX | 101048-028 | 102530-000 | 280 psi, LPRV, High Rate, HPRV w/THD. Retainer |
| 106707-XXX | 107131-000 | 101047-XXX | 101047-XXX | 101048-018 | 101730-000 | 180 psi, LPRV, High Rate |
| 107134-000 | - | - | - | - | - | End Cover Sealing Plate |
| 107149-XXX | 107131-000 | 103114-XXX | 103114-XXX | 103355-016 | 102530-000 | 160 psi, Orifice LPRV, Low Rate, HPRV w/THD. Retainer |
| 107196-XXX | 107131-000 | 101047-XXX | 101047-XXX | 103072-030 | 101730-000 | 300 psi, LPRV, High Rate |
| 110618-XXX | 107131-000 | 101047-XXX | 101047-XXX | 101048-024 | 101730-000 | 240 psi, LPRV, High Rate |

*Note: High pressure relief setting XXX=lbf/in²

Table 4.4 Low Rate Shuttle Valve Service Kit

Kit No. 990202-000

| ITEM NO. | PART NO. | QTY. | DESCRIPTION |
|----------|------------|------|----------------------|
| 1 | 8785-010 | 2 | Tube Fitting, O-ring |
| 2 | 101729-000 | 2 | Valve plug |
| 3 | 102530-000 | 2 | Shuttle Valve Spring |
| 4 | 102418-000 | 1 | Shuttle Spool |
| 5 | 101727-000 | 2 | Shuttle Valve |

Table 4.5 Shuttle Valve Service Kit For Valve Block S/A (High Rate Shuttle Spring)

Kit No. 990071-000

| ITEM NO. | PART NO. | QTY. | DESCRIPTION |
|----------|------------|------|----------------------|
| 1 | 8785-010 | 2 | Tube Fitting, O-ring |
| 2 | 101729-000 | 2 | Valve Plug |
| 3 | 102418-000 | 1 | Shuttle Spool |
| 4 | 101730-000 | 2 | Shuttle Valve Spring |
| 5 | 101727-000 | 2 | Shuttle Valve |

Table 4.6 Valve Block Sealing Kit

Kit No. 990029-001

| ITEM NO. | PART NO. | QTY. | DESCRIPTION |
|----------|------------|------|--------------|
| 1 | 101129-000 | 2 | Back-up Ring |
| 2 | 8765-118 | 2 | O-ring |
| 3 | 8775-018 | 1 | Seal Ring |
| 4 | 8775-021 | 1 | Seal Ring |

Table 4.7 High Pressure Relief Valve Seal Kit

Kit No. 990104-000

| ITEM NO. | PART NO. | QTY. | DESCRIPTION |
|----------|-----------|------|----------------------|
| 1 | 8785-014 | 1 | Tube Fitting, O-ring |
| 2 | 8770-0117 | 2 | Back-up ring |
| 3 | 8765-117 | 1 | O-ring |

Table 4.8 High Pressure Relief w/Thd. Retainer Seal Kit

Kit No. 990554-000

| ITEM NO. | PART NO. | QTY. | DESCRIPTION |
|----------|----------|------|----------------------|
| 1 | 8785-008 | 1 | Tube Fitting, O-ring |
| 2 | 8785-014 | 1 | Tube Fitting, O-ring |
| 3 | 8770-020 | 2 | Back-up ring |
| 4 | 8765-020 | 1 | O-ring |

Table 4.9 End Cover Sealing Plate Kit

Kit No. 990003-001

| ITEM NO. | PART NO. | QTY. | DESCRIPTION |
|----------|------------|------|-------------------------|
| 1 | 107134-000 | 1 | End cover Sealing Plate |
| 2 | 095863-150 | 4 | Hex head Bolts |
| 3 | 008765-118 | 2 | O-Ring |
| 4 | 101129-000 | 2 | Backup Ring |
| 5 | 008775-021 | 1 | Sealing Ring |

Parts

Rotating Group

(Item 19)

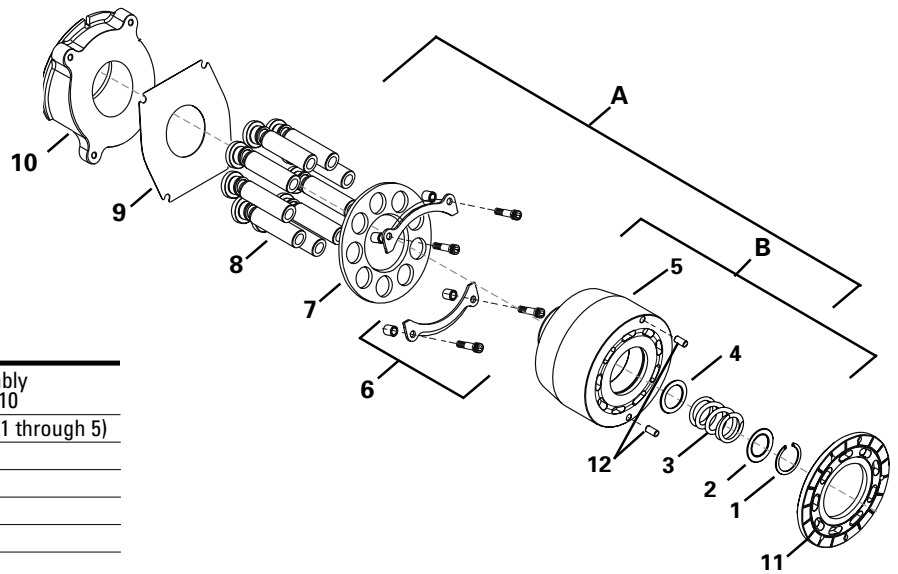


Table 5.0 Rotating Group Subassembly

Models 3331/3333

Subassembly 103247-000

| ITEM | PART NO. | QTY. | DESCRIPTION |
|------|------------|------|---|
| A | 103239-000 | | Rotating Group Subassembly Include all except item 9, 10 |
| B | 990412-000 | 1 | Barrel Kit (includes items 1 through 5) |
| 1 | 103278-200 | 1 | Retaining Ring |
| 2 | 103242-000 | 1 | Spacer Cyl Barrel Spring |
| 3 | 103240-000 | 1 | Cylinder Barrel Spring |
| 4 | 103243-000 | 1 | Spacer Shaft Spring |
| 5 | 103245-000 | 1 | Barrel and Sleeve S/A |
| 6 | 990416-000 | 1 | Hold-down Kit (See Table 6.2) |
| 7 | 103244-000 | 1 | Shoe Retainer Plate |
| 8 | 101073-000 | 9 | Shoe Piston Subassembly |
| 9 | 103236-000 | 1 | Fixed Clr Thrust Plate |
| 10 | 103248-000 | 1 | Swashplate Subassembly |
| 11 | 103241-000 | 1 | Bearing Plate |
| 12 | 98202-000 | 2 | Dowel Pin(5/16 x 5/8 long) |

Models 3931/3933

Subassembly 103234-000

| ITEM | PART NO. | QTY. | DESCRIPTION |
|------|------------|------|---|
| A | 103239-000 | | Rotating Group Subassembly Include all except item 9, 10 |
| B | 990412-000 | 1 | Barrel Kit (includes items 1 through 5) |
| 1 | 103278-200 | 1 | Retaining Ring |
| 2 | 103242-000 | 1 | Spacer Cyl Barrel Spring |
| 3 | 103240-000 | 1 | Cylinder Barrel Spring |
| 4 | 103243-000 | 1 | Spacer Shaft Spring |
| 5 | 103245-000 | 1 | Barrel and Sleeve S/A |
| 6 | 990416-000 | 1 | Hold-down Kit (See Table 6.2) |
| 7 | 103244-000 | 1 | Shoe Retainer Plate |
| 8 | 101073-000 | 9 | Shoe Piston Subassembly |
| 9 | 103236-000 | 1 | Fixed Clr Thrust Plate |
| 10 | 103238-000 | 1 | Swashplate Subassembly |
| 11 | 103241-000 | 1 | Bearing Plate |
| 12 | 98202-000 | 2 | Dowel Pin (5/16 x 5/8 long) |

Model 5431/5433

Subassembly 103874-000

| ITEM | PART NO. | QTY. | DESCRIPTION |
|------|------------|------|---|
| A | 103851-000 | 1 | Rotating Group Subassembly Include all except item 9, 10 |
| B | 990414-000 | 1 | Barrel Kit (includes items 1 through 5) |
| 1 | 103278-225 | 1 | Retaining Ring |
| 2 | 103815-000 | 1 | Spacer Cyl Barrel Spring |
| 3 | 103813-000 | 1 | Cylinder Barrel Spring |
| 4 | 103816-000 | 1 | Spacer Shaft Spring |
| 5 | 103854-000 | 1 | Barrel and Sleeve S/A |
| 6 | 990417-000 | 1 | Hold-down Kit (See Table 6.2) |
| 7 | 103853-000 | 1 | Shoe Retainer Plate |
| 8 | 101077-000 | 9 | Shoe Piston Subassembly |
| 9 | 103809-000 | 1 | Fixed Clr Thrust Plate |
| 10 | 103872-000 | 1 | Swashplate Subassembly |
| 11 | 103852-000 | 1 | Bearing Plate |
| 12 | 98202-000 | 2 | Dowel Pin (5/16 x 5/8 long) |

Model 4631/4633

Subassembly 106607-000

| ITEM | PART NO. | QTY. | DESCRIPTION |
|------|------------|------|---|
| A | 106608-000 | 1 | Rotating Group Subassembly Include all except item 9, 10 |
| B | 990413-000 | 1 | Barrel Kit (includes items 1 through 5) |
| 1 | 103278-200 | 1 | Retaining Ring |
| 2 | 103242-000 | 1 | Spacer Cyl Barrel Spring |
| 3 | 103240-000 | 1 | Cylinder Barrel Spring |
| 4 | 103243-000 | 1 | Spacer Shaft Spring |
| 5 | 104195-000 | 1 | Barrel and Sleeve S/A |
| 6 | 990416-000 | 1 | Hold-down Kit (See Table 6.2) |
| 7 | 104211-000 | 1 | Shoe Retainer Plate |
| 8 | 106609-000 | 9 | Shoe Piston Subassembly |
| 9 | 103236-000 | 1 | Fixed Clr Thrust Plate |
| 10 | 103238-000 | 1 | Swashplate Subassembly |
| 11 | 104198-000 | 1 | Bearing Plate |
| 12 | 98202-000 | 2 | Dowel Pin (5/16 x 5/8 long) |

Model 6431/6433

Subassembly 103871-000

| ITEM | PART NO. | QTY. | DESCRIPTION |
|------|------------|------|---|
| A | 103812-000 | 1 | Rotating Group Subassembly Include all except item 9, 10 |
| B | 990415-000 | 1 | Barrel Kit (includes items 1 through 5) |
| 1 | 103278-225 | 1 | Retaining Ring |
| 2 | 103815-000 | 1 | Spacer Cyl Barrel Spring |
| 3 | 103813-000 | 1 | Cylinder Barrel Spring |
| 4 | 103816-000 | 1 | Spacer Shaft Spring |
| 5 | 103821-000 | 1 | Barrel and Sleeve Subassembly |
| 6 | 990417-000 | 1 | Hold-down Kit (See Table 6.2) |
| 7 | 103817-000 | 1 | Shoe Retainer Plate |
| 8 | 103818-000 | 9 | Shoe Piston Subassembly |
| 9 | 103809-000 | 1 | Fixed Clr Thrust Plate |
| 10 | 103872-000 | 1 | Swashplate Subassembly |
| 11 | 103814-000 | 1 | Bearing Plate |
| 12 | 98202-000 | 2 | Dowel Pin (5/16 x 5/8 long) |

Parts

Motor Housing

(Item 4)

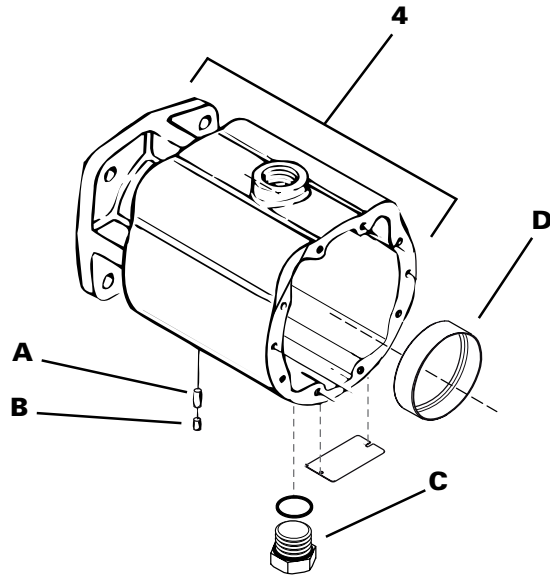


Table 6.0 Fixed Housing Subassembly

(Item 4)

| PART NO. | MODEL | DESCRIPTION |
|-------------|----------|--------------|
| 112612-000 | 33-39-46 | Main Housing |
| 112611-000 | 33-39-46 | Main Housing |
| 112613-000 | 33-39-46 | Main Housing |
| 112614-000 | 33-39-46 | Main Housing |
| 112615-000 | 33-39-46 | Main Housing |
| 112616-000 | 33-39-46 | Main Housing |
| 4998770-001 | 33-39-46 | Main Housing |
| 113336-000 | 54-64 | Main Housing |
| 113339-000 | 54-64 | Main Housing |
| 113340-000 | 54-64 | Main Housing |
| 114237-000 | 54-64 | Main Housing |

Table 6.1 Motor Housing Subassembly

| ITEM | QTY. | DESCRIPTION | MODEL | PART NO. |
|------|------|---------------------------|----------|------------|
| A | 1 | Dowel Pin | | 95904-100 |
| B | 1 | Socket Pipe Plug (1/8-27) | | 95653-012 |
| C | 1 | Case Drain Plug/O-ring | | 25090-012 |
| D | 1 | Bearing Cup | 33-39-46 | 103232-000 |
| | | | 54-64 | 103807-000 |

Parts

Kits

(Item 4)

Table 7.0 Service Kits

Shaft Bearing

| MODEL | PART NO. | DESCRIPTION |
|-------|------------|-----------------------------|
| 33-46 | 990014-000 | End Cover Bearing Kit |
| 54-64 | 990016-000 | End Cover Bearing Kit |
| 33-46 | 990089-000 | Mounting Flange Bearing Kit |
| 54-64 | 990387-000 | Mounting Flange Bearing Kit |

End Cover Shim Kits

| MODEL | PART NO. | DESCRIPTION |
|-------|------------|--------------------|
| 33-46 | 990017-000 | End Cover Shim Kit |
| 54-64 | 990019-000 | End Cover Shim Kit |

Overhaul Gasket Kits

| MODEL | PART NO. | DESCRIPTION |
|-------|------------|---------------------|
| 33-46 | 990092-001 | Overhaul Gasket Kit |
| 54-64 | 990094-001 | Overhaul Gasket Kit |

Speed Sensor Kits

Magnetic Speed Sensor Kit Kit No. 9900002-000

| QTY | PART NO. | DESCRIPTION |
|-----|------------|---------------------------|
| 1 | 106524-000 | Speed Pickup |
| 1 | 105129-000 | Washer |
| 1 | 105132-062 | Thread Seal |
| 1 | 04-07-707 | Installation Instructions |

Hall Effect Speed Sensor Assembly P/N 109823-000

(Ref. Installation Instructions 4-416)

Shaft Seal Kits

990709-000 Shaft Seal Kit (Lip Design)

For Models 3333/3933/4633/5433/6433

| PART NO. | QTY. | DESCRIPTION |
|------------|------|------------------|
| 108395-000 | 1 | Drive Shaft Seal |
| 101680-250 | 1 | Retaining Ring |
| 107836-000 | 1 | Spacer |

990231-000 Shaft Seal Kit (Mechanical Face Seal)

For Models 3331/3931/4631/5431/6431

| PART NO. | QTY. | DESCRIPTION |
|------------|------|---------------------|
| 102591-000 | 1 | Stationary Seal S/A |
| 96108-281 | 1 | Retaining Ring |
| 102419-000 | 1 | Rotating Seal |
| 104166-131 | 1 | O-Ring |

Quadrature Speed Sensor Kit No.9900121-001

| QTY | PART NO. | DESCRIPTION |
|-----|-----------------|--|
| 1 | 114264-001 | Quadrature speed Sensor(two speed signals in quadrature with 1 pulse per target tooth) |
| 1 | E-MOPI-TI-002-E | Installation Instructions |

Quadrature Speed Sensor Kit No.9900121-002

| QTY | PART NO. | DESCRIPTION |
|-----|-----------------|--|
| 1 | 114264-002 | Quadrature speed Sensor (2-pulse per target tooth signal and 1 directional signal) |
| 1 | E-MOPI-TI-002-E | Installation Instructions |

Disassembly

Shaft Seal

1. Remove the shaft seal following the procedure for your type of seal.
There are two types of shaft seals. Depending on the part number of your motor, either type of seal may have been used. A unit **MUST** be serviced with the same type of seal as was originally installed. The seals are not interchangeable.

Note: Thoroughly clean the exterior of the unit before disassembly. Make sure all open ports are sealed.

Important: Clean surface area around stationary seal assembly.

Motors Having Lip Seal (xx33-xxx Part Number Configuration)

- a. Using a pair of retaining ring pliers, remove retaining ring.
- b. Use a punch and hammer to punch a hole in the shaft seal.
- c. Install a 3-inch sheet metal screw with the point blunted into the punched hole just far enough to pull the shaft seal out of its pocket.
- d. Carefully insert the blade of a flat screw driver behind the seal and pry out the seal taking care not to damage the output drive shaft.



STEP A



STEP B



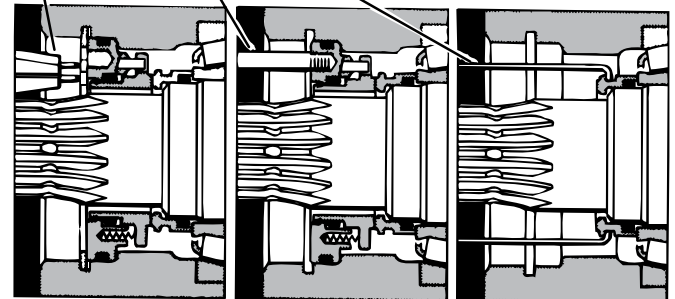
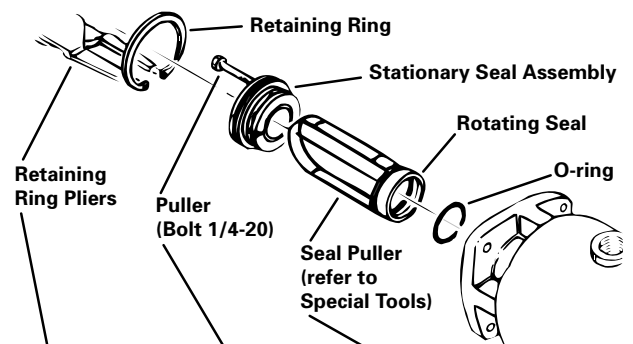
STEP C



STEP D

Motors Having Face Seal (xx31-xxx Part Number Configuration)

- a. Using a pair of retaining ring pliers, remove retaining ring.
- b. Insert 1/4x20 bolt into the threaded hold of the stationary seal assembly to pull assembly from mounting flange.
- c. Using rotating seal puller (see special tools), grip outside diameter of bronze rotating seal. Remove seal from output drive shaft.
- d. O-ring may remain in rotating seal recess. If not found in recess, remove O-ring from output drive shaft.



Disassembly

Seal all open ports. Thoroughly clean exterior of motor before disassembly.

Cleanliness is extremely important when repairing a hydrostatic pump or motor. Work in a clean area, as the level of cleanliness maintained when repairing the unit may affect performance. After washing the parts with clean solvent, blow dry the parts with filtered, moisture free air. Inspect all mating surfaces. Replace all damaged parts. Do not use grit paper, files or grinders on finished parts.

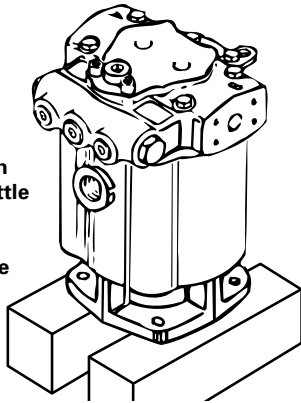
Whenever a unit is disassembled, it is a good service policy to replace all seals. Lubricate the seals with petroleum jelly. Use only clean, recommended oil when assembling the unit. See Hydrostatic Fluid Recommendations on page 28-29 or publication No. 03-401 & 03-405 for recommended fluids.

CAUTION: Disconnect or disable all electrical or mechanical power to the pump before beginning work.

Valve Block/ Integral Shuttle End Cover

1. There are two types of Series 1 hydrostatic motors. If your motor has an integral shuttle and low pressure relief valve, go to step 14 on page 16. If you have a motor with a valve block, continue with step 2.

Motor with
Integral Shuttle
and Low
Pressure
Relief Valve



4. Using a 1-3/8 in. hex wrench, remove the low pressure relief valve cartridge.

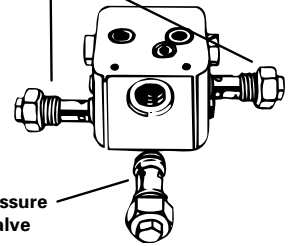
Note: The low pressure relief valve doesn't have back-up rings. There is only one O-ring in the lower groove.

5. Using a 1-3/8 in. hex wrench, remove the two high pressure relief valves from valve block.

Note: The high pressure relief valves have two white back-up rings and one O-ring in the lower groove.

High and low pressure relief settings are preset at the factory. Stamping on cartridge identifies setting. See examples.

High Pressure
Relief Valves



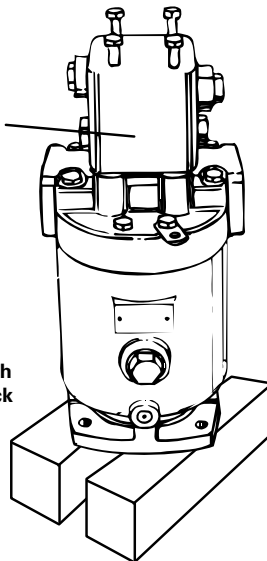
Low Pressure
Relief Valve

Motors with Valve Block Disassembly

2. Position the motor on its mounting flange as shown. Loosen all the relief valves and plugs in the valve block. Remove the four bolts that hold the valve block to the motor. Then remove the valve block.
3. Remove O-rings and back-up rings from mounting face of valve block.

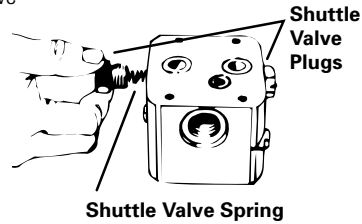
Valve Block

Motor with
Valve Block

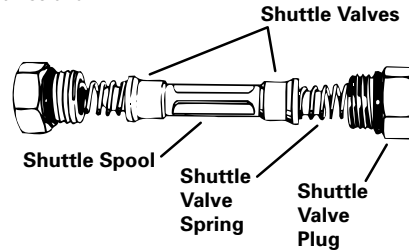


Disassembly

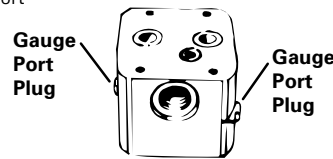
6. Using a 1 in. hex wrench, remove the two shuttle valve plugs. Then remove shuttle valve springs.



7. Remove shuttle valves and shuttle spool.



8. Remove the three gauge port plug assemblies.



13. Install low pressure relief valve. Torque valve to 75 lb-ft [100 Nm].

Continue with step 19, page 15.

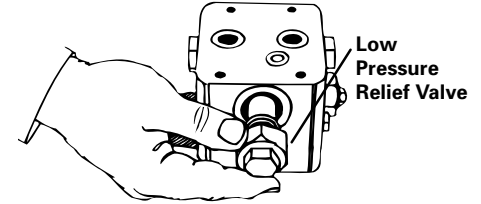


Table 8.0 Torque Specifications – lb-ft [Nm]

| WHERE USED | MODEL 33-39-46 | MODEL 54-64 |
|----------------------------|-------------------|----------------|
| Gauge Port Plug Assembly | 16 [22] | 16 [22] |
| Shuttle Cap | 68 [92] | 68 [92] |
| High Pressure Relief Valve | 25 [34] | 25 [34] |
| Low Pressure Relief Valve | 75 [100] | 75 [100] |
| End Cover Bolts – Grade 8 | 39 [53] | 63 [85] |
| Relief Valve (Feathering) | 25 [34] | 25 [34] |
| Socket Pipe Plug | 16 [22] | 16 [22] |
| Valve Block Mounting Bolts | 28 [38] | 28 [38] |

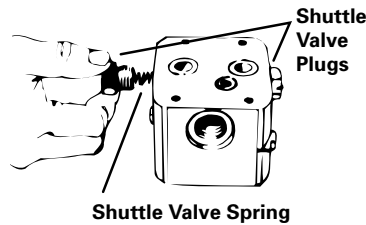
Assembly

Assembly of Valve Block

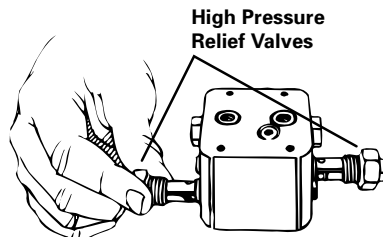
9. Install the three gauge port plug assemblies. Torque to 16 lb-ft [22Nm].

10. Install shuttle spool and shuttle valves in valve block.

11. Install shuttle valve springs and shuttle valve plugs. Torque plugs to 68 lb-ft [92Nm].



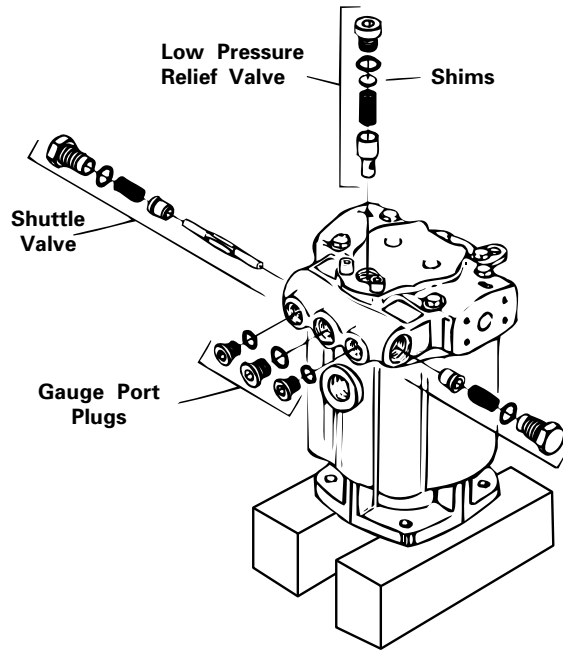
12. Install the two high pressure relief valves. Torque to 25 lb-ft [34 Nm].



Disassembly

Motor with Integral Shuttle and Low Pressure Relief Valve

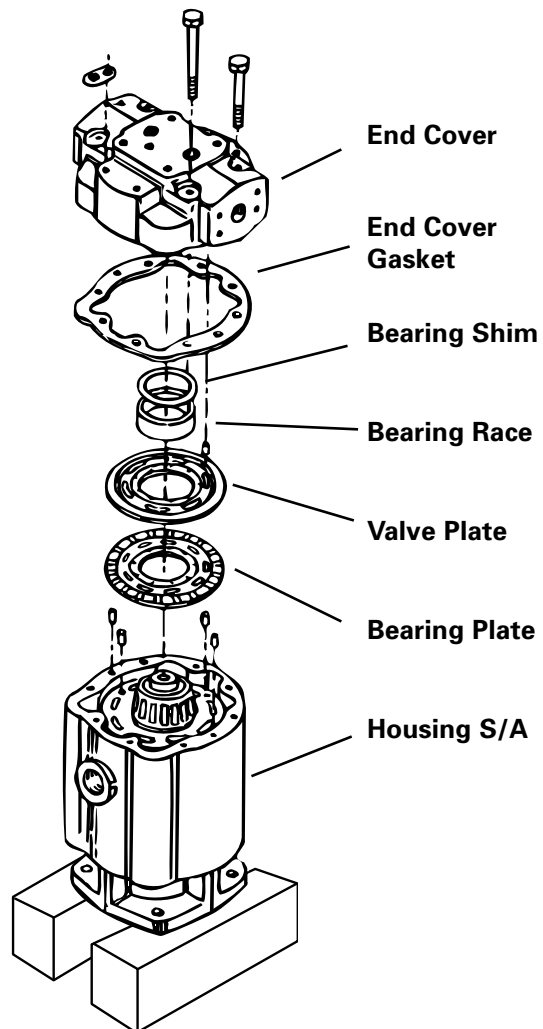
14. Position the motor on its mounting flange as shown.
15. Using a 1-3/8 in hex wrench, remove the low pressure relief valve.
Note: Retain the shims, they are used to adjust the relief setting.
16. Using a 1 in. hex wrench, remove the shuttle valve plugs.
17. Remove shuttle valves and shuttle spool.
18. Remove the gauge port plugs.



End Cover

The procedure is the same for either end cover.

19. Remove eight hex bolts from end cover.
Caution: Internal parts are spring loaded. To avoid internal part damage, remove six bolts leaving two bolts opposite each other tight. Gradually and evenly remove the two remaining bolts.
20. Carefully remove end cover, gasket and the two end cover dowel pins.
Caution: Remove any parts (valve plate, bearing cup, or shims) that may have stuck to the end cover. Be careful not to drop any.
21. Remove rear bearing cup from end cover, using a slight twisting motion. Bearing cup is slip-fit into end cover.
22. Remove and retain rear bearing shims from end cover. Shims are used to adjust shaft bearing end play of motor output shaft.



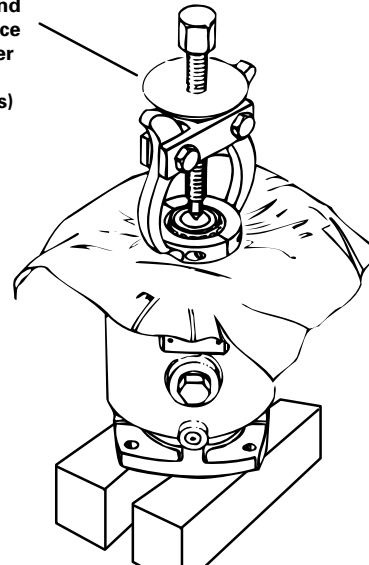
Disassembly

Rotating Group

Use extreme care when handling all close tolerance internal parts of motor. Keep parts clean.

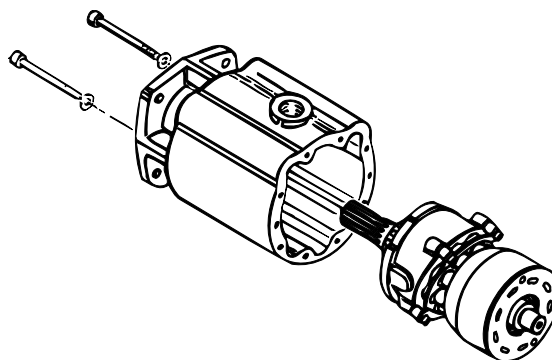
- 23. Remove end cover gasket and dowel pins from motor housing. Gasket may have remained on end cover during removal.
- 24. Remove bearing plate and pins from cylinder barrel. If using a small screwdriver to pry bearing plate from cylinder barrel, make sure bearing plate and barrel surfaces are not scratched or damaged.
Important: Handle the bearing plate and valve plates with extreme care. They are lapped to extremely close tolerances for flatness.
- 25. Install bearing puller and remove bearing from output shaft (refer to Special Tools).

Hub Puller and Low Clearance Bearing Puller (refer to Special Tools)



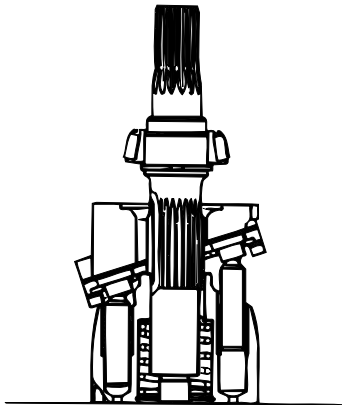
Low clearance bearing puller is recommended for removal of end cover bearing cone. The bearing puller pulls against bearing rollers, not against inner cup. It is designed to prevent bearing cone and cylinder barrel face from being damaged when bearing is removed. Low clearance between end cover bearing and cylinder barrel makes it difficult to use any other type of bearing puller.

- 26. Carefully reposition motor on its side. Using 1/4 in hex bit socket, remove the two cap screws that hold swashplate in the housing.
- 27. Remove and discard sealing washers from cap screws. Replace with new sealing washers.
- 28. Push inward on shaft assembly to dislodge the swashplate from its pocket in housing.
- 29. Carefully remove output shaft/cylinder barrel assembly from housing.



Disassembly

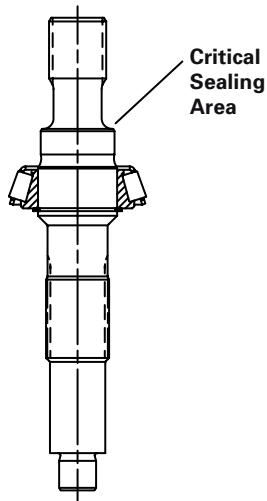
30. Position the shaft/cylinder barrel subassembly with the shaft facing up. Carefully lift out the output drive shaft subassembly.



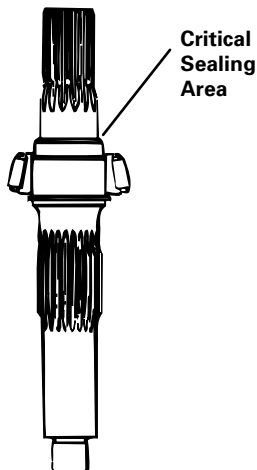
31. When bearing cone must be replaced, use a press to remove cone from shaft subassembly.

Important: When removing or installing bearing cone, do not damage shaft sealing area (stepped area between bearing journal and output drive shaft splines). This area is critical for sealing the shaft seal.

- 31.a. You must use special stop limit tool (refer to Special Tools) when installing new cone.

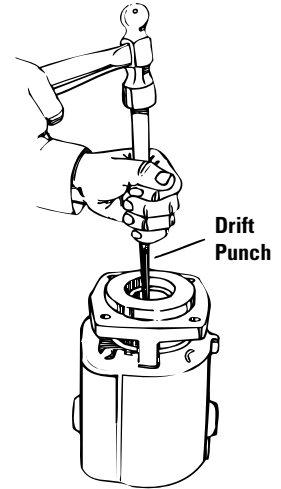


**Units Having Lip Seal
(xx33-xxx Part Number Configuration)**



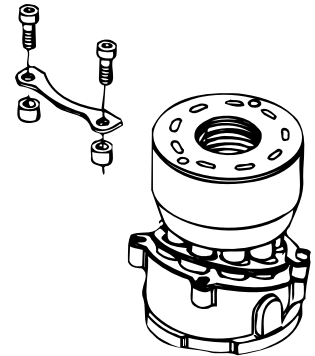
**Units Having Face Seal
(xx31-xxx Part Number Configuration)**

32. If bearing cup needs replacing, carefully remove the cup using a hammer and drift punch.

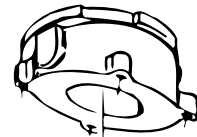


33. Reposition cylinder barrel/swashplate with the swashplate on the bottom. Using a 1/4-inch hex key, remove the cap screws from the retaining strap on one side of the swashplate.

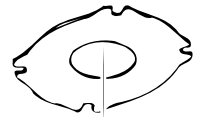
Loosen the cap screws on the other retaining strap to make it easier to remove cylinder barrel from the swashplate.



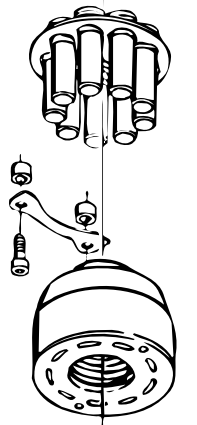
34. Carefully reposition cylinder barrel/swashplate with swashplate facing up. Remove the swashplate by lifting slightly and sliding it over to disengage from the retaining strap.



35. Remove cap screws, retaining strap, spacers and thrust plate from swashplate.



36. Disassemble cylinder barrel subassembly. Place it on a clean protective surface for inspection and cleaning.



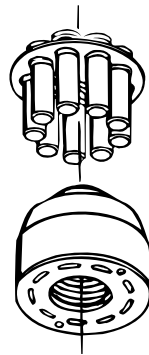
Assembly

Rotating Group

Before reassembly, clean all parts and assemblies in clean solvent and blow them dry with compressed air. Inspect and replace all scratched or damaged parts. When reworking parts. Do not use coarse grit paper, files or grinders on any finished surfaces. Replace all gaskets and O-rings.

Lubricate O-rings with petroleum jelly for retention during reassembly. Freely lubricate all bearings and finished part surfaces with clean hydraulic fluid. This will provide required start-up lubrication for moving parts.

1. Lubricate and install shoe retainer plate and piston shoes in cylinder barrel subassembly. After installation, freely lubricate brass shoe faces with clean hydraulic fluid.



Check Fixed Clearance

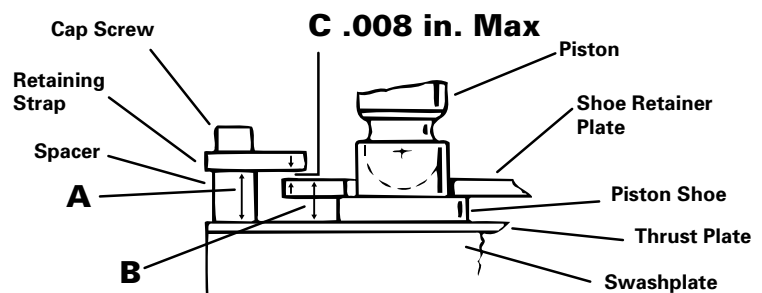
2. Before assembling motor any further, you must check the fixed clearance of motor.

Measure the height of retaining strap spacer with a micrometer or vernier calipers.

There are two fixed spacer heights – one for the 33, 39, 46 units and one for the 54, 64 units. Spacers are critical to the unit design and may not be interchangeable.

3. Measure combined thickness of both piston shoe flange and shoe retainer plate. Subtracting this measurement from spacer height gives fixed clearance of unit.
4. Fixed clearance must not exceed .008 inches [.20 mm]. If fixed clearance exceeds .009 inches [.02 mm], replace worn parts, (i.e., piston shoe sub-assemblies, thrust plate, retaining strap and/or shoe retainer plate).

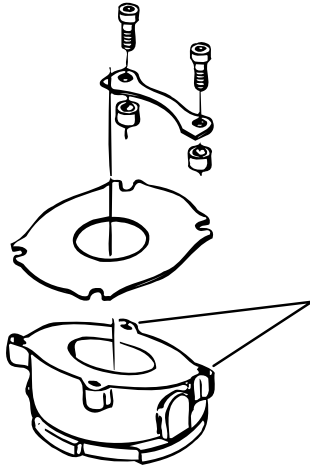
Note: An alternate method of checking fixed clearance is with the use of a feeler gauge. If using this method, make sure gauge is inserted between retaining strap and shoe retainer plate only. Piston shoe faces could be damaged if gauge is inserted between piston shoe and thrust plate.



$$A \text{ (Spacer Height)} - B \text{ (Shoe Flange + Retainer Plate)} = C \text{ (Fixed Clearance .008 Max)}$$

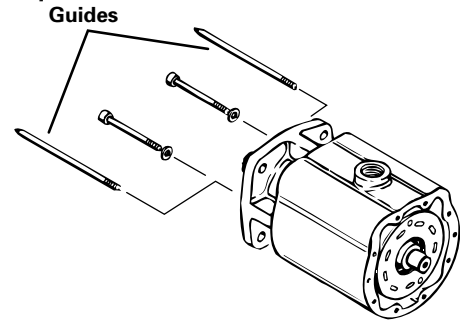
Assembly

- Apply one or two drops of Loctite® No. 271 in first or second thread down in each of the four holes in swashplate.
- Lightly lubricate and install thrust plate, aligning cap screw holes. Install spacers, retaining strap and cap screws on one side of the swashplate. DO NOT tighten cap screws at this time.
- Place cylinder barrel Subassembly on clean, flat surface with piston shoes facing up. Carefully install swashplate on cylinder barrel by slightly lifting the side without retaining strap. Slide swashplate over to engage installed retaining strap around piston retainer.



Apply Loctite (four threaded holes)

- Holding cylinder barrel sub-assembly carefully in position in housing, reposition motor on its side. Remove headless cap screws used as guides.
- Install new sealing washers on the two swashplate cap screws. Install the cap screws in swashplate. Tighten to 20 to 24 lb-ft [27 to 33 Nm].



CAUTION

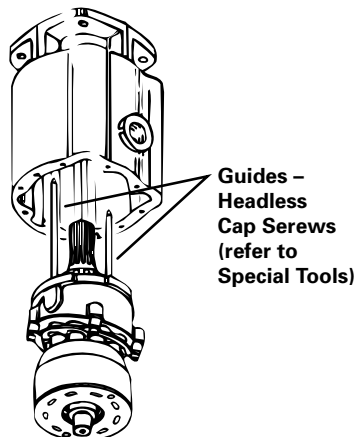
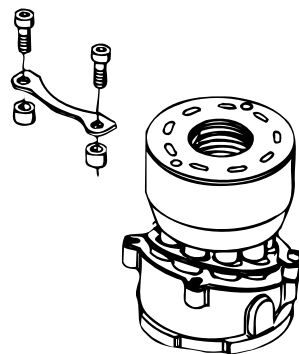
- Carefully reposition and support motor on mounting flange. Support output shaft in a slightly raised position.

Using a press or bearing cone driver (refer to Special Tools), install end cover bearing cone on output shaft.

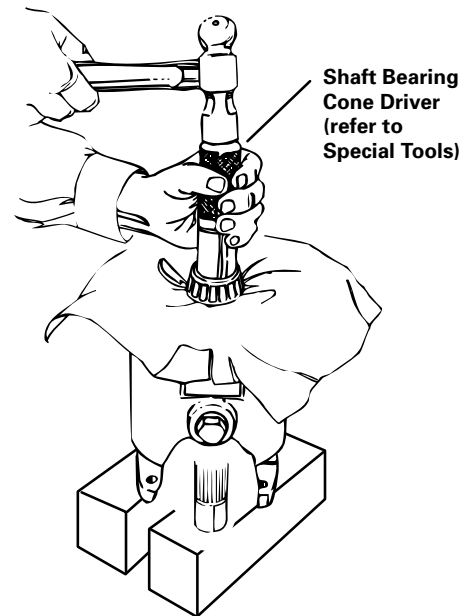
Bearing cone must seat against shoulder of output shaft.

Loctite parts must contact only those surfaces intended for assembly. Wipe excess Loctite from swashplate with non-petroleum base solvent applied to cloth. Do not apply Loctite to threads more than 15 minutes before installing cap screws. If Loctite stands for more than 15 minutes, repeat application. If repeating application, it is not necessary to remove previously applied Loctite.

- Carefully reposition cylinder barrel/swashplate with the swashplate down. Install the remaining spacers, retaining strap and cap screws. Tighten all four cap screws 16-19 lb-ft [22 to 26 Nm].
- Carefully reposition cylinder barrel/swashplate with cylinder barrel face on a clean, flat surface. Lubricate and install output drive shaft subassembly into cylinder barrel subassembly.
- Install two headless 5/16 inch cap screws, five to six inches long, in swashplate to use as guides (refer to Special Tools).
- Aligning pin in housing with notch in swashplate, carefully slide housing over output drive shaft/swashplate/cylinder barrel subassembly.



Guides - Headless Cap Screws (refer to Special Tools)

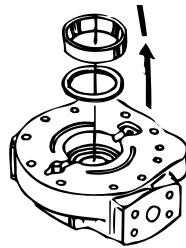


Shaft Bearing Cone Driver (refer to Special Tools)

Assembly

End Cover

13. Install two dowel pins and gasket on end cover.
14. Lubricate and install bearing shims and bearing cup into end cover.



Check Output Shaft End Play

15. You must check the end play of the output drive shaft subassembly.

Install the end cover without installing either valve or bearing plates. This eliminates spring tension against the output shaft.

Install cap screws in end cover and slowly and evenly tighten them. On models 33/39/46 torque cap screws to 39 lb-ft [53 Nm]. On models 54/64, torque to 63 lb-ft [85 Nm].

Place and support motor assembly on end cover. Gently tap output shaft inward with hammer.

Install magnetic base indicator on mounting flange with gauge on output shaft end. Use pliers to grip output shaft as low as possible. Pry upward to determine shaft end play. Indicator must read .002 to .007 inches [.05 to .17 mm] shaft end play.

If end play is incorrect, adjust by adding or removing shims under bearing cup located in end cover.

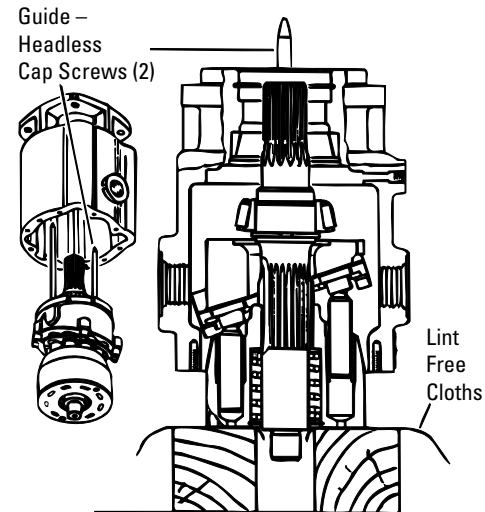
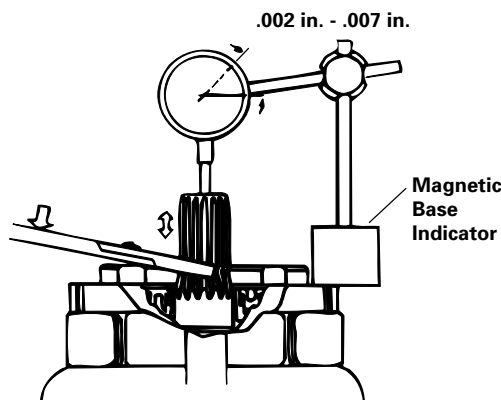
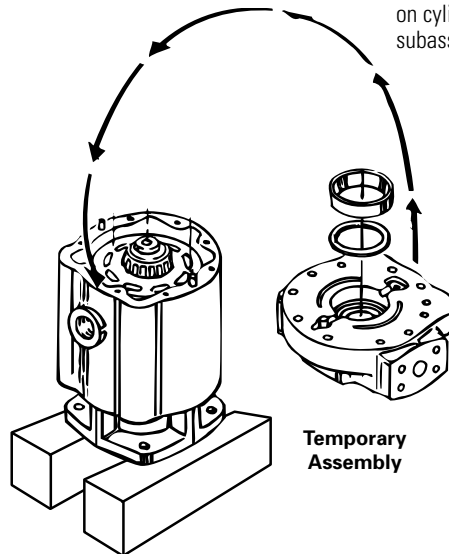
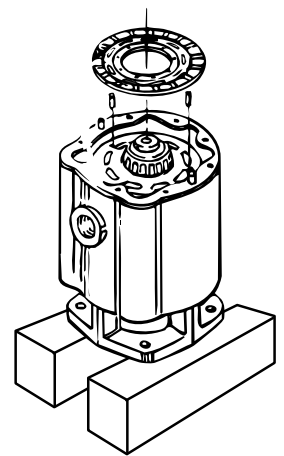


Figure 23

16. After adjusting end play, reposition motor on mounting flange and remove end cover.
17. Install two dowel pins in face of cylinder barrel subassembly. Freely lubricate bearing plate with dowel pins and install it on cylinder barrel subassembly.



Assembly

Shaft Seal Installation

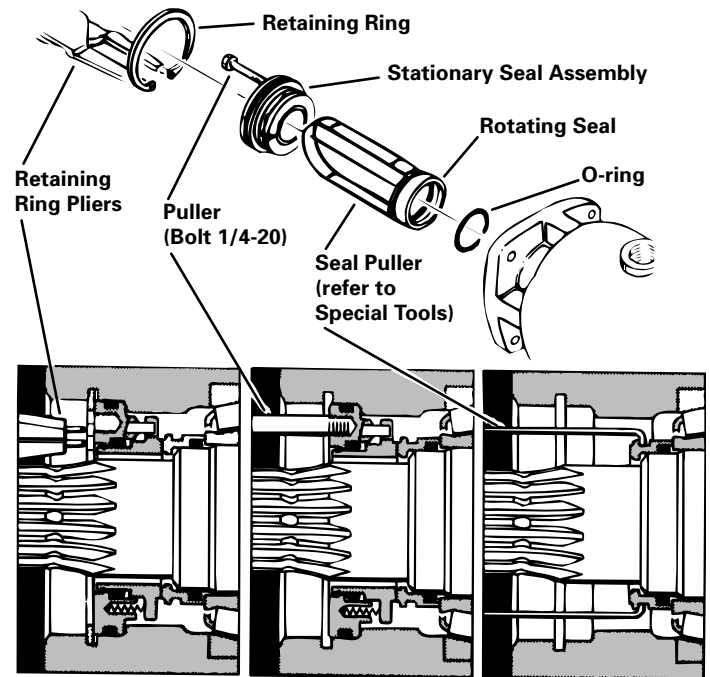
For best sealing results, clean the metal-to-metal seal surfaces. The cleaner must evaporate and not leave any residue, and must be compatible with Viton.

Do not touch these surfaces. Coat with clean, filtered oil before reassembly.

Note: There are two types of shaft seals. Depending on the date of manufacture, either type of seal may have been used. A unit **MUST** be serviced with the same type of seal as was originally installed. The seals are not interchangeable.

Units Having Face Seal (xx31-xxx Part Number Configuration)

22. Reinstall the shaft seal following the procedure for your type of seal.
 - a. Lubricate O-ring seal of rotating seal. Then install rotating seal with seal puller. Ensure rotating seal O-ring is placed inside the rotating seal before assembly onto the output drive shaft.
 - b. Lubricate O-ring seal of stationary seal subassembly. Then install stationary seal subassembly.
 - c. Using a No. 5 or No. 7 retaining ring pliers, install retaining ring (beveled side of ring out).

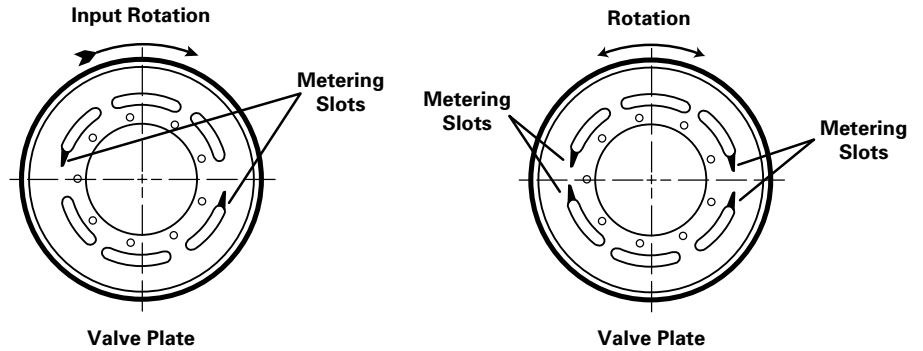


Assembly

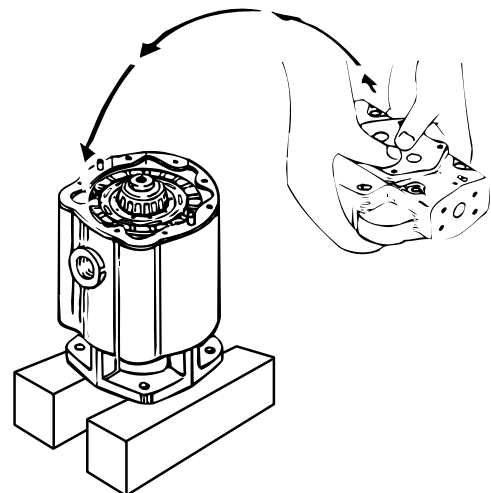
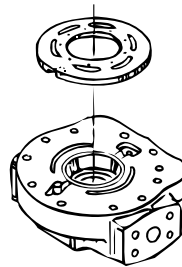
If you have a motor with a face seal, use the following procedure. If you have a motor with a lip seal, use the procedure on page 24.

Pump valve plates are all uni-directional and motor valve plates are bi-directional. The pump valve plate is identified by two metering slots and rotates clockwise. The motor valve plate has four metering slots and is bi-directional. Pump and motor valve plates are not interchangeable.

Note: Use extreme care when handling all close tolerance internal parts of motor. Keep parts clean.



18. Install valve plate dowel pin in the face of end cover.
19. Using petroleum jelly, lightly coat side of valve plate facing the end cover to hold valve plate during assembly. Install valve plate over bearing cup, aligning it with dowel pin. Valve parts must rest flat and be flush with end cover.
20. Holding the valve plate firmly in position, install end cover on housing.
21. Install cap screws in end cover. Tighten them slowly and evenly.



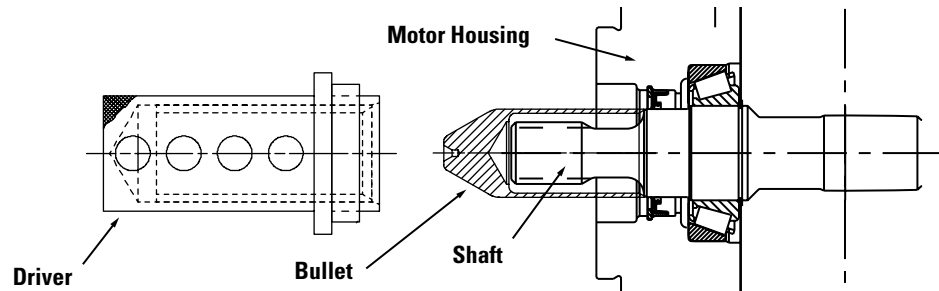
Torque the cap screws in a star pattern. Models 33/39/46 should be torqued to 39 lb-ft [53 Nm]. Models 54/64 should be torqued to 63 lb-ft [85 Nm].

Torque each screw a second time to compensate for gasket compression set.

Assembly

Units Having Lip Seal (xx33-xxx Part Number Configuration)

Note: Lip seal kits come with a shaft seal, retaining ring, and spacer. The spacer is only required for units that have extensive use in the field. The spacer puts the seal in a new location on the shaft sealing area. If using the spacer, install the spacer between the shaft seal and the retaining ring in step f.



Ensure the shaft sealing surface and housing seal bore are clean and free of all dirt and debris to avoid introducing any contaminants into unit.

1. Grease the inside surface of seal that contacts shaft.
2. Select correct bullet and driver. Bullet and drive shaft chamfer must align with each other leaving no gap between the bullet and shaft. Bullet should pilot on shaft diameter so bullet cannot shift side to side, allowing step between bullet and shaft seal diameter.
3. Press the new, greased shaft seal over a shaft bullet. Closed face of the shaft seal faces the closed end of the bullet.
4. With the shaft seal on the bullet, insert bullet over drive shaft and into the seal pocket. Take care to ensure seal is properly aligned with housing bore as seal is pressed in to minimize chance of damaging seal.
5. Using the driver and a mallet, push the seal until the tool bottoms on the pilot of flange.
6. Remove the tool and insert the retaining ring into the seal pocket. A spacer is required, whenever there is a significant groove in the shaft from the seal. (A maximum of two spacers may be used before the shaft must be replaced), place it between the shaft seal and the retaining ring.
7. Using the tool and mallet, drive the seal, spacer(as required if using, and retaining ring in until the retaining ring snaps into place in the groove.

Assembly

Valve Block/ Integral Valves

If your motor has an integral shuttle and low pressure relief valve, go to step 25.

If you have a motor with a valve block, continue with step 23.

Motor with Valve Block

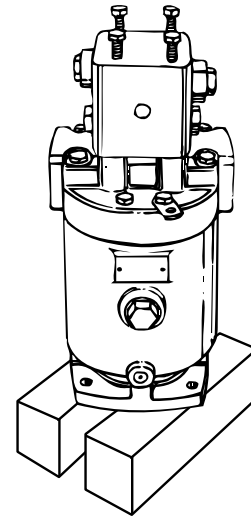
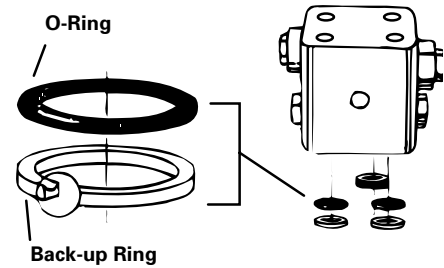
23. Install O-rings and back-up rings on valve block.

The high pressure ports require an O-ring and back-up ring. The O-ring goes on first, then the back-up ring. The curved side of ring goes toward the O-ring.

Install square-cut ring in low pressure drain port of valve block.

Note: Be careful not to damage O-rings and back-up rings. Use clean petroleum jelly to hold O-rings and back-up rings in place during block installation.

24. Position valve block on end cover. Install four hex bolts. Torque bolts 28 lb-ft [38 Nm].



Motor with Integral Shuttle and Low Pressure Relief Valve

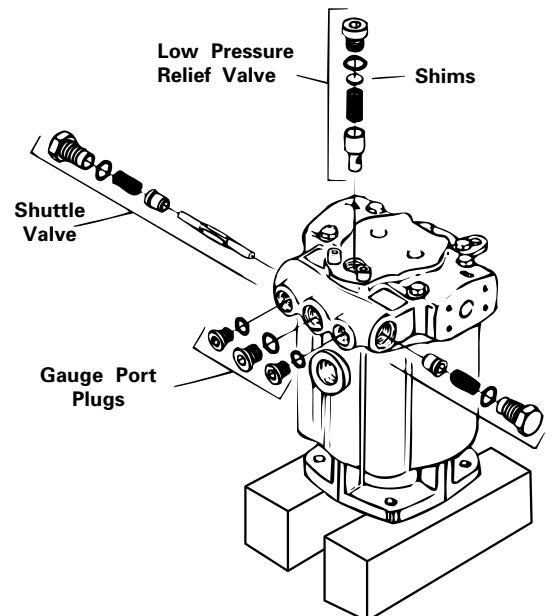
25. Install two outer gauge port plug assemblies. Torque to 25 - 31 lb-ft [18 - 23 Nm].

Install center gauge port plug assembly. Torque to 40 - 48 lb-ft [30 - 35 Nm].

26. Lubricate and install shuttle spool and shuttle valves. The smaller ends face the center of the spool.

27. Install the shuttle valve springs and plugs. Torque to 68 - 82 lb-ft [50 - 60 Nm].

28. Install the low pressure relief valve plunger and spring. Lubricate and insert the shims in the relief valve plug. Install the plug over the spring, making sure the shims are not dislodged. Screw the plug in and torque to 68 - 82 lb-ft [50 - 60 Nm].



Special Tools

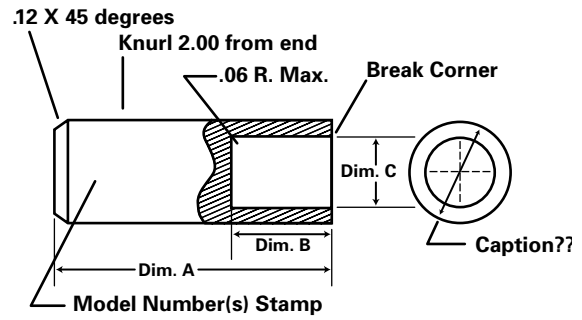
Bearing Cone Driver (End Cover end)

Dimensions

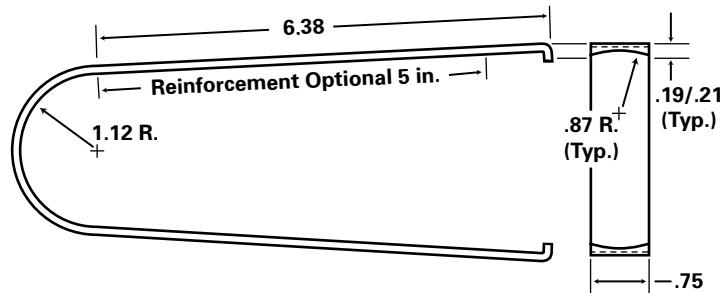
| MODEL | A | B | C | D |
|----------|-----|------|------|------|
| 33/39/46 | 4.0 | 1.5* | 1.01 | 1.25 |
| 54/64 | 4.0 | 1.5* | 1.30 | 1.48 |

*1.5 in. from shaft with splined drive for B pad Charge Pump

Material: C.R.S., Hardern to Rc 50-55



Rotating Seal Puller



Available from
Owatonna Tool Co.
No. CAS - 1844

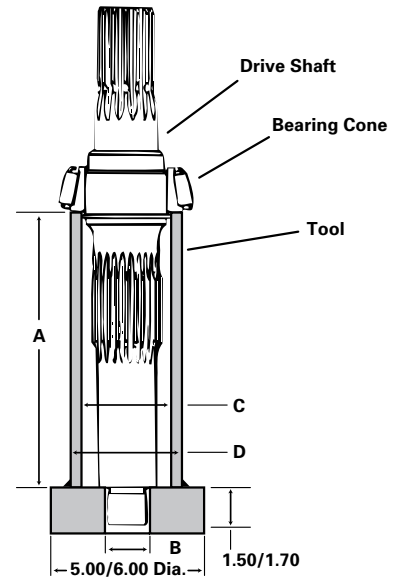
Material: SAE 1074
Spring Steel
16 Ga. x .75 Wide

Limit Stop for Bearing Cone Installation

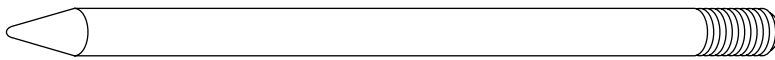
Dimensions

| MODEL | A | B | C | D |
|----------|-------|-----------|-----------|-----------|
| 33/39/46 | 5.803 | 1.00/1.20 | 2.20/2.30 | 3.00 Min. |
| 54/64 | 6.682 | 1.30/1.32 | 2.20/2.30 | 3.00 Min. |

Material: Steel



Headless Cap Screw



5/16 - 18 UNC Cap Screw - 2 Required
Remove head and grind end into cone

Torque Specifications - lb-ft [Nm]

| WHERE USED | MODEL 33-39-46 | MODEL 54-64 |
|----------------------------|-------------------|----------------|
| End Cover Bolts - Grade 8 | 39 [53] | 63 [85] |
| Relief Valve (Low Press.) | 75 [100] | 75 [100] |
| Relief Valve (High Press.) | 25 [34] | 25 [34] |
| Shuttle Cap | 68 [92] | 68 [92] |
| Socket Pipe Plug | 16 [22] | 16 [22] |
| Valve Block Mounting Bolts | 28 [38] | 28 [38] |

Special Tools

Shaft Seal Installation Tools

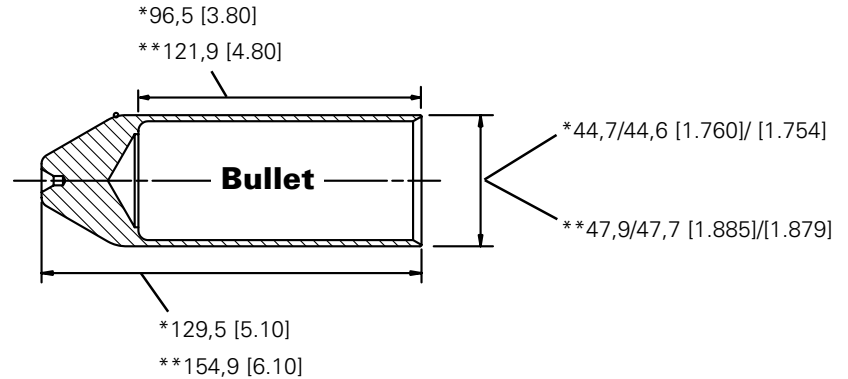
Bullet/Driver Selection

Each seal requires use of a specific bullet and driver. Check measurements and/or part numbers of bullet and driver to determine the correct bullet and driver to use for your unit.

Measurements are expressed in standard mm[Inch].

* (units using seal 108395-000)

** (units using seal 110192-000)

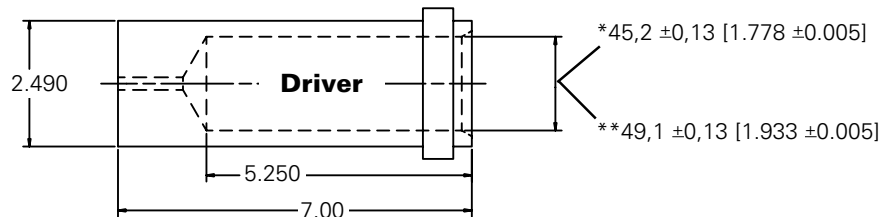


Units using seal 108395-000

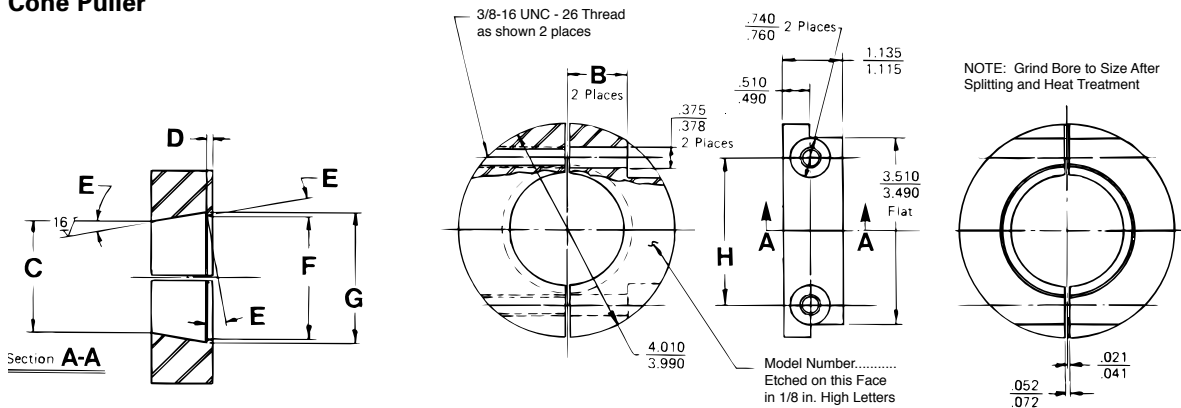
| SEAL ID | BULLET | DRIVER |
|---------|-------------|-------------|
| 1.750 | 4994026-001 | 4994028-001 |

Units using seal 110192-000

| SEAL ID | BULLET | DRIVER |
|---------|-------------|-------------|
| 1.875 | 4994027-001 | 4994028-002 |



Low Clearance Bearing Cone Puller



Dimensions

| MODEL | PART NO. | B | C Ø Ref | D | E | F Ø | G Ø |
|----------|------------|-------------|---------|------------|---------------------------------------|-------------|-------------|
| 33/39/46 | 990469-001 | 1.060 ±.010 | 1.565 | .132 ±.003 | 13 ⁹ ±0 ⁰ °-15' | 1.910 ±.003 | 2.023 ±.003 |
| 54/64 | 990469-002 | 1.25 ±.010 | 2.071 | .128 ±.003 | 10 ⁹ ±0 ⁰ °-15' | 2.313 ±.003 | 2.435 ±.003 |
| 54/64 | 990469-003 | 1.25 ±.010 | 1.603 | .138 ±.003 | 20 ⁹ ±0 ⁰ °-15' | 2.226 ±.003 | 2.321 ±.003 |

Material: Stentor 45 - 55 R_c Heat Treat

Hydraulic Fluid Recommendations

Introduction

The ability of Eaton hydrostatic components to provide the desired performance and life expectancy depends largely on the fluid used. One of the most important characteristics to consider when choosing a fluid to be used in a hydraulic system is viscosity. Viscosity choice is always a compromise; the fluid must be thin enough to flow easily but thick enough to seal and maintain a lubricating film between bearing and sealing surfaces. Viscosity requirements are specified later in this document.

Viscosity and Temperature

Fluid temperature affects viscosity. In general, as the fluid warms it gets thinner and viscosity decreases. The opposite is true when fluid cools.

When choosing a fluid, consider the start-up and operating temperatures of the hydrostatic system. Generally, the fluid is thick when the hydraulic system is started. With movement, the fluid warms to a point where the cooling system begins to operate. From then on, the fluid is maintained at the temperature for which the hydrostatic system was designed.

In actual applications this sequence varies; hydrostatic systems are used in many environments from very cold to very hot. Cooling systems also vary from very elaborate to very simple, so ambient temperature may affect operating temperature.

Cleanliness

Cleanliness of the fluid is extremely important. Eaton recommends that the fluid used in its hydrostatic components be maintained at ISO Cleanliness Code 18/13 per SAE J1165. The code allows a maximum of 2500 particles per milliliter greater than 5 μ m and a maximum of 80 particles per milliliter greater than 15 μ m. When components with different cleanliness requirements are used in the same system, the cleanest standard should be applied. A reputable filter supplier can supply filter information.

Fluid Maintenance

Maintaining correct fluid viscosity and cleanliness level is essential for all hydrostatic systems. Field testing and monitoring are the only ways to get accurate measurements of system cleanliness. Test and establish fluid maintenance schedules designed to meet the viscosity and cleanliness requirements.

Fluid Selection

Premium grade petroleum based hydraulic fluids will provide the best performance. These fluids typically contain additives that are beneficial. Eaton recommends fluids that contain anti-wear agents, rust inhibitors, anti-foaming agents, and oxidation inhibitors. Premium grade petroleum-based hydraulic fluids carry an ISO VG rating.

SAE grade crankcase oils may be used, but it should be noted that these oils may not contain all of the recommended additives. Using crankcase oils may increase fluid maintenance requirements.

Hydraulic fluids that contain V.I. (viscosity index) improvers, sometimes called multi-viscosity oils, may be used. These V.I.-improved fluids are known to "shear-down" with use. Their actual viscosity drops below the rated value. Fluid maintenance must be increased if V.I.-improved fluids are used. Automotive automatic transmission fluids contain V.I. improvers.

Synthetic fluids may be used. A reputable fluid supplier can provide information on synthetic fluids. Review applications that require the use of synthetic fluids with your Eaton representative.

Hydraulic Fluid Recommendations

Viscosity/Cleanliness Guidelines

| MINIMUM | OPTIMUM RANGE | ISO CLEANLINESS MAXIMUM | REQUIREMENTS |
|---|-------------------------------|---|--|
| 10cSt [60 SUS] | 16 - 39 cSt [80 - 180 SUS] | 2158 cSt [10,000 SUS] | 18/13 |
| Additional Notes: <ul style="list-style-type: none"> Fluids too thick to flow in cold weather start-ups will cause pump cavitation and possible damage. Motor cavitation is not a problem during cold start-ups. Thick oil can cause high case pressures which in turn cause shaft seal problems. If the color of the fluid has become black, it is possible an overheating problem exists. | | | <ul style="list-style-type: none"> If the fluid becomes milky, water contamination may be a problem. Take fluid level reading when the system is cold. Contact your Eaton representative if you have specific questions about the fluid requirements. |
| RATING WITH BIODEGRADABLE OIL | | COMMENTS | |
| 80% of normal pressure rating listed for mineral oils. | | 82° C (180° F) max fluid temp (unit) 71° C (160° F) max fluid temp (reservoir) | |

Biodegradable Oil (Vegetable) Guidelines

| | |
|---|--|
| Additional Notes: <ul style="list-style-type: none"> Viscosity and ISO cleanliness requirements must be maintained as outlined. Based on limited product testing to date, no reduction in unit life is expected when operating at the pressure ratings indicated above. | <ul style="list-style-type: none"> Vegetable oil is miscible with mineral oil. However, only the vegetable oil content is biodegradable. Systems being converted from mineral oil to vegetable oil should be repeatedly flushed with vegetable oil to ensure 100% biodegradability. Specific vegetable oil products may provide normal unit life when operating at pressure ratings higher than those indicated above. |
|---|--|

Note:

| | |
|---|---|
| A reputable supplier can help you make the best selection of hydraulic fluid for use in Eaton hydrostatic products. For satisfactory operation, the following recommendations apply: <ul style="list-style-type: none"> The filter system used in the hydraulic circuit must be capable of maintaining the fluid at ISO Cleanliness Code 18/13 per SAE J1165. This code allows a maximum of 2500 particles per milliliter greater than 5µm and a maximum of 80 particles per milliliter greater than 15µm. | <ul style="list-style-type: none"> At normal operating temperatures, optimum viscosity ranges are from 80–180 SUS [16–39 cSt]. Viscosity should never fall below 60 SUS [10cSt] and, at the lowest expected startup temperature, should not exceed 10,000 SUS [2158 cSt]. The fluid should contain anti-wear agents, rust inhibitors, and anti-foaming agents. <p>Note: If the fluid becomes black or milky, an overheating or water contamination problem exists. Take fluid level readings when the fluid is cold.</p> |
|---|---|

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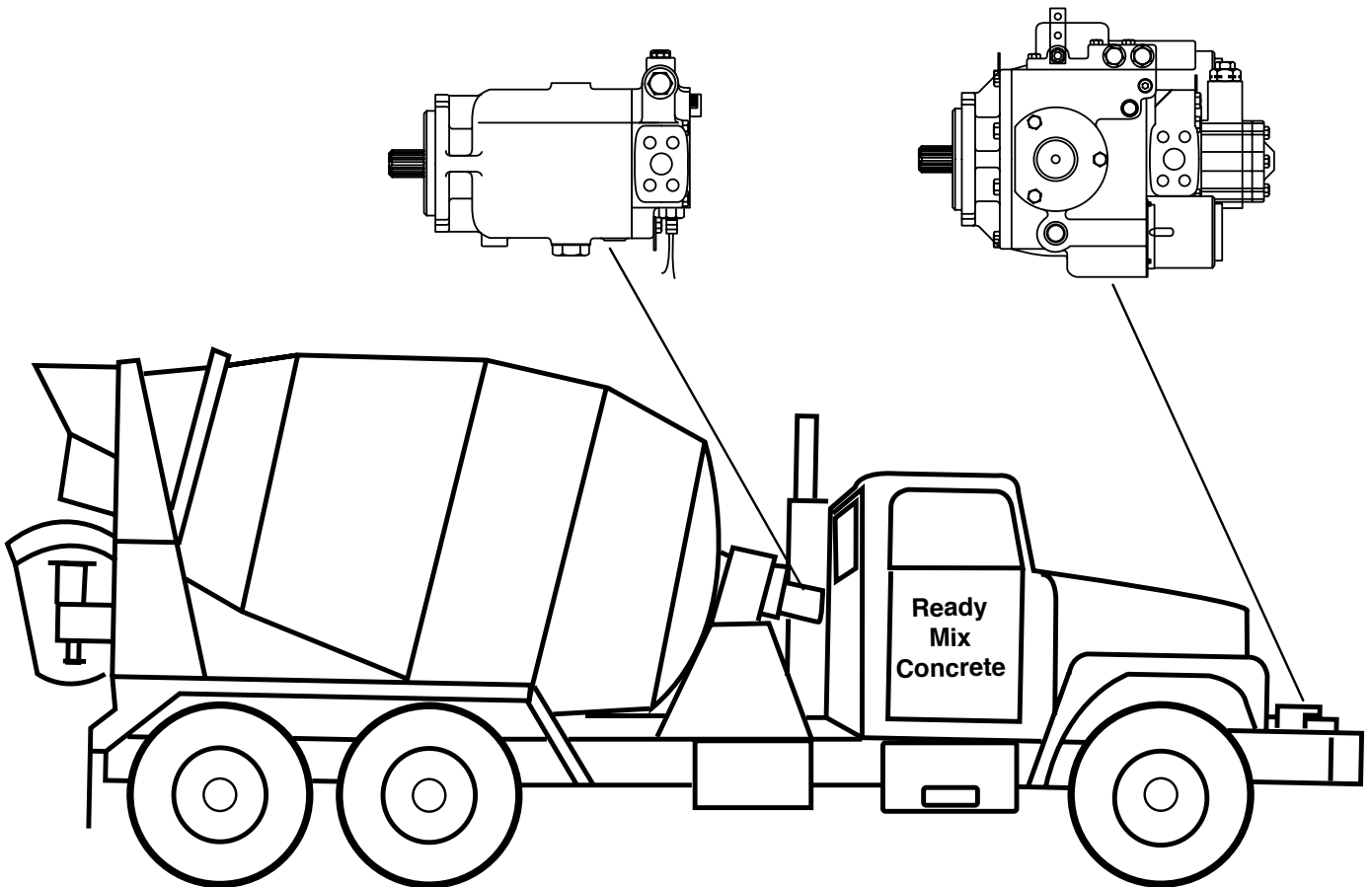
Eaton
Dr. Reckeweg-Str. 1
D-76532 Baden-Baden
Germany
Tel: (49) 7221 682-0
Fax: (49) 7221 682-788



Hydraulics

Eaton® Heavy Duty Hydrostatic Transmissions

No. 3-406
July, 1995



Troubleshooting Guide for
Eaton Hydrostatic Transmissions
used on Concrete Mixers

Contents

Introduction 2
Typical Hydrostatic System 3
Gauge Requirements, Gauge Port Size and Locations 4-5
Typical Pressure Readings 6
Fault-Logic Troubleshooting 7-11
Action Step Comments 12-13
Hydraulic Fluid Recommendations 14-15

Introduction

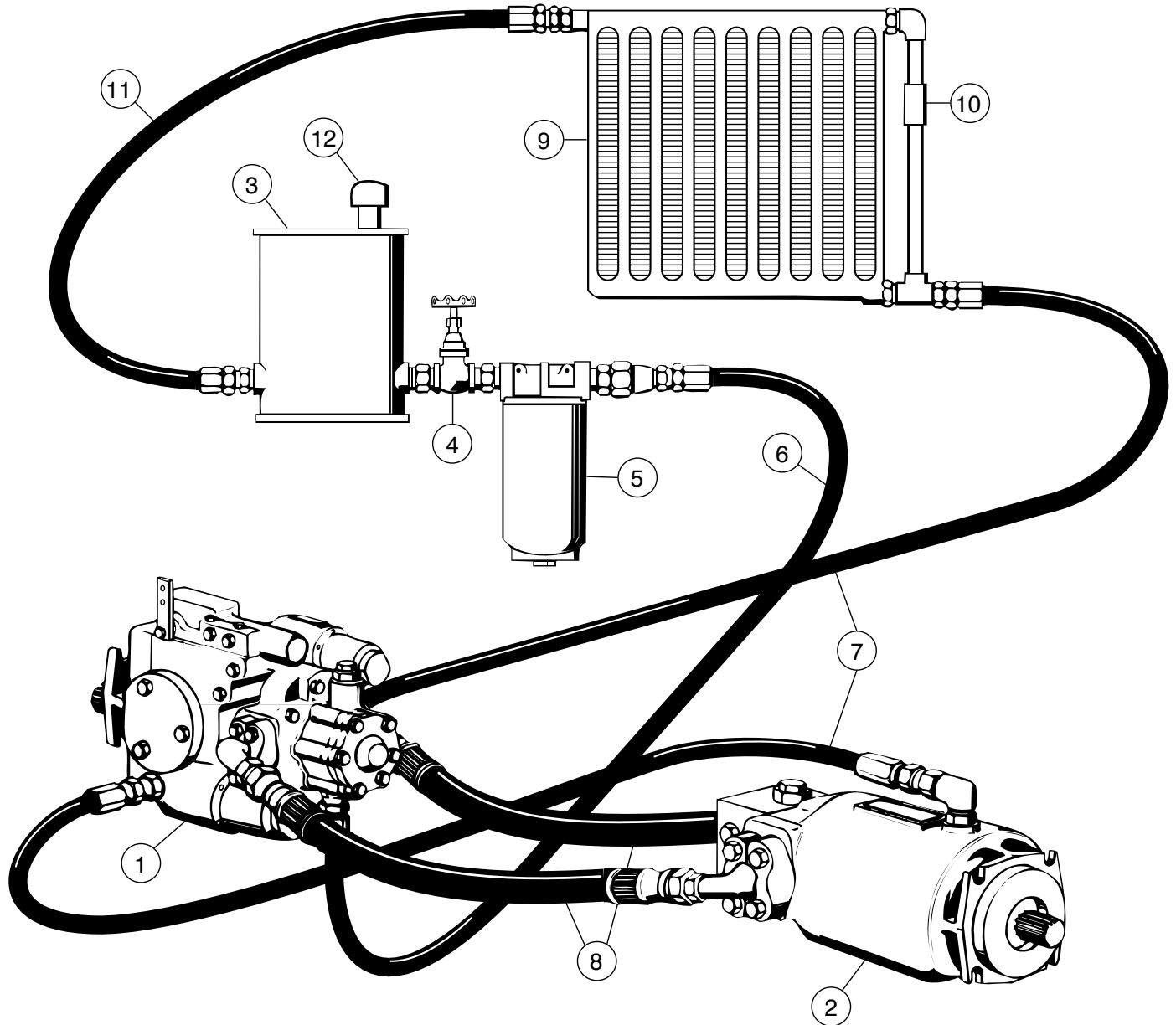
This manual provides troubleshooting information for a typical hydrostatic system. It will help you to diagnose minor problems that may occur with Eaton Heavy Duty Hydrostatic Transmissions.

The following publications are also available for Eaton Heavy Duty Hydrostatic Transmissions:

- Technical Data for Hydrostatic Closed-Circuit Schematics No. 3-403
- Eaton Heavy Duty Hydrostatic Start-Up Procedure No. 2-402
- Eaton Hydrostatic Variable Pump Repair Manual (Series 0) No. 7-603
- Eaton Hydrostatic Variable Pump Repair Manual (Series 1) No. 7-606
- Eaton Hydrostatic Fixed Pump Repair Manual (Series 0) No. 7-122
- Eaton Hydrostatic Fixed Pump Repair Manual (Series 1) No. 7-127

Typical Hydrostatic System

Variable Pump-Fixed Motor

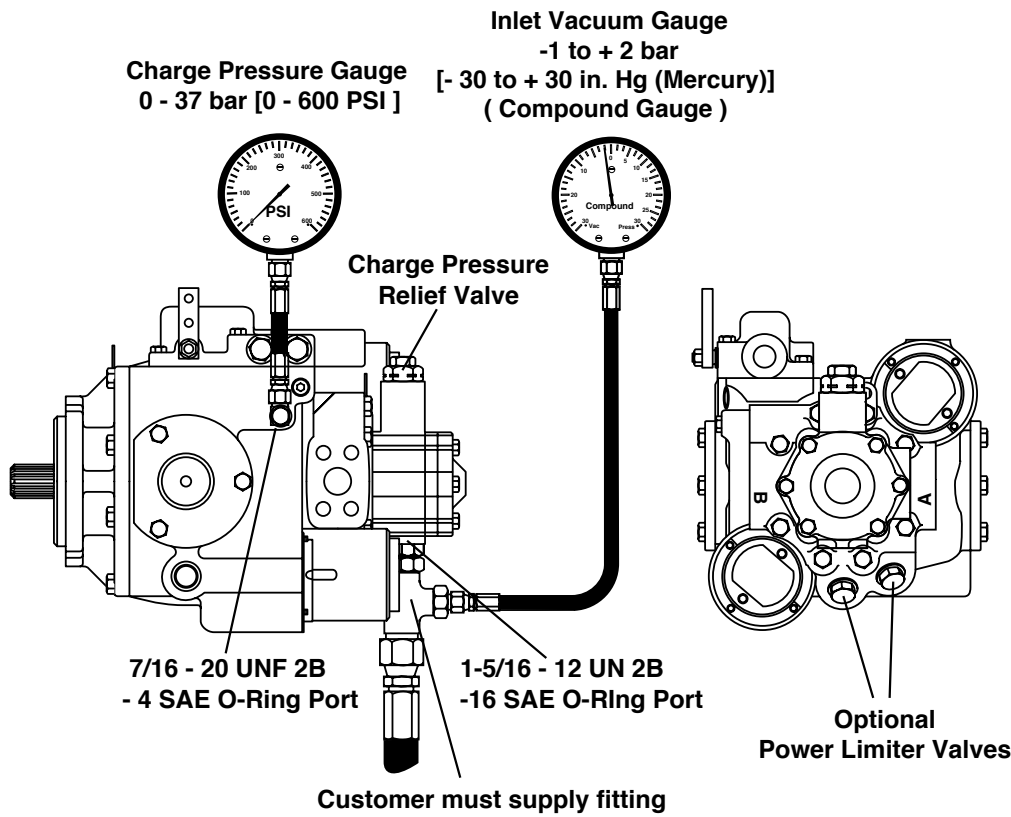


- 1 Variable Displacement Pump
- 2 Fixed or Variable Displacement Motor
- 3 Reservoir
- 4 Shut-off Valve (Optional)
- 5 Filter
- 6 Charge Pump Inlet Line

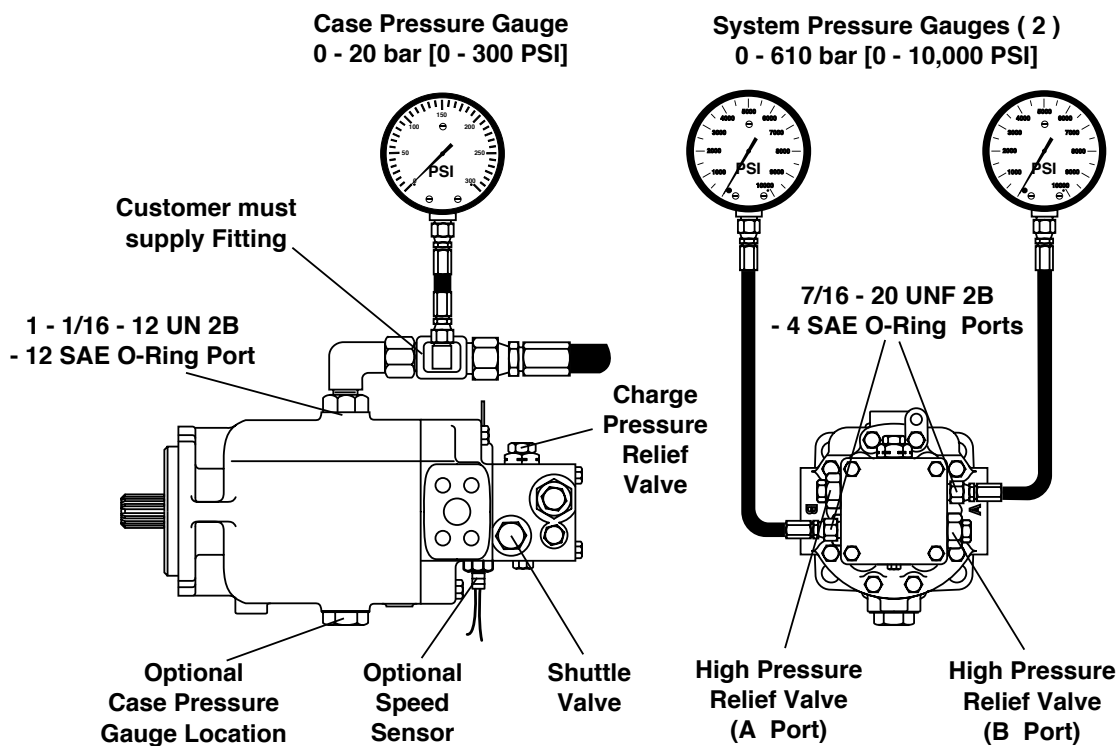
- 7 Pump and Motor Case Drain Lines
- 8 High Pressure Lines
- 9 Heat Exchanger
- 10 Heat Exchanger By-pass Valve
- 11 Reservoir Return Line
- 12 Reservoir fill Cap and Breather

Gauge Requirements, Gauge Port Size and Locations

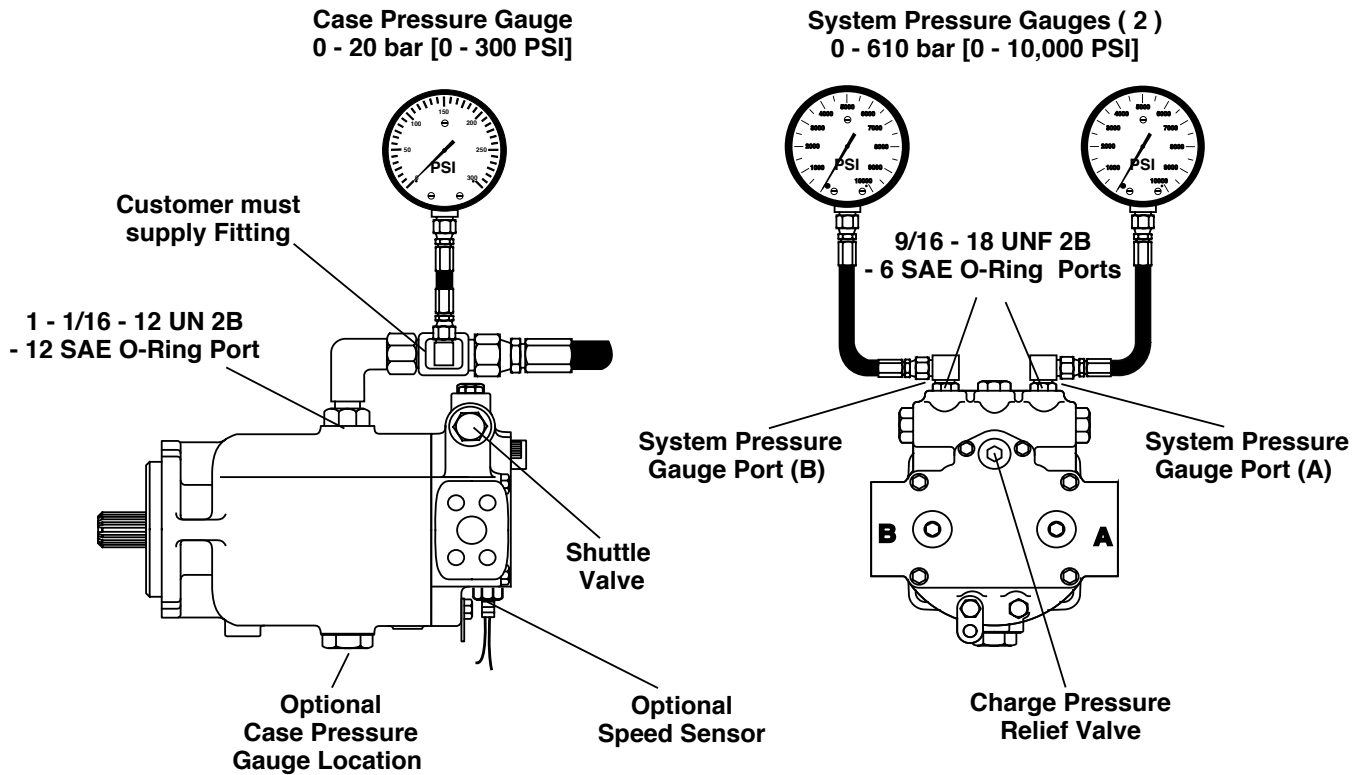
Variable Displacement Pumps



Fixed Displacement Motor



Gauge Requirements, Gauge Port Size and Locations Fixed Displacement Motors (with Integral Shuttle)



Note: To protect your instrumentation, all gauges should be dampened (or snubbed) and mounted with flexible lines.

Pressure Readings

The pressures given in this manual are gauge pressures or delta pressures. A pressure gauge reads zero when connected to atmospheric pressure. Any reading above or below this zero point is referred to as gauge pressure (bar [PSI]). Delta pressure is the difference of two gauge pressures in a hydraulic circuit.

Example:

- Charge pressure reading of 16,5 bar [240 PSI]
- Case pressure reading of 1,5 bar [20 PSI]
- Differential pressure of 15,0 Δ bar [220 Δ PSI]

Typical hydrostatic circuits usually include a inlet pressure, case pressure, low or charge pressure and system or high pressure. These pressures will vary per each individual application and operating conditions.

Nominal Operating Pressures (At Normal Operating Temperature)

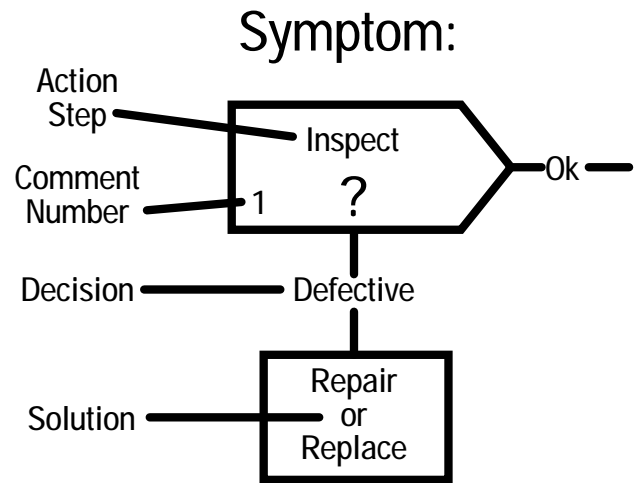
| | |
|-------------------|--|
| Inlet Vacuum: | Should not exceed 254 mm [10 in.] mercury (Hg.) for an extended period of time |
| Case pressure: | Should not exceed 2,8 bar [40 PSI] for an extended period of time |
| Charge Pressure:* | Neutral 15,2 Δ bar [220 Δ PSI] Forward or Reverse 11,0 Δ bar [160 Δ PSI] |

*Charge Pressure Relief valves are factory preset to their nominal setting with a 7,6 l/min [2 GPM] flow rate. The original valve pressure will increase approximately ,45 bar per 3,8 l/min [6.5 PSI per 1 GPM] additional flow over the valve. The charge pressures given above are typical. Higher charge pressures may be set at the factory for your particular application.

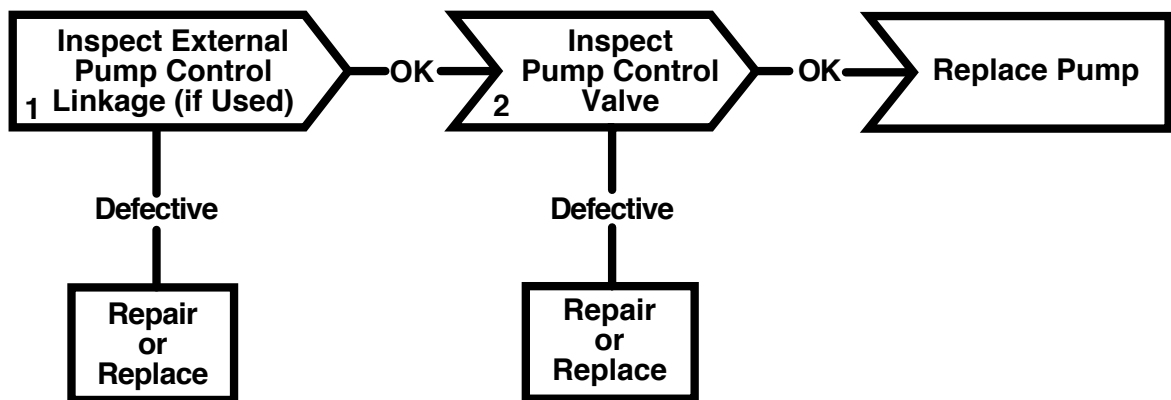
Fault-Logic Troubleshooting

This guide is designed as a diagnostic aid for the user to locate possible transmission problems. Match the transmission symptoms with the problem statements and follow the action steps shown in the box diagrams. This will help in correcting minor problems, eliminating unnecessary mixer down time.

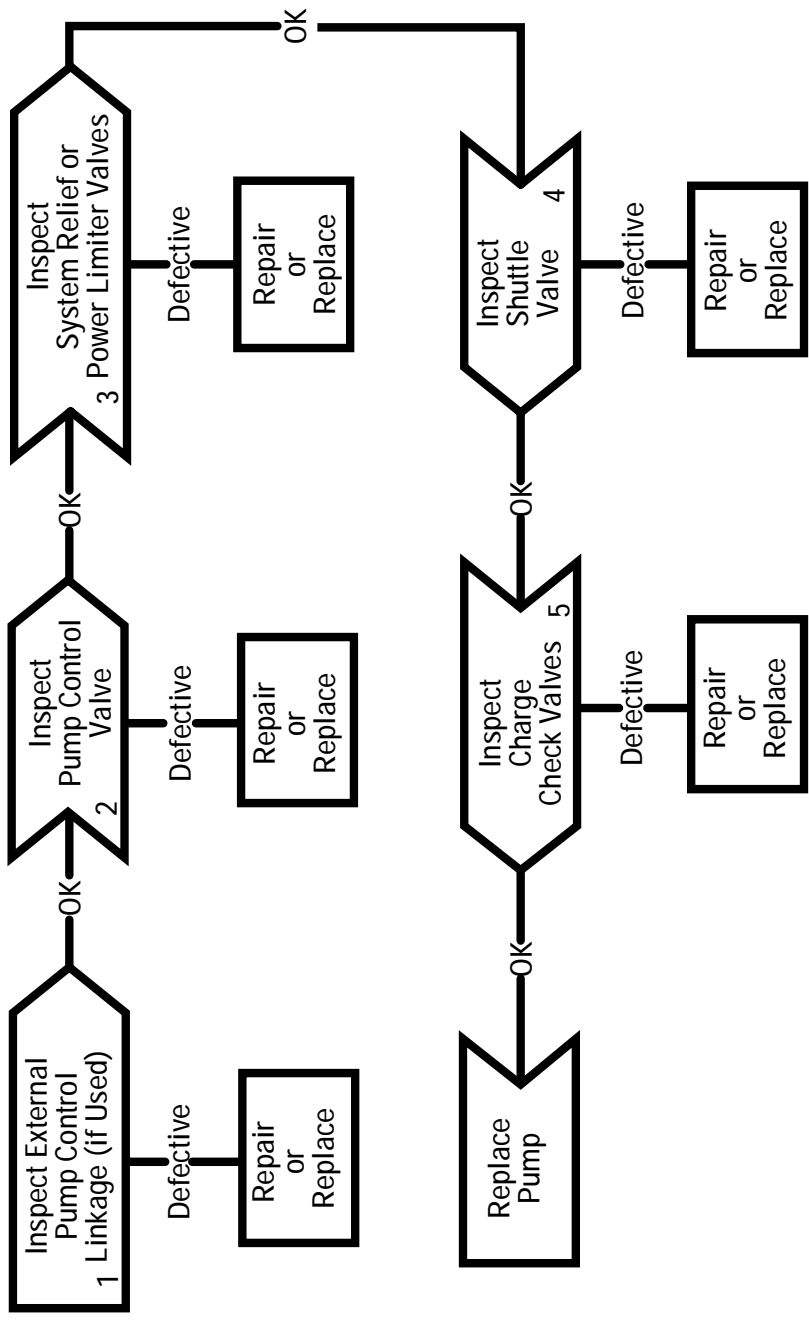
Following the fault-logic diagrams are diagram action comments to further help explain the action steps shown in the diagrams. Where applicable, the action comment number of the statement appears in the action block of the diagram.



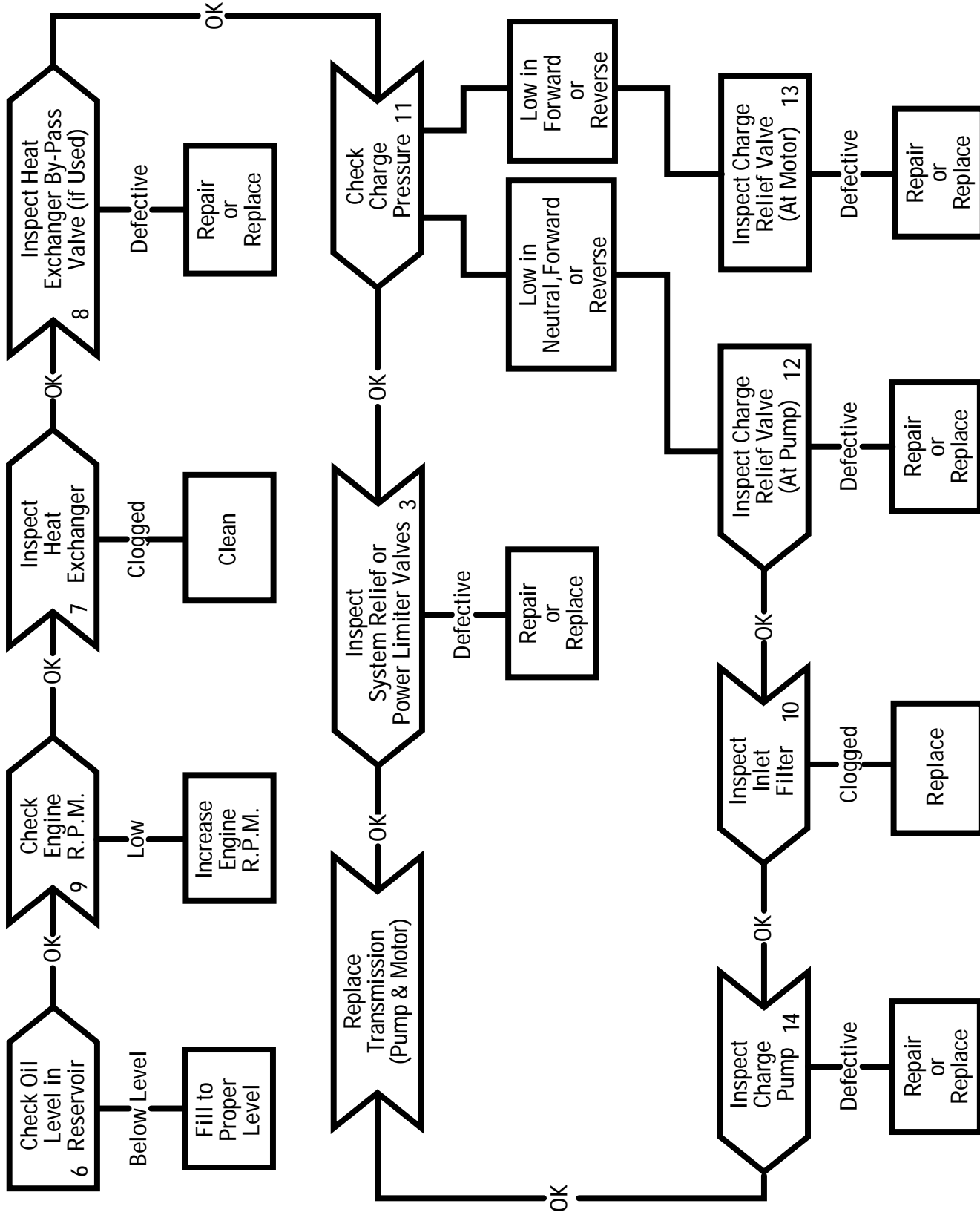
Neutral Difficult or Impossible to Find



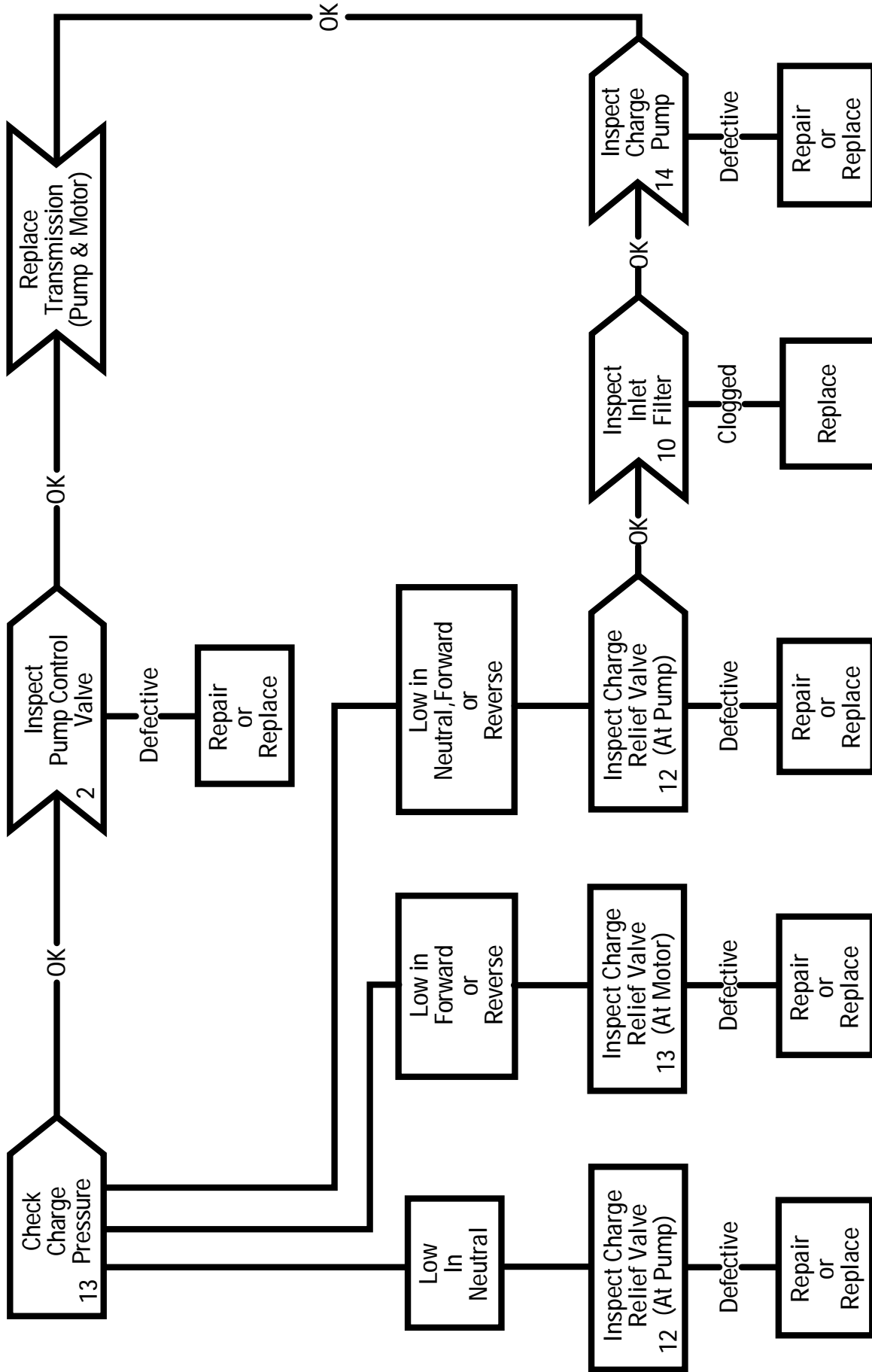
Drum Turns in One Direction Only



Hydraulic System Operating Hot



Drum Response Sluggish



Drum Stalls or Will Not Turn In Either Direction

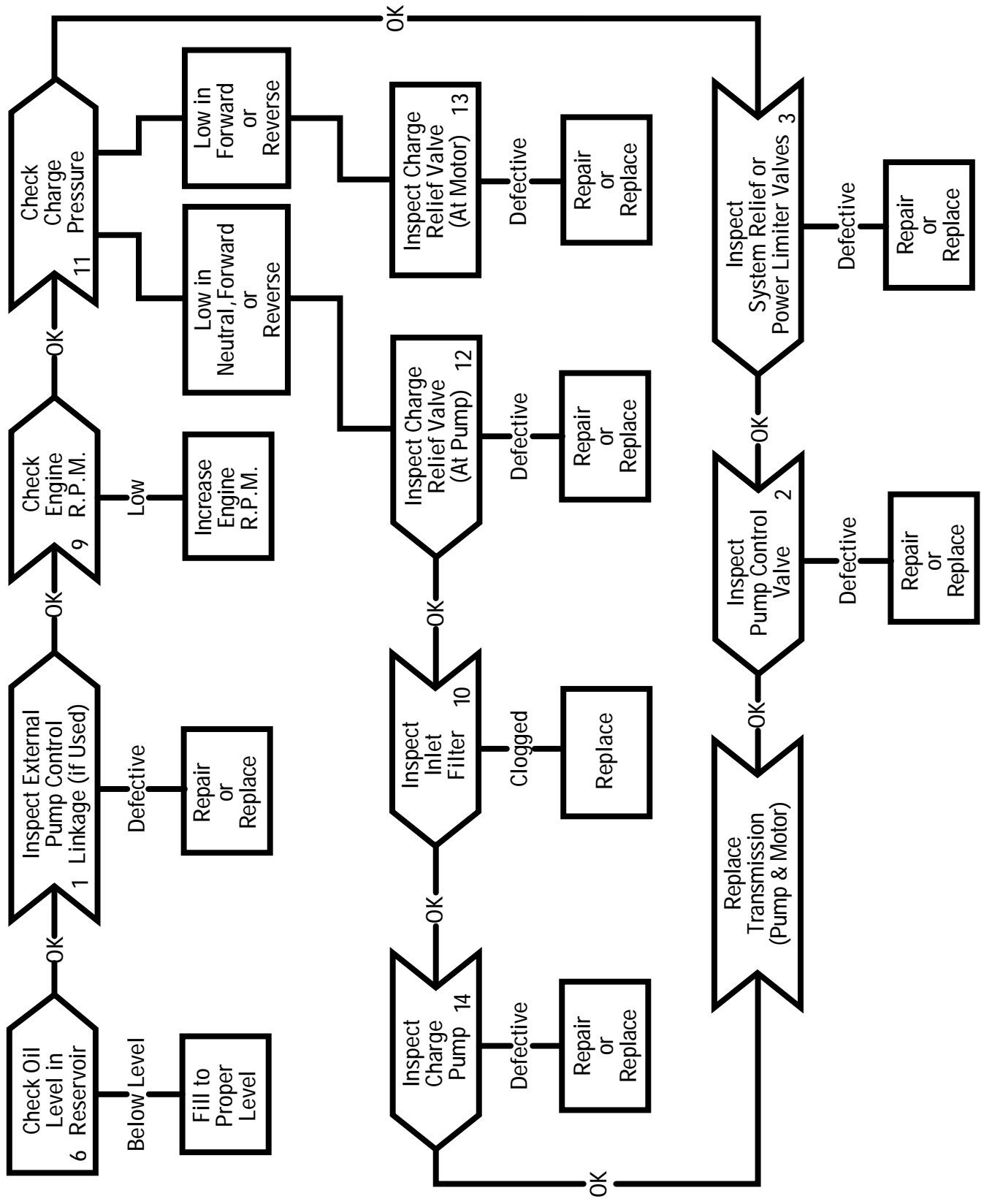


Diagram Action Step Comments

1. Inspect External Pump Control Linkage for:
 - (Manual Operated Controls)
 - A. Misadjusted or disconnected
 - B. Binding, bent or broken

 - (Electrical Operated Controls)
 - A. Disconnected electrical signal connection

2. Inspect Pump Control Valve for:
 - (Manual Operated Controls)
 - A. Plugged control orifice
 - B. Damaged mounting gasket
 - C. Misadjusted, damaged or broken neutral return spring
 - D. Broken control connector pin
 - E. Broken or missing control linkage pin(s)
 - F. Galled, stuck or bent control spool

 - (Electrical Operated Controls)
 - A. Plugged control orifice
 - B. Damaged mounting gasket
 - C. Galled, stuck or bent control spool
 - D. Stuck solenoid valve(s)
 - E. Defective solenoid coil(s)
 - F. Misadjusted speed sensor (when used)
 - G. Defective speed sensor (when used)
 - H. Defective electronics module
 - NOTE: When the electronic transit mixer control is used, follow the control box fault detector instructions.

3. Inspect System Relief or Power Limiter Valves for:
 - (System Relief Valves)
 - A. Improper pressure relief setting (Consult owners/operator manual for system relief valve settings.)
 - B. Damaged or missing O-ring and/or back-up ring(s)
 - C. Plugged orifice
 - D. Piston galled or stuck
 - E. Valve poppet held off seat

 - (Power Limiter Valves)
 - A. Improper pressure relief setting (Consult owners/operator manual for power limiter valve settings.)
 - B. Broken spring
 - C. Valve held off seat

4. Inspect Shuttle Valve for:
 - A. Bent or broken return centering spring
 - B. Galled or stuck shuttle spool
 - C. Bent or broken shuttle spool

5. Inspect Charge Check Valves for:
 - A. Damaged or missing O-ring and/or back-up ring(s)
 - B. Damaged check ball seat
 - C. Stuck check ball

6. Check Oil Level in Reservoir:
 - A. Consult owner/operators manual for the proper type fluid and level.

7. Inspect Heat Exchanger for:
 - A. Obstructed air flow (air cooled)
 - B. Obstructed water flow (water cooled)
 - C. Improper Plumbing (inlet to outlet)
 - D. Obstructed or insufficient fluid flow
 - E. Cooling fan Failure (if used)

8. Inspect Heat Exchanger By-Pass Valve for:
 - A. Improper pressure setting
 - B. Stuck or broken valve

9. Check Engine R.P.M.
 - A. Consult owner/operators manual for minimum engine rpm.

10. Inspect Inlet Filter for:
 - A. Plugged or clogged filter
 - B. Obstructed inlet or outlet
 - C. Collapsed inlet line to charge pump
 - D. Open inlet to charge pump

- 11.* Check Charge Pressure:
 - A. Consult page 4 in this manual for charge pressure gauge installation location.
 - B. Consult owner/operators manual for charge relief valve settings.

- 12.* Inspect Charge Relief Valve for:
 - (at Pump)
 - A. Improper charge relief pressure setting
 - B. Plugged Orifice
 - C. Piston galled or stuck open and/or closed
 - D. Damaged or missing O-ring
 - E. Valve poppet held off seat

Diagram Action Step Comments

- 13.* Inspect Charge Relief Valve for:
(at Motor)
- A. Improper charge relief pressure setting
 - B. Plugged Orifice
 - C. Piston galled or stuck open and/or closed
 - D. Damaged or missing O-ring
 - E. Valve poppet held off seat

14. Inspect Charge Pump for:
(Standard and A-Pad Pumps)
- A. Broken drive tang
 - B. Damaged or missing o-ring(s)
 - C. Broken drive key
 - E. Galled or broken gerotor set

(B-Pad Pumps)

- A. Stripped or broken drive coupling
- B. Stripped or broken drive spline
- C. Damaged or missing o-ring(s)
- D. Broken drive key
- F. Galled or broken gerotor set

*System / Charge Relief Valve Pressure Setting Identification

The system and charge pressure relief valves are all factory preset. For identification, a pressure code is stamped on the hex plug located on the end of the system and charge pressure valve cartridges.

This same code is also used on the power limiter valves. The code number is stamped on the end of the valve cartridge. (Power limiter valves must be removed to view pressure code.) To determine the pressure setting of each valve, add a zero to the right of the stamped coded number.

Charge Pressure Valve Examples

016 = 160 Δ PSI Setting [11,0 Δ bar]

022 = 220 Δ PSI Setting [15,2 Δ bar]

System and Power Limiter Valve Pressure Examples

400 = 4000 Δ PSI Setting [275 Δ bar]

500 = 5000 Δ PSI Setting [345 Δ bar]

Hydraulic Fluid Recommendations

Introduction

The ability of Eaton hydraulic components to provide desired performance and life expectancy depends largely on the fluid used. The purpose of this document is to provide readers with the knowledge required to select the appropriate fluids for use in systems that employ Eaton hydraulic components.

One of the most important characteristic to consider when choosing a fluid to be used in a hydraulic system is viscosity. Viscosity choice is always a compromise; the fluid must be thin enough to flow easily but thick enough to seal and maintain a lubricating film between bearing and sealing surfaces. Viscosity requirements for each of Eaton's product lines are given on the back of this document.

Viscosity and Temperature

Fluid temperature affects viscosity. In general, as the fluid warms it gets thinner and its viscosity decreases. The opposite is true when fluid cools. When choosing a fluid, it is important to consider the start-up and operating temperatures of the hydraulic system. Generally, the fluid is thick when the hydraulic system is started. With movement, the fluid warms to a point where a cooling system begins to operate. From then on, the fluid is maintained at the temperature for which the hydraulic system was designed. In actual applications this sequence varies; hydraulic systems are used in many environments from very cold to very hot. Cooling systems also vary from very elaborate to very simple, so ambient temperature may affect operating temperature. Equipment manufacturers who use Eaton hydraulic components in their products should anticipate temperature in their designs and make the appropriate fluid recommendations to their customers.

Cleanliness

Cleanliness of the fluid in a hydraulic system is extremely important. Eaton recommends that the fluid used in its hydraulic components be maintained at ISO Cleanliness Code 18/13 per SAE J1165. This code allows a maximum of 2500 particles per milliliter greater than 5 μm and a maximum of 80 particles per milliliter greater than 15 μm . When components with different cleanliness requirements are used in the same system, the cleanest standard should be applied. OEM's and distributors who use Eaton hydraulic components in their products should provide for these requirements in their designs. A reputable filter supplier can supply filter information.

Fluid Maintenance

Maintaining correct fluid viscosity and cleanliness level is essential for all hydraulic systems. Since Eaton hydraulic components are used in a wide variety of applications it is impossible for Eaton to publish a fluid maintenance schedule that would cover every situation. Field testing and monitoring are the only ways to get accurate measurements of system cleanliness. OEM's and distributors who use Eaton hydraulic components should test and establish fluid maintenance schedules for their products. These maintenance schedules should be designed to meet the viscosity and cleanliness requirements laid out in this document.

Fluid Selection

Premium grade petroleum based hydraulic fluids will provide the best performance in Eaton hydraulic components. These fluids typically contain additives that are beneficial to hydraulic systems. Eaton recommends fluids that contain anti-wear agents, rust inhibitors, anti-foaming agents, and oxidation inhibitors. Premium grade petroleum based hydraulic fluids carry an ISO VG rating.

SAE grade crankcase oils may be used in systems that employ Eaton hydraulic components, but it should be noted that these oils may not contain all of the recommended additives. This means using crankcase oils may increase fluid maintenance requirements.

Hydraulic fluids that contain V.I. (viscosity index) improvers, sometimes called multi-viscosity oils, may be used in systems that employ Eaton hydraulic components. These V.I. improved fluids are known to "shear-down" with use. This means that their actual viscosity drops below the rated value. Fluid maintenance must be increased if V.I. improved fluids are used. Automotive automatic transmission fluids contain V.I. improvers.

Synthetic fluids may be used in Eaton hydraulic components. A reputable fluid supplier can provide information on synthetic fluids. Review applications that require the use of synthetic fluids with your Eaton representative.

Viscosity Requirements

| Product Line | Minimum | Optimum Range | Maximum | ISO Cleanliness Requirements | Comments |
|------------------------------------|--------------------|-------------------------------|--------------------------|------------------------------|----------|
| Heavy Duty Piston Pumps and Motors | 60 SUS [10 cSt] | 80 - 180 SUS [16 - 39 cSt] | 10,000 SUS [2158 cSt] | 18/13 | |

Additional Notes:

- Fluids too thick to flow in cold weather start-ups will cause pump cavitation and possible damage. Motor cavitation is not a problem during cold start-ups, except for two speed motors. Thick oil can cause high case pressures which in turn can blow motor shaft seals.
- When choosing a hydraulic fluid, all the components in the system must be considered and the optimum viscosity range adjusted accordingly. For example, when a medium duty piston pump is combined with a Geroler motor the optimum viscosity range becomes 100 - 150 SUS [20 - 32 cSt] and viscosity should never fall below 70 SUS [13 cSt].
- If the natural color of the fluid has become black it is possible that an overheating problem exists.
- If the fluid becomes milky, water contamination may be a problem.
- Take fluid level reading when the system is cold.
- Contact your Eaton representative if you have specific questions about the fluid requirements of Eaton hydraulic components.

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Fax 02102-406-800



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Products in this catalog are manufactured
in an ISO-9001-certified site.

Hydraulics

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Eaton®
Heavy Duty Hydrostatic Transmissions

No. 11-866
Revised June, 1997



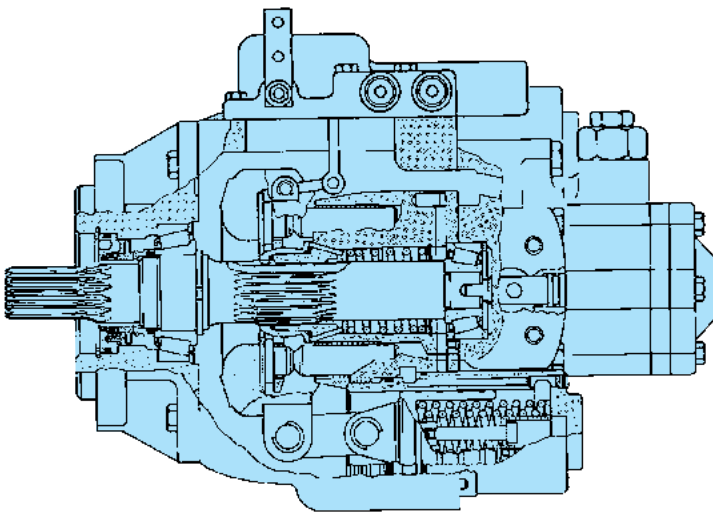
Models 33 through 76
Hydrostatic Transmissions

We Manufacture

Solutions

Heavy Duty Features/Benefits

- **6000 PSI Pressure Rating**
 - **Speeds to 4510 RPM**
 - **10,000 Hour B10 Bearing Design Life**
 - **3 Year Warranty**



Variable Pump

Advanced cylinder barrel design – permits high speed and pressure.

Fixed clearance slipper hold down – on Models 33 through 64 allows operation at high speed and reduces friction. Model 76 is a ball guide unit.

Pistons – have long engagement with cylinder bore resulting in low leakage.

Hydraulic servo control – provides low effort operation with low control pressure. Large servo pistons hold swashplate position and provide damping.

Large case drain ports – minimize case back pressure.

Drive shafts – a wide variety of options are available to suit every need.

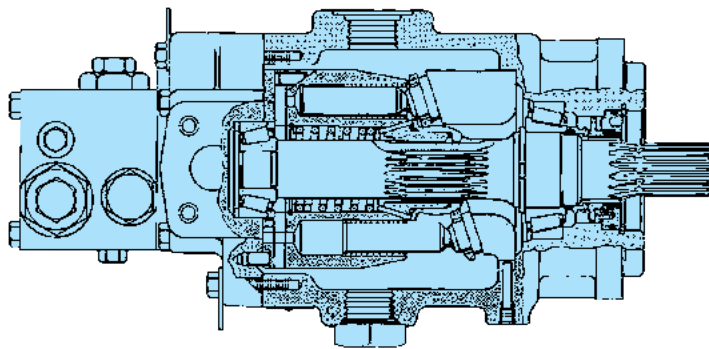
High strength swashplates on variable pumps and motors – resist deflection under high load.

High strength cast iron housings – provide greater noise damping and wall strength.

High flow check valves in pumps – keep the system primed with minimal pressure drop.

Charge pumps on pumps – gerotor type, several displacement options are available to suit the needs of every application. All cast iron construction.

Cartridge shaft seal – lends itself to easy serviceability. Mechanical face seal design tolerates high speed and high case pressures.



Fixed Motor

Heavy Duty Features/Benefits

Bi-metal bearing plate – has steel for high speed and pressure. Bronze provides greater bearing properties.

Valve plate – hardened steel for long life.

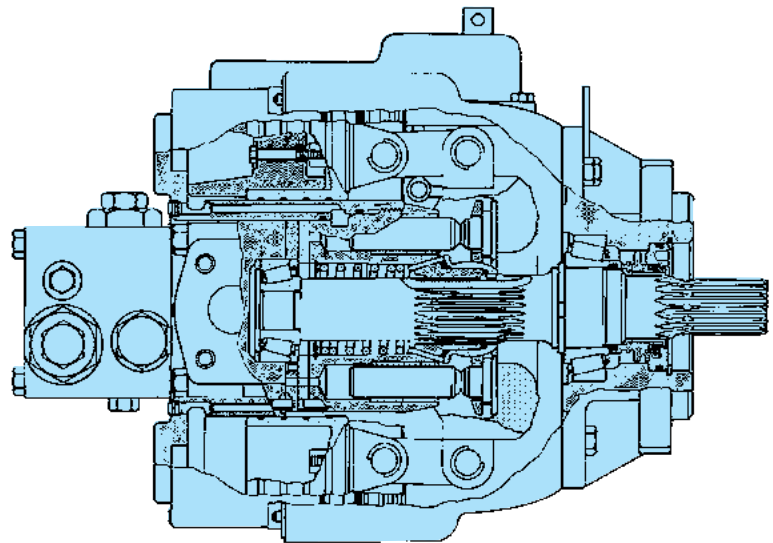
End cover – large passages minimizes losses. Both side and rear ports are available on Models 33 through 64 fixed motors.

C-Pad rear mount – available on Models 33 through 64 variable pumps for tandem units or for a through shaft.

Relief valves – pilot operated cartridge and fast acting direct types available.

Controls – a wide variety of control options are available for pumps and motors to meet application needs.

Ports – SAE code 61 and code 62 as well as o-ring boss ports are available.



Variable Motor

Table of Contents

| | |
|---|----|
| Pump Performance | 4 |
| Motor Performance | 5 |
| Charge Pump Performance | 6 |
| Heavy Duty Hydrostatic Transmissions | 8 |
| Power Limiter Pumps and Integral Shuttle Motors | 12 |
| Heavy Duty Tandem Pumps | 15 |
| Heavy Duty Pumps with C-Pad Rear Mount | 19 |
| Shaft and Port Options | 21 |
| Pump Controls | 23 |
| Motor Controls..... | 29 |

Pump Performance

Pump Performance

| Model | | 33 | 39 | 46 | 54 | 64 | 76 |
|----------------------|----------------------|------------|------------|------------|------------|------------|------------|
| Displacement | in ³ /rev | 3.32 | 3.89 | 4.60 | 5.44 | 6.44 | 7.62 |
| | cm ³ /rev | 54,4 | 63,7 | 75,3 | 89,1 | 105,5 | 124,8 |
| Maximum Shaft Speed* | RPM @ 18° | 4510** | 4160 | 4160 | 3720 | 3720 | 2775 |
| Peak Pressure*** | PSI [bar] | 6000 [415] | 6000 [415] | 6000 [415] | 6000 [415] | 6000 [415] | 6000 [415] |
| Output Flow | GPM @ 3500 PSI | 61.5 | 67.3 | 79.2 | 84.1 | 99.1 | 87.9 |
| | LPM @ 241 bar | 233 | 255 | 300 | 318 | 375 | 333 |
| Input Torque | lb-in @ 3500 PSI | 2049 | 2346 | 2786 | 3285 | 3900 | 4552 |
| | Nm @ 241 bar | 232 | 265 | 315 | 371 | 441 | 514 |

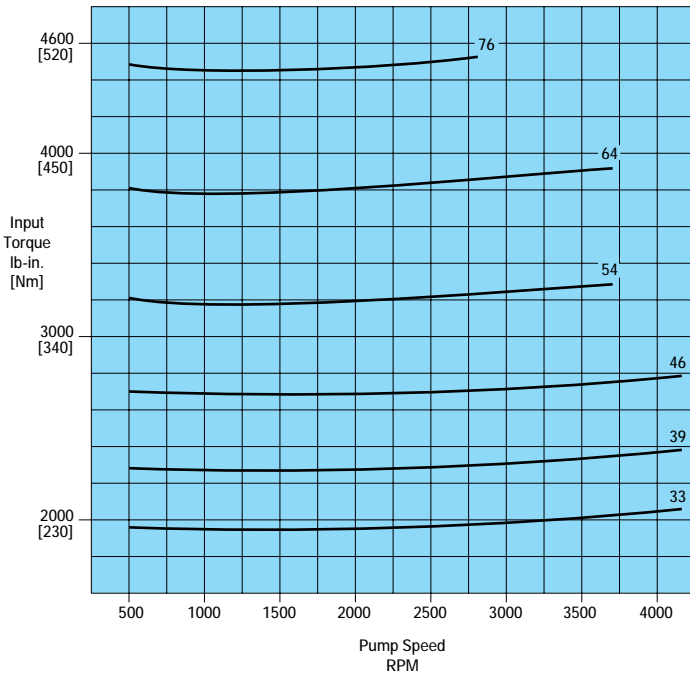
Pump performance calculated at 96% efficiency.

* The maximum pump shaft speed may be limited by the charge pump speed rating.

** The maximum swashplate angle on model 33 pumps is 15.5°.

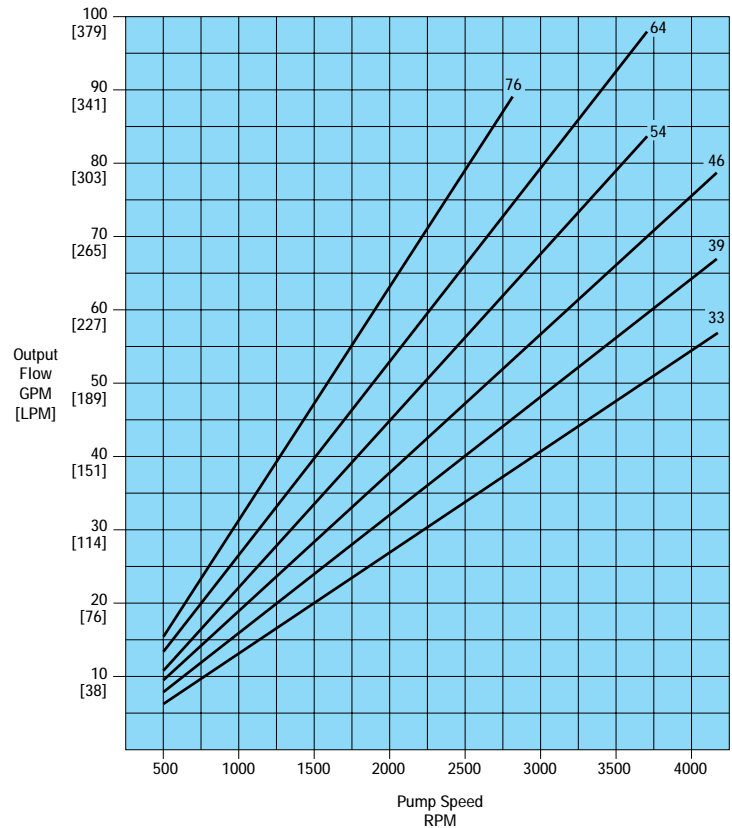
*** Peak pressure should not exceed 1% of operating time.

Input Torque vs Speed



System Pressure 3500 psi [240 bar]
 Charge Pressure 220 psi [15 bar]
 Oil Viscosity 60 SUS
 Temperature 180° F [82° C]

Output Flow vs Speed



Motor Performance

Motor Performance

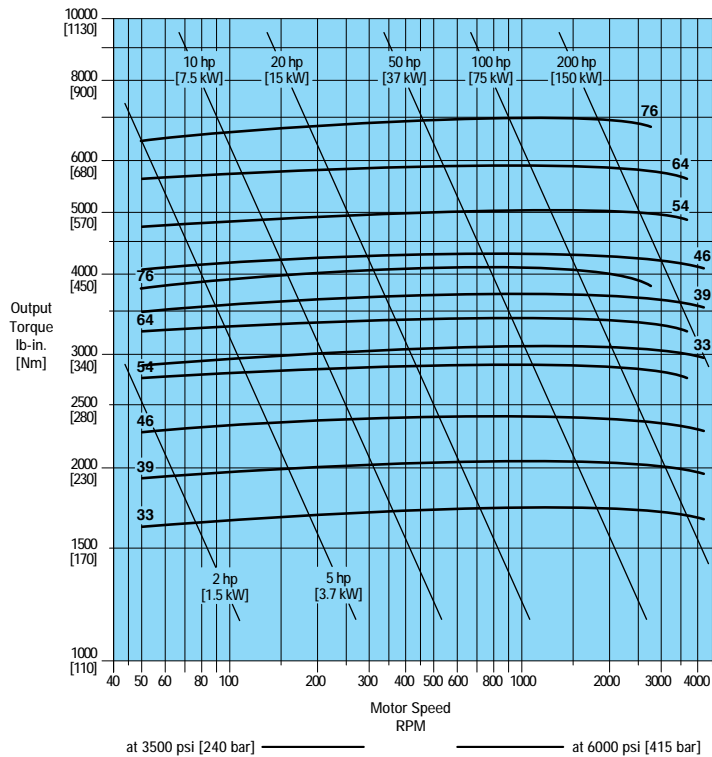
| Model | | 33 | 39 | 46 | 54 | 64 | 76 |
|-------------------------|----------------------|-------|-------|-------|-------|-------|-------|
| Displacement | in ³ /rev | 3.32 | 3.89 | 4.60 | 5.44 | 6.44 | 7.62 |
| | cm ³ /rev | 54,4 | 63,7 | 75,3 | 89,1 | 105,5 | 124,8 |
| Maximum Shaft Speed | RPM @ 18° | 4510* | 4160 | 4160 | 3720 | 3720 | 2775 |
| | RPM @ 10° | 5380~ | 5380~ | 5380~ | 4810~ | 4810~ | 3425~ |
| Maximum Output Torque † | lb-in | 2959 | 3511 | 4149 | 4916 | 5807 | 6911 |
| | Nm | 334 | 397 | 469 | 556 | 656 | 781 |

* The maximum washplate angle on model 33 motors is 15.5°.

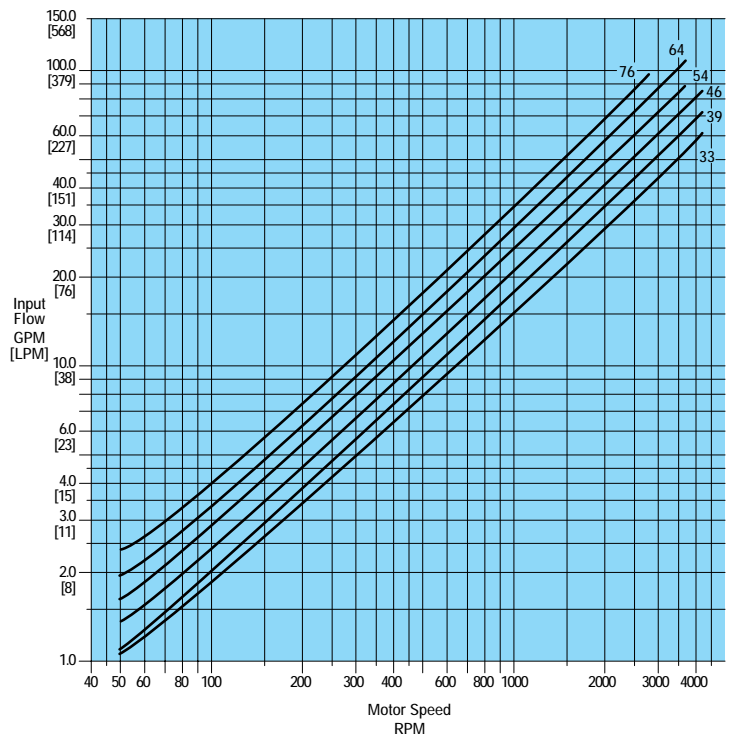
~ These shaft speeds require maximum charge pressure relief: 340 psi [23 bar] pump and 280 psi [19 bar] motor.

† Maximum output torque is measured at 6000 psi [415 bar].

Output Torque vs Speed



Input Flow vs Speed



System Pressure 3500 psi [240 bar]
 Charge Pressure 220 psi [15 bar]
 Oil Viscosity 60 SUS
 Temperature 180° F [82° C]

Note: Operating the motor below 50 RPM is not recommended.

Charge Pump Performance

Eaton offers a choice of four charge pump displacements to go with their heavy duty transmission line: .85, 1.28, 1.70, and 2.12 in³/rev [13,9; 21,0; 27,8; 34,7 cm³/rev]. These charge pumps are available with one or more of the following options:

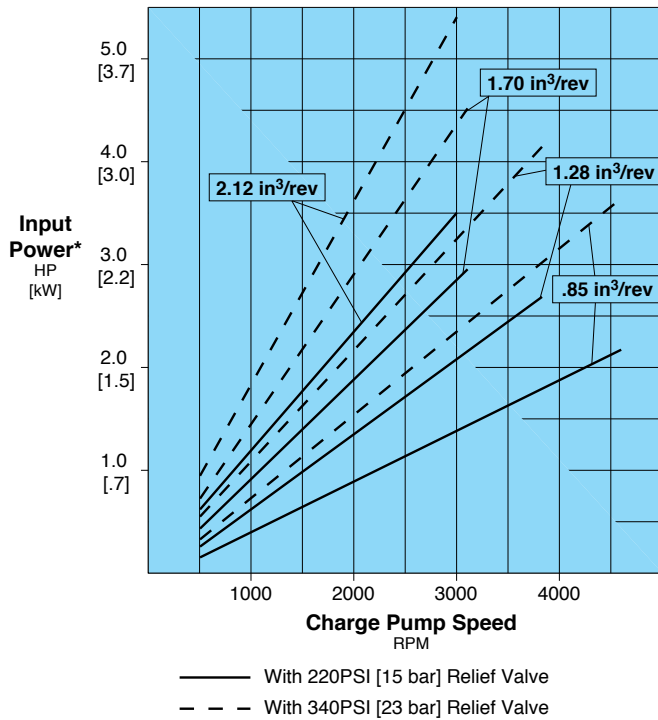
- a pressure sensing port
- remote pressure side filter ports
- a spin-on pressure side filter
- mounting flanges for auxiliary pumps

Charge Pump Performance

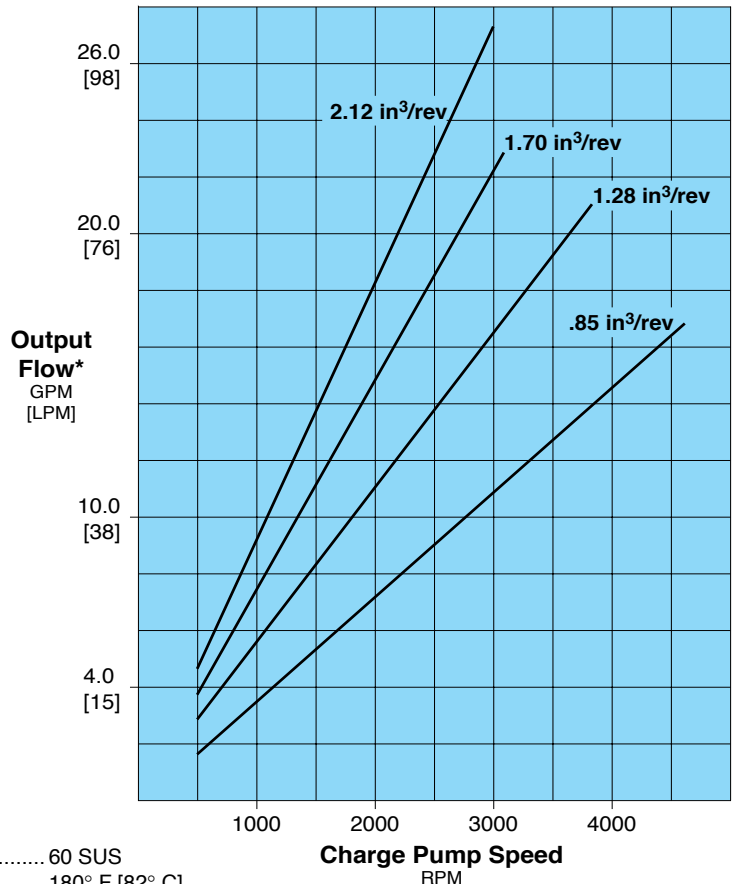
| Displacement | in ³ /rev | .85 | 1.28 | 1.70 | 2.12 |
|---|----------------------|------|------|------|-------|
| | cm ³ /rev | 13,9 | 21,0 | 27,9 | 34,7 |
| Maximum Shaft Speed | RPM | 4600 | 3800 | 3100 | 3000 |
| Output Flow @ Maximum Speed* | GPM | 16.9 | 21.0 | 22.8 | 27.5 |
| | LPM | 64,0 | 79,5 | 86,3 | 104,2 |
| Input Power @ 220 PSI [15 bar] and Maximum Speed* | HP | 2.17 | 2.70 | 2.93 | 3.54 |
| | kW | 1,62 | 2,01 | 2,18 | 2,64 |

*Theoretical Values

Charge Pump Power vs Speed



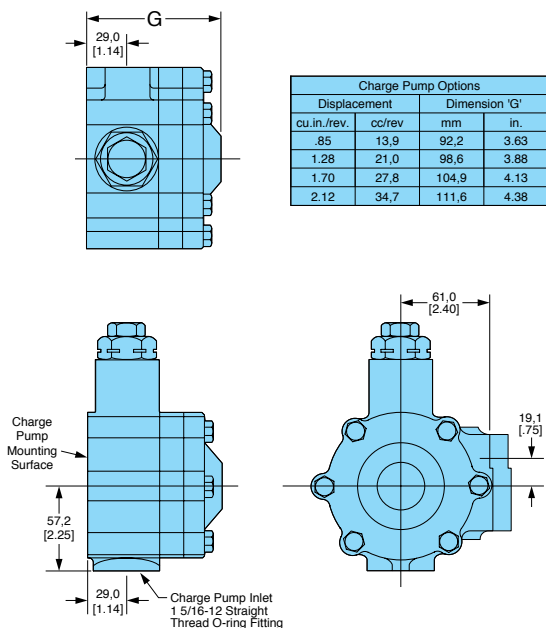
Charge Pump Flow vs Speed



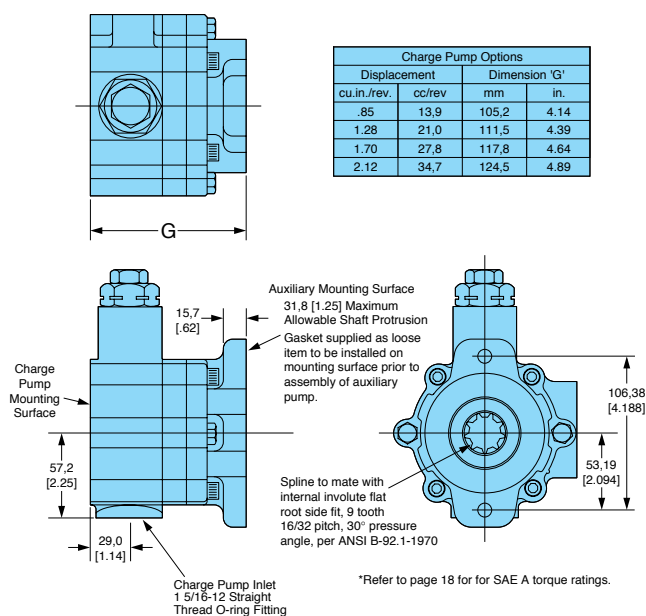
Oil Viscosity 60 SUS
 Temperature 180° F [82° C]
 * Theoretical Values

Charge Pump Dimensions

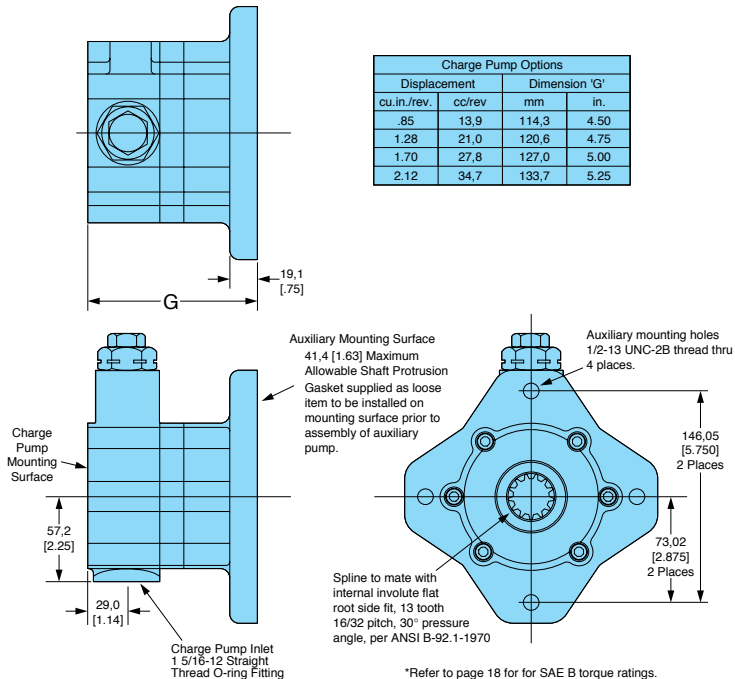
Charge Pump with Auxiliary Pressure Port



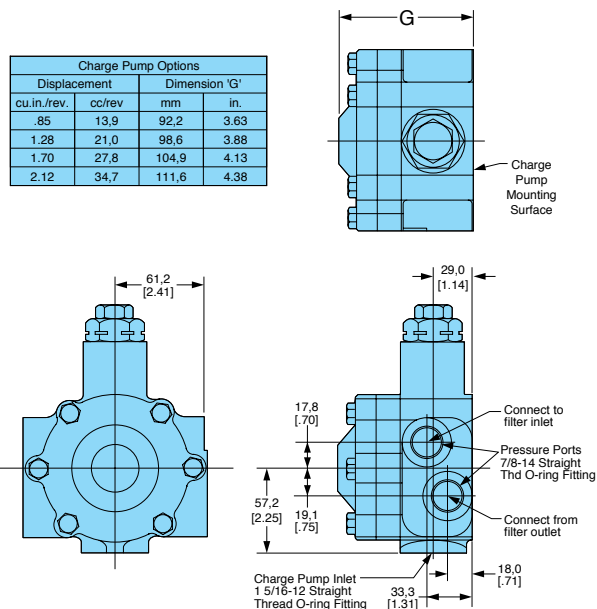
Charge Pump with SAE A Auxiliary Mount



Charge Pump with SAE B Auxiliary Mount

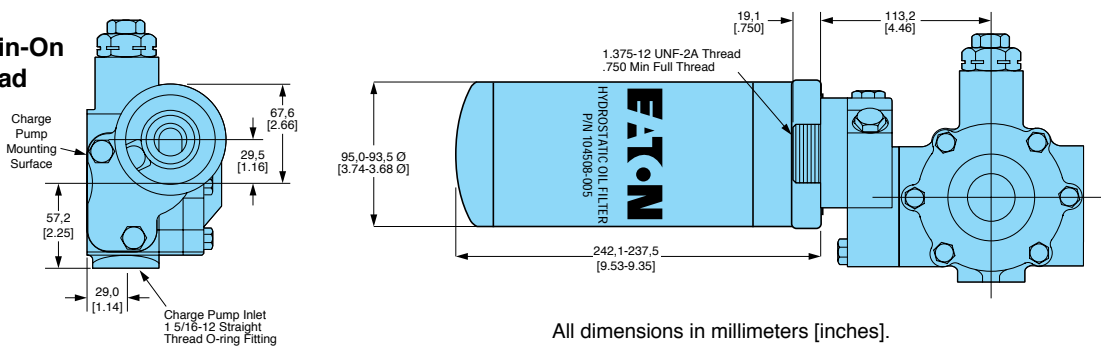


Charge Pump with Remote Filter Ports



Charge Pump with Spin-On Pressure Side Filter Pad

*Note: This option supplied with filter.



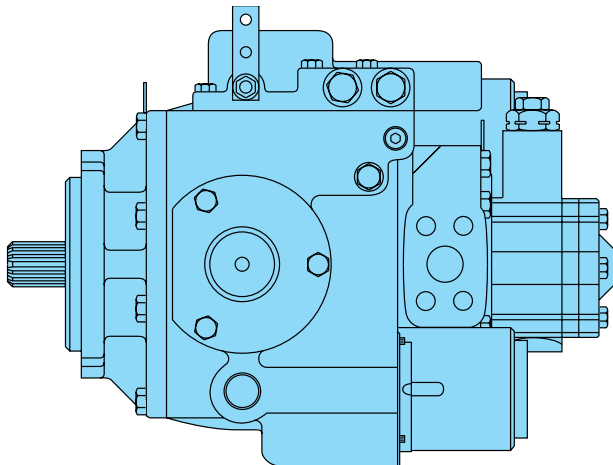
All dimensions in millimeters [inches].

Heavy Duty Hydrostatic Transmissions

Eaton heavy duty hydrostatic transmissions are self-lubricating, sealed systems that transfer power to remote locations without a mechanical power train. This feature allows greater design flexibility in locating power train components.

Eaton hydrostatic transmissions offer infinitely variable output speeds from zero to maximum, in both forward and reverse. This allows the operator to exactly match engine power to load conditions and thus optimize performance, productivity and fuel economy.

Eaton hydrostatic transmissions are currently used on agricultural combines, transit mixer drum drives, timber harvesters, construction equipment, farm tractors, saw mills, mining equipment and many other applications.

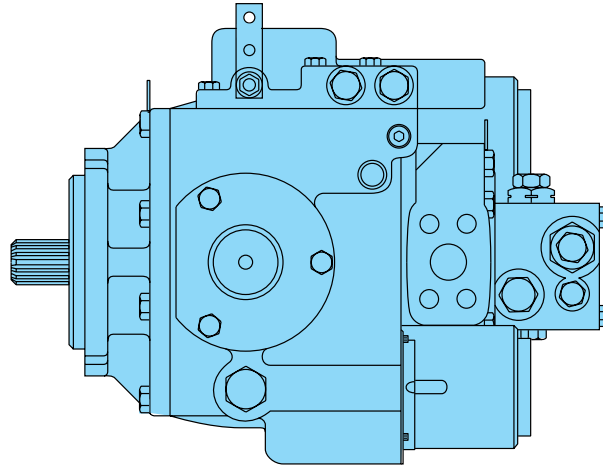


Variable Pump

Eaton heavy duty variable pumps

The Eaton heavy duty variable displacement pump contains a rotating cylinder barrel and pistons. The displacement control directs control pressure to the two servo pistons that position the swashplate. The variable pump is powered into stroke and springs, on the servo pistons, bring it out of stroke. The swashplate pivots on tapered roller bearings. A bolt-on charge pump, with a cartridge type charge pressure relief valve, is available in four displacements.

One lever controls direction, varies speed and provides dynamic braking. This ease of operation, in conjunction with a wide variety of control options, allows Eaton hydrostatic transmissions to be readily adapted to many applications.

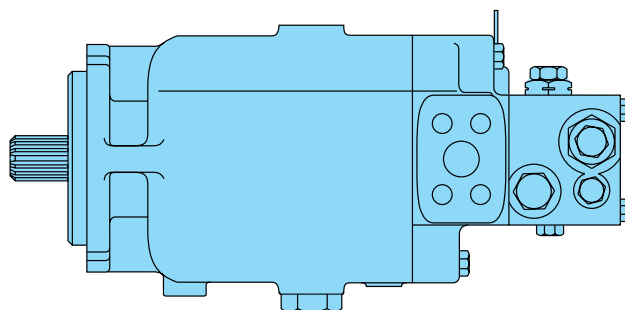


Variable Motor

Eaton heavy duty motors

The Eaton heavy duty motors contains a rotating cylinder barrel and pistons. The variable motor has two internal servo pistons that control the movement of the swashplate which pivots on tapered roller bearings. The variable motor provides a broader speed range and allows the use of a smaller displacement pump.

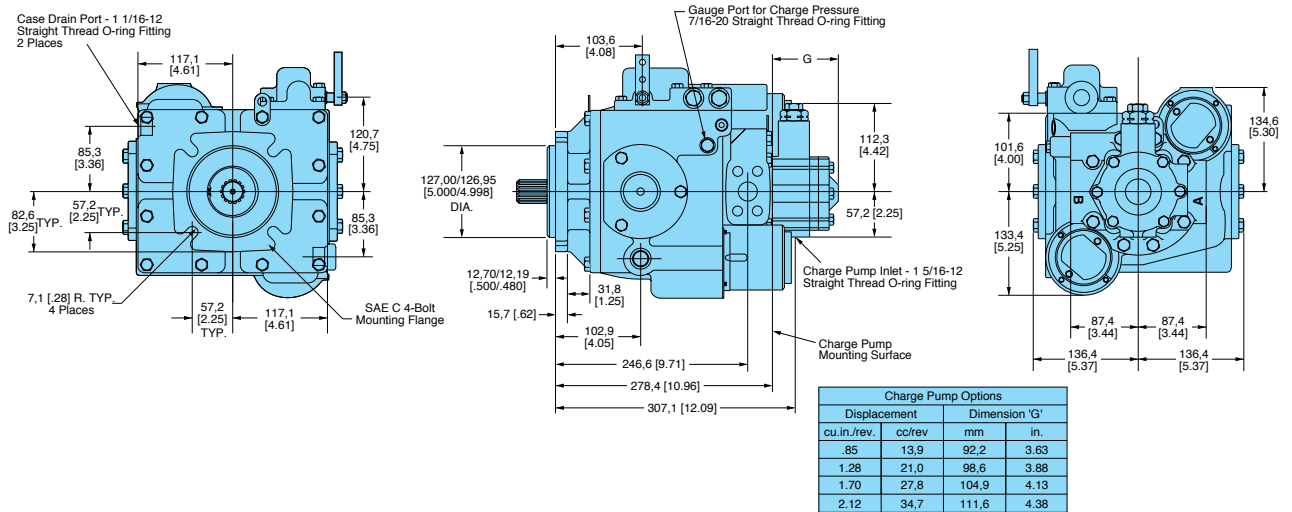
The end covers, on both the fixed and variable motors, are standard with a bolt-on valve block. The valve block contains two high pressure relief valves, a shuttle valve, and a charge pressure relief valve. The high pressure relief valves limit the closed loop pressure by cross porting when the pressure limit is reached. The shuttle valve and charge pressure relief valve direct charge flow into the motor housing for flushing and cooling.



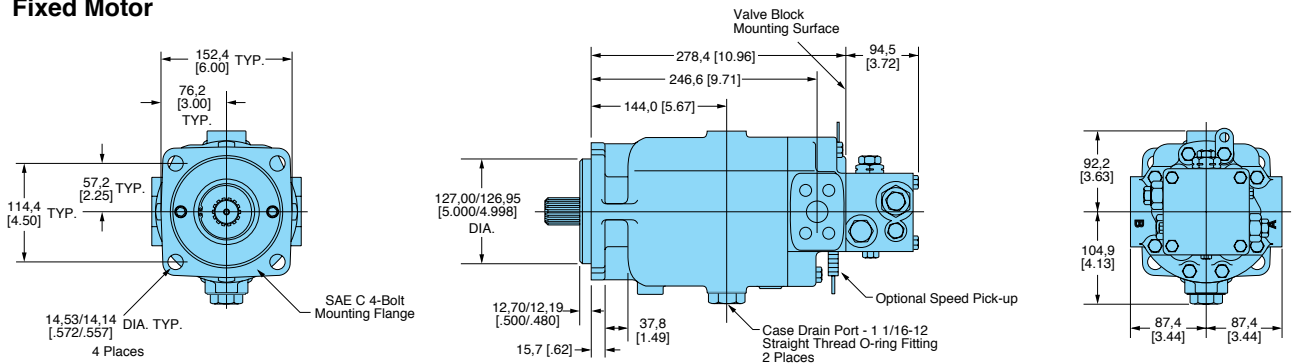
Fixed Motor

Models 33, 39, and 46 Dimensions

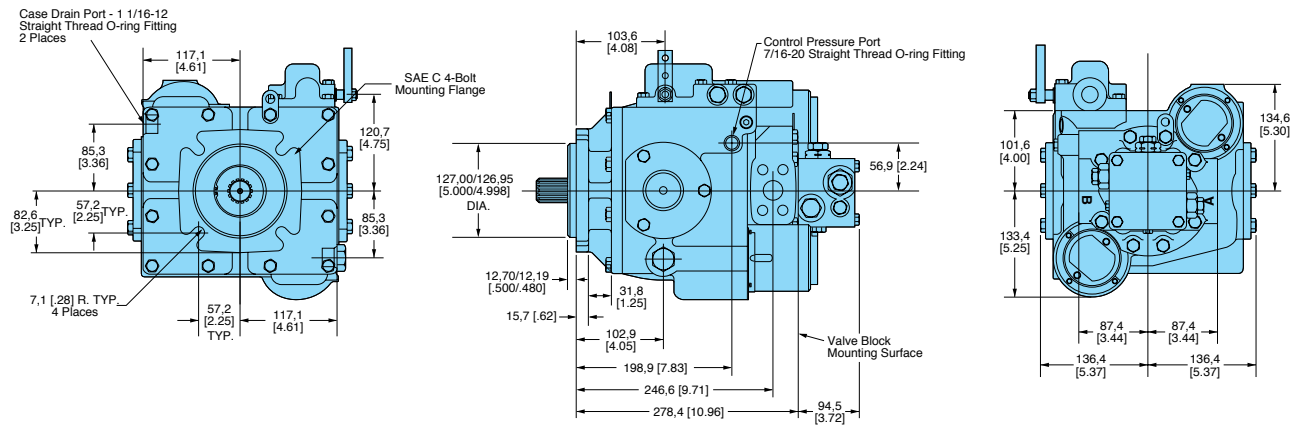
Variable Pump



Fixed Motor



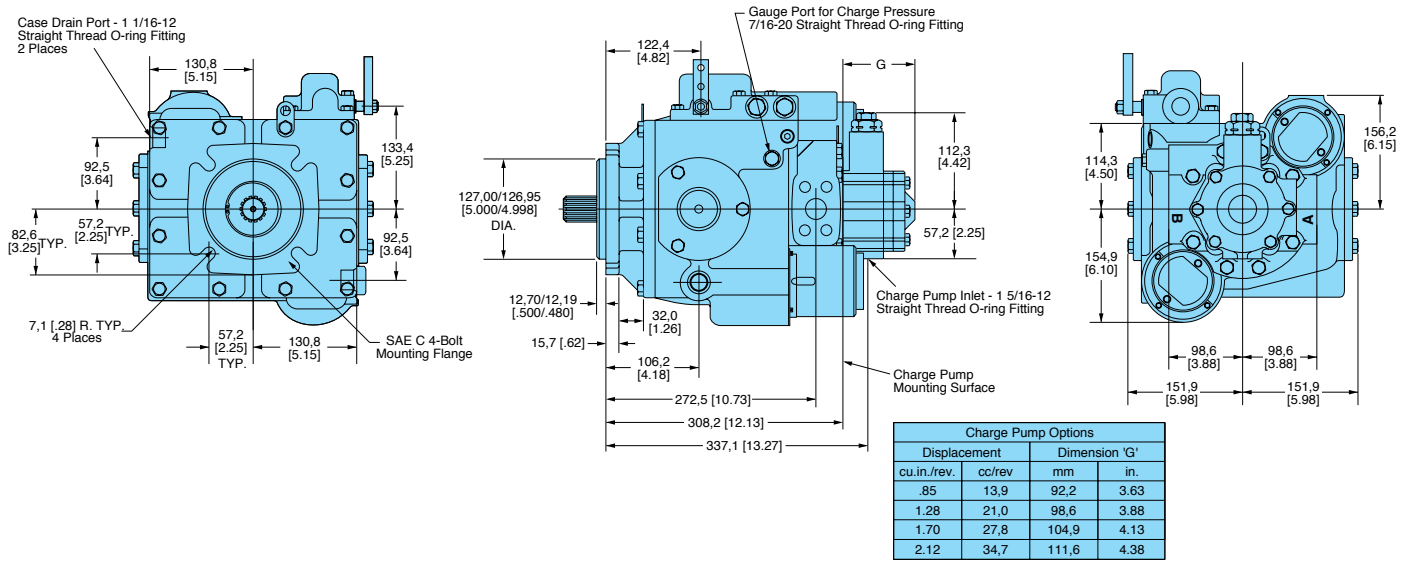
Variable Motor



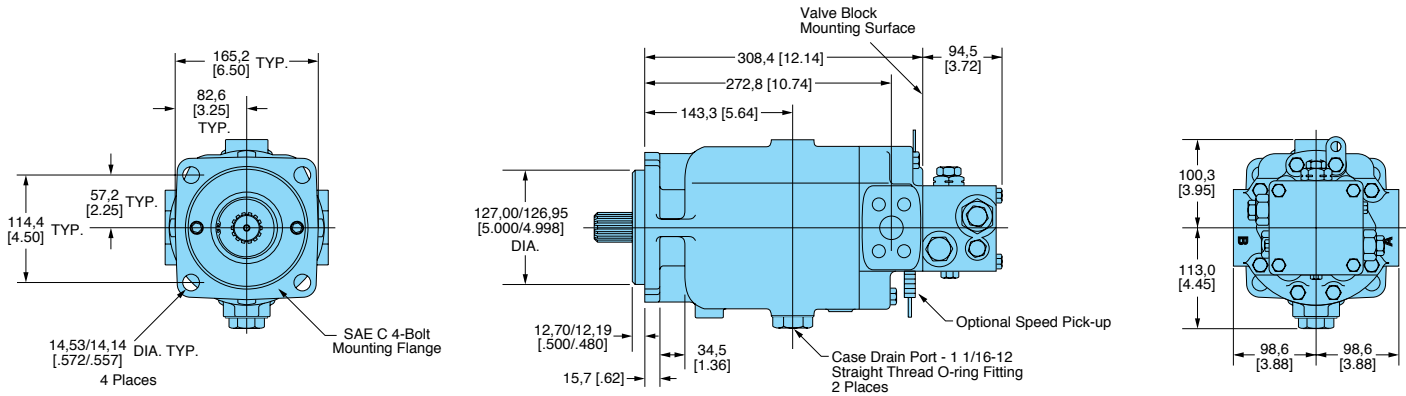
Notes: All dimensions are given in millimeters [inches].
 The variable pumps and motors are shown with standard controls. Installation drawings of other controls are available from your Eaton representative. Optional controls are shown on page 23.
 The variable pumps are shown with standard charge pumps. Installation drawings of other charge pumps are available from your Eaton representative.
 The lever on the standard control has linkage connection holes at 1 and 2 inch radii from the control shaft center. Detailed drawings of available shafts and ports are shown on page 21.

Models 54 and 64 Dimensions

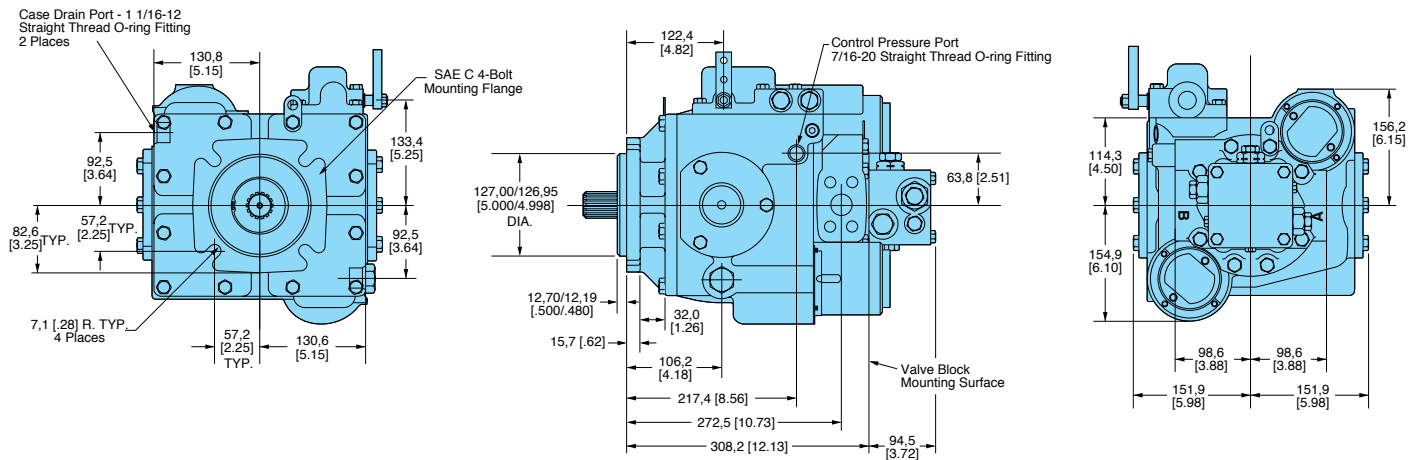
Variable Pump



Fixed Motor

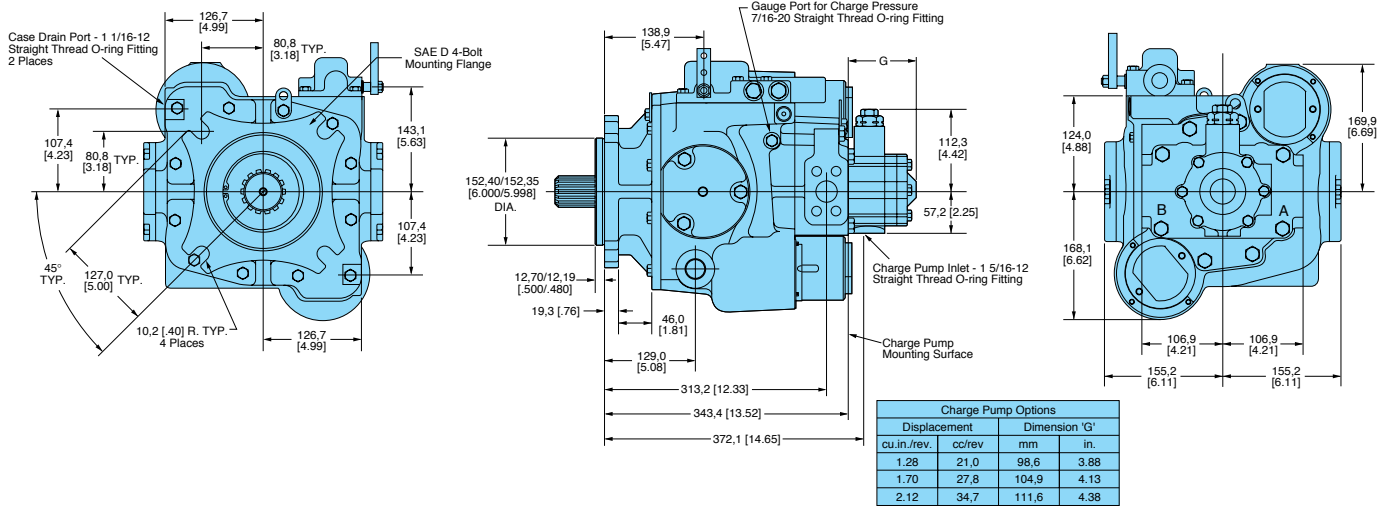


Variable Motor

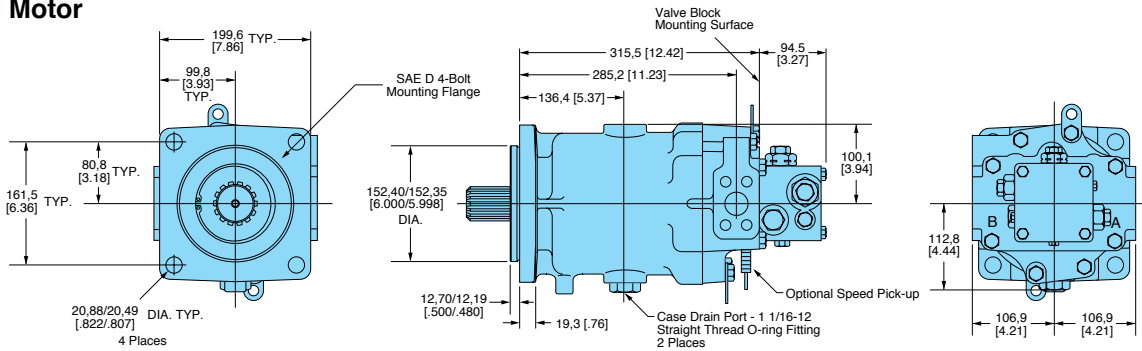


Model 76 Dimensions

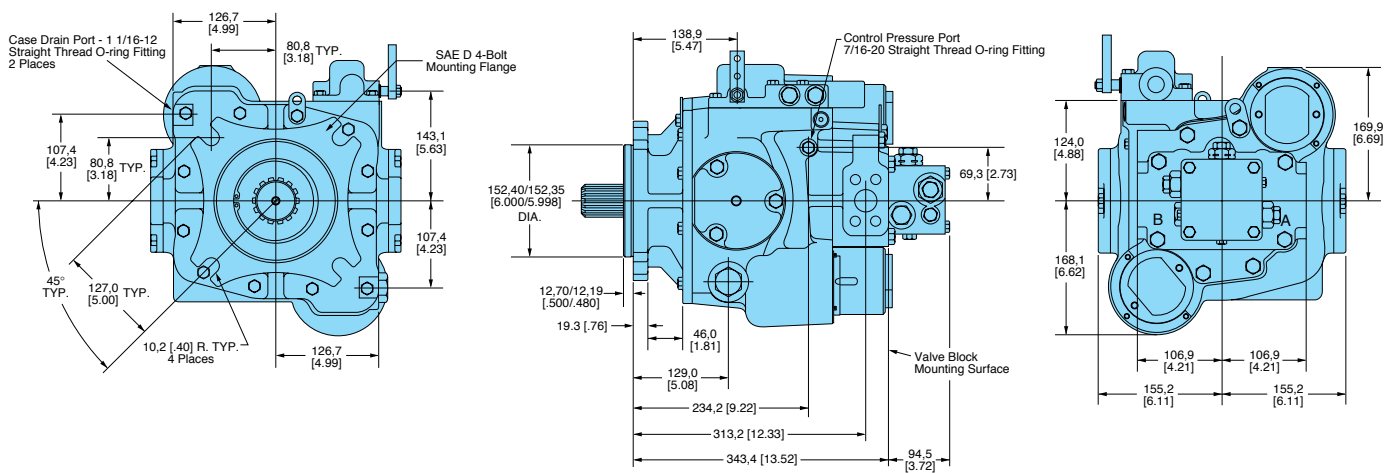
Variable Pump



Fixed Motor



Variable Motor

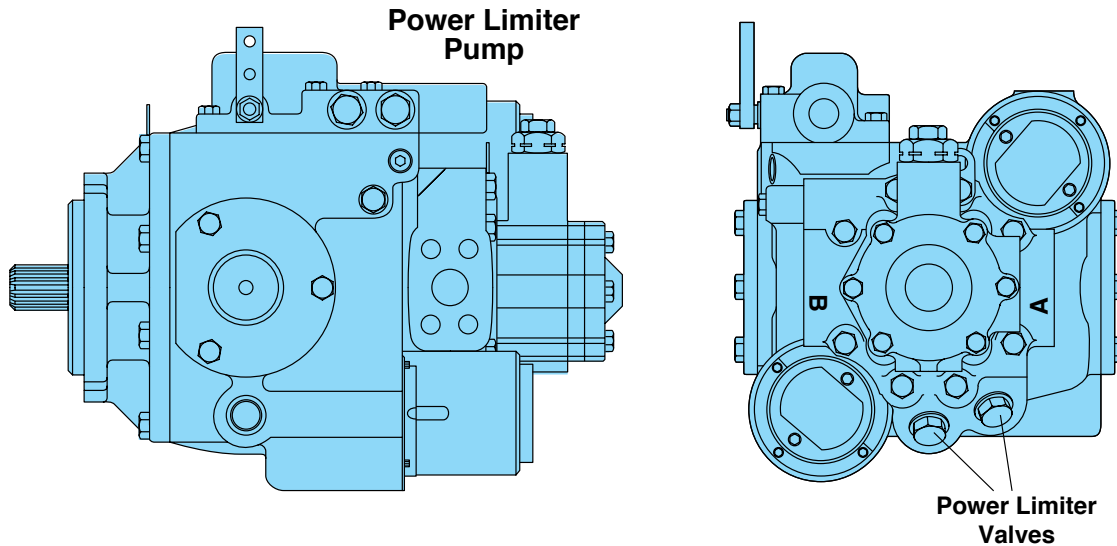


Heavy Duty Component Approximate Weights

lb [Kg]

| Model | Variable Pump | Fixed Motor | Variable Motor |
|-------|---------------|-------------|----------------|
| 33 | 138 [62,6] | 83 [37,6] | 140 [63,5] |
| 39 | 138 [62,6] | 83 [37,6] | 140 [63,5] |
| 46 | 138 [62,6] | 83 [37,6] | 140 [63,5] |
| 54 | 188 [85,3] | 106 [48,1] | 190 [86,2] |
| 64 | 188 [85,3] | 106 [48,1] | 190 [86,2] |
| 76 | 226 [101,7] | 121 [54,5] | 228 [102,6] |

Power Limiter Pumps and Integral Shuttle Valve Motors Models 33 through 64



Power Limiter Valve Operation*

Power limiter valves (PLV) are high pressure relief valves built into the pump's end cover. When pressure in the high pressure loop gets too high, the PLV opens to the pump case. Besides an immediate drop in the loop high pressure, the open PLV also causes control pressure to drop. This in turn allows the centering springs on the servo pistons to bring the pump out of stroke until the pressure drops to the relief valve setting and the PLV closes.

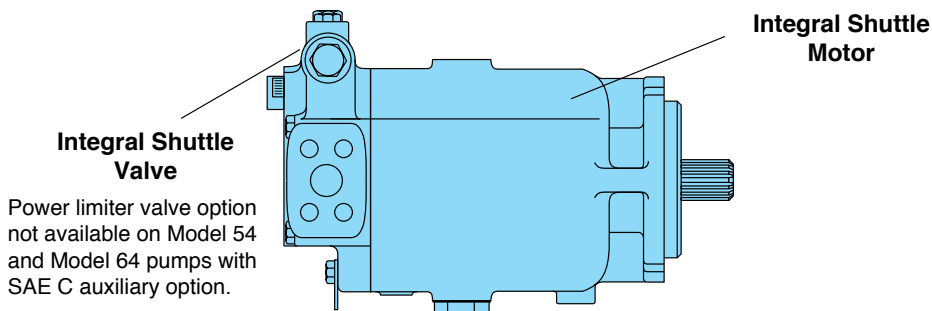
The PLV will also act as a check valve to prevent cavitation in the event of a rapid pressure rise and hose expansion.

A motor with integral shuttle valve is used in conjunction with the power limiter valve pump.

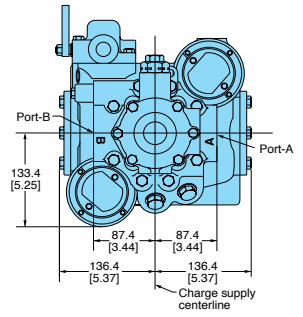
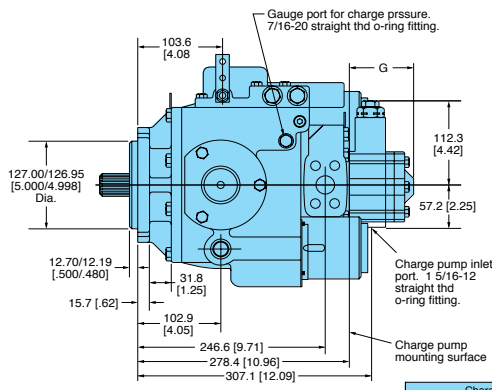
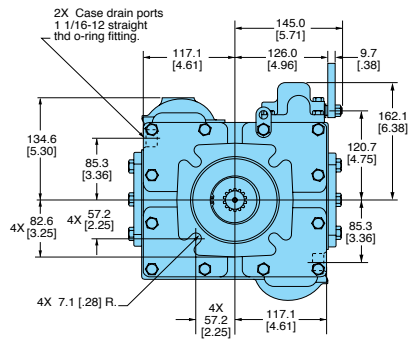
* Note: Power limiter valves are not recommended for applications with large overrunning loads.

Feature/Benefits

- The motor is shorter and lighter allowing it to fit in tighter spaces.
- The motor's integral shuttle valve and low pressure relief assure good loop flushing.
- The motor is available with side ports, end ports, or both allowing maximum mounting flexibility.
- The power limiter valves (PLV) are quick, direct acting relief valves that prevent high pressure spikes.
- The power limiter pump is ideally suited for use with motors that do not have valve blocks because it eliminates the need for a remote valve block.

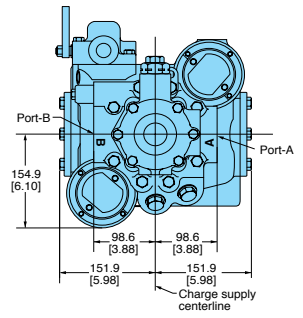
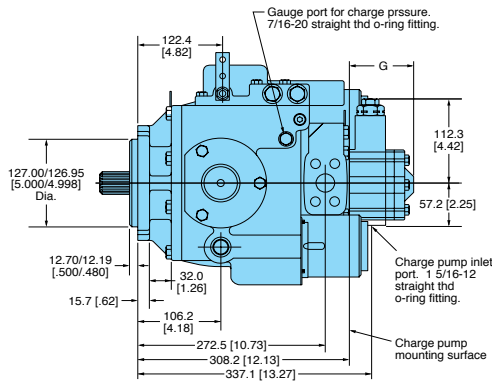
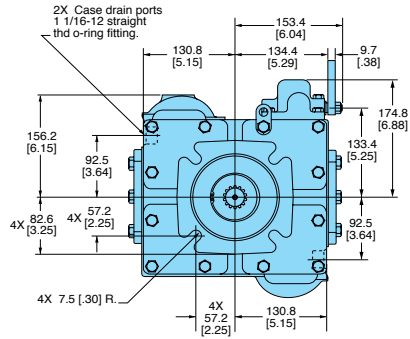


Models 33, 39, and 46 Power Limiter Pumps

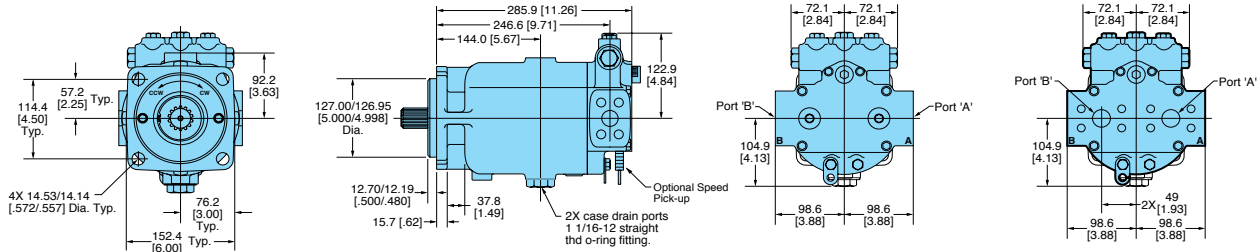


| Charge Pump Options | | | |
|---------------------|--------|---------------|------|
| Displacement | | Dimension 'G' | |
| cu.in./rev. | cc/rev | mm | in. |
| .85 | 13.9 | 92.2 | 3.63 |
| 1.28 | 21.0 | 98.6 | 3.88 |
| 1.70 | 27.8 | 104.9 | 4.13 |
| 2.12 | 34.7 | 111.6 | 4.38 |

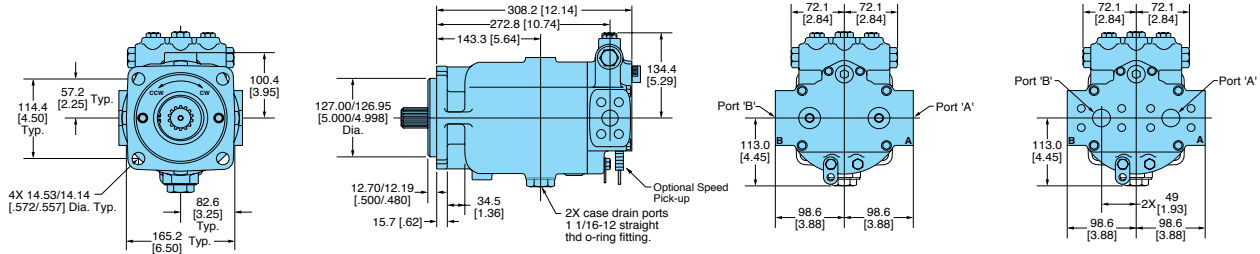
Models 54 and 64 Power Limiter Pumps



Models 33, 39, and 46 Integral Shuttle Motors



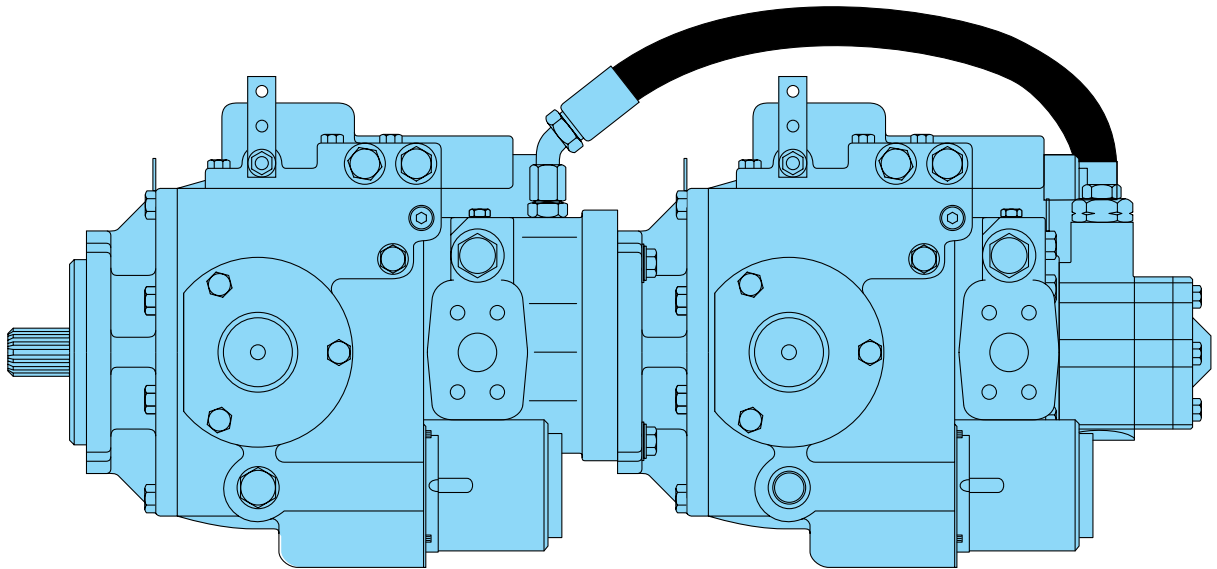
Models 54 and 64 Integral Shuttle Motors



| PL Pump and IS Motor Approximate Weights lb [Kg] | | |
|--|------------|-----------|
| Model | PL Pump | IS Motor |
| 33 | 138 [62,6] | 70 [31,8] |
| 39 | 138 [62,6] | 70 [31,8] |
| 46 | 138 [62,6] | 70 [31,8] |
| 54 | 188 [85,3] | 93 [42,2] |
| 64 | 188 [85,3] | 93 [42,2] |

Notes: All dimensions are given in millimeters [inches].
 The variable pumps are shown with standard controls. Installation drawings of other controls are available from your Eaton representative. Optional controls are shown on page 23.
 The variable pumps are shown with standard charge pumps. Installation drawings of other charge pumps are available from your Eaton representative.
 The lever on the standard pump control has linkage connection holes at 1 and 2 inch radii from the control shaft center.
 Detailed drawings of available shafts and ports are shown on page 21.

Heavy Duty Tandem Pumps Models 33 through 64



Tandem Pump Applications

Tandem pumps are most typically used in applications where two independent sources of hydraulic power are required while taking advantage of using only one power source to drive the two pumps. This saves on the expense of driving two pumps by eliminating the split drive gear box or eliminating another power source such as a second engine or motor. Tandem pumps can be used on machines such as track drive equipment where independent power is required at each track. Speed and power can be controlled to each side of the vehicle for steering and vehicle speed control both in forward and reverse directions.

Tandem pumps can also be used to create the equivalent flow of one larger displacement pump by combining the flows of the two pumps. This is an economic advantage over using a single large displacement pump.

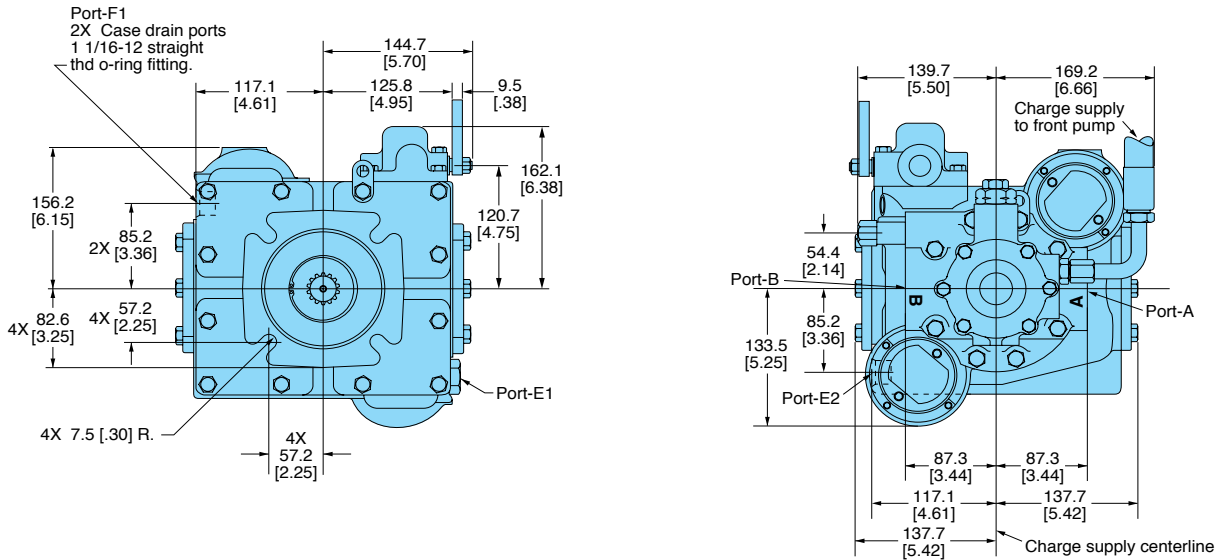
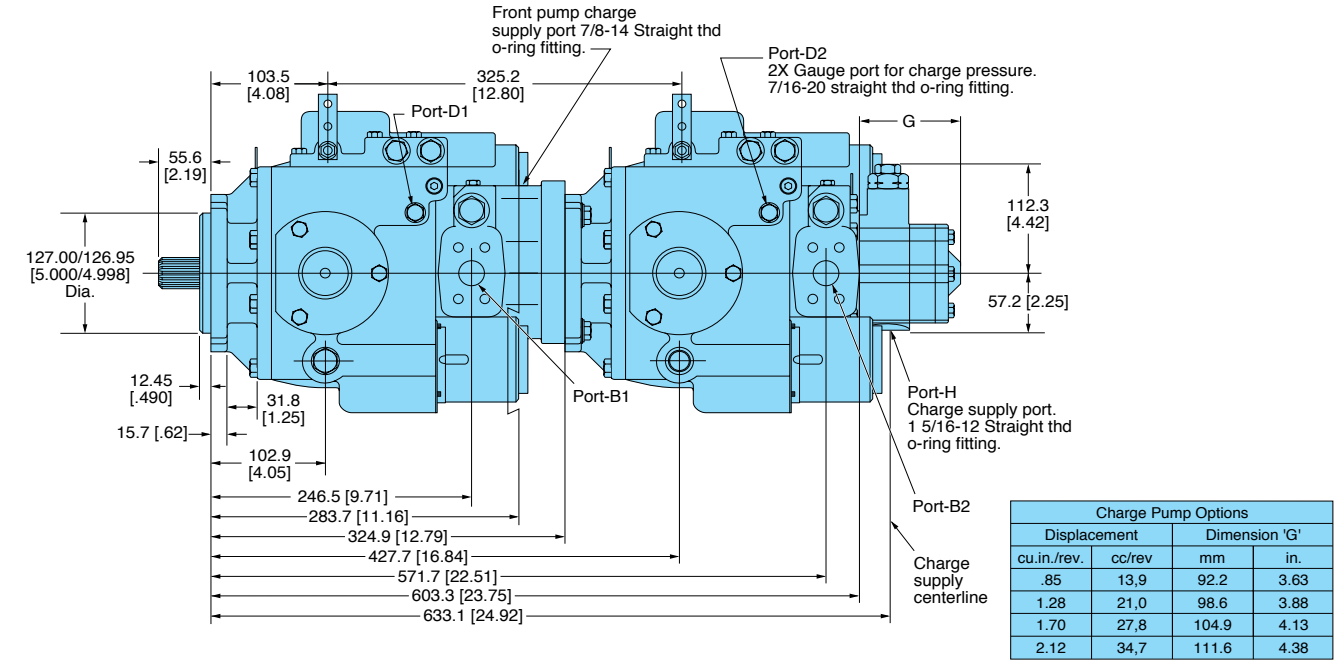
Tandem pumps may also be used in industrial, construction or mining applications where several sources of hydraulic power are required while taking advantage of using only one power source to drive the two pumps.

Features/Benefits

- Pumps mounted in tandem save the expense of a pump drive.
- Tandem pumps, in some applications, are required because of space limitations.
- The rear pump may be the same displacement or smaller than the front pump.
- A tandem pump may be used as an economical alternative for a larger displacement pump by combining the flow of both pumps. For example, combining the flows of two 6.4 in³/rev pumps connected in tandem provides the flow equivalent to a 12.8 in³/rev pump.
- Charge pumps with SAE A or SAE B auxiliary mounts are available.
- Pump has standard SAE C flange mount.
- Rear pump can be the same displacement or smaller than front pump.

Tandem Dimensions

Models 33, 39, and 46 Tandem Pumps



Notes: All dimensions are given in millimeters [inches].

The variable pumps are shown with standard controls. Installation drawings of other controls are available from your Eaton representative. Optional controls are shown on page 23.

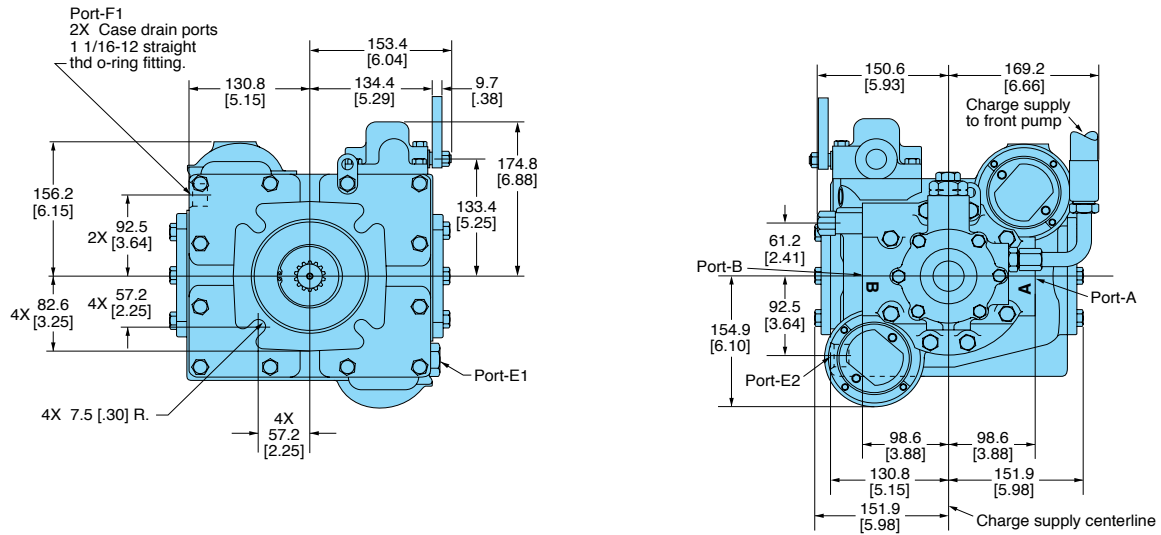
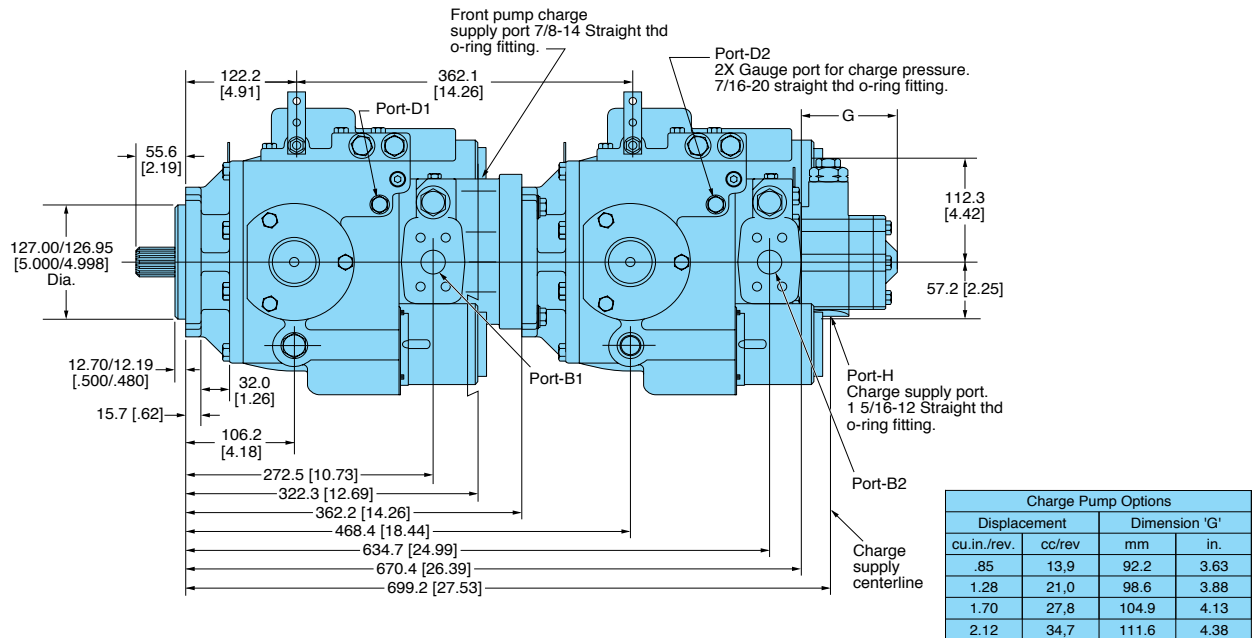
The variable pumps are shown with standard charge pumps. Installation drawings of other charge pumps are available from your Eaton representative.

The lever on the standard pump control has linkage connection holes at 1 and 2 inch radii from the control shaft center.

Detailed drawings of available shafts and ports are shown on page 21.

Tandem Dimensions

Models 54 and 64 Tandem Pumps



Tandem Pump Approximate Weights

| Front Pump | Rear Pump | Weight lb [kg] |
|---------------|---------------|----------------|
| Model 33 - 46 | Model 33 - 46 | 276 [125.2] |
| Model 54 - 64 | Model 54 - 64 | 376 [170.6] |
| Model 54 - 64 | Model 33 - 46 | 326 [147.9] |

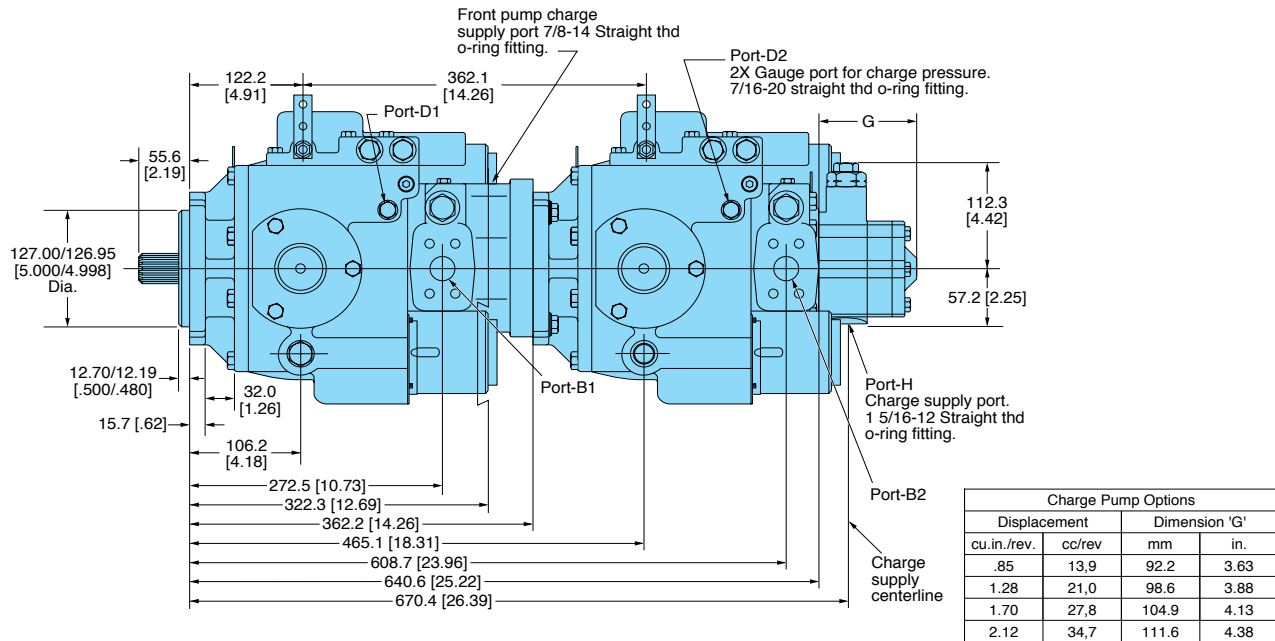
Tandem Pump Application Information

Some tandem applications require larger displacement charge pumps.

Refer to the Heavy Duty Application manual (no. 5-401) for more information on heavy duty pump and motor applications.

Tandem Application Information

Tandems, Model 54 or 64 Front Pump with Model 33, 39, or 46 Rear Pump



Maximum Shaft Torque Limitations

The total input torque, as well as, the torque at each of the drive shaft coupling points must be considered in a tandem pump system.

Torque calculation formulas and the maximum allowable shaft torque limits, for each shaft coupling point in the tandem pump, are given below.

For longest shaft life, use the largest shaft possible.

Shaft Coupling Point

lb-in. Nm

| | | |
|-----------------------------------|-------|------|
| Input Shaft Models 54 – 64 | 11150 | 1260 |
| Input Shaft Models 33 – 46 | 8550 | 966 |
| Front/Rear Pump Coupler | 6600 | 746 |
| Charge Pump | 2050 | 232 |
| B-Pad Auxiliary Pump | 1852 | 209 |
| A-Pad Auxiliary Pump | 517 | 58 |

Shaft Torque Formulas

$$\text{Max. Aux Pump Torque} = \frac{(\text{Max Displ}_{\text{aux pmp}})(\text{Max Pressure}_{\text{aux pmp}})}{(6.28)(.9)}$$

$$\text{Max. Chg Pump Torque} = \frac{(\text{Max Displ}_{\text{chg pmp}})(\text{Max Pressure}_{\text{chg pmp}})}{(6.28)(.9)} + \text{Max. Aux Pump Torque}$$

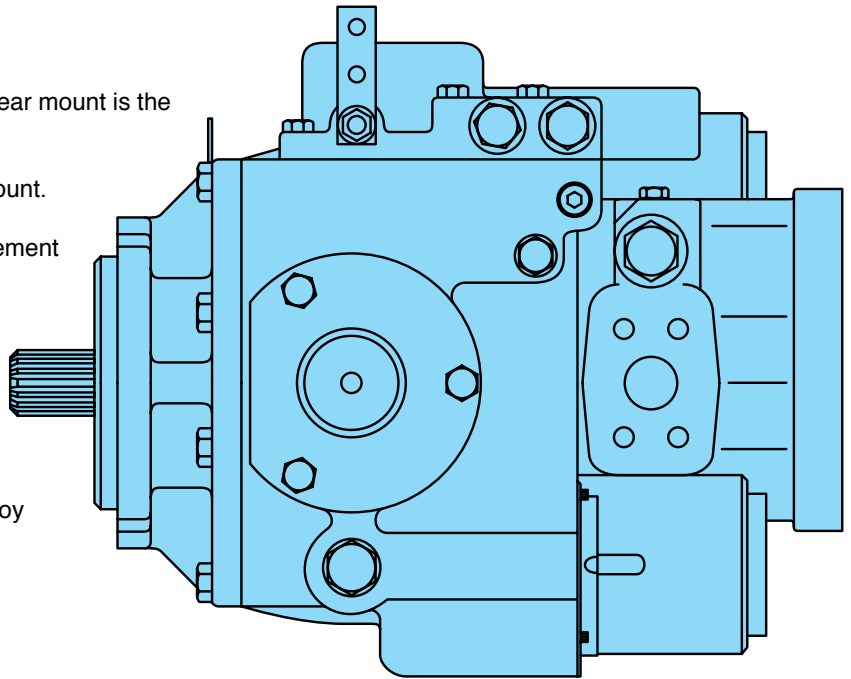
$$\text{Max. Front/Rear Pump Coupler Torque} = \frac{(\text{Max Displ}_{\text{pmp 2}})(\text{Max Pressure}_{\text{pmp 2}})}{(6.28)(.9)} + \text{Max. Chg Pump Torque}$$

$$\text{Max. Input Shaft Torque} = \frac{(\text{Max Displ}_{\text{pmp 1}})(\text{Max Pressure}_{\text{pmp 1}})}{(6.28)(.9)} + \text{Max. Front/Rear Pump Coupler Torque}$$

Heavy Duty Pumps with C-Pad Rear Mount Models 33 through 64

Features/Benefits

- The heavy duty pump with a C-Pad rear mount is the front half of the tandem unit.
- Pump has standard SAE C flange mount.
- Rear pump can be the same displacement or smaller than front pump
- The rear mount accepts a standard SAE C flange.
- This pump is ideal for applications that require two different pumps. Road rollers and some construction equipment are applications that employ two different pumps.



Application Information

Maximum Shaft Torque Limitations

The total input torque, as well as, the torque at the drive shaft coupling point must be considered when the pump with the SAE C rear mount is used. Maximum torque values and formulas are given on page 18.

Pumps with SAE C Rear Mount

A 14 tooth, 12/24 pitch, internal spline coupling (Part No. 105853) is required between front and rear pump. A coupling is provided with each SAE C Pump. Optional couplings with 21 tooth, 16/32 pitch; and 23 tooth, 16/32 pitch, are also available.

Pump requires remote charge pump and charge pressure relief. (Charge pressure relief may be built into pump.)

Refer to the Heavy Duty Application manual (no. 5-401) for more information on heavy duty pump and motor applications.

Rear Pump Mounting Information

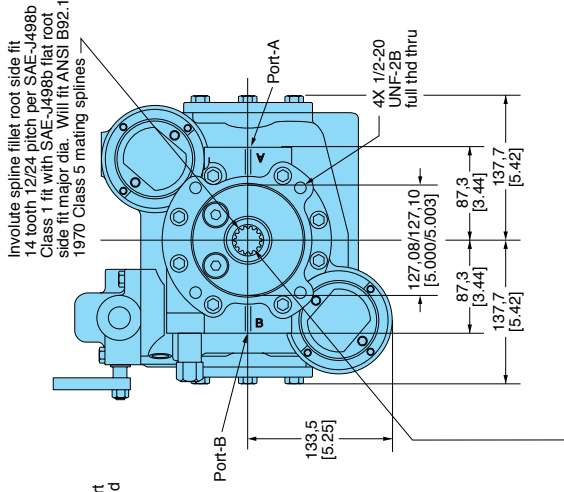
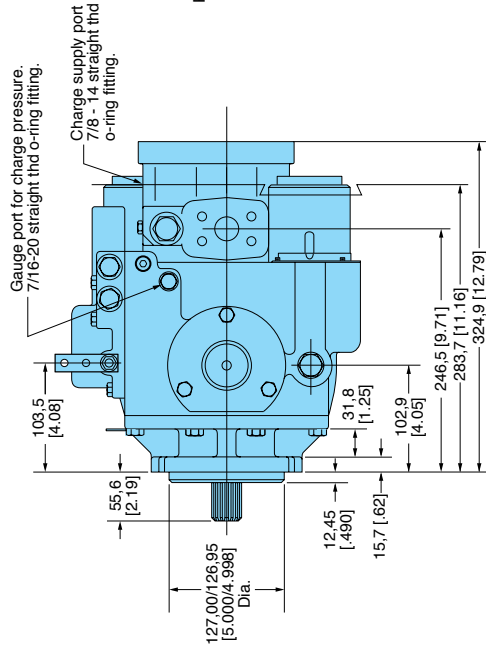
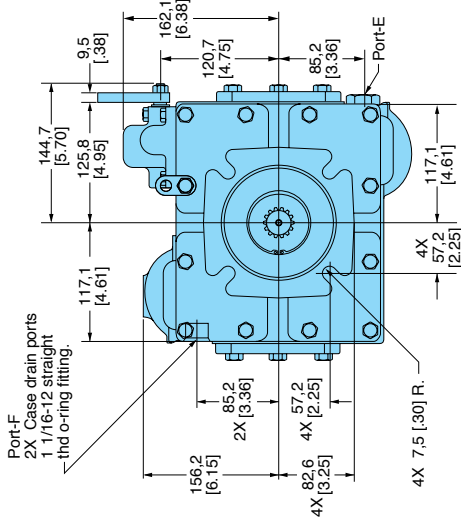
When an Eaton heavy duty pump is used as the rear pump, remove its shaft seal so part of the case flow will flow past the bearing into the front pump. It is also necessary to connect the rear pump's upper case drain port to the front pump's lower case drain port, otherwise high case pressures may result.

In all cases, check case pressures and ensure that they do not exceed 40 PSI [3 bar].

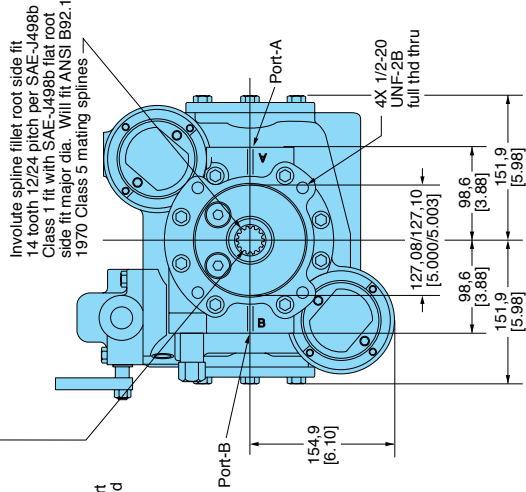
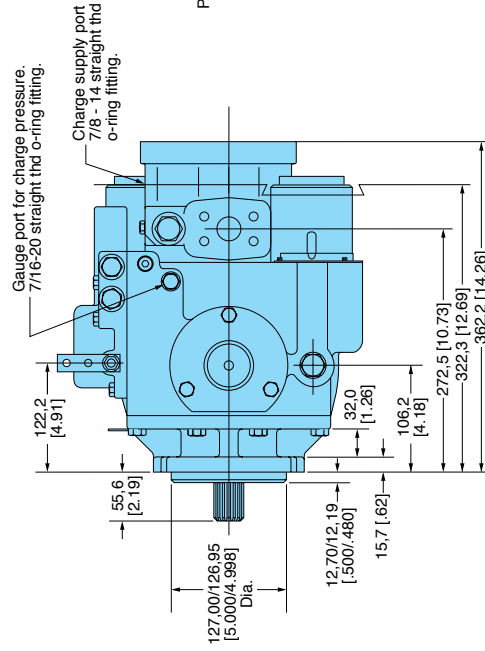
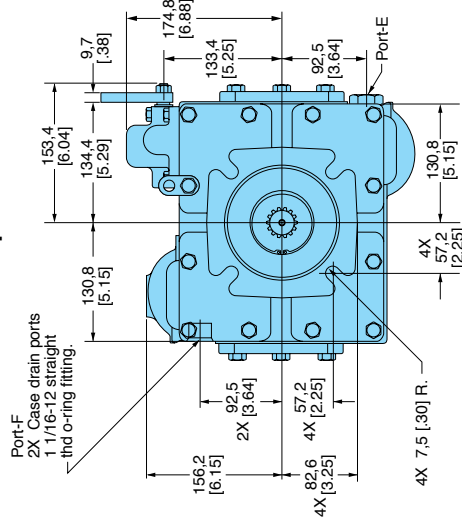
Heavy Duty Application manual (no. 5-401) gives more information on proper case flow routing.

See previous page for shaft torque ratings.

Models 33, 39, and 46 Pumps with C-Pad Rear Mount



Models 54 and 64 Pumps with C-Pad Rear Mount



Optional couplings with 21 tooth 16/32 pitch and 23 tooth 16/32 pitch also available.

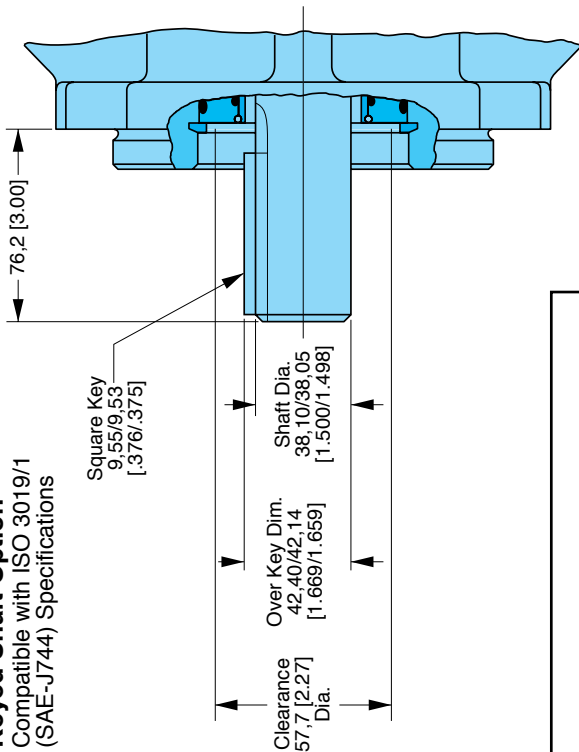
Notes: All dimensions are given in millimeters [inches]. The variable pumps are shown with standard controls. Installation drawings of other controls are available from your Eaton representative. Optional controls are shown on page 23. The lever on the standard pump control has linkage connection holes at 1 and 2 inch radii from the control shaft center. Detailed drawings of available shafts and ports are shown on page 21.

Dimensions

Models 33 through 64 Shaft and Port Dimensions

Keyed Shaft Option

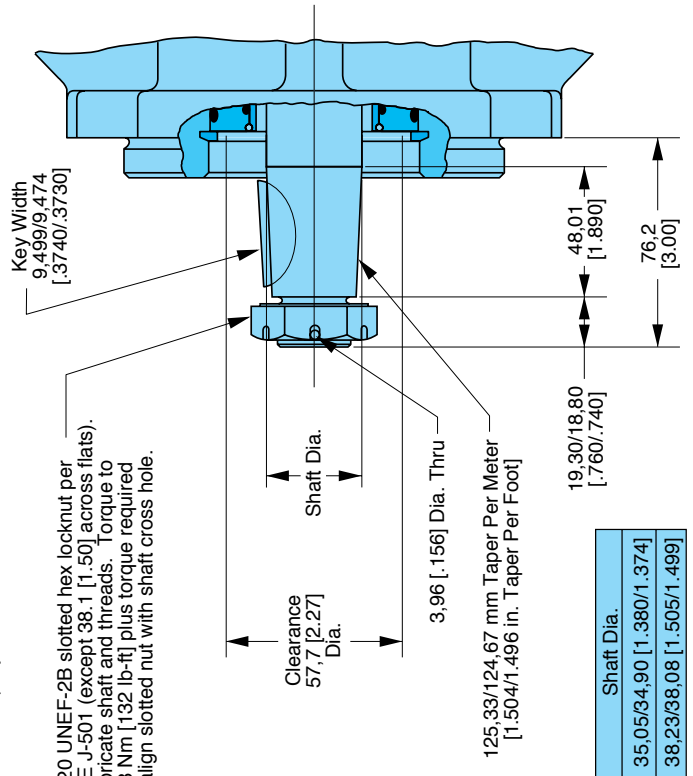
Compatible with ISO 3019/1 (SAE-J744) Specifications



Tapered Shaft Options

Compatible with ISO 3019/1 (SAE-J744) Specifications

1"-20 UNEF-2B slotted hex locknut per SAE-J501 (except 38.1 [1.50] across flats). Lubricate shaft and threads. Torque to 178 Nm [132 lb-ft] plus torque required to align slotted nut with shaft cross hole.

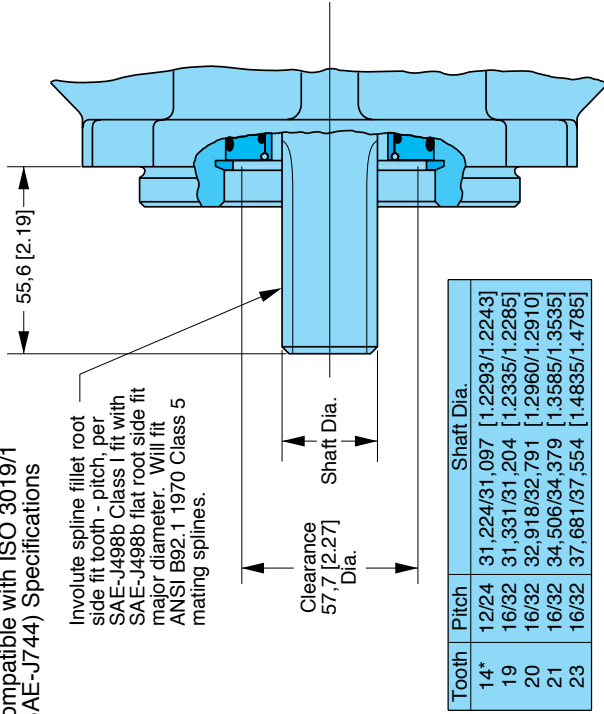


| Shaft Dia. | |
|-------------|---------------|
| 35.05/34.90 | [1.380/1.374] |
| 38.23/38.08 | [1.505/1.499] |

Splined Shaft Options

Compatible with ISO 3019/1 (SAE-J744) Specifications

Involute spline fillet root side fit tooth - pitch, per SAE-J498b Class I fit with SAE-J498b flat root side fit major diameter. Will fit ANSI B92.1 1970 Class 5 mating splines.

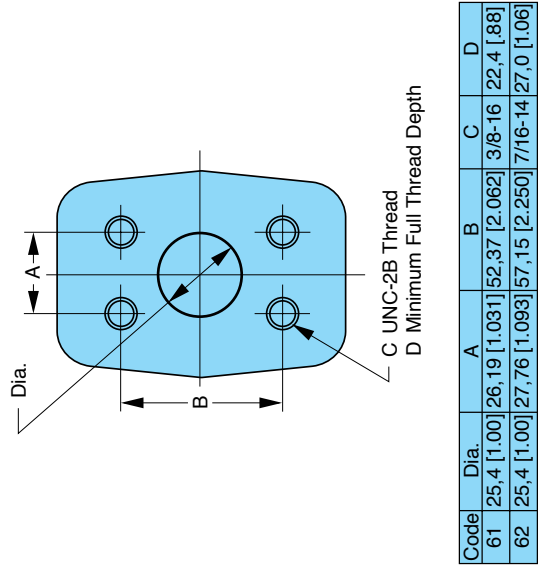


| Tooth | Pitch | Shaft Dia. |
|-------|-------|-------------------------------|
| 14* | 12/24 | 31,224/31,097 [1.2293/1.2243] |
| 19 | 16/32 | 31,331/31,204 [1.2335/1.2285] |
| 20 | 16/32 | 32,918/32,791 [1.2960/1.2910] |
| 21 | 16/32 | 34,506/34,379 [1.3585/1.3535] |
| 23 | 16/32 | 37,681/37,554 [1.4835/1.4785] |

* Not recommended for Model 64 or tandem pumps.

Split Flange Port Options

Per SAE-J518 Specifications



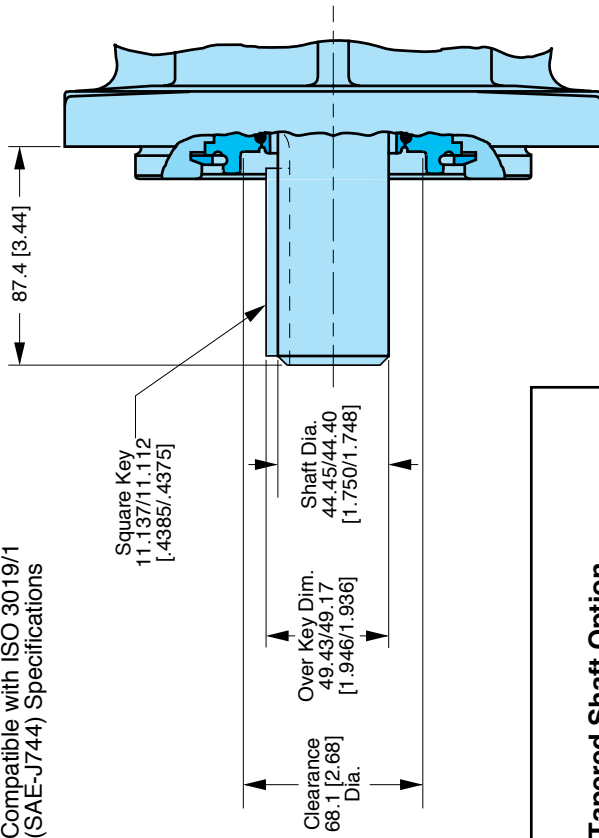
| Code | Dia. | A | B | C | D |
|------|-------------|---------------|---------------|---------|-------------|
| 61 | 25.4 [1.00] | 26.19 [1.031] | 52.37 [2.062] | 3/8-16 | 22.4 [.88] |
| 62 | 25.4 [1.00] | 27.76 [1.093] | 57.15 [2.250] | 7/16-14 | 27.0 [1.06] |

All dimensions given in millimeters [inches].

Model 76 Shaft and Port Dimensions

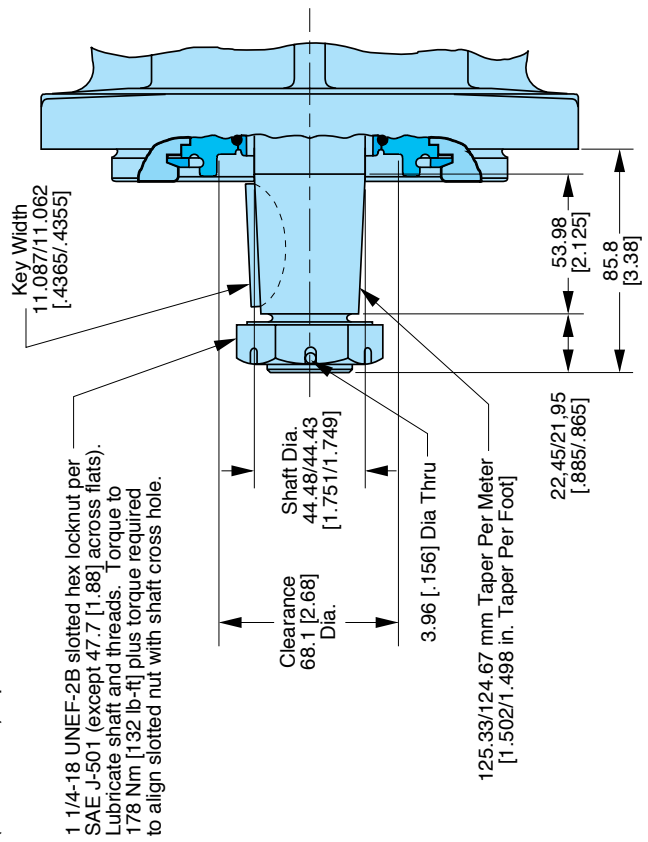
Keyed Shaft Option

Compatible with ISO 3019/1 (SAE-J744) Specifications



Tapered Shaft Option

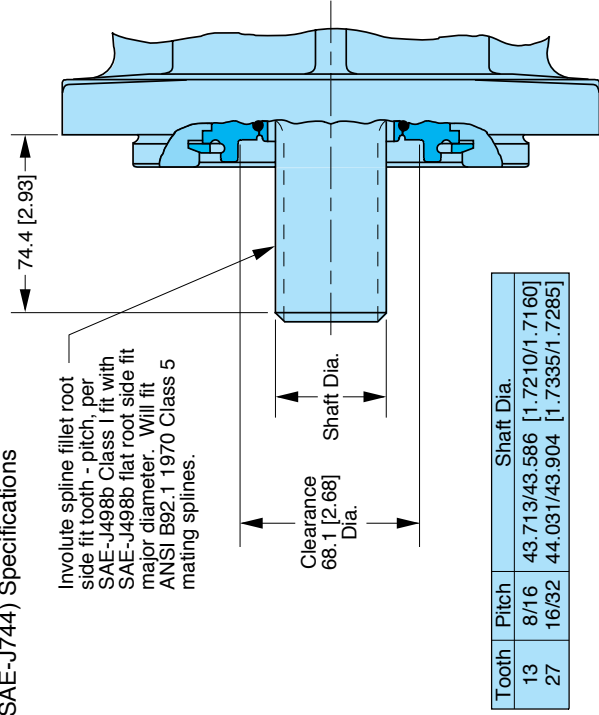
Compatible with ISO 3019/1 (SAE-J744) Specifications



1 1/4-18 UNEF-2B slotted hex locknut per SAE J-501 (except 47.7 [1.88] across flats). Lubricate shaft and threads. Torque to 178 Nm [132 lb-ft] plus torque required to align slotted nut with shaft cross hole.

Splined Shaft Options

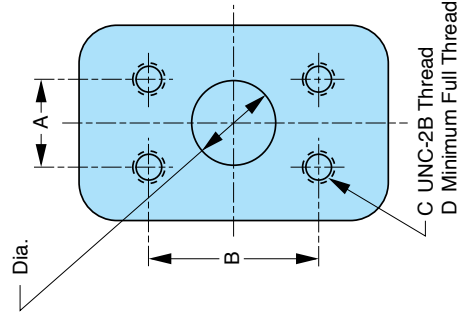
Compatible with ISO 3019/1 (SAE-J744) Specifications



| Tooth | Pitch | Shaft Dia. |
|-------|-------|-------------------------------|
| 13 | 8/16 | 43.713/43.586 [1.7210/1.7160] |
| 27 | 16/32 | 44.031/43.904 [1.7335/1.7285] |

Split Flange Port Options

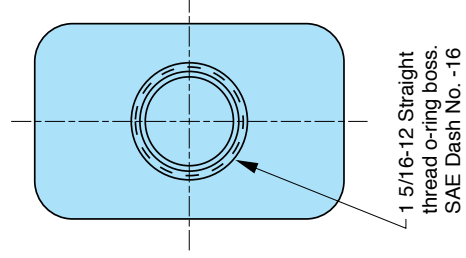
Per SAE-J518 Specifications



| Code | Dia. | A | B | C | D |
|------|-------------|---------------|---------------|---------|-------------|
| 61 | 25.4 [1.00] | 26.19 [1.031] | 52.37 [2.062] | 3/8-16 | 22.4 [88] |
| 62 | 25.4 [1.00] | 27.76 [1.093] | 57.15 [2.250] | 7/16-14 | 27.0 [1.06] |

O-ring Port Option

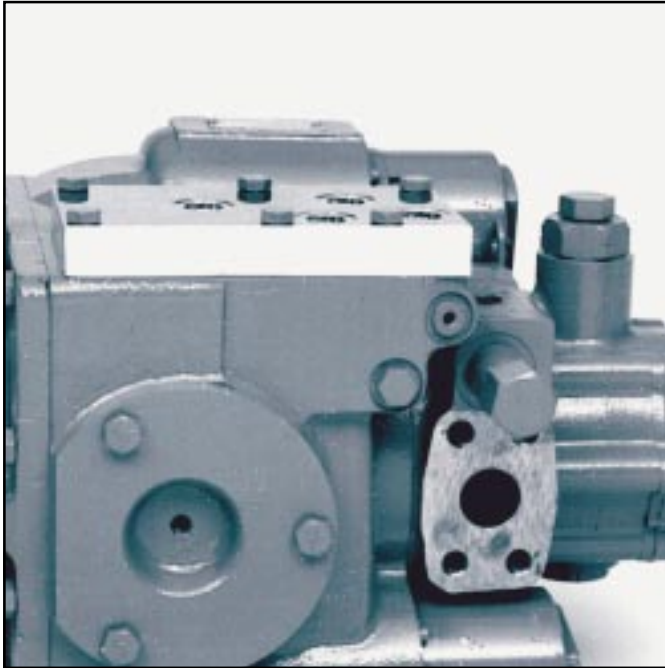
Per SAE-J514 Specifications



All dimensions given in millimeters [inches].

Pump Controls

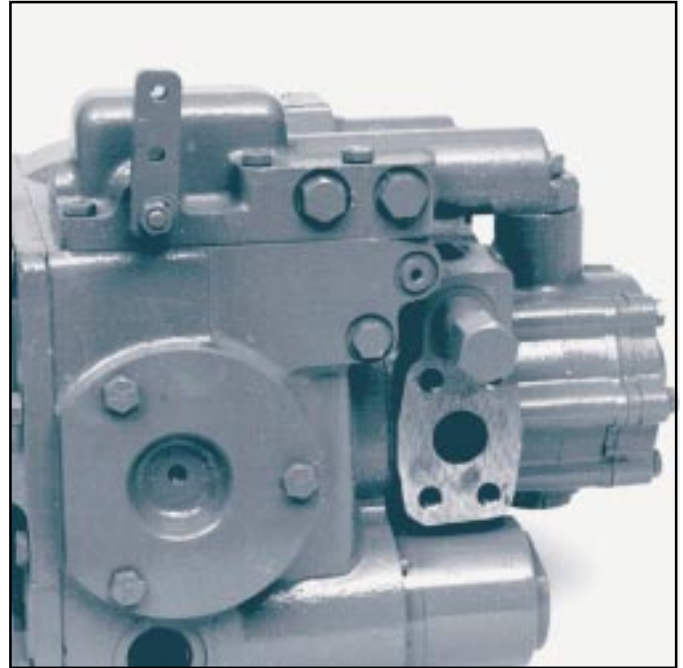
Port Plate



The port plate is the simplest control option available. It fits all Eaton heavy duty pumps and motors.

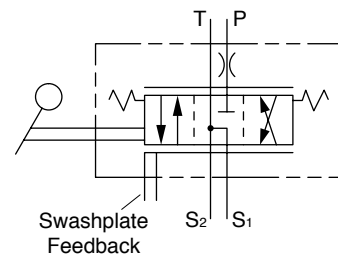
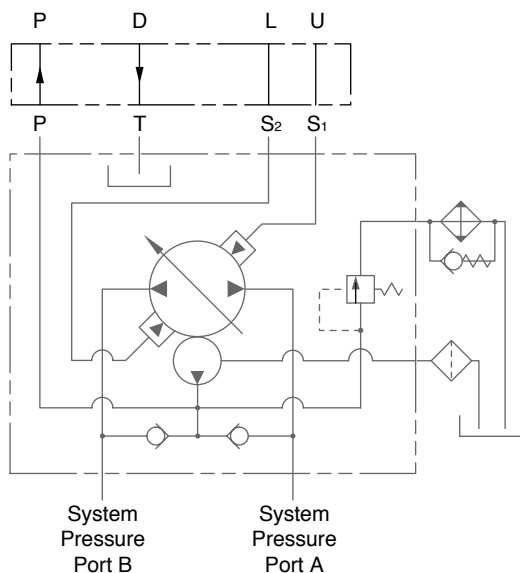
The port plate is commonly used as a slave control that receives commands from other controls in the same system.

Standard Variable Pump Control



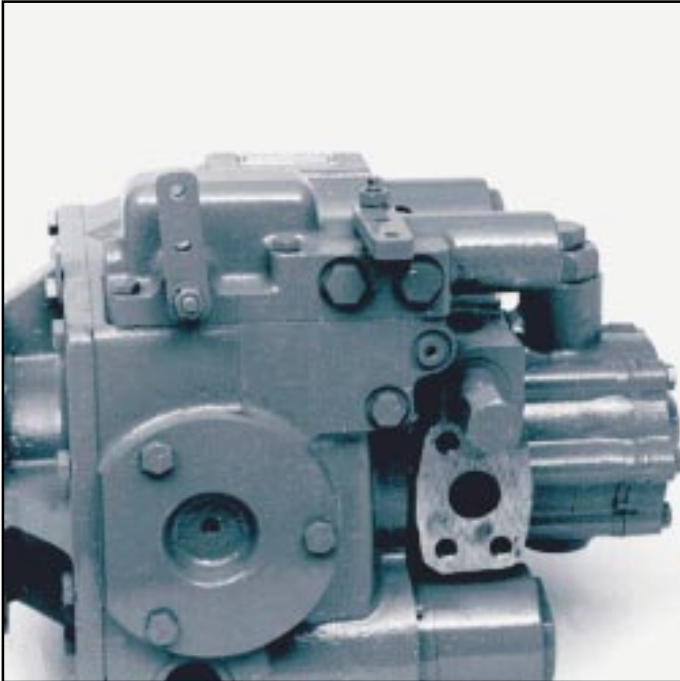
The standard variable pump control is the most common type of control used on heavy duty hydrostatic variable displacement pumps. It is normally actuated by direct mechanical linkages or cables.

A wide band neutral zone controller is available. It expands the center lever position where the pump output is zero flow.



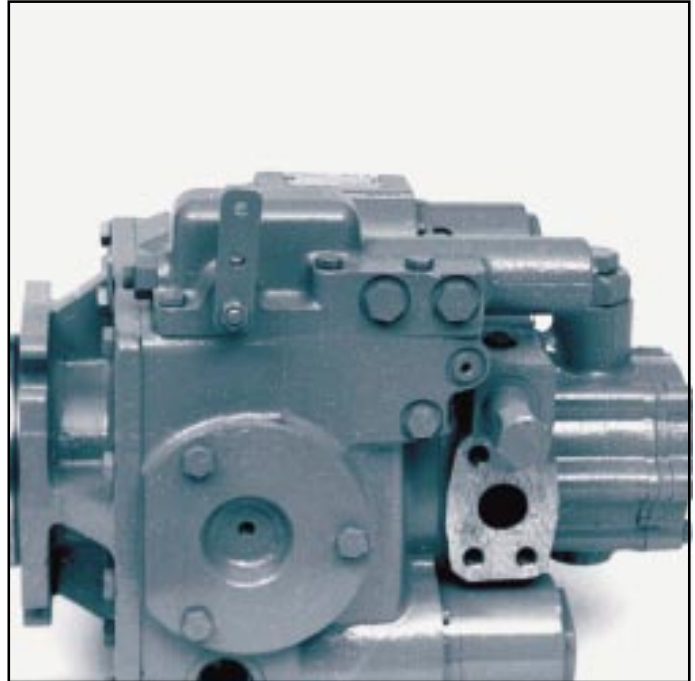
Pump Controls

Standard Control with Inching Valve

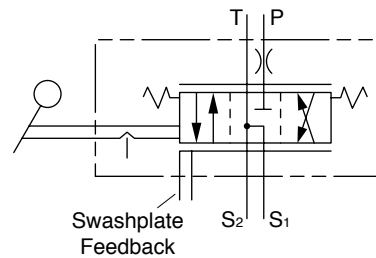
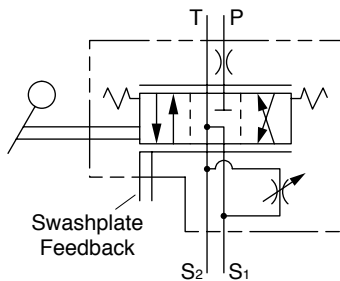


The inching valve is an option that is used in conjunction with the standard variable pump control. This control option would typically be used on a vehicle propel transmission. When the inching valve is operated with a foot pedal it functions like a clutch. A metering orifice in the inching valve's rotary spool cross ports the servo pressure lines providing the operator with smooth acceleration and deceleration.

Standard Control with Neutral Detent

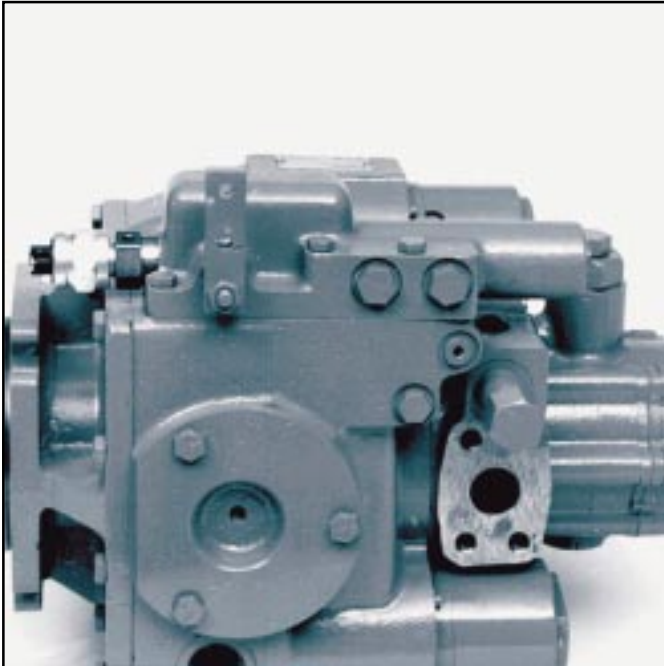


The neutral detent feature on the standard control valve provides a more positive feel when finding neutral. This control is a good choice for transmissions that have long control linkages or cables with varying amounts of free play.

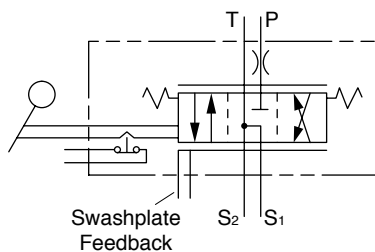


Pump Controls

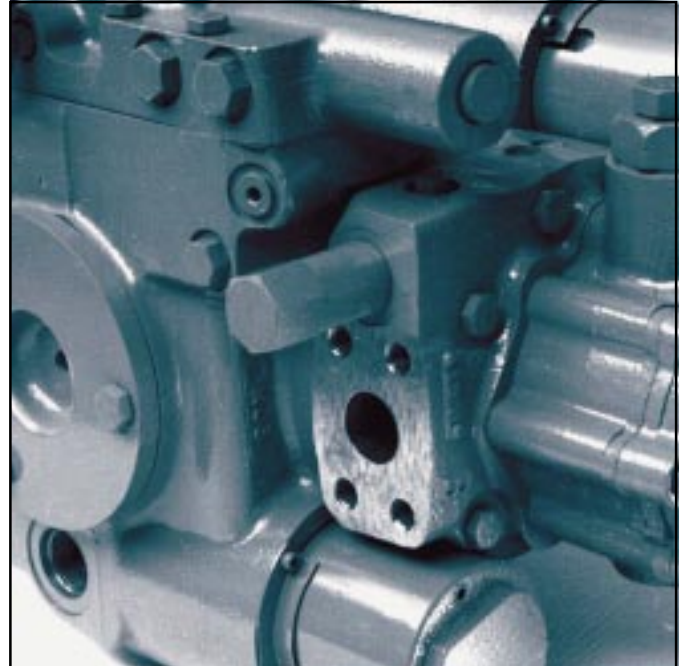
Standard Control with Neutral Lock-out



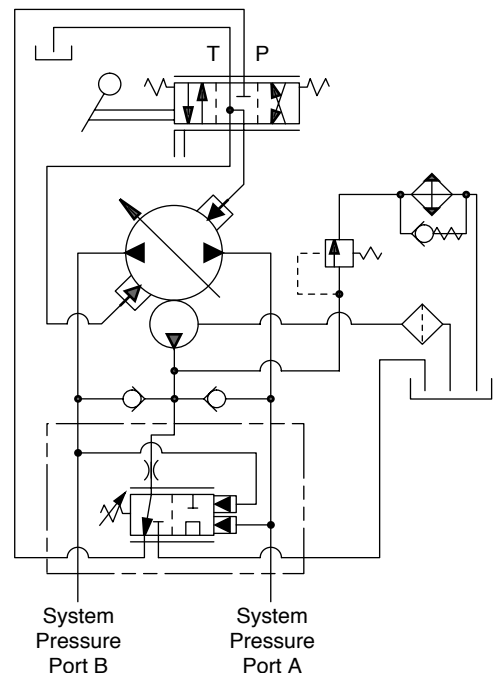
The neutral lock-out feature is an electrical switch that is closed when the transmission is in neutral. This switch can be used to prevent the activation of certain functions that require the pump to be in neutral. The lock-out feature is commonly used to prevent starting the prime mover or activating auxiliary functions. The electrical switch is available as normally open or normally closed.



Internal Pressure Override Control (IPOR)

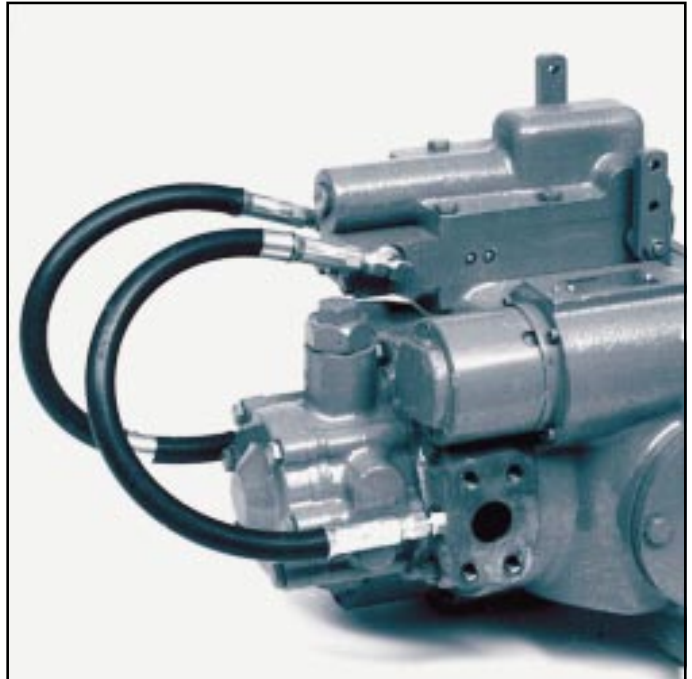


The internal pressure override (IPOR) protects the transmission from running at overload conditions for extended periods. It senses system pressure and allows the pump to destroke if pressures exceed a preset limit. The override pressure setting is shim adjustable. Since the IPOR is built into the pump end cover it is not a field conversion option.

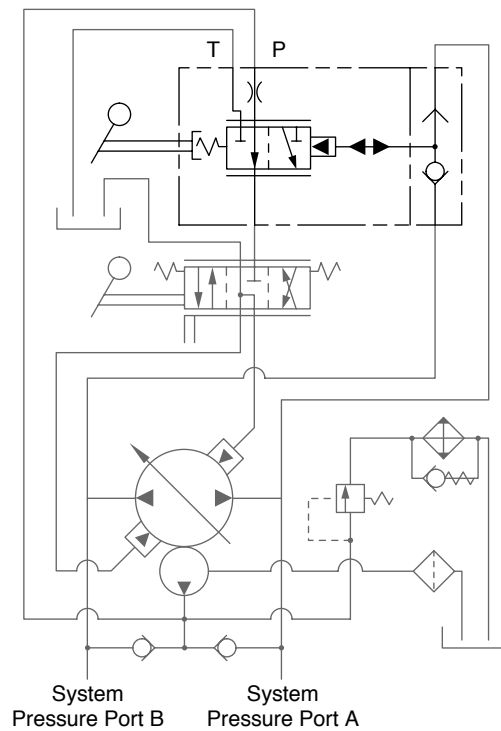


Pump Controls

Remote Pressure Override

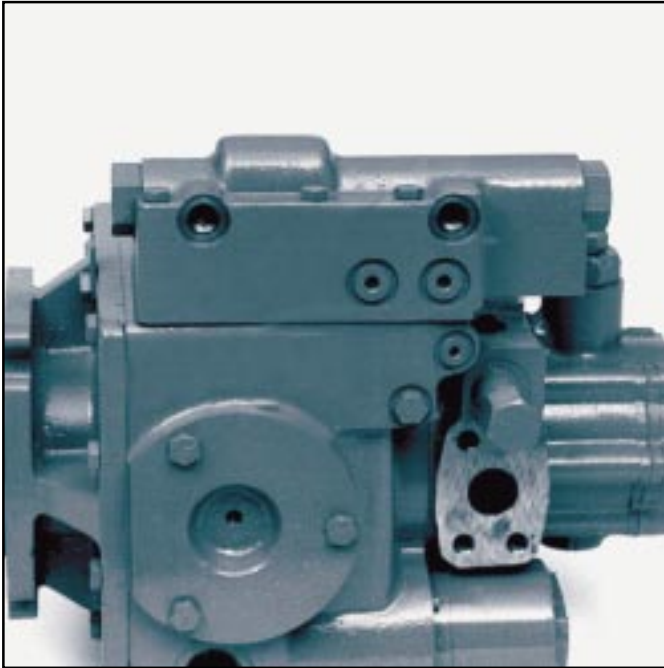


The remote pressure override control provides a means to remotely adjust the pressure setting of the pressure override valve. This control may be used in applications requiring variable system pressure protection to prevent overloads and excessive heat generation. This valve operates similarly to the IPOR control.



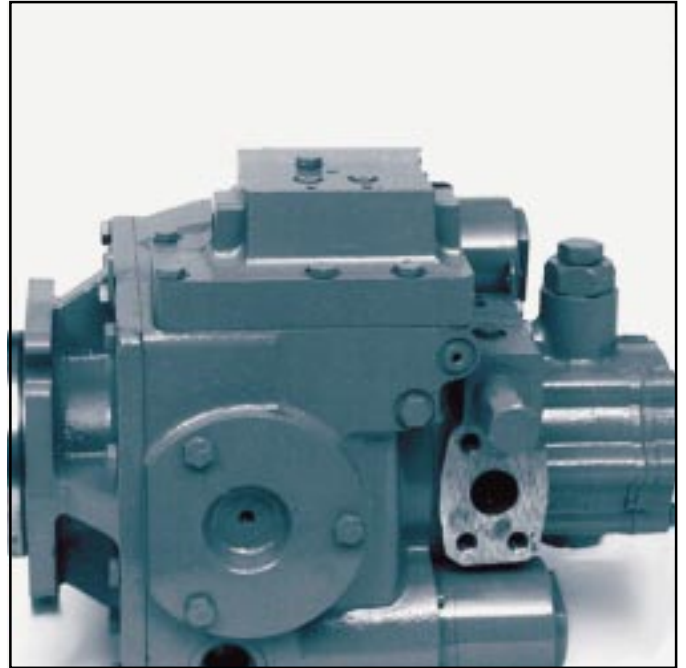
Pump Controls

Hydraulic Remote Control Pump Control

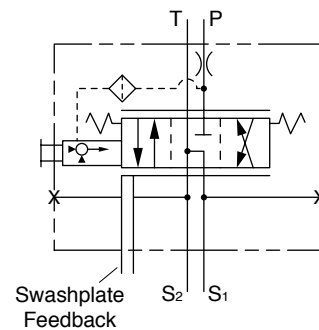
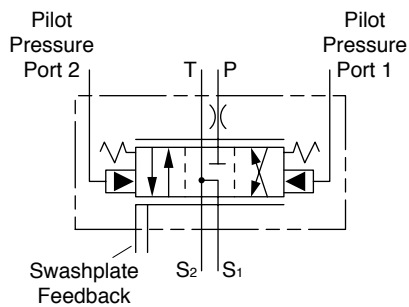


The hydraulic remote control uses a remote pilot pressure signal to move the control spool. This control can be used where cables or mechanical linkages are not feasible.

Electronic Control (ESC)

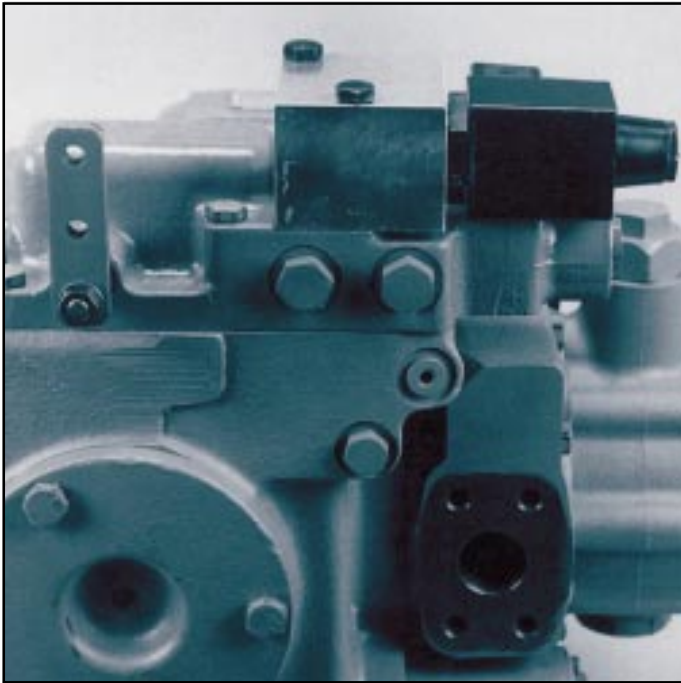


The electronic control (ESC) uses an electrical signal to change the displacement of the variable pump. The input signal may be manually or automatically controlled. The ESC requires a 0 to 100 milliamperes signal.

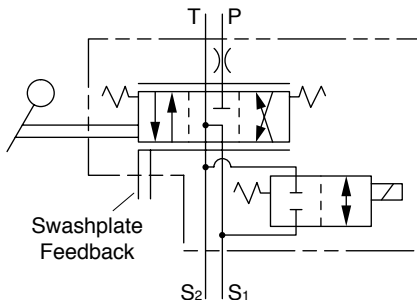


Pump Controls

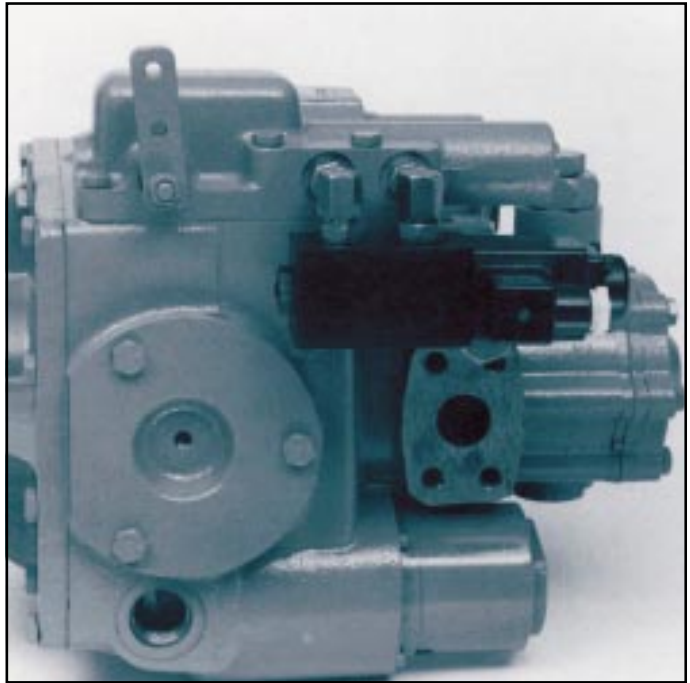
Destroke Control



The heavy duty Destroke Control is a solenoid valve mounted on the standard variable pump control. When energized, the valve cross-ports control pressure allowing centering springs to bring the pump out of stroke. It can be energized with a single switch, push-button, or dead man's switch. The solenoid coil is available in 12 volt or 24 volt DC and normally open and normally closed configurations.



Destroke Solenoid



The heavy duty Destroke Solenoid is available to field convert the standard variable pump control into a destroke control.

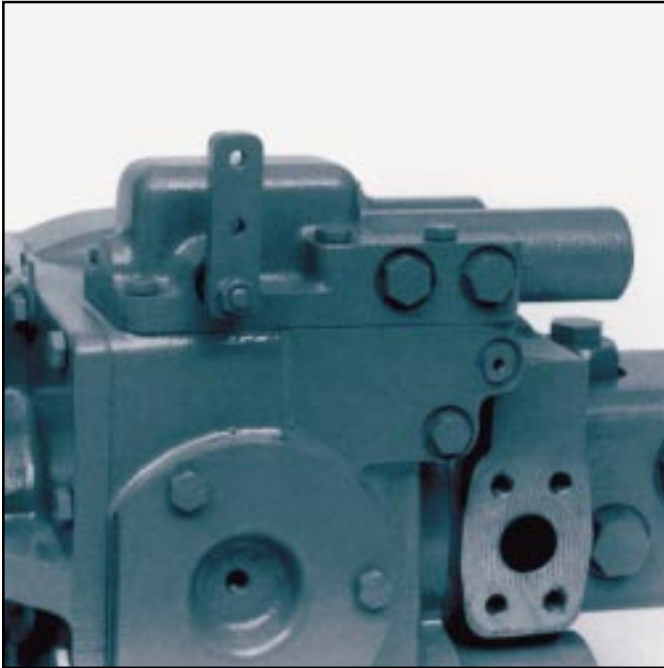
An Anti-Stall Electronics Module is available to drive a normally closed destroke valve. The electronic circuit monitors engine speed. When engine speed drops the anti-stall electronic reduce the pump's displacement.



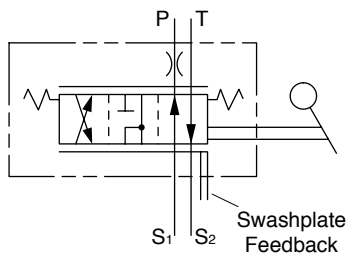
Anti-Stall Electronics Module

Variable Motor Controls

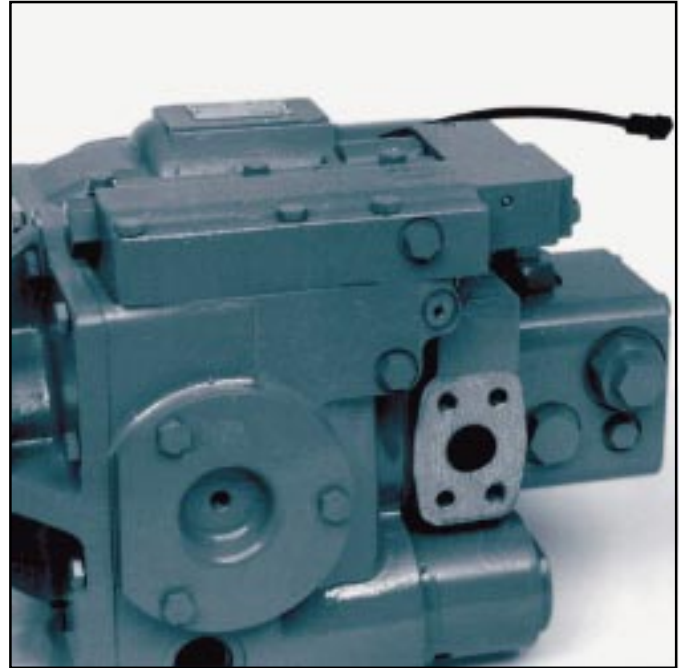
Manual Control



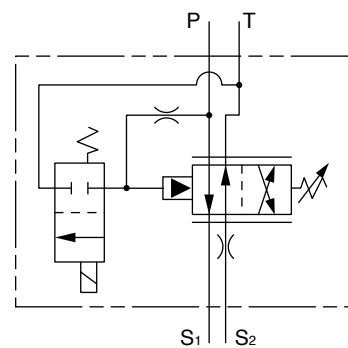
The manual displacement control for variable motors permits remote control of motor displacement using mechanical links or cables. The control operates similarly to the pump manual control, except the motor is biased to maximum displacement when the control handle is in a "neutral" position. Motor displacement may be controlled between maximum and minimum by moving the control lever.



Stroking Valve Control

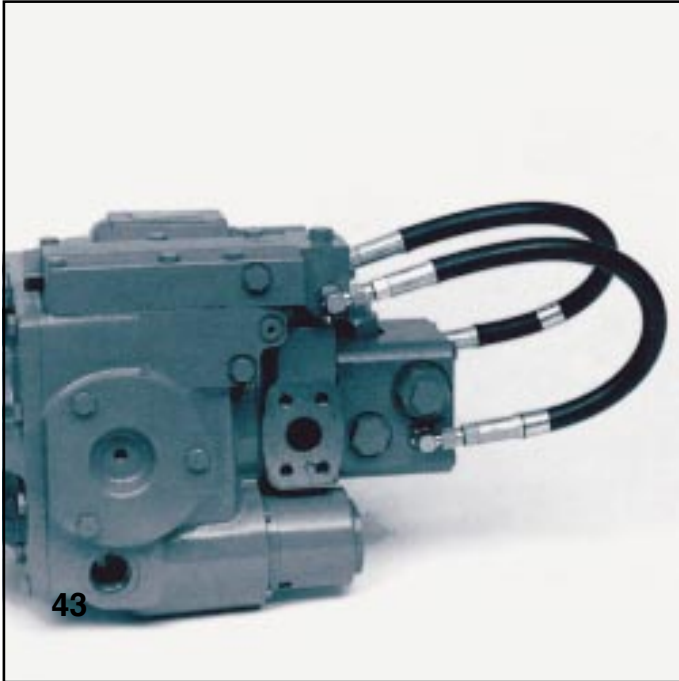


The variable motor stroking control provides a means of controlling motor displacement remotely via an electrical signal. When no electrical signal is supplied to the solenoid valve, the motor will be commanded to maximum displacement to provide maximum torque. Conversely, providing an electrical signal to the solenoid valve will command minimum displacement for maximum output speed. The control is available in 12 volt and 24 volt DC configurations.

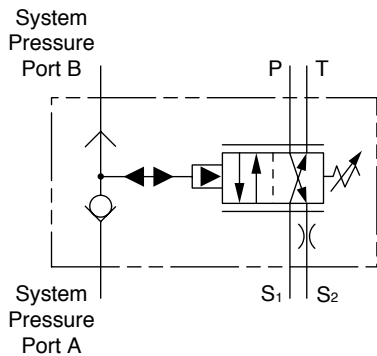


Variable Motor Controls

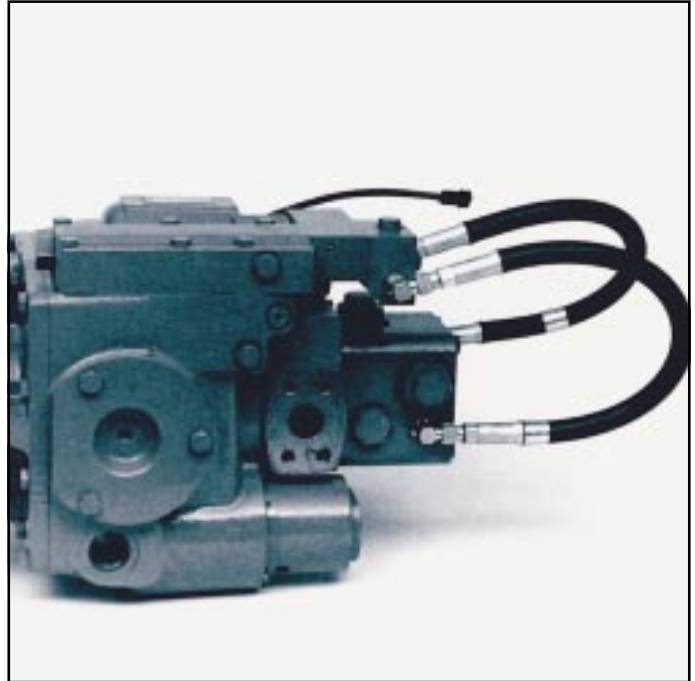
Pressure Response Control



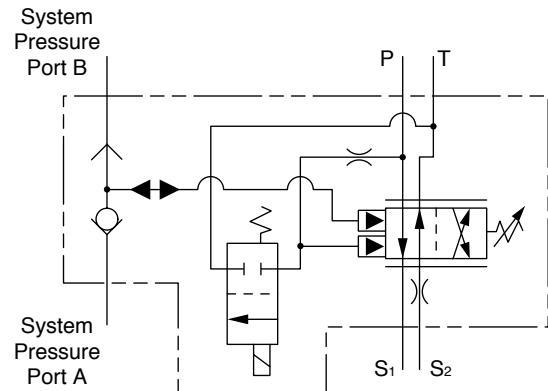
The variable motor pressure response control automatically adjusts motor displacement to meet torque requirements by sensing system pressure. The motor is biased to minimum displacement until system pressure reaches the pressure response setting. The control will then increase motor displacement to maintain the control pressure setting until maximum motor displacement is reached or the load on the system is reduced.



Pressure Response Control with Stroking Valve

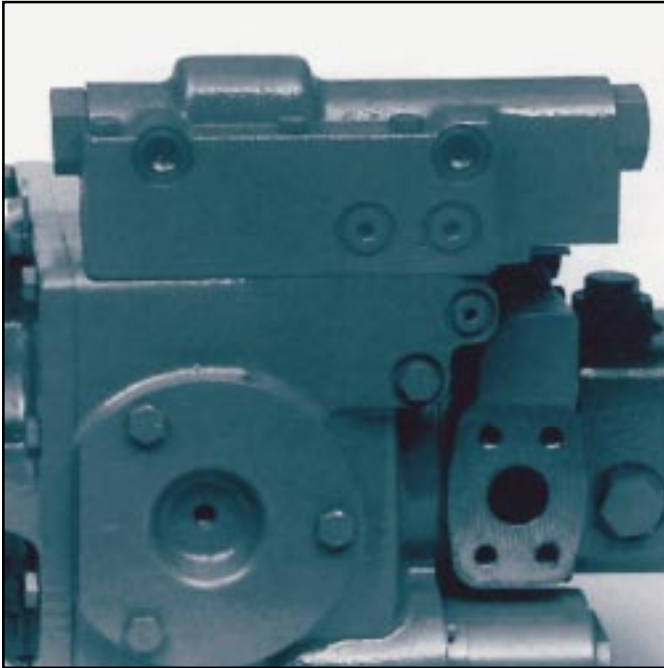


This control valve is a combination of the pressure response control and the stroking valve. With the stroking valve solenoid energized it works like the variable motor pressure response control. De-energize the stroking valve solenoid and the motor goes to full stroke. The control is available in 12 volt and 24 volt configurations.

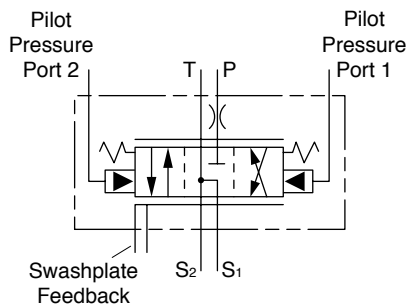


Variable Motor Controls

Hydraulic Remote Control Variable Motor Control



The hydraulic remote control uses a remote pilot pressure to move the control spool. There are two versions of the control available for variable motors. The first version contains a feedback linkage that biases the motor to minimum angle when the pilot pressure is below the control range. The second version contains a feedback linkage that biases the motor to full displacement when the pilot pressure is below the control range. This version permits the use of a single pilot signal to control the displacement of both the pump and motor. The operating pressure ranges of the hydraulic remote controls on pump and motor are selected such that the pump reaches full displacement before the pilot signal begins to reduce the displacement of the variable motor. This system provides infinitely variable speed control range and maximum motor output torque at lower speeds.





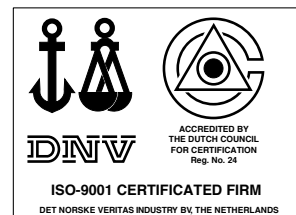
Eaton Corporation is a global manufacturer of highly engineered products that serve industrial, vehicle, construction, commercial and semiconductor markets. Principal products include electrical power distribution and control equipment, truck drivetrain systems, engine components, hydraulic products, ion implanters and a wide variety of controls. Headquartered in Cleveland, the company has 49,000 employees and 143 manufacturing sites in 26 countries around the world. Sales for 1997 were \$7.6 billion.

Information contained in this catalog is accurate as of the publication date and is subject to change without notice. Performance values are typical values. Customers are responsible for selecting products for their applications using normal engineering methods.

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Products in this catalog are
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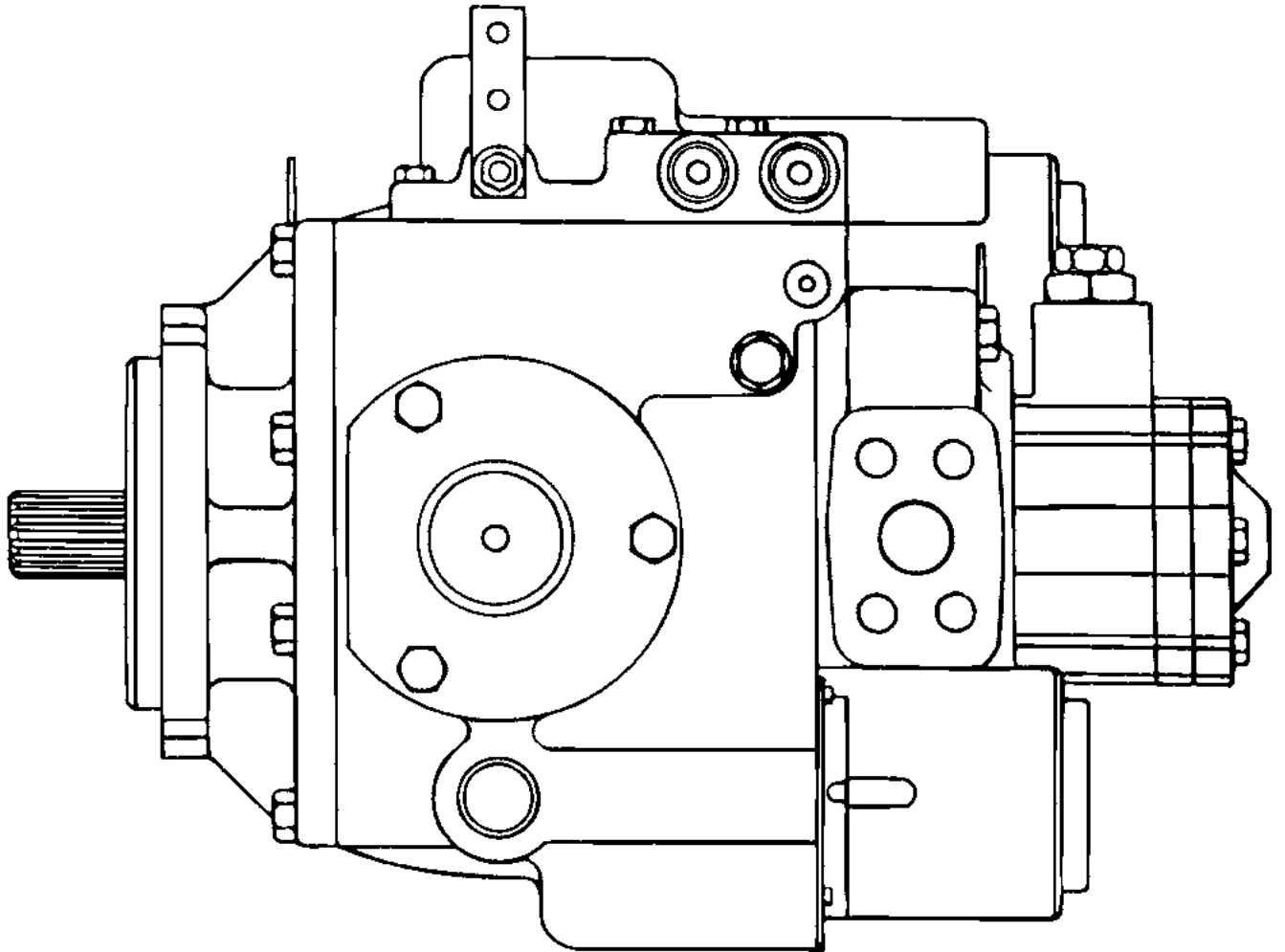


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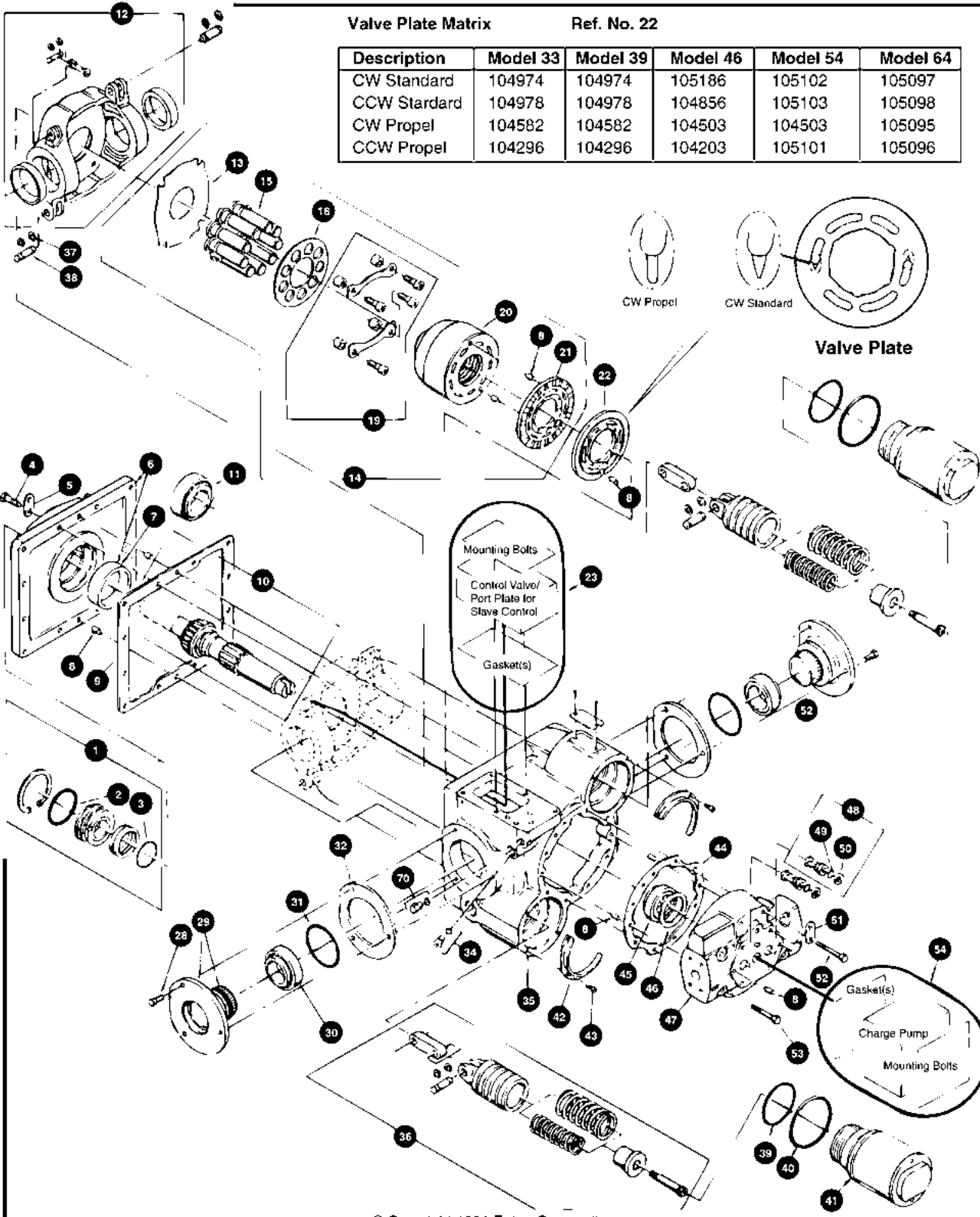
Hydraulics

Hydrostatic Variable Pumps - Series 1, Models 33-64
www.eaton.com/hydraulics

Hydrostatic Variable Pumps - Series 1, Models 33-64



Parts Drawing



Parts List

| Ref. No. | Description | Qty | Model 33 | Model 39 | Model 46 | Model 54 | Model 64 |
|----------|--------------------------|-----|------------|------------|------------|------------|------------|
| 1 | Kit, Shaft Seal | 1 | 990231 | 990231 | 990231 | 990231 | 990231 |
| 2 | O-ring | 1 | 8761-145 | 8761-145 | 8761-145 | 8761-145 | 8761-145 |
| 3 | O-ring | 1 | 104166-131 | 104166-131 | 104166-131 | 104166-131 | 104166-131 |
| 4 | Bolt, Mounting Flange | 12 | 95863-100 | 95863-100 | 95863-100 | 95864-125 | 95864-125 |
| 5 | Strap, Shipping | 2 | 96558 | 96558 | 96558 | 96559 | 96559 |
| 6 | S/A, Mounting Flange | 1 | 104207 | 104207 | 104207 | 103803 | 103803 |
| 7 | Cup, Bearing | 1 | 103232 | 103232 | 103232 | 103808 | 103808 |
| 8 | Dowel | 7 | 98202 | 98202 | 98202 | 98202 | 98202 |
| 9 | Gasket, Mounting Flange | 1 | 8828 | 8828 | 8828 | 8826 | 8826 |
| 10 | S/A, Drive Shaft | 1 | * | * | * | * | * |
| 11 | Bearing Kit, Mtg. Flange | 1 | 990389 | 990389 | 990389 | 990387 | 990387 |
| 12 | S/A, Swashplate | 1 | 104301 | 104226 | 104226 | 104463 | 104463 |
| 13 | Plate, Thrust | 1 | 103236 | 103236 | 103236 | 103809 | 103809 |
| 14 | Kit, Rotating Group | 1 | 990425 | 990425 | 990427 | 990429 | 990431 |
| 15 | S/A, Piston Slipper | 9 | 101073 | 101073 | 104199 | 101077 | 103818 |
| 16 | Plate, Slipper Retaining | 1 | 103244 | 103244 | 104211 | 103853 | 103817 |
| 19 | Kit, Series 1 Hold Down | 1 | 990416 | 990416 | 990416 | 990417 | 990417 |
| 20 | Kit, Cylinder Barrel | 1 | 909412 | 990412 | 990413 | 990414 | 990415 |
| 21 | Plate, Bearing | 1 | 103241 | 103241 | 104198 | 103852 | 103814 |
| 22 | Plate, Valve | 1 | * | * | * | * | * |
| 23 | Option, Control | 1 | ** | ** | ** | ** | ** |
| 28 | Bolt, Trunnion | 6 | 95863-088 | 95863-088 | 95863-088 | 95864-088 | 95864-088 |
| 29 | S/A, Trunnion | 2 | 103982 | 103982 | 103982 | 23591 | 23591 |
| 30 | Kit, Trunnion Bearing | 2 | 990024 | 990024 | 990024 | 990024 | 990024 |
| 31 | O-ring | 3 | 8761-231 | 8761-231 | 8761-231 | 8761-234 | 8761-234 |
| 32 | Shim Pack, Trunnion | 2 | 9900012 | 990012 | 990012 | 990013 | 990013 |
| 34 | S/A, O-ring Plug | 1 | 25083-004 | 25083-004 | 25083-004 | 25083-004 | 25083-004 |
| 35 | Housing | 1 | 101838 | 101838 | 101838 | 103805 | 103805 |
| 36 | S/A, Servo Pison | 2 | 104401 | 104401 | 104401 | 102638 | 102638 |
| 37 | Retaining Ring, External | 4 | 95820-056 | 95820-056 | 95820-056 | 95820-056 | 95820-056 |
| 38 | Pink, Linkage | 2 | 95654 | 95654 | 95654 | 95654 | 95654 |
| 39 | O-ring | 2 | 8761-143 | 8761-143 | 8761-143 | 8761-234 | 8761-234 |
| 40 | O-ring | 2 | 8761-147 | 8761-147 | 8761-147 | 8761-237 | 8761-237 |
| 41 | Kit, Servo Sleeve | 2 | 990037 | 990037 | 990037 | 990038 | 990038 |
| 42 | Retainer, Servo | 2 | 95675 | 95675 | 95675 | 95844 | 95844 |
| 43 | Screw, Cap | 6 | 95890-038 | 95890-038 | 95890-038 | 95890-038 | 95890-038 |
| 44 | Gasket, End Cover | 1 | 8734 | 8734 | 8734 | 103042 | 103042 |
| 45 | Kit, End Cover Bearing | 1 | 990014 | 990014 | 990014 | 990016 | 990016 |
| 46 | Shim Pack, Shaft | 1 | 990017 | 990017 | 990017 | 990019 | 990019 |
| 47 | End Cover | 1 | * | * | * | * | * |
| 48 | S/A, Check Valve | 2 | 101187 | 101187 | 101187 | 101187 | 101187 |
| 49 | O-ring | 2 | 8765-113 | 8765-113 | 8765-113 | 8765-113 | 8765-113 |
| 50 | Ring, Back-up | 2 | 8770-113 | 8770-113 | 8770-113 | 8770-113 | 8770-113 |
| 52 | Bolt, End Cover | 6 | 103090-275 | 103090-275 | 103090-275 | 103091-300 | 103091-300 |
| 53 | Bolt, End Cover | 2 | 103090-150 | 103090-150 | 103090-150 | 103091-200 | 103091-200 |
| 54 | Charge Pump | 1 | ** | ** | ** | ** | ** |
| 70 | S/A, O-ring Plug | 1 | 25090-004 | 25090-004 | 25090-004 | 25090-004 | 25090-004 |

* See charts on opposite page and back page for specific part number.

** See separate parts list for specific part number.

EATON
 PARTS INFORMATION
 HYDROSTATIC VARIABLE PUMPS
 SERIES 1, MODELS 33 THRU 64
 NO. 6-608

EACH ORDER MUST INCLUDE
 THE FOLLOWING INFORMATION

1. Product Number
2. Date Code
3. Part Name
4. Part Number
5. Quantity of Parts

HOW TO ORDER
 REPLACEMENT PARTS

Drive Shaft Matrix Ref. No. 10

| Description | Model 33 | Model 39 | Model 46 | Model 54 | Model 64 |
|------------------|----------|----------|----------|----------|----------|
| 1-1/2 Str. Keyed | 104897 | 104897 | 104897 | 105074 | 105074 |
| 1-3/8 Tapered | 104954 | 104954 | N/A | 105054 | 105054 |
| 1-3/8 Tapered* | 105210 | 105210 | N/A | N/A | N/A |
| 14T-12/24P | 104204 | 104204 | 104204 | 105050 | 105050 |
| 14T-12/24P* | 104961 | 104961 | 104961 | 105072 | 105072 |
| 21T-16/32P | 104586 | 104586 | 104586 | 105068 | 105068 |
| 21T-16/32P* | 104933 | 104933 | 104933 | N/A | N/A |
| 23T-16/32P | 104504 | 104504 | 104504 | 105064 | 105064 |
| 23T-16/32P* | N/A | N/A | N/A | 104375 | 104375 |

101540 - 3/8 Square Key (for 1-1/2 Straight Keyed Shaft)
 101017 - Woodruff Key (for 1-3/8 Tapered Shafts)
 96898 - Slotted Nut (for 1-3/8 Tapered Shafts)
 *With Splined Drive End for B Pad Charge Pump

End Cover Matrix Ref. No. 47

| Description Main Ports | Model 33 | Model 39 | Model 46 | Model 54 | Model 64 |
|-------------------------------|----------|----------|----------|----------|----------|
| 1 inch Code 61 | 50515 | 50515 | 104209 | 50517 | 105080 |
| 1 inch Code 61 w/Pressure Tap | 101433 | 101433 | 104210 | 101415 | 105107 |
| 1 inch Code 61 IPOR S/A | 103152 | 103152 | 105017 | 103100 | 105177 |
| 1 inch Code 62 | 101331 | 101331 | 104577 | 102182 | 105081 |
| 1 inch Code 62 IPOR S/A | 104913 | 104913 | | 103466 | 105142 |
| 1 inch Code 62 w/Pressure Tap | 101441 | 101441 | | 101958 | |
| 1 inch O-ring | 101490 | 101490 | 104265 | 101492 | |

Code 61 - SAE Code 61, Split Flange, 3000 PSI, Drilled and Tapped for 3/8-16 UNC 2B Thread Bolt
 Code 62 - SAE Code 62, Split Flange, 6000 PSI, Drilled and Tapped for 7/16-14 UNC 2B Thread Bolt

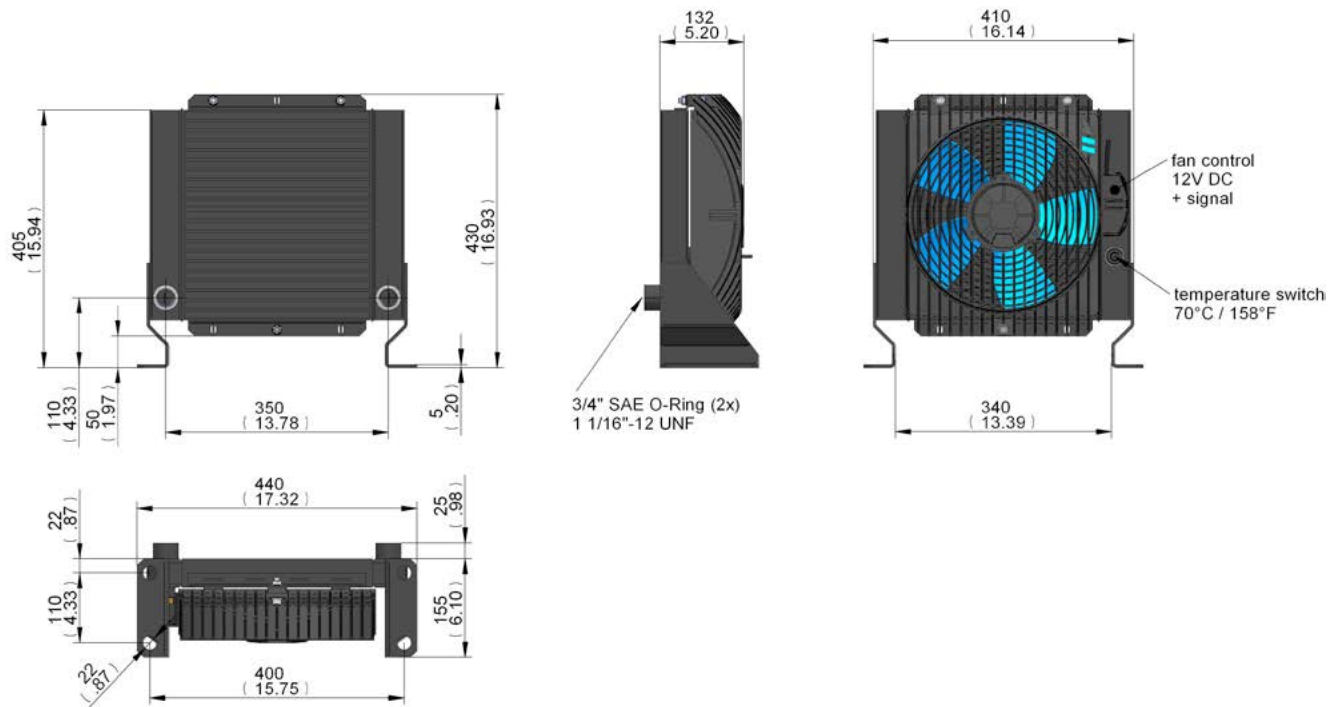
Eaton
 14615 Lone Oak Road
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 Fax: 952 974-7722
 www.hydraulics.eaton.com

Eaton
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 Fax: (61) 3 9318 5714

Eaton
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 Hampshire PO9 2NB
 England
 Tel: (44) 23 92 486 451
 Fax: (44) 23 92 487 110

Oil/Air Cooler TT 10X

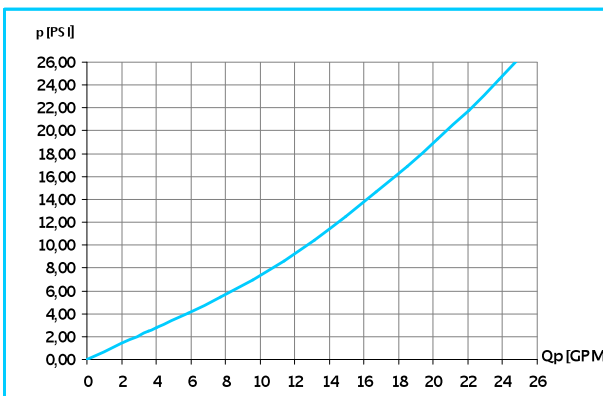
12V DC with temperature control



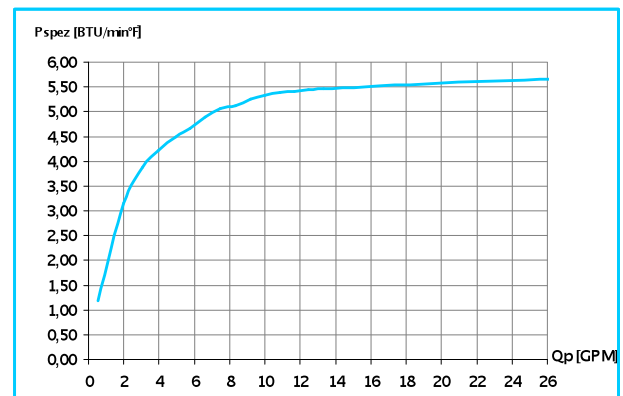
Technical Data

| order number | description | power [HP] | current [A] | protection | revolution [rpm] | air flow [SCFM] | noise level [dB(A)] | weight [lbs] |
|--------------|---------------|------------|-------------|------------|------------------|-----------------|---------------------|--------------|
| ASATT10UD01X | TT 10X 12V DC | 0.15 | 8.4 | IP 68 | 2650 | 800 | 78 | 17.6 |

pressure drop radiator at 150 SSU



specific cooling performance



radiator

| | |
|----------------------------|----------------------------------|
| material: | aluminium |
| working temperature range: | -5°F to +210°F (oil temperature) |
| air fin shape: | wavv |
| working pressure: | 26 bar / 375PSI |

This data sheet shows a technical overview of our products. Please contact us if more exact information is needed. As we are constantly improving our products, their characteristics, dimensions and weights may also change, although we do our best to incorporate these changes continually. The information in this data sheet is intended to be used as a first general guideline only. asa assumes no liability for any information therein, any errors, omissions, misprints, nor any direct or indirect damages, losses or costs resulting therefrom. The cooling performance and the general technical values indicated in this catalogue are measured at a test bench according to asa testing procedures. Because there is no standardized testing procedure, tests used by other manufacturers could have different results. Due to different conditions in testing and application environments the cooling performance may also vary by +/- 15%. Therefore we recommend all coolers to be checked under the system operating conditions. This is also true of vibrations and mechanical stress as well as for pressure peaks and thermal stress and any other relevant factors.



EXTREME DUTY LIFT SYSTEM

Standard Chute Block

Auxiliary Hydraulic Gear Pump

EXTREME DUTY CHUTE LIFT SYSTEM

On Extreme Duty trucks, your main chute hydraulics are operated through the open center chute lift block. Located in the front pedestal, it receives its fluids from the auxiliary gear pump. This block continually allows fluid circulation to the reservoir. It simply diverts fluid to the raise/lower side of the chute cylinder. In the event that you need to check the hydraulic pressure on the chute lift system, you must insert a gauge on the hose going from the block to the cylinder.

Use only approved Hydraulic Fluid – Do Not Use ATF OR ENGINE OIL

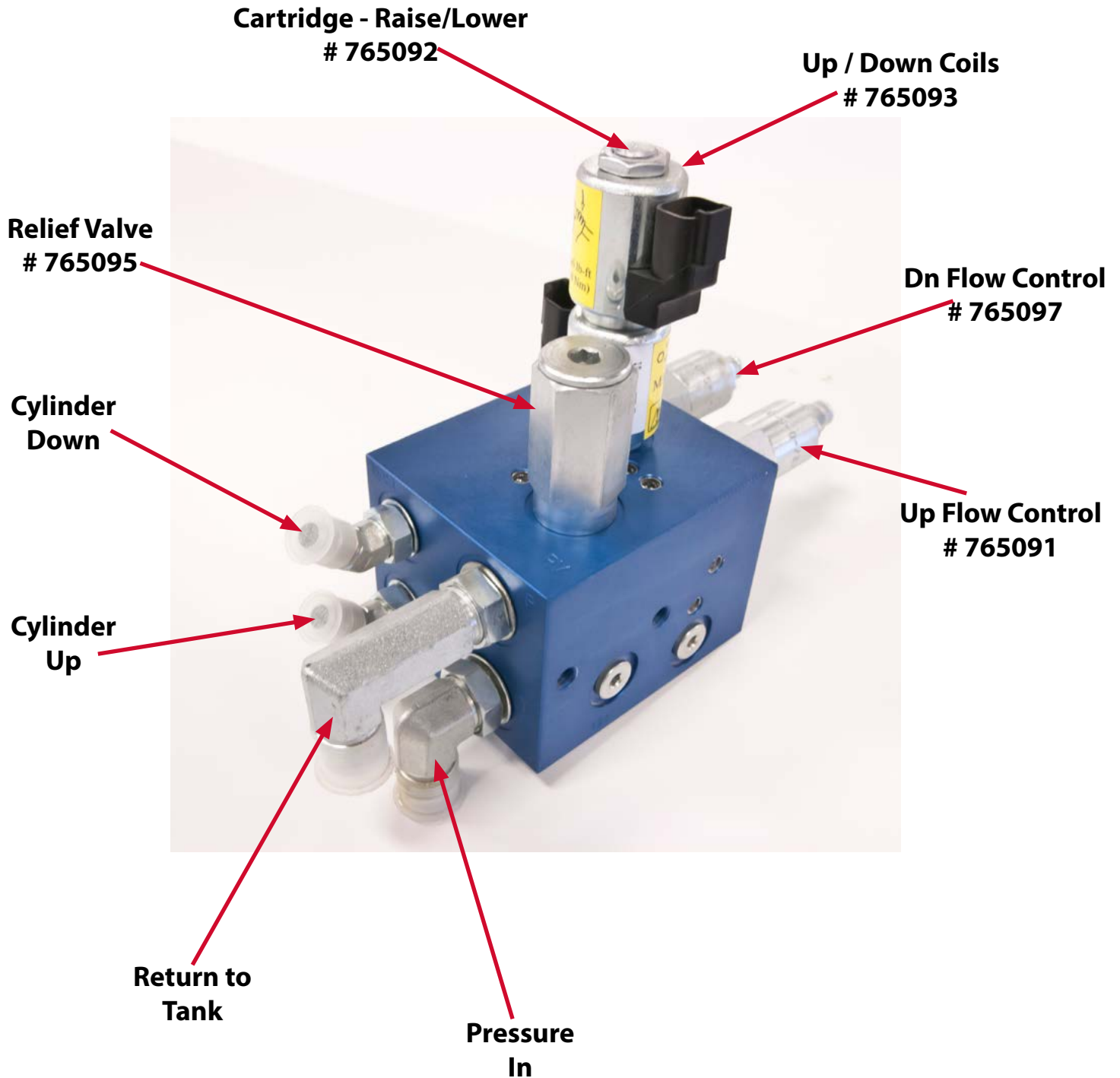
Con-Tech trucks come factory filled with Chevron Rando HD ISO 68.

For parts, refer to pages 22 & 23 in the Con-Tech parts book.

If you have any service issues, call Con-Tech service @ 507-374-2239.

Please observe ALL OSHA lockout-tag out procedures when performing any type of work or maintenance on your vehicles.

EXTREME DUTY CHUTE LIFT SYSTEM





AUXILIARY HYDRAULIC GEAR PUMP

The auxiliary hydraulic gear pumps function is to provide fluid to the chute lift block to operate the chute lift hydraulics. It is fed directly from the suction filter and runs directly into the chute lift block, back to the reservoir.

Use only approved Hydraulic Fluid – Do Not Use ATF OR ENGINE OIL

Con-Tech trucks come factory filled with Chevron Rando HD ISO 68.

For parts, refer to pages 20 & 21 in the Con-Tech parts book.

If you have any service issues, call Con-Tech service @ 507-374-2239.

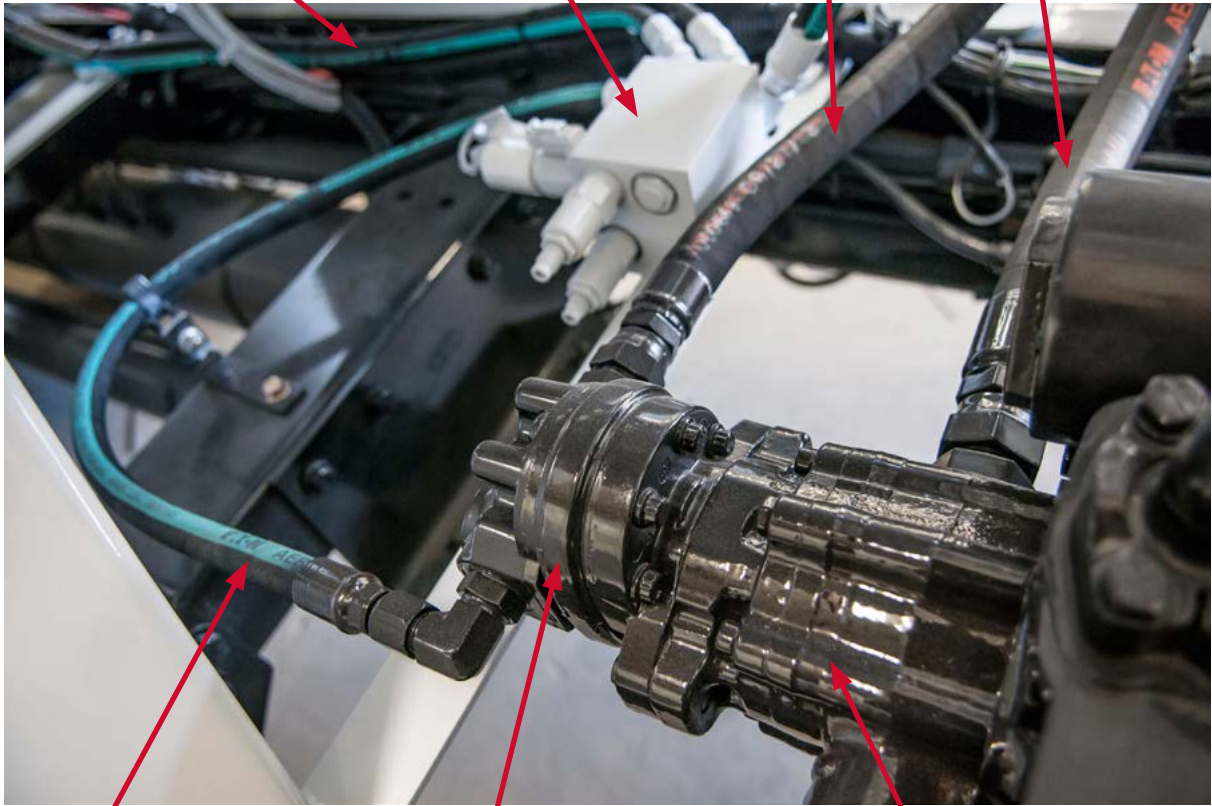
Please observe ALL OSHA lockout-tag out procedures when performing any type of work or maintenance on your vehicles.

AUXILIARY HYDRAULIC GEAR PUMP

**Chute Lift
Cylinder Lines**
#6 hose size

**Chute Lift
Block**
765100

From Suction Filter
#12 hose size #16 hose size



**Line to Chute
Lift Block #8 hose size**

**Auxiliary Gear
Pump**
745301

**Hydraulic Charge
Pump**

BridgeKing® Axle Chute System

High Pressure Filter Assembly

Parker Auxiliary Pump

BridgeKing® Combo Block

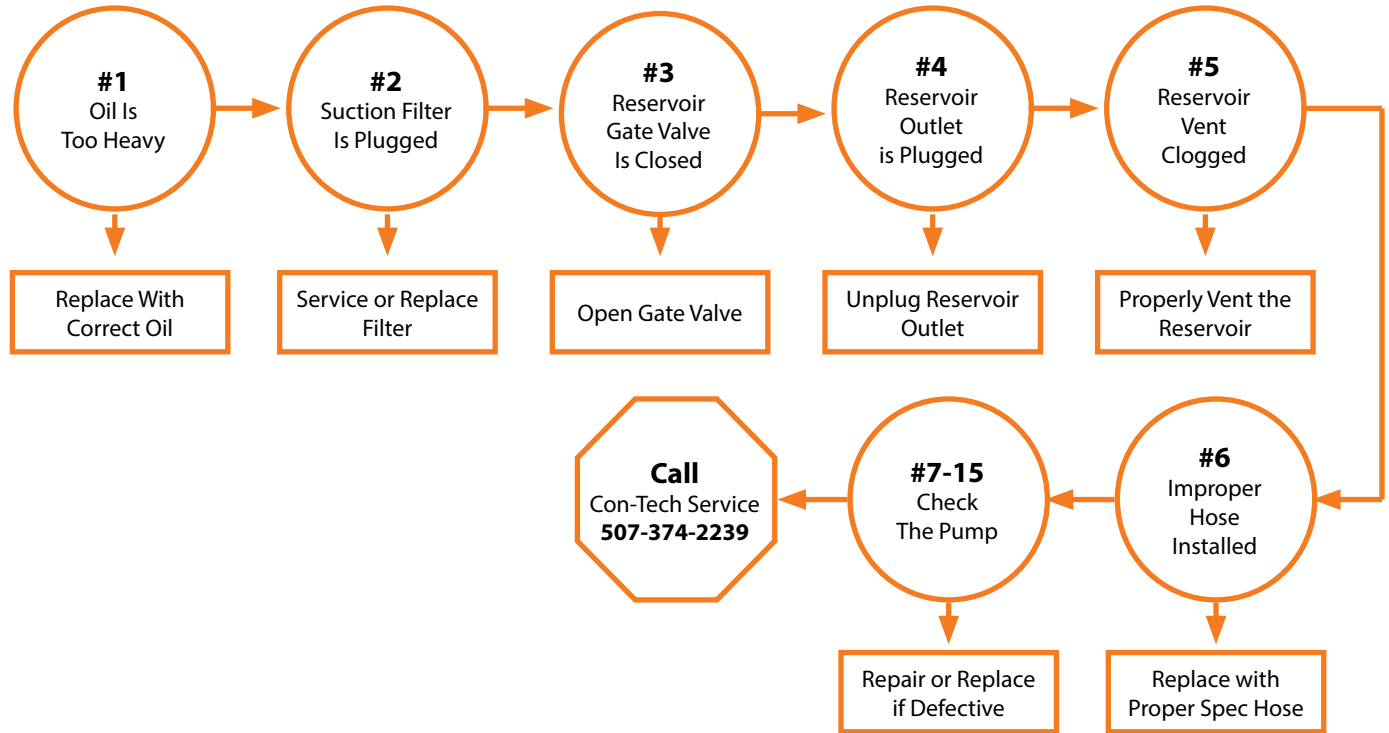
High Flow Block

CB4 Block

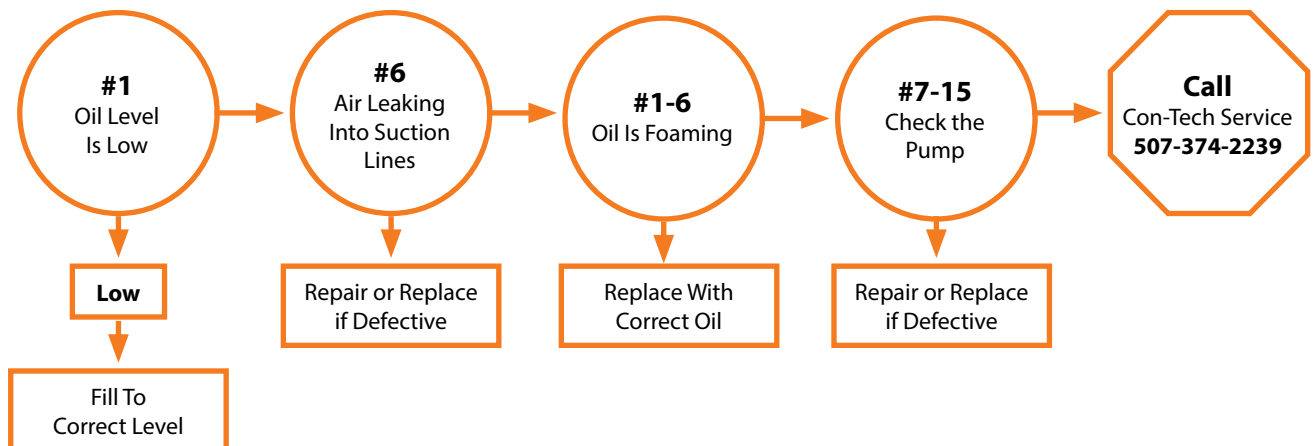
Proximity Switches for Trailer / Chutes

TROUBLESHOOTING BRIDGEKING HYDRAULICS

PUMP NOISE DUE TO CAVITATION...



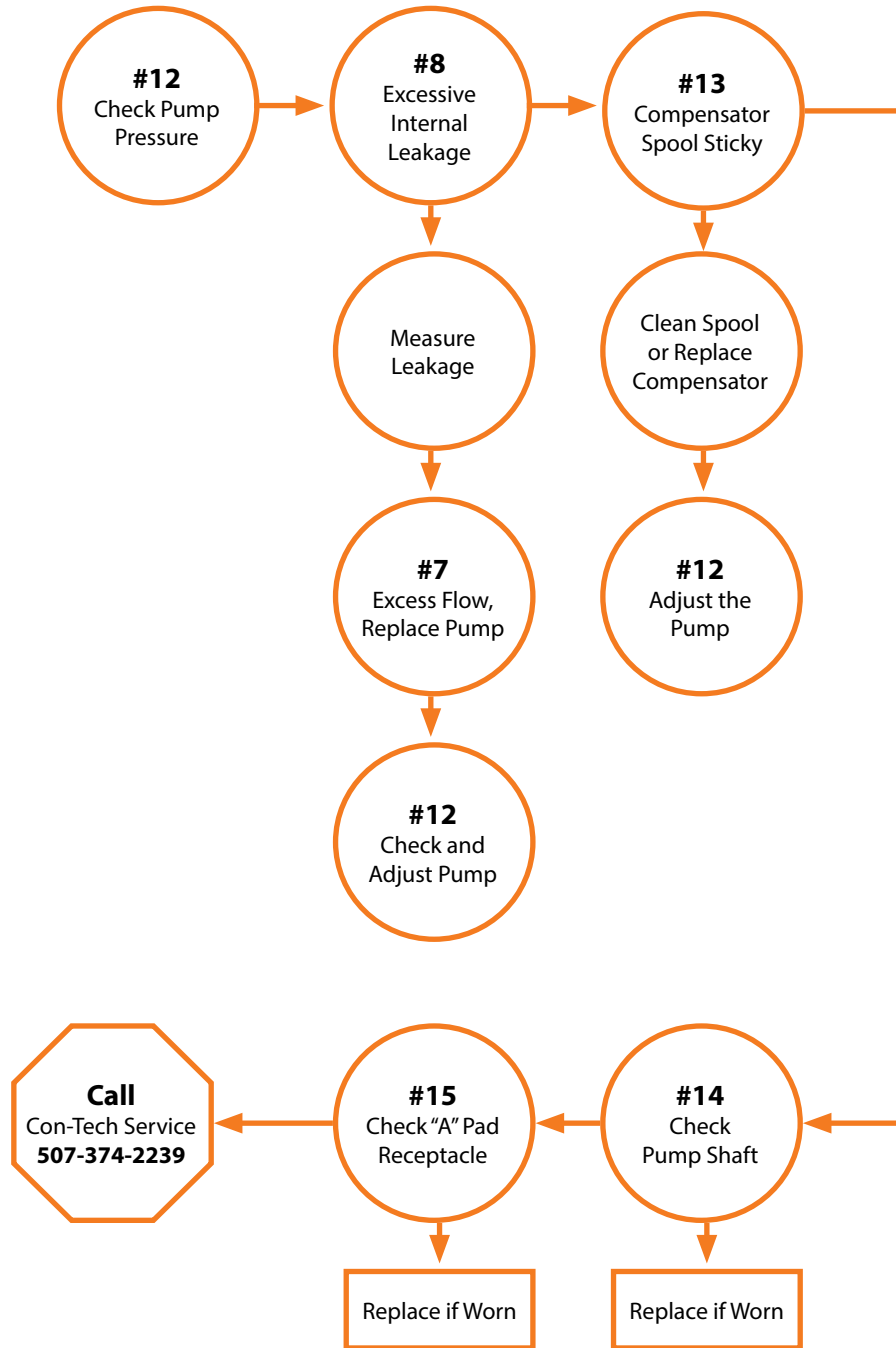
PUMP NOISE DUE TO AERATION...



See BridgeKing® Hydraulics Steps and Actions for Additional Information.

TROUBLESHOOTING BRIDGEKING® HYDRAULICS

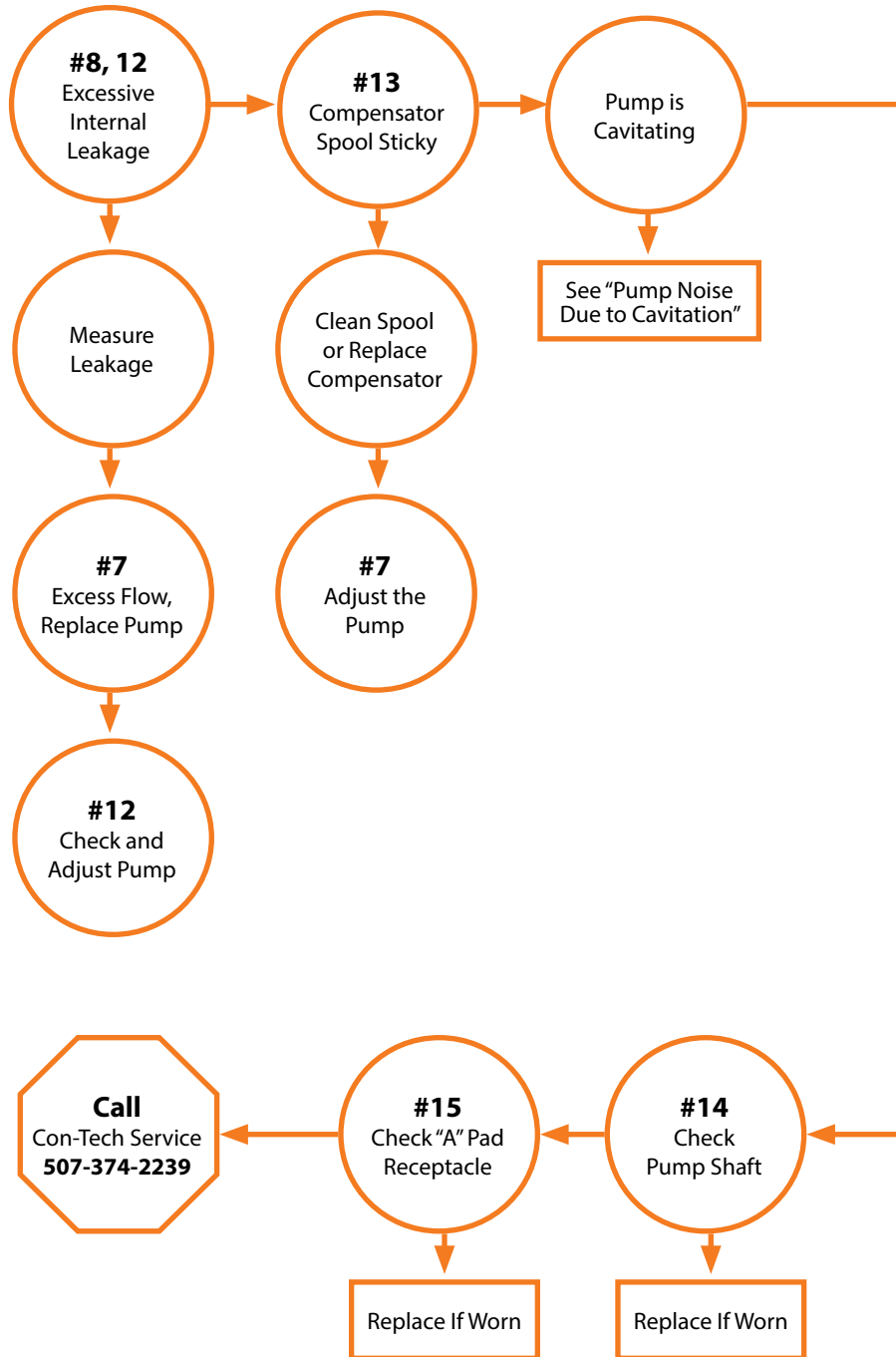
PUMP WILL NOT BUILD ADEQUATE PRESSURE...



See BridgeKing® Hydraulics Steps and Actions for Additional Information.

TROUBLESHOOTING BRIDGEKING® HYDRAULICS

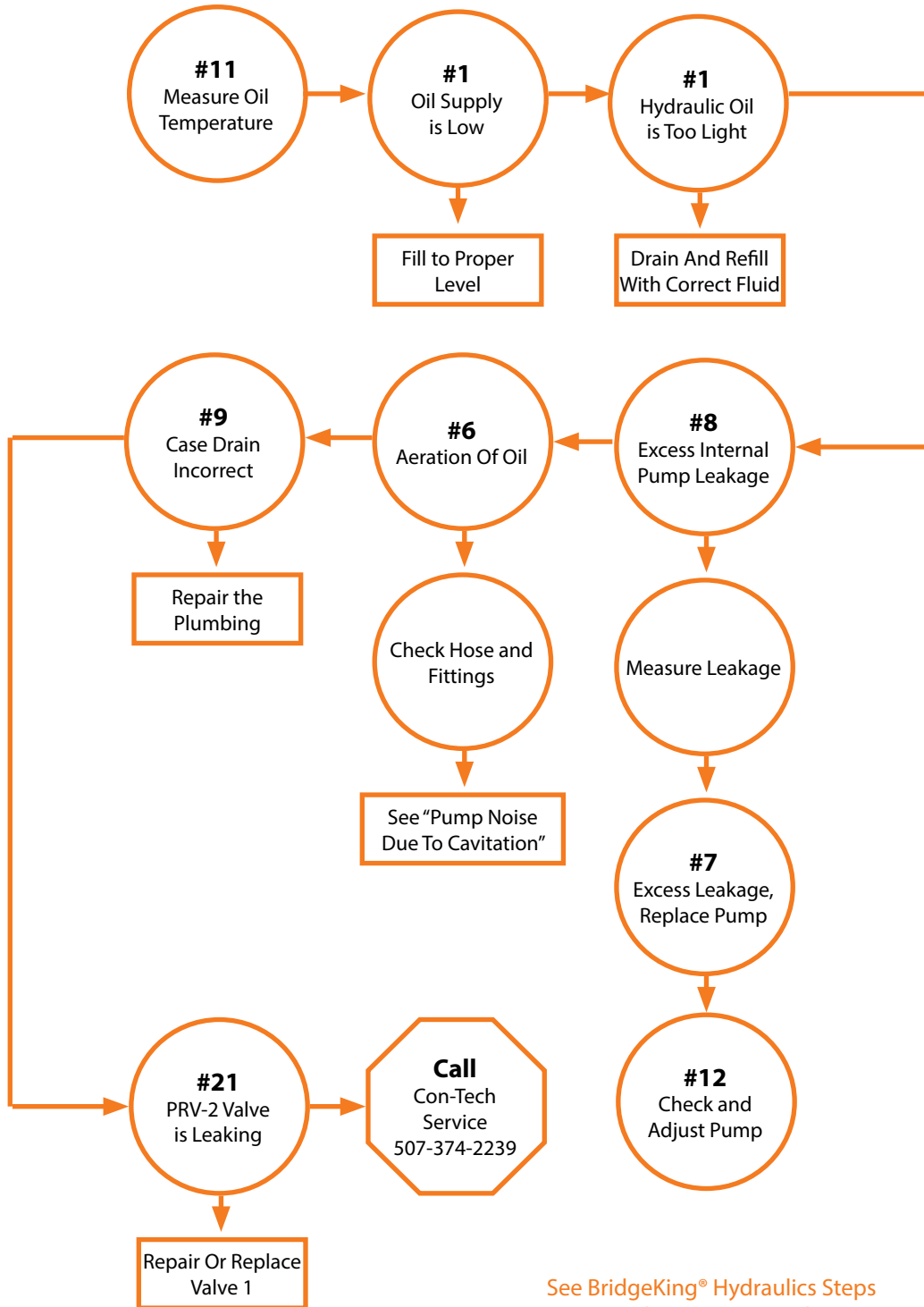
PUMP WILL NOT DEVELOP ADEQUATE FLOW...



See BridgeKing® Hydraulics Steps and Actions for Additional Information.

TROUBLESHOOTING BRIDGEKING® HYDRAULICS

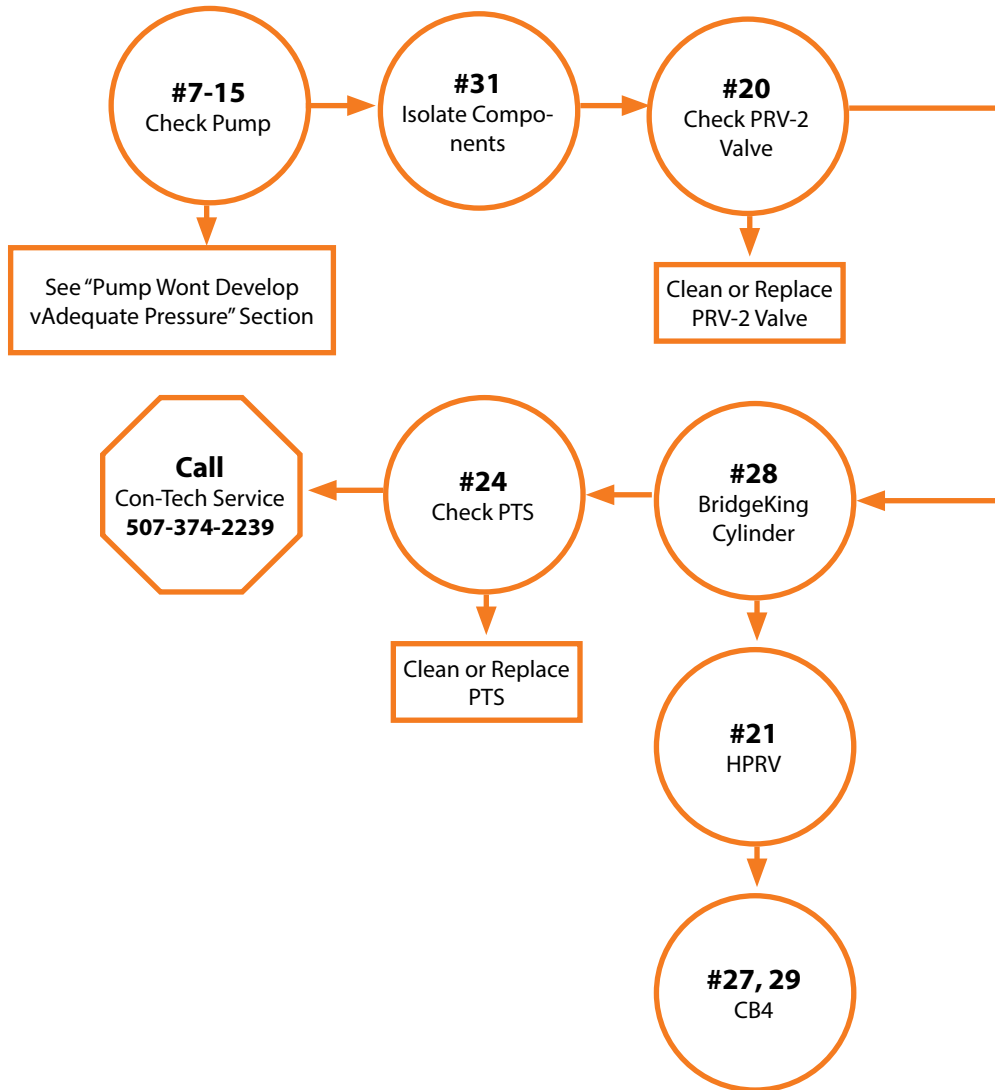
BRIDGEKING® SYSTEM IS OVERHEATING...



See BridgeKing® Hydraulics Steps and Actions for Additional Information.

TROUBLESHOOTING BRIDGEKING® HYDRAULICS

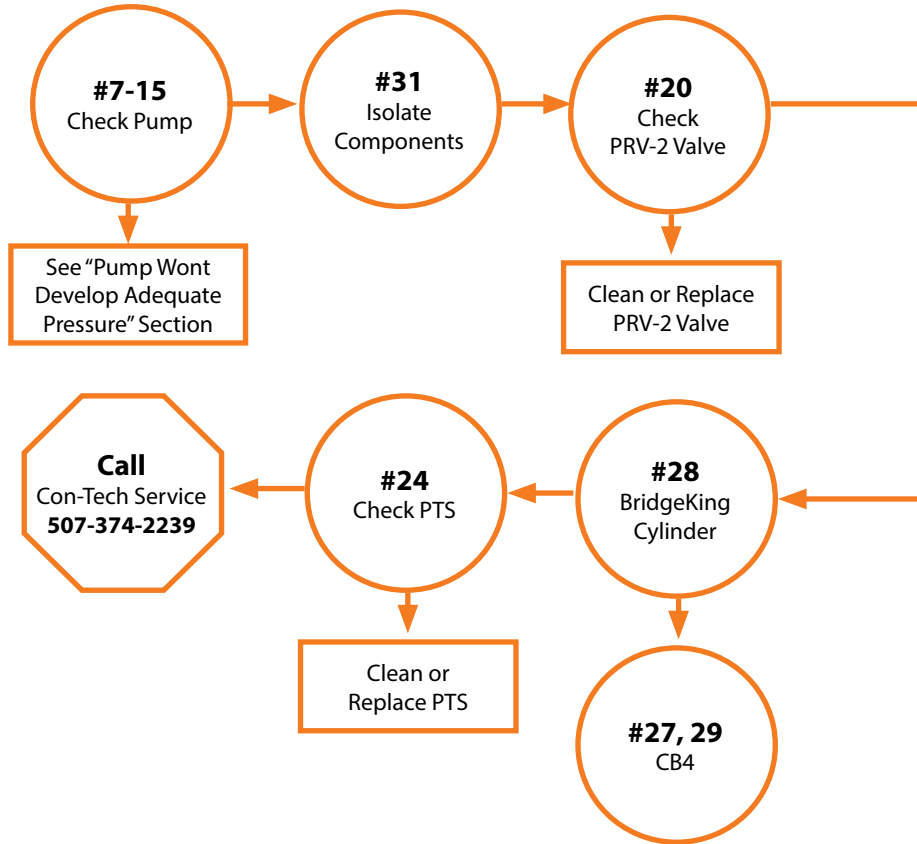
BRIDGEKING® DOES NOT BUILD ADEQUATE PRESSURE IN TRAILER DOWN POSITION...



See BridgeKing® Hydraulics Steps
and Actions for Additional Information.

TROUBLESHOOTING BRIDGEKING® HYDRAULICS

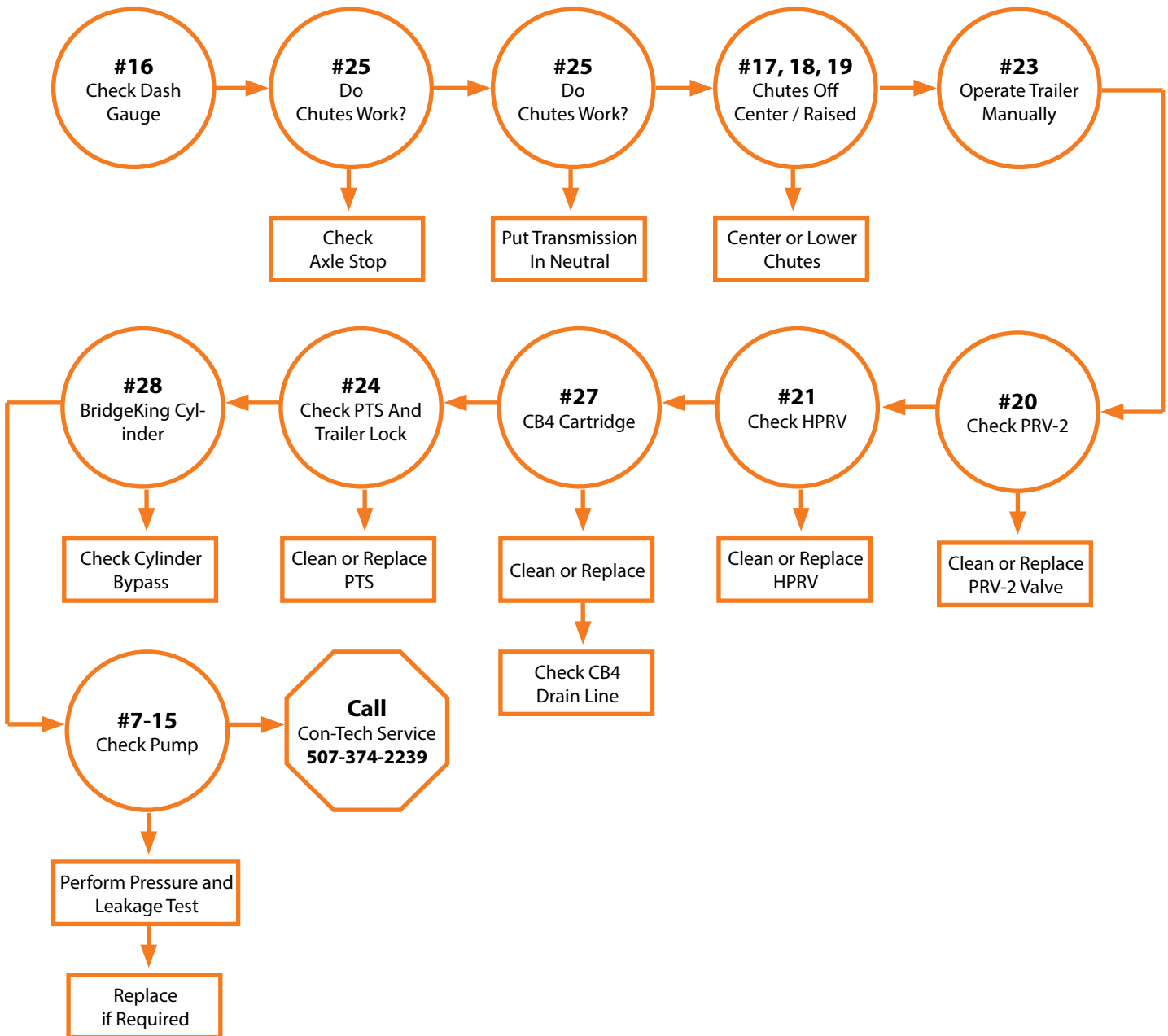
BRIDGEKING® DOES NOT BUILD ADEQUATE PRESSURE IN TRAILER UP POSITION...



See BridgeKing® Hydraulics Steps
and Actions for Additional Information.

TROUBLESHOOTING BRIDGEKING® HYDRAULICS

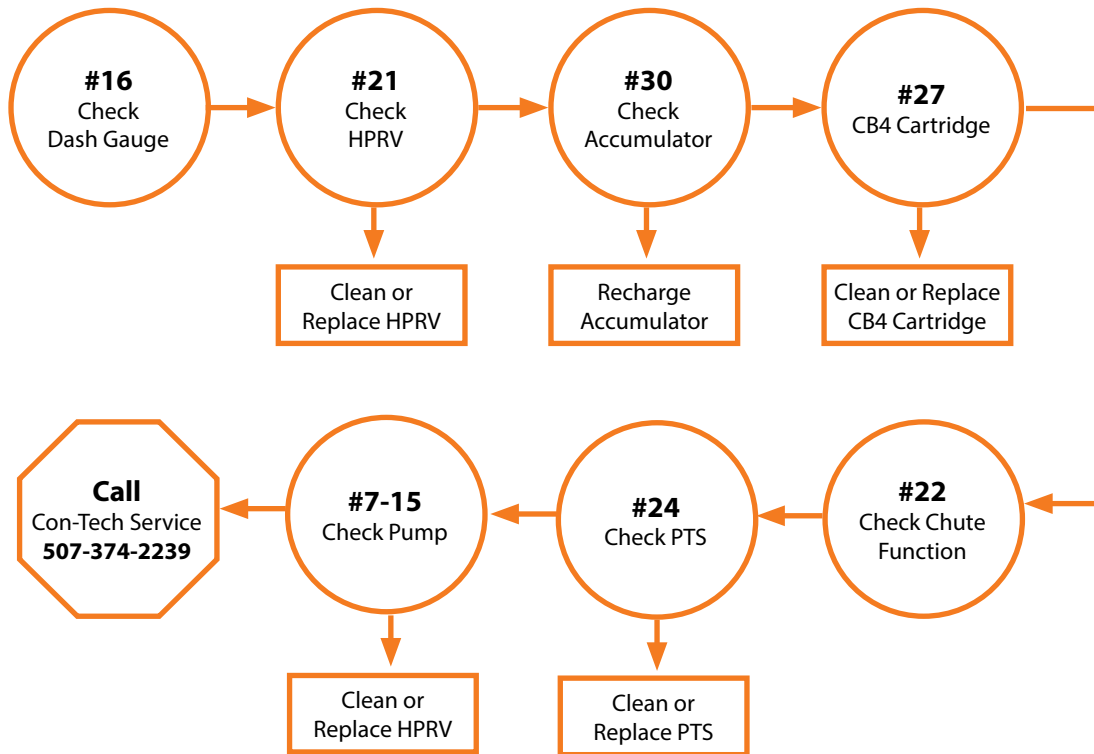
BRIDGEKING® TRAILER WON'T LOWER OR LOWERS SLOWLY...



See BridgeKing® Hydraulics Steps and Actions for Additional Information.

TROUBLESHOOTING BRIDGEKING® HYDRAULICS

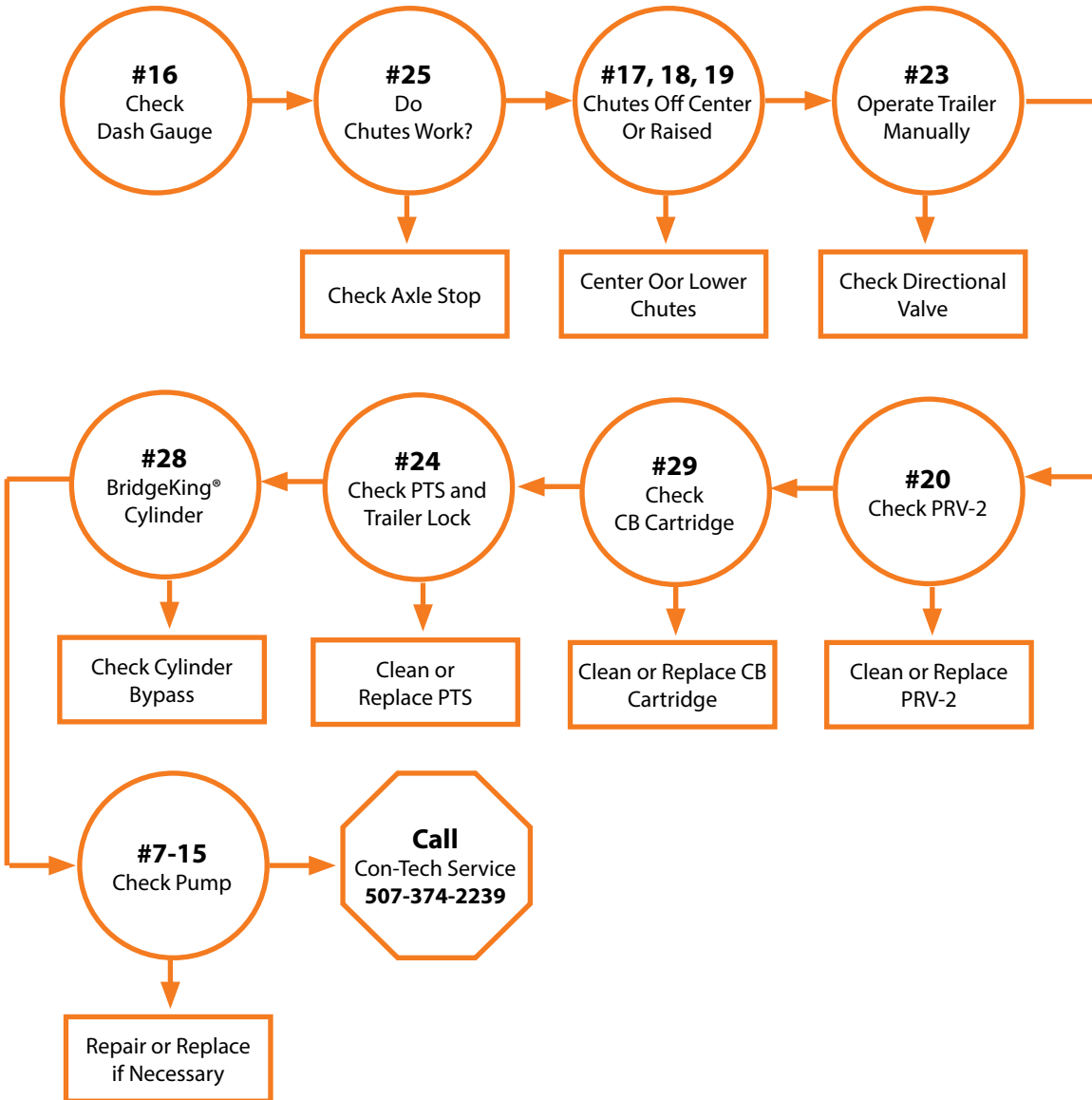
BRIDGEKING® TRAILER LOWERS SLOWLY OR HESITATES BEFORE LOWERING...



See BridgeKing® Hydraulics Steps
and Actions for Additional Information.

TROUBLESHOOTING BRIDGEKING® HYDRAULICS

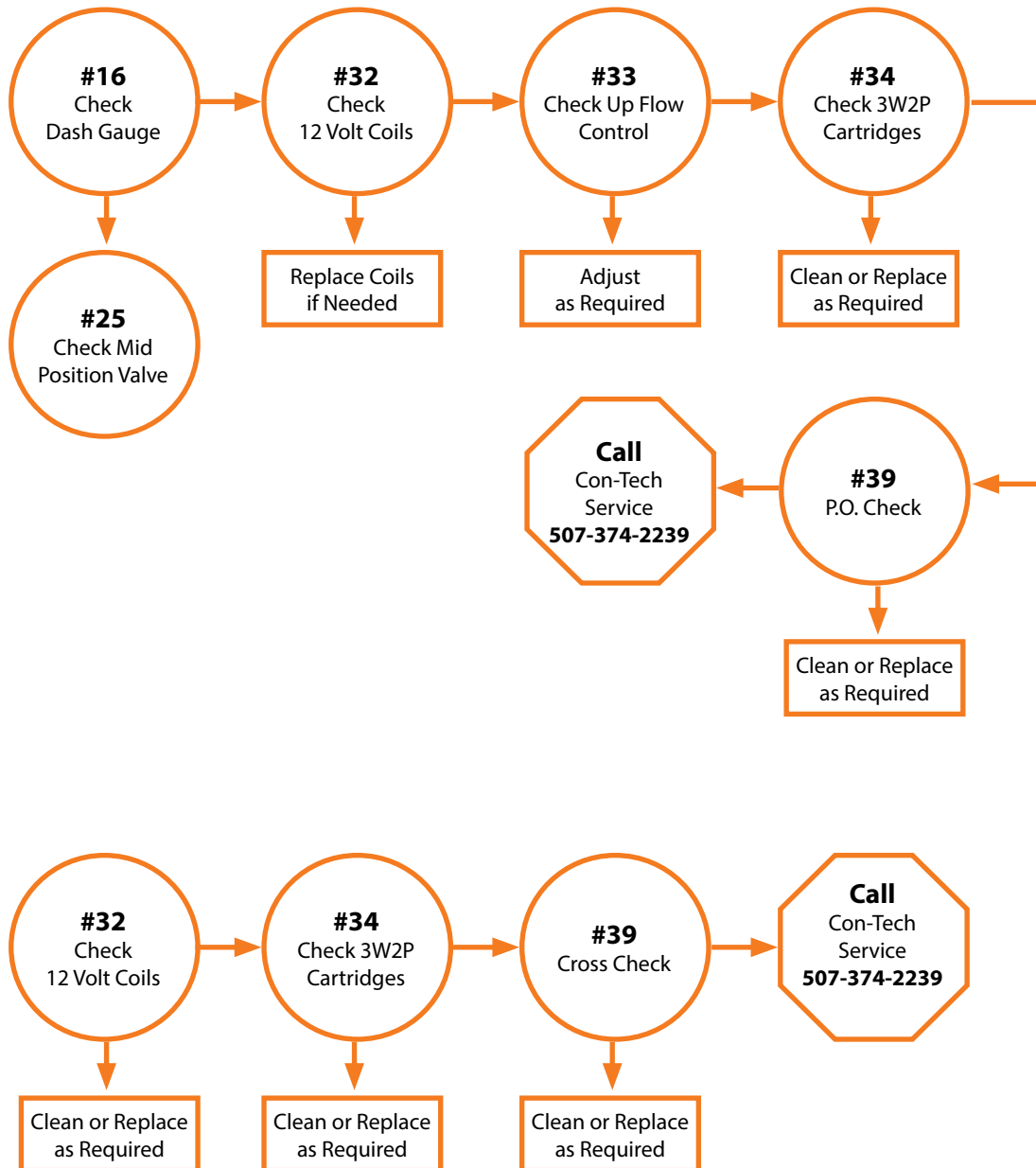
BRIDGEKING® TRAILER WON'T RAISE OR TRAILER RAISES SLOWLY...



See BridgeKing® Hydraulics Steps
and Actions for Additional Information.

TROUBLESHOOTING BRIDGEKING® HYDRAULICS

BRIDGEKING® CHUTES WON'T RAISE - DOUBLE ACTING CYLINDER...



See BridgeKing® Hydraulics Steps and Actions for Additional Information.

BRIDGEKING® HYDRAULICS STEPS AND ACTIONS

- 1. Oil viscosity incorrect , low or wrong specification**
 - a. Change to proper ISO spec oil for outside temperature
 - b. ISO 68 (SUS 55-60 below 80 degrees F)
 - c. ISO 100 (SUS 60-65 above 80 degrees F)
 - d. Change oil and filters after first 100 hours in service and every six months thereafter
 - e. Refill reservoir to proper level
 - f. Use only approved Hydraulic Fluid –
Do Not Use ATF OR ENGINE OIL
 - g. Contact the Con-Tech service department for oil specs
- 2. Gate valve on reservoir closed**
 - a. Turn counter clockwise until fully open
 - b. When fully open install tie wrap to prevent vibration from closing gate valve
- 3. Reservoir outlet plugged**
 - a. Oil must flow freely from reservoir outlet
- 4. Reservoir vent clogged**
 - a. Clean or replace 10 micron breather cap on reservoir
 - b. 10 micron cap
 - c. If breather cap is not installed on your Con-Tech reservoir, install breather cap to properly vent the reservoir.
- 5. Check for proper hose**
 - a. SAE100R4 suction hose should be installed between the reservoir and pump
 - b. Hose should be the same diameter and length as original hose
 - c. Improper hose size or rating may collapse under suction
 - d. Inspect for air leaks on suction side
 - e. Inspect fittings for air leaks
 - f. Inspect spin on filter gasket for air leaks
- 6. Install new pump**
 - a. Lightly lubricate spline on pump with moly grease or equivalent before installing
 - b. Compensator will require adjustment (see step #12)
 - c. Pre fill pump case and hoses
- 7. Excessive internal leakage**
 - a. Remove case drain line pump and measure volume flowing from case drain when pump is at operating temperature
 - b. Measure volume for 15 seconds and multiply by 4 to get your flow per minute
 - c. Normal case drain is 1.0 gpm on a new pump
 - d. Maximum allowable case drain is 2.5 gpm
 - e. Contact the Con-Tech service department
- 8. Case drain incorrectly plumbed**
 - a. Current plumbing routes the pressure compensated pump case drain directly to the reservoir
 - b. All BridgeKing® pump case drains must go direct to the reservoir
- 9. Call the Con-Tech service department for assistant at 507-374-2239**
- 10. Measure oil temperature**
 - a. Measure oil temperature in the reservoir with an infra red heat gun or candy thermometer
 - b. Determine if the heat is caused by hydrostatic system or BridgeKing® hydraulic system
 - c. Maximum temperature should be outside temperature plus 100 degrees F
 - d. Ideal oil temperature should be 170 degrees F- 180 degrees F

BRIDGEKING® HYDRAULICS STEPS AND ACTIONS

11. Check pump pressure

- a. Deadhead pump pressure line at Parker Filter inlet with a 0 – 5,000 psi gauge
- b. Pressure should be adjusted at the compensator
- c. Pressure should be the maximum required amount on the BridgeKing® Axle Placard +100 psi

12. Compensator spool sticky

- a. Remove spool and clean
- b. Check compensator spring
- c. Compensator spool should move freely in bore
- d. LH and RH PC compensator are the same but mounted opposite
- e. Use new O-ring for the installation

13. Check pump shaft

- a. Check spline for worn spline
- b. Replace shaft if worn
- c. A-Pad receptacle on the Eaton A-Pad may also be worn

14. Check A-Pad receptacle

- a. Check for worn receptacle
- b. Replace receptacle if worn
- c. PC pump shaft will also be worn

15. Check cab gauge pressure

- a. 1,000+ psi minimum pressure typically required to move trailer up and down
- b. This is approximately the minimum setting of the PRV-2
- c. If there is no pressure in the cab gauge, the optional mid position axle stop valve may be activated and neither the trailer or chutes will function

16. Check red chute light

- a. If chute hazard LED light is on, chute is not centered or fully lowered
- b. If the chute is down, centered, & light remain on

1. Unplug chute center prox, if light goes out, replace the prox
2. If light remains on, replace the prox relay located in the in-cab control box (C48)

17. Check adjustment PRV-2 valve

- a. The pressure should reach compensated pressure when the PRV-2 is turned fully clockwise with trailer in the up position
- b. Minimum pressure when PRV-2 is turned fully counter clockwise should be approximately 1,000 psi
- c. Maximum pressure should be the maximum pressure on the BridgeKing® placard plus 100 psi
- d. The PRV-2 can be cleaned and flushed with WD40 (**Do not use a parts washer!**)
- e. Replace the PRV-2 if necessary

18. Check High Pressure Relief Valve (HPRV)

- a. The HPRV is located on the High Flow Block on the barrel end of the BridgeKing® trailer cylinder
- b. If the HPRV is leaking, partial flow may be going to the reservoir and preventing full pressure from building up in the down mode - this condition will typically cause heat and slow trailer down speed
- c. The HPRV can be cleaned and flushed with WD40 (**Do not use a parts washer!**)
- d. Replace the HPRV cartridge if it is leaking

19. Check chute function

- a. If the chute lift section malfunctions, oil flow can flow to the reservoir which can also cause trailer up/down movement problems
- b. Turn the chute up speed flow control fully clockwise to shut off the flow of the oil to the chute system – this will isolate the chute lift system from the BridgeKing® trailer system

BRIDGEKING® HYDRAULICS STEPS AND ACTIONS

- c. See the section on the closed center chute lift block

20. Operate trailer manually (PRV-2 should be adjusted no higher than 1,000 psi)

- a. Shift the directional valve manually
- b. If trailer operates, problem is probably electrical
- c. If trailer doesn't operate, problem is probably hydraulic
- d. If trailer safety latch operates, directional valve is sending a hydraulic signal to the high flow block

21. Check PTS and trailer lock

- a. Earlier models have the PTS located in the control block
- b. The PTS should receive a signal when the directional valve is shifted
- c. The PTS signal also unlatches the trailer lock – the lock should open when PTS shifts to the down position or the lock should relax in the up position
- d. If the PTS doesn't shift fully, the trailer speeds may be slow or the pressure low
- e. Inspect the PTS O-rings and orifice behind PTS
- f. You should be able to push in against the spring on the center spool of the PTS and it should return freely
- g. The PTS can be cleaned and flushed with WD40 **(Do not use a parts washer!)**
- h. Replace the PTS if necessary

22. Do chutes work?

- i. Optional axle mid-position stop valve activated
- j. Activated mid-position stops all flow to system including chutes
 - 1. Trailer won't operate
 - 2. Chutes won't operate

23. Truck in Reverse

- a. Putting truck in reverse automatically raises axle
(chutes must be centered and down)
- b. Putting truck in reverse bypasses chute down or chute centered interlocks
- c. Truck in reverse will prevent axle from going down

24. CB (Counter Balance) cartridge

- a. If CB cartridge is stuck closed, oil cannot leave the rod end of the cylinder and cylinder will move down slowly or stop
- b. If CB cartridge is stuck closed, dash gauge will not drop when trailer is lowered
- c. The CB cartridge controls the trailer down speed of 30 – 45 seconds
- d. Check drain line from CB cartridge - only occasional drops should enter drain line from CB cartridge
- e. If there is pressure in the drain line (which is a tank line), the CB cartridge will not open and trailer will not lower
- f. The CB cartridge can be cleaned and flushed with WD40
(Do not use a parts washer!)
- g. Replace the CB if necessary

25. BridgeKing® Cylinder

- a. If oil bypasses at the piston the trailer may be slow, not develop adequate pressure, or not move up or down
- b. When the cylinder barrel end is pressurized, only drops should bypass to the rod end
- c. Check with Con-Tech Service for the proper procedure to check oil bypass in the BridgeKing® cylinder

BRIDGEKING® HYDRAULICS STEPS AND ACTIONS

26. CB one way check valve

- a. The CB Manifold assembly has a one way check valve to allow oil to flow to the rod end of the cylinder when the trailer is being raised
- b. The one way check can be cleaned and flushed with WD40
(Do not use a parts washer!)
- c. Replace the one way check if necessary

27. Check Accumulator

- a. Accumulator pressure should be 1150 psi
- b. Low accumulator pressure may cause trailer down hesitation of up to 20 seconds before trailer starts down
- c. Other symptoms of a low or flat accumulator include dash gauge fluctuates and a rough ride for the driver
- d. A low or flat accumulator will cause damage to the BridgeKing® pivot bushings, BridgeKing® mount, and BridgeKing® cylinder bushings
- e. See the section on charging the accumulator for the proper safety procedures

28. Isolate Components

- a. The trailer and chute lift systems can be isolated from the main control block on the BridgeKing® hydraulic system
- b. The hydraulic hoses going from the control block to the cylinder can be removed and capped off and the manifold ports plugged at the cylinder or control block – whichever is easiest
- c. The chute system can be isolated by turning the up flow control fully off on later systems
- d. Isolating the cylinder and chute lift systems one at a time provides a “process of elimination” to help locate problems

29. Check 12 volt coils

- a. When the chute up button is depressed, the up coil will be energized
- b. When the chute down button is depressed, the down coil will be energized
- c. An energized coil will be an electromagnet and will attract a piece of metal such as a knife blade
- d. You can also hear a “clicking” noise when the coil is energized if the cartridge is shifting
- e. If neither coil is energized when the chute up/down button is depressed, check the electrical circuit and or fuses
- f. If both coils energize correctly when the chute up/down button is depressed, check the hydraulic system
- g. Most coils have an O-ring seal which must be in place when a coil is reinstalled
- h. If an electrical circuit malfunctions, partial voltage may cause a cartridge to shift slightly resulting in chutes drifting up or down

30. Check up flow control (chute up speed)

- a. If the chute up speed control is turned entirely off, no oil will be available for the chutes
- b. If the up speed control is out of adjustment, turn both the up and down speed control to the center of their adjustment range as a place to start again
- c. If the up speed control is adjusted to approximately maximum up chute speed, the chute may go up when the down button is depressed

BRIDGEKING® HYDRAULICS STEPS AND ACTIONS

31. Check 3W2P cartridges

- a. Both 3W2P (three way/two position) cartridges are the same and are interchangeable
- b. The coil can be removed from the cartridge and the 3W2P cartridges removed for inspection and cleaning
- c. Inspect the O-ring on the cartridge to be sure they are not chipped or damaged
- d. Clean the cartridge with WD40
- e. Because both cartridges are interchangeable, they can be swapped into the other cavity which may reverse the problem - the chute that wouldn't go up probably won't lower

32. P.O. Check Valves

- a. A pilot operated check valve holds the chute in the up position
- b. If the P.O. check leaks, oil can pass to the reservoir rather than raise the chute
- c. If the P.O. check leaks; the chute will drift down
- d. The P.O. check can be cleaned and flushed with WD40 **(Do not use a parts washer!)**
- e. Replace the P.O. check if necessary

33. Check down flow control

- a. If the chute up speed control is turned entirely off the chutes will not lower
- b. If the down speed control is out of adjustment, turn both the up and down speed control to the center of their adjustment range as a place to start again
- c. The down flow control cartridge be cleaned and flushed with WD40 **(Do not use a parts washer!)**
- d. Replace the cross checks if necessary

34. Check return line

- a. An obstructed return line to the reservoir will prevent oil from leaving the chute lift system
- b. An obstructed return line will result in a chute which won't lower

35. Flo-Fuse Down

- a. Excess chute speed will trip flo-fuse and chute will not lower
- b. If flo-fuse is tripped. The chute must be lifted to reset the flo-fuse
- c. If new chute lift cylinder is installed the air must be thoroughly bled from the chute lift cylinder and hydraulic hose or the air (which is compressible may trip the flo-fuse)



High Pressure Filter Assembly

Your BridgeKing® high pressure filter assembly has a flow style by-pass indicator (it only reads while oil is flowing). During operation of the BridgeKing® trailer, if the indicator is showing, you have a restricted filter.

The high pressure by-pass will function any time the outlet pressure becomes 50 psi lower than the inlet pressure. If you have 2500 psi going into the housing and your filter is starting to restrict flow and your outgoing pressure drops below 2450 psi, the by-pass will open to keep the flow moving.

Your high pressure filter element should be replaced with a Beta Rating of B10=200. Con-Tech part # 735003

For parts, refer to pages 20 & 21 in the Con-Tech parts book.

If you have any service issues, call Con-Tech service @ 507-374-2239.

Please observe ALL OSHA lockout-tag out procedures when performing any type of work or maintenance on your vehicles.

High Pressure Filter Assembly

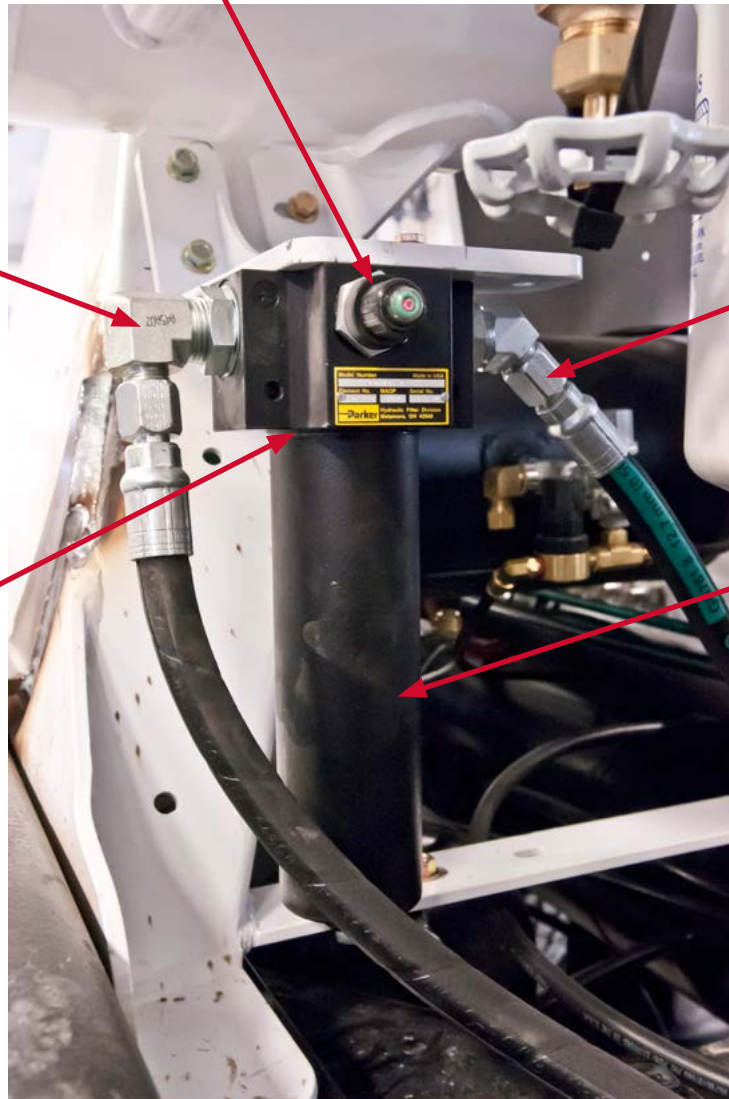
**High Pressure
Filter Indicator
760037**

**Input
(Non-Filtered
Oil)**

**Output
(Filtered Oil)**

**Filter Cartridge
735003**

**High Pressure
Filter O-ring
725019**



Part # 735010

Parker Auxiliary Pump

The pressure compensated piston pump is responsible for the hydraulic pressure for the BridgeKing® Axle System as well as the pressure required to run the chutes. This means that the pump will detect pressure demands of the system and supply additional flow/pressure as needed.

This pump is factory preset for 3100 psi. The hydraulic pressure may be required to be adjusted throughout the life of the pump. Establishing pump pressure is fairly simple. With the engine turned off and all pressure relieved from the system, simply remove the high pressure (smaller of the two coming out the end of the pump) hose from the filter assembly and install a gauge directly into the hose. **THE GAUGE MUST BE RATED FOR 5000 PSI OR GREATER!** Start the truck and run at idle. The gauge should read approximately 100 psi above what the highest pressure setting is on the axle psi placard.

To adjust the pump maximum pressure setting, simply loosen the adjuster "jam nut" and screw the adjusting stem clockwise until the desired gauge pressure reading is obtained. Lock down the jam nut, shut off engine and allow hydraulic pressure to relive from the system, remove gauge and re-install hydraulic hose.

For parts, refer to pages 20 & 21 in the Con-Tech parts book.

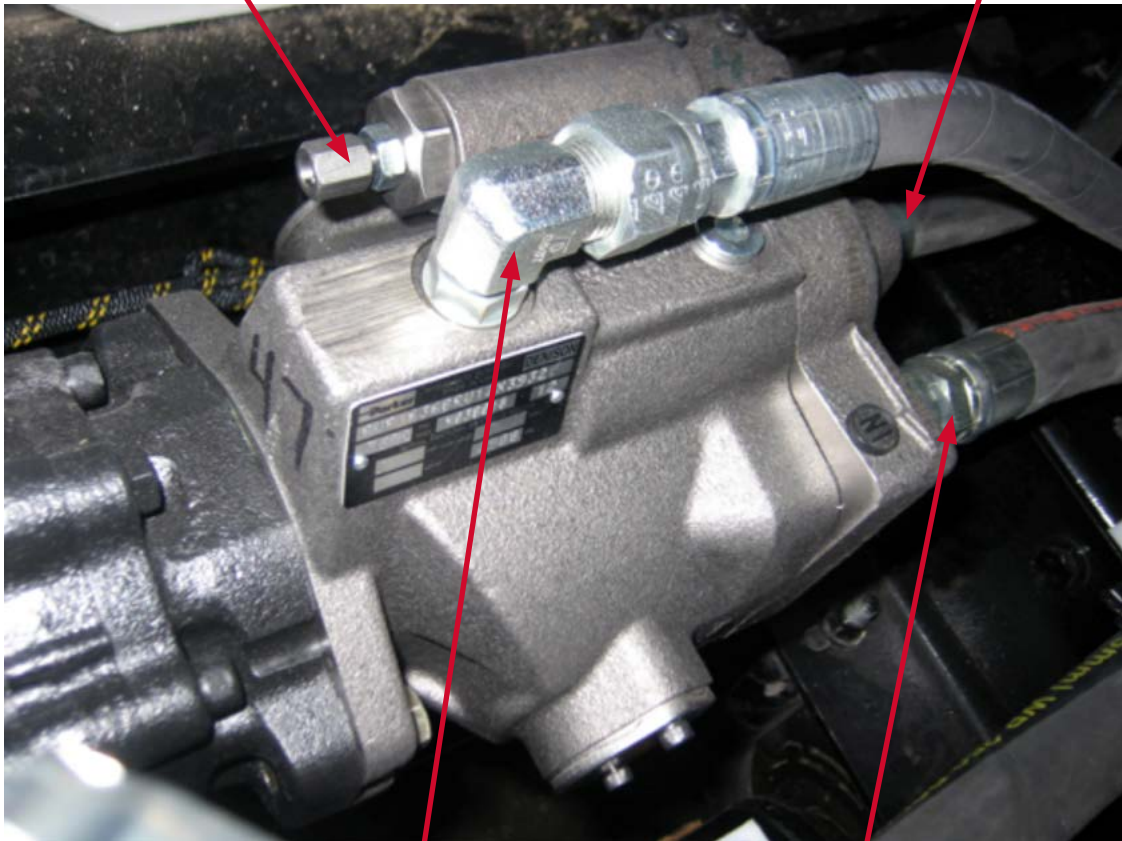
If you have any service issues, call Con-Tech service @ 507-374-2239.

Please observe ALL OSHA lockout-tag out procedures when performing any type of work or maintenance on your vehicles.

Parker Auxiliary Pump

**Pressure Compensator
Adjustment Screw**

**Pressure Port
#8 Hose Size**



Part # 745300

Case Drain Port

**Suction Port
#12 Hose Size**

Main Control Block

The Main Control Block controls all hydraulic functions for the BridgeKing® trailer as well as the chute raise and lower functions. The following illustrations point out all the components of the Main Control Block as well as their function and built in overrides.

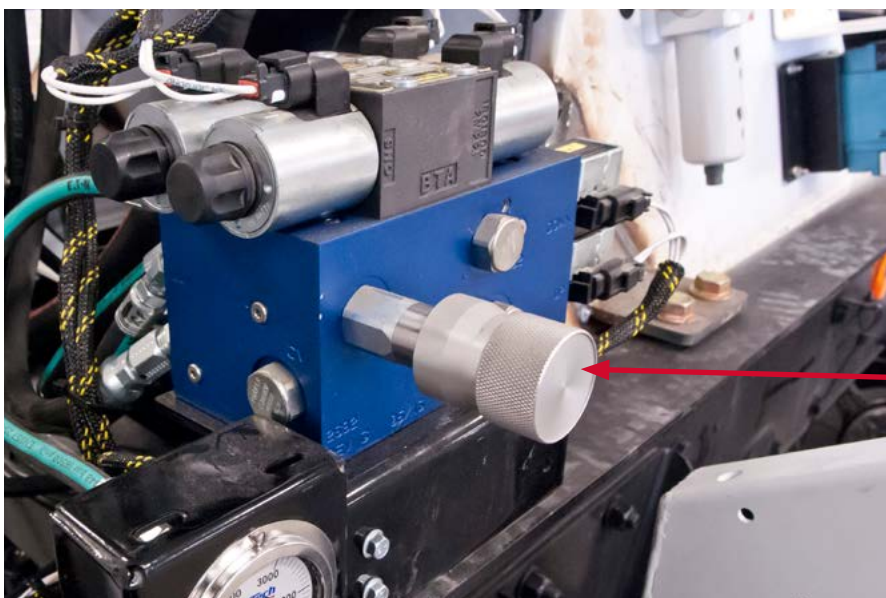
The overrides are only to be used in EMERGENCY situations. **THE OPERATOR MUST BE AWARE THAT WHEN THE OVERRIDES ARE USED, THAT ALL SAFETY INTERLOCKS WILL BE DISABLED.** The chutes WILL BE DAMAGED if they are not centered and in the fully down position when utilizing the trailer up/down overrides.

Also, remember that when the axle mid-position stop is activated, the chute raise/lower functions will be disabled as well.

Please note, that before ANY repairs or maintenance is performed on any Con-Tech mixers, all OSHA lock out/tag out procedures must be followed. All hydraulic pressure must be relieved and/or allowed to dissipate FULLY from the system. Failure to do so can result in bodily harm or fatal injuries!

IF YOU HAVE ANY SERVICE ISSUES, CALL CON-TECH SERVICE @ 507-374-2239.

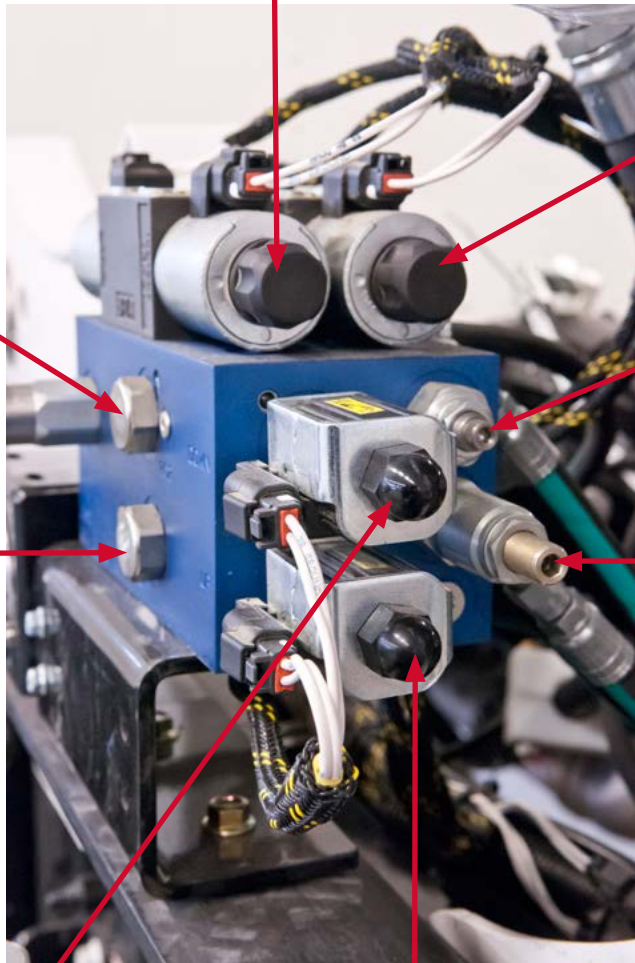
PLEASE OBSERVE ALL OSHA LOCKOUT-TAG OUT PROCEDURES WHEN PERFORMING ANY TYPE OF WORK OR MAINTENANCE ON YOUR VEHICLES.



**Trailer Pressure
Control Valve
(PRV-2)
#760027**

Main Control Block

Parker Valve Trailer Up / Down
(Manual Override Located Under the Cap)
#760158



**Pilot Operated
Check Valve**
#760095

**Pilot Operated
Check Valve**
#760095

**Parker Valve
Trailer Start / Stop**
(Manual Override Located
Under the Cap)
#760158

**Chute Up Speed
Control**
(In = Fast)
#760160

**Chute Down Speed
Control**
(Out = Fast)
#760159

Chute Lower Control Cartridge
(Manual Override Located Under the Cap)
#760166

Chute Raise Control Cartridge
(Manual Override Located Under the Cap)
#760166

BK Cylinder High Flow Block

The High Flow Block is located at the “barrel” (front) end of the BridgeKing® cylinder. It consists of a High Pressure Relief Valve (HPRV): The HPRV cartridge is a large 70 gpm cartridge has been designed to relieve pressures over 3,200 psi in the barrel end of the BridgeKing® cylinder to the reservoir. When the accumulator is functioning properly, the HPRV is seldom used. However, if the accumulator is “flat”, the HPRV will prevent pressure spikes from back feeding into the hydraulic system. The typical failure mode of the HPRV cartridge is that it can allow oil to flow to the reservoir rather than pressurize the barrel end of the BridgeKing® cylinder. Typically shown by the BridgeKing® gauge, it will register full pressure when the trailer is up, but will not generate pressure in the down position. If this happens, the system may not be able to achieve the amount of regulated pressure required. If oil is passing through the HPRV, you will notice that the High Flow Block will begin to warm up rapidly. Frequently, the oil flow can be heard bypassing to the reservoir.

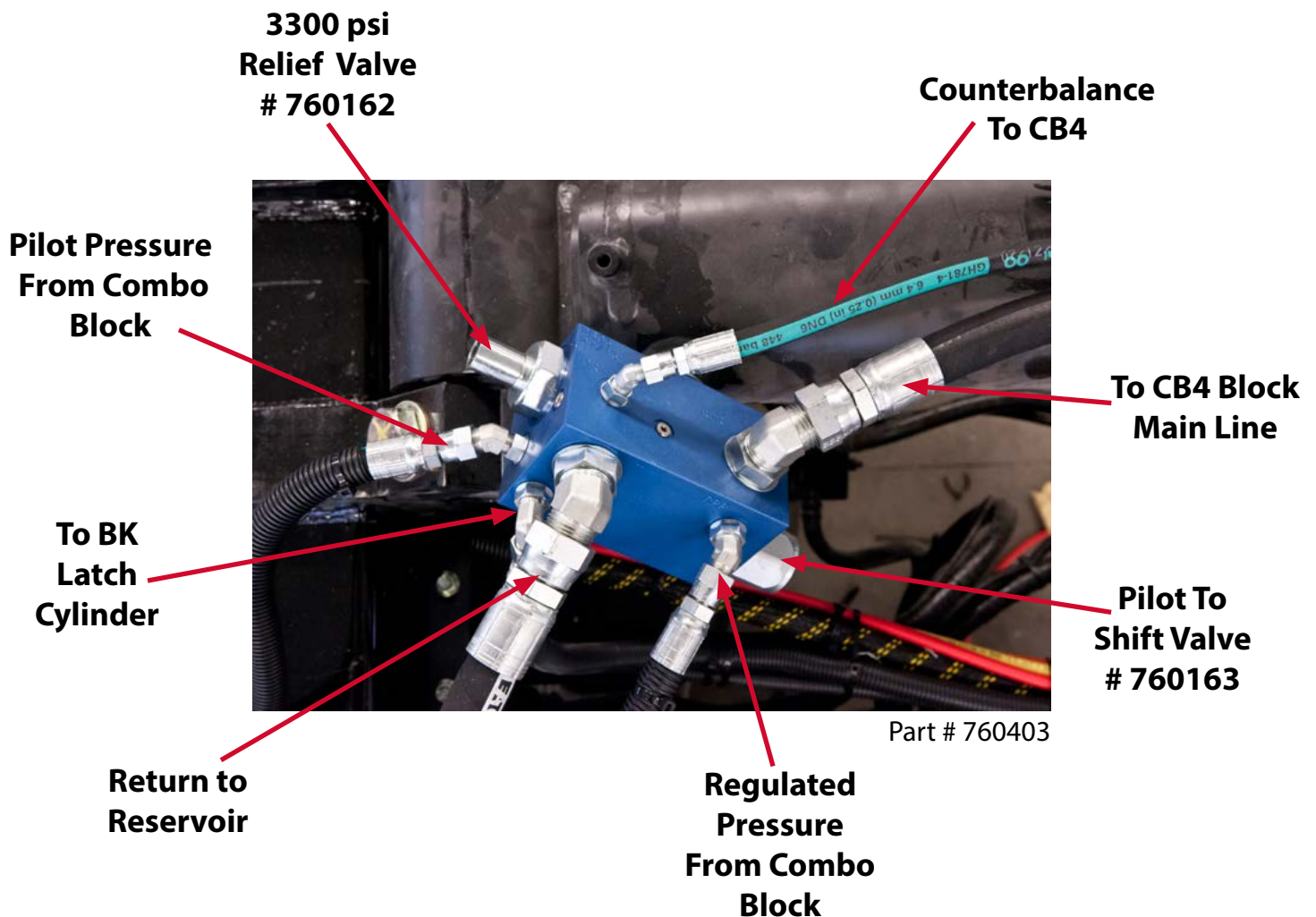
The high flow block also contains the pilot to shift cartridge (PTS). The PTS cartridge is hydraulically pilot operated. This hydraulic pilot pressure (flow at compensated pressure) comes from the Directional Control Valve on the Control Block when the trailer “down” switch is activated in the truck cab. When the PTS spool has a pilot pressure, oil flows through the PTS spool to the barrel end of the BridgeKing® cylinder, lowering the BridgeKing® trailer. When the PTS spool does not have pilot pressure, oil flows through the PTS spool to the rod end of the BridgeKing® cylinder, raising the BridgeKing® trailer. A hydraulic line is routed from the High Flow Block to the spring loaded single acting displacement cylinder which opens the BridgeKing® trailer hook. It takes 160 psi to shift the PTS spool against its spring forces. It takes 50 psi to open the trailer hook. That means the hook will open before the PTS spool shifts. When the PTS receives pilot pressure, the PTS spool shifts against the internal spring, forcing and allowing the regulated pressure to enter the barrel end of the cylinder. We now have regulated pressure on both the barrel end and rod end of the BridgeKing® cylinder. Because the barrel end of the cylinder has more area than the rod end of the cylinder, the barrel end of the cylinder has more force and the cylinder extends (trailer lowers). Oil leaving the rod end of the cylinder joins the oil flowing to the barrel end of the cylinder. When the up switch is activated in the truck cab, the directional control valve on the control block shifts to the opposite position and stops the pilot pressure to the PTS. When this pilot pressure is stopped, the internal spring force on the PTS spool returns the PTS spool to its spring loaded position. This PTS spool position prevents regulated pressure from entering the barrel end of the cylinder and at the same time allows the oil in the barrel end of the BridgeKing® cylinder to flow to the reservoir. Because we always have regulated pressure on the rod end of the cylinder, the cylinder retracts making the trailer go up.

BK Cylinder High Flow Block

For parts, refer to pages 22 & 23 in the Con-Tech parts book.

If you have any service issues, call Con-Tech service @ 507-374-2239.

Please observe ALL OSHA lockout-tag out procedures when performing any type of work or maintenance on your vehicles.





BK Cylinder CB4 Block

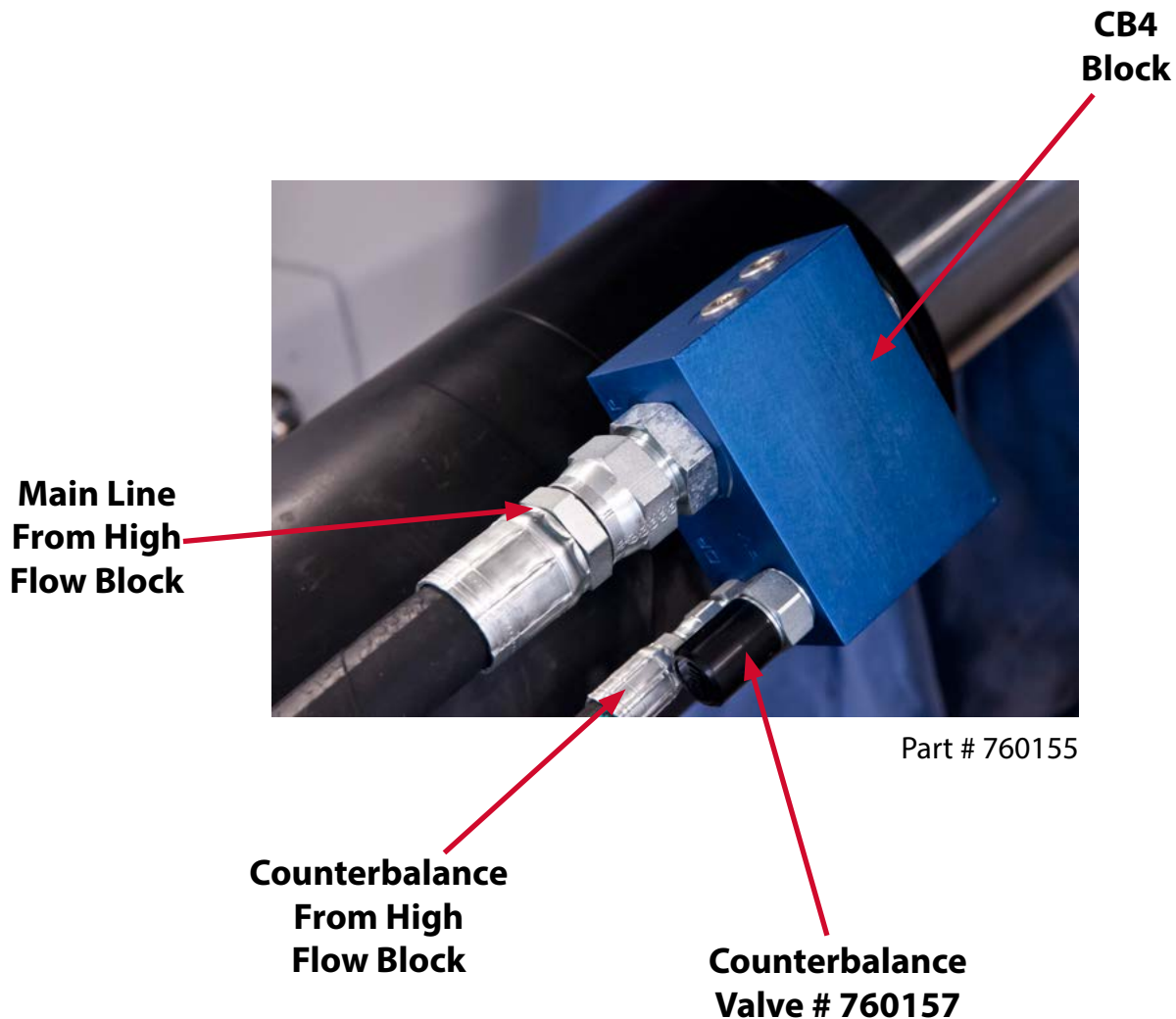
The function of the CB4 block is to prevent the BridgeKing® from being lowered when the truck is turned off. It also limits the speed that the BridgeKing® trailer can be lowered. The CB4 cartridge is sensitive to pressure differences between the cylinder rod end and regulated pressure port on the CB4 block assembly. If the regulated pressure on the CB4 block is lower than the regulated pressure in the BridgeKing® cylinder barrel end, the CB4 cartridge will close. Thus trapping oil in the Bridge King cylinder rod end and terminating cylinder movement.

For parts, refer to pages 22 & 23 in the Con-Tech parts book.

If you have any service issues, call Con-Tech service @ 507-374-2239.

Please observe ALL OSHA lockout-tag out procedures when performing any type of work or maintenance on your vehicles.

BK Cylinder CB4 Block



WARNING: Do not remove CB4 cartridge with any pressure in the BridgeKing® cylinder, or if the trailer is in mid-position.

SERIOUS INJURY OR DEATH CAN RESULT!



BRIDGEKING[®] TRAILER SYSTEM

Bushing Maintenance

Trailer Axle

Charging the BridgeKing[®] Accumulator



Bushing Maintenance

The BridgeKing® is fitted with 4 polyurethane bushings that are specially designed for performance and longevity. Maintain your bushings with a routine lubrication. Grease your bushings once a week to ensure proper performance and optimal life. Make sure to align the grease zerk & "O" in the polyurethane to ensure grease flow to the entire bushing.

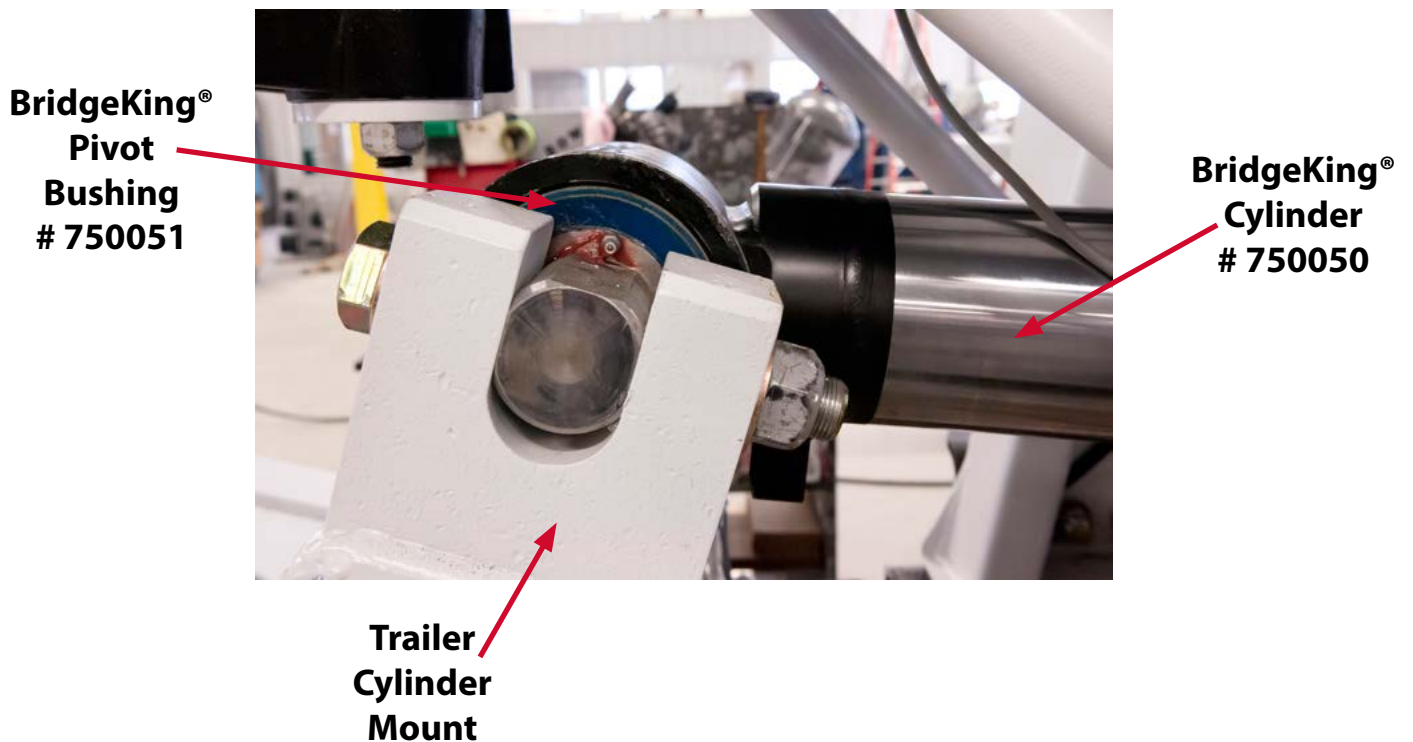
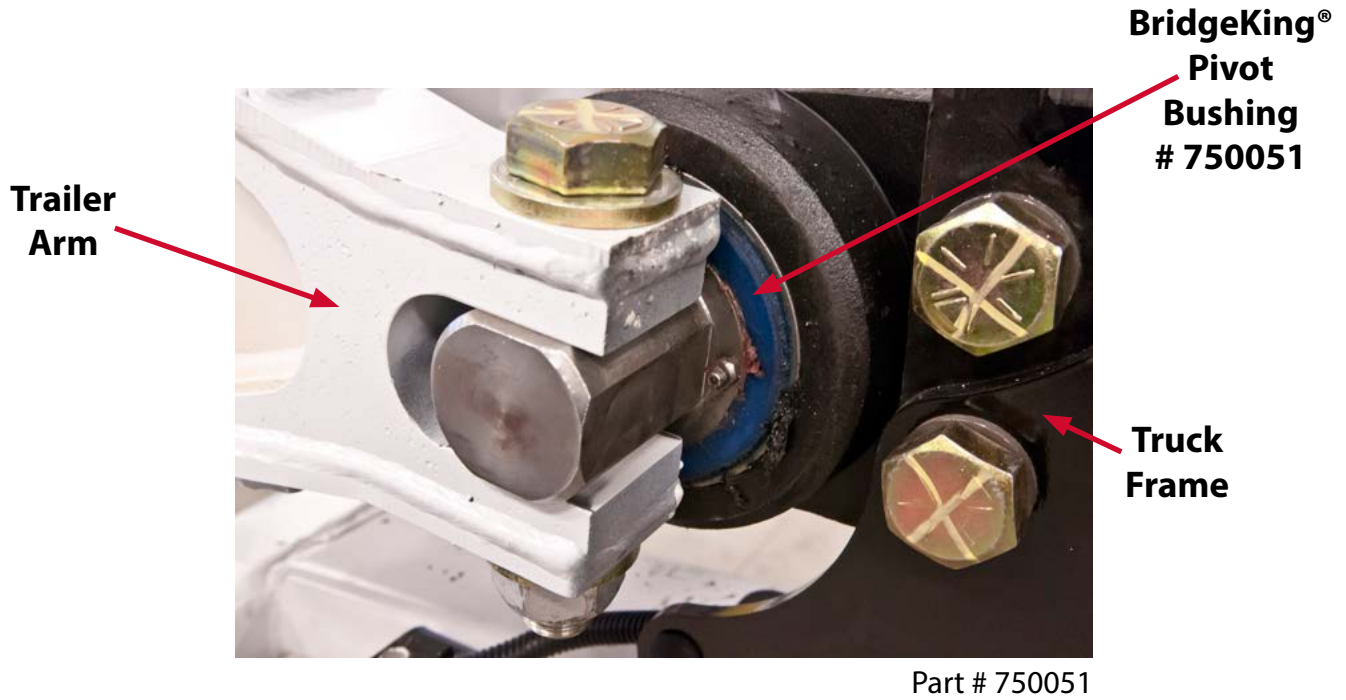
Bushings are located at the chassis and BridgeKing® trailer, as well as both ends of your BridgeKing® cylinder.

For parts, refer to pages 24 & 25 in the Con-Tech parts book.

If you have any service issues, call Con-Tech service @ 507-374-2239.

Please observe ALL OSHA lockout-tag out procedures when performing any type of work or maintenance on your vehicles.

Bushing Maintenance



Trailer Axle

Con-Tech BridgeKing® trucks are fitted with a Hendrickson bridge axle. The function of the BridgeKing® axle is to increase the overall length of the truck from the front steer axle, to the bridge axle. This increases the GVW, in accordance with federal bridge laws.

For proper maintenance of your Hendrickson Axle see the Hendrickson Installation and Preventative Maintenance Procedures at the end of this section.

For parts, refer to pages 24 & 25 in the Con-Tech parts book.

If you have any service issues, call Con-Tech service @ 507-374-2239.

Please observe ALL OSHA lockout-tag out procedures when performing any type of work or maintenance on your vehicles.

Tire Toe In: 1/8" - 3/16"

**Bridge King
Fender
245115 - RH
245116 - LH**

**Bridge King
Fender
Mount
245194 -
RH
245193 - LH**



**Bridge King
Trailer**

**Bridge King
Trailer Axle
791200**

Part # 791200

Trailer Axle

**Bridge King
Fender
Mount**
245194 - RH
245193 - LH



**Bridge King
Trailer**

**Bridge King
Trailer Axle
791200**

CHARGING THE BK ACCUMULATOR

CLEANING

It is important to always maintain the BridgeKing® cylinder accumulator pressure. This should be checked every 60 days. It is normal for the accumulator to lose some of the nitrogen during normal use. Con-Tech offers a charge kit, Part #750005.

1. To charge the accumulator in the BridgeKing® cylinder you must adjust your PRV2 valve to the minimum and then lower the BridgeKing trailer. If the PRV2 is not at minimum, the trucks rear wheels can come off the ground, causing it to roll away. Always have your truck wheels blocked for safety.
2. When the trailer is lowered, turn off the engine. Turn the key back on and operate the Up/Down switch for the trailer to relieve the pressure in the BridgeKing system. Turn the key back off.
3. When the ignition is off, follow all OSHA Lockout / Tag Out procedures to prevent anyone from starting the truck and raising the trailer arm during the charge process.
4. When the truck is properly locked out, bring the nitrogen cylinder next to the chassis and charge the truck. Double check to make sure your charging bottles have more pressure than the cylinder. (If it does not, the nitrogen will flow back towards the bottle.) **Image A**
5. Clean and remove any concrete or dirt off of the area of the charging stem and remove the guard. **Image B**
6. Remove the accumulator charge stem cap. Do not lose this cap. It is needed to keep debris and contamination out of the charging stem. **Image C**
7. Before installation, make sure the accumulator charge system has the O-ring installed. Install the accumulator charge kit on to the BridgeKing® charge stem (finger tight)
8. The air in the charging hose must be purged before you charge the system. Slightly loosen the charge stem adaptor and turn on the nitrogen allowing the air to be pushed out. Re-tighten the stem adaptor finger tight. **Image D**



CHARGING THE BK ACCUMULATOR

9. Using a 3/4" wrench on the stem mounting nut, and another 3/4" wrench on the charge stem, carefully loosen the nut. Turn the nut one full rotation counterclockwise before the tapered seat begins to open. Turn the nut an additional 1/4 turn and read the gauge on the accumulator charge kit. The reading is the current pressure in the BridgeKing Accumulator. **Image E**
10. If the accumulator pressure is less than 1150 P.S.I., open the nitrogen bottle until the accumulator charge kit gauge reads 1150 psi. When this achieved, gently close the stem. Do not overtighten the stem. This may to the charge stem. **Image F**
11. After the charge stem is closed, check the seal with some soapy water for leaks. If the stem is not sealed properly, the soapy water will bubble. Replace the charge stem cap and guard.

**If you have any service issues,
call Con-Tech Service at 507-374-2239.**

Please observe ALL OSHA Lockout / Tag Out procedures when performing any type of work or maintenance on your vehicles.



⚠ WARNING!

Driver/Operator of the BridgeKing® accumulator, the following safety guidelines must be followed:

The cylinder rod must be extended (trailer on the ground) before the accumulator is charged.

NEVER stand behind the cylinder when charging the accumulator.

The hose on the Con-Tech accumulator charge kit is long enough to allow the accumulator to be charged from the side of the mixer.

NEVER attempt to disassemble the cylinder.

Use only Con-Tech Manufacturing **Part #750005 - Accumulator Charge Kit**

Purge air from the Accumulator Charge Kit hose by allowing a slight flow of nitrogen to escape while attaching the Accumulator Charge Kit to the Accumulator Charge Stem.

The truck ignition key should be removed while charging the accumulator.

Read these instructions thoroughly before attempting to charge the accumulator.

Loosen only the top nut of the accumulator charge stem. If the bottom nut is loosened, damage to the o-ring seal could result. All gas pressure must be released from the accumulator before the accumulator charge stem can be removed for service.



Con-Tech Accumulator Charge Kit

Part #750005

If you have any questions or experience difficulty with the cylinder or charging the accumulator, please call Con-Tech Manufacturing at (507) 374-2239.

H TECHNICAL PROCEDURE

CON-TECH BRIDGE AXLE

SUBJECT: Installation and Preventative
Maintenance Procedures

LIT NO: H751

DATE: October 2013



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INTRODUCTION

Why use a Bridge Axle? Hendrickson suspensions and axles carry countless loads of freight and raw materials off-road and over the highways. Bridge Axles lengthen the distance from front steer axle to increase the GVW, in accordance with federal bridge laws. Hendrickson Bridge Axles also reduce weight over standard booster axles and allow for increased payload.

The Hendrickson Bridge Axle also helps to meet U.S. Department of Transportation FHWA-HOP-06-105.

For further information, contact:
U.S. Department of Transportation
Federal Highway Administration
Office of Freight Management and Operations
Phone: 202-366-9210
Fax: 202-366-3302
Web site: http://www.ops.fhwa.dot.gov/freight/publications/brdg_fm_wgths/

The following instructions are intended for use with Hendrickson Bridge Axles.

NOTE: Read the entire installation instruction document thoroughly before proceeding with a suspension installation.

It is very important that the proper Bridge Axle is selected for the vehicle application. The following criteria must be considered when selecting a bridge axle:

- trailer and fender interface compatibility
- required capacity
- loaded caster
- tire size

For additional information concerning bridge axle selection, or other suspension models contact the Hendrickson Auxiliary Axle System's Customer Service Department.

⚠ CAUTION: The vehicle manufacturer should be consulted before making any changes to the vehicle's frame. Typically, vehicle manufacturers do not permit cutting or altering the vehicle and doing so could void any applicable manufacturer warranty coverage.

SPECIAL NOTES

Non-functioning components are to be returned to Hendrickson Specialty Products - Auxiliary Axle

Systems, in exchange for replacement components, provided product warranty conditions are met.

Hendrickson auxiliary axles with factory installed axles may require toe setting adjustments. Also, check for sufficient wheel bearing lubrication (oil).

It is the responsibility of the installer to ensure that the vehicle will function properly under the increased weight conditions and loading that will exist when an additional axle is installed, particularly braking.

It is the responsibility of the installer to determine the correct location of the suspension in order to provide the proper vehicle load distribution. The load carried by each axle must not exceed the rated capacity of the components involved or the applicable State and Federal laws where the truck is to be operated.

It is the installer's responsibility to ensure that proper clearances exist:

- Between the trailing arms and bridge axle (if applicable)
- Around the tires—laterally, fore, aft, and vertically
- Around any moving components

No welding to any of the Bridge Axle components is permitted, except where specified by Hendrickson Specialty Products - Auxiliary Axle Systems.

No alteration of any of the Bridge Axle components is permitted.

Any installation deviations must be approved, in writing, by Hendrickson Specialty Products - Auxiliary Axle Systems Product Engineering Department. Failure to comply with these installation instructions without written permission will void the suspension warranty.

⚠ CAUTION: Subjecting aluminum components to certain acid washes may result in premature corrosion and warranty could be affected. It is recommended that you monitor which cleaning solvents are being used on your vehicle.

⚠ CAUTION: Acid washes also degrade the rubber, urethane and plastic parts or the axle assembly.



REQUIRED EQUIPMENT AND MATERIALS FOR INSTALLATION

The following equipment and materials are needed when installing a Hendrickson Bridge Axle:

1. Trammel bar.
2. Crane or other lifting device.
3. Compressed air supply.
4. Air impact gun.
5. Air fittings, tubing and associated tools.
6. Socket set and wrenches, including the following sizes:
 - 1-5/16"-Tie Rod
 - 1-1/8" - Steering Knuckle & Stop Bolt
7. Angle measuring instrument (magnetic protractor) for self-steer axle.
8. Wheel chocks.
9. Frame jacks or supports.

INSTALLATION INSTRUCTIONS

SAFETY FIRST

Be sure to read and follow all installation and maintenance procedures.

LIFTING

Practice safe lifting procedures. Consider size, shape and weight of assemblies. Obtain help or the assistance of a crane or lift truck when lifting heavy assemblies. Make sure the path of travel is clear.

PARTS HANDLING

When handling parts, be sure to wear appropriate gloves, safety glasses and other safety equipment to prevent serious injury.

UNPACK AXLE

Separate any kitted parts for use during installation.

PRE-INSTALLATION CHECKLIST AND PROCEDURES

Before beginning the installation:

1. Check that the new axle matches the specifications provided by your Production or Engineering Department.
2. On all Bridge Axle applications:
 - a. Verify that the axle spacing conforms to Federal and local bridge laws.
 - b. Verify that the Bridge Axle location is based on: front axle steer angle, vehicle wheel-base and maximum recommended auxiliary axle spacing.
 - c. Verify that the vehicle will have the proper load distribution after installation.


⚠ WARNING: ADEQUATE BRIDGE AXLE SUPPORT MUST BE PROVIDED. FAILURE TO PROVIDE ADEQUATE SUSPENSION SUPPORT COULD RESULT IN SUSPENSION DAMAGE AND/OR DAMAGE TO THE VEHICLE.

4. Confirm that the components listed on the axle assembly drawing have been provided in sufficient quantities. Contact the Hendrickson Auxiliary Axle Customer Service Department if any components are missing or damaged.



PRIOR TO INSTALLATION AXLE IDENTIFICATION

The serial number tag is an identification label attached to the suspension system. It contains a unique serial number and the model identification number for that specific axle. (Label is located on the rear center of the axle or side rail.)



S/N: _____

Part#: _____

WO#: _____

Cust P/N#: _____

This article is covered by at least one or more U.S. and/or foreign patents and/or pending U.S. and/or foreign patents. See www.hendrickson-intl.com/patents for a complete listing.

HENDRICKSON SERIAL-TAG CUBB #1001970 210322/1 8/8/12

Figure 1. Serial Tag

AXLE ADJUSTMENTS TOE SETTING

Toe is the relationship of the distance between the front of the tires and the distance between the rear of the tires on the same self-steer axle measured at spindle height. When the front distance is less than the rear distance, the wheels are in a “toe-in” condition. (See Figure 2)

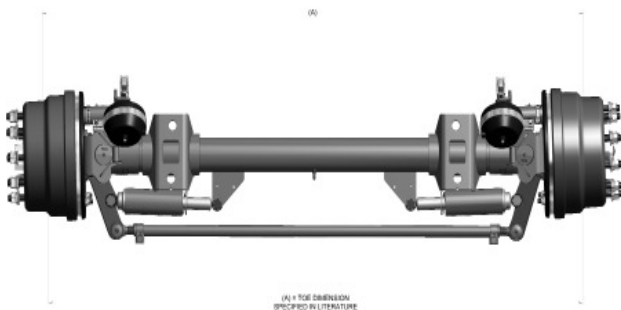


Figure 2. Determining TOE

1. Lift axle until tires are free to spin. Scribe a line on center tread of each tire while rotating tires.
2. Use a trammel bar or tape measure to measure the distance between the scribed lines on the front and rear of the tires at spindle height.

3. Loosen the tie rod clamp bolts. Rotate tie rod tube to provide a toe-in setting of $1/16$ " to $1/8$ " toe-in in the loaded condition.

NOTE: Setting toe on an Bridge Axle is often best performed in the unloaded state, off the ground. Confirm that the toe-in for the operating, loaded, condition has been achieved as it may differ between the unloaded and loaded state.

TURN ANGLE - MECHANICAL STOP

A mechanical turn angle stop (bolt) is an adjustable fastener that limits the steer axle’s turn radius angle and allows users to avoid tire contact with vehicle accessories. Customer supplied axle(s) must have a turn angle stop. It is important that the stop is set so wheel interference does not occur.

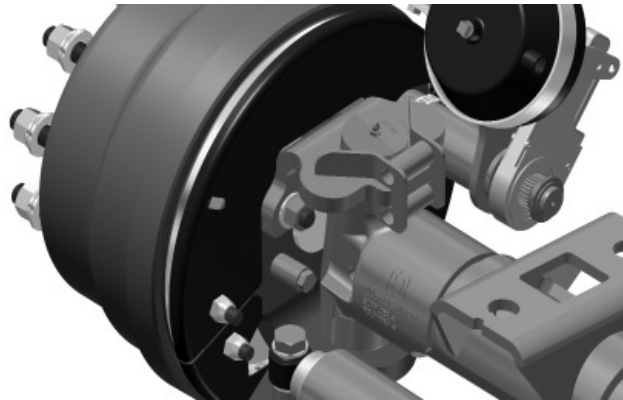


Figure 3. Axle Turn Limiting Stop Screw

1. Adjust the axle turn limiting stop screw for maximum turn angle (See Assembly Drawing) while providing adequate chassis clearance.
2. Torque the clamp bolts to Hendrickson Auxiliary Axle System’s recommended values.

NOTE: Factory setting of turn limiting screw varies.

OPTIONS

AXLE CONTROLS

When operating a truck in reverse (backing), a conventional Bridge Axle **must** be raised into a non-steering configuration. See [H] HAC Series Air Kit Literature for all options.

MANUAL AND AUTOMATIC LIFT

An alternative method to locking the steering mechanism is to lift the suspension when reversing. Various manual and electric air control kits are available as options. Contact Customer Service for more details.

FINAL ASSEMBLY

1. Install all miscellaneous hardware and torque the mounting bolts as per the chassis manufacturers specifications.
2. Install wheels and torque lug nuts.
3. Check that the steer axle wheel bearings are filled with oil by inspecting hub cap fill level.
4. Install air brake lines for the steer axle brakes, per the chassis manufacturer's specifications.
5. Inspect brakes and adjust if necessary.

NOTE: Suspensions purchased from Hendrickson Auxiliary Axle Systems require brake adjustment, even if supplied with automatic slack adjusters.

FINAL INSPECTION

1. Check that all bolts are tightened to Hendrickson Auxiliary Axle System's recommended torque values. (See Appendix)
2. Check the air control system for leaks and propevalve function.
3. Move the Bridge Axle through its entire travel range including full wheel cut with wheels and tires installed to ensure adequate component clearances (i.e., fenders, brake chambers, etc.) have been provided.
4. Inspect the bridge axle for the following:
 - Wheels lug nuts are torqued.
 - Wheels rotate freely.
 - Brakes are properly adjusted.
 - Wheel hubs are sufficiently filled with the manufacturer's recommended lubricant.

PREVENTATIVE MAINTENANCE

Regular lubrication intervals should be followed to help prevent premature wear to the kingpin bushings.

GREASING AND LUBRICATION SPECIFICATIONS

| COMPONENT | GREASING INTERVAL | GREASE |
|-------------------------|--------------------------------|------------------|
| KINGPIN BREAK IN | 5,000 miles or as needed | NLGI-1 or NLGI-2 |
| KINGPIN BUSHINGS | 10,000 miles or every 6 months | NLGI-1 or NLGI-2 |

KINGPIN LUBRICATION

On the Hendrickson Bridge Axle, the kingpin grease fittings are located on the top and bottom of the kingpin.

1. Prior to greasing the kingpins on the vehicle the suspension must be in a loaded condition.
2. Clean off all the grease fittings with a clean shop towel prior to lubrication.
3. Lubricate the kingpins through the grease fittings on the top and bottom of the steering knuckle.
4. Force the required lubricant into the upper and lower kingpin grease fittings until new lubricant flows from locations A and B. (See Figure 4)

NOTE: Greasing at the lower zerk should purge grease from the thrust bearing shell.

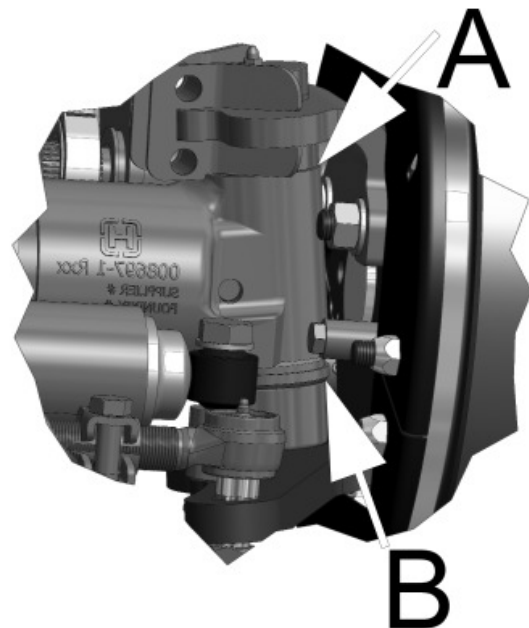


Figure 4. Kingpin Lubrication

KINGPIN BUSHING INSPECTION INSPECTION PROCEDURE

1. Chock the wheels to help prevent the vehicle from moving. Set the parking brake.
2. Raise the axle off the ground.

CHECKING THE UPPER KINGPIN BUSHING

3. Affix a magnetic base dial indicator on the axle and place the tip of the dial indicator on the inside of the upper kingpin connection as shown in Figure 5.

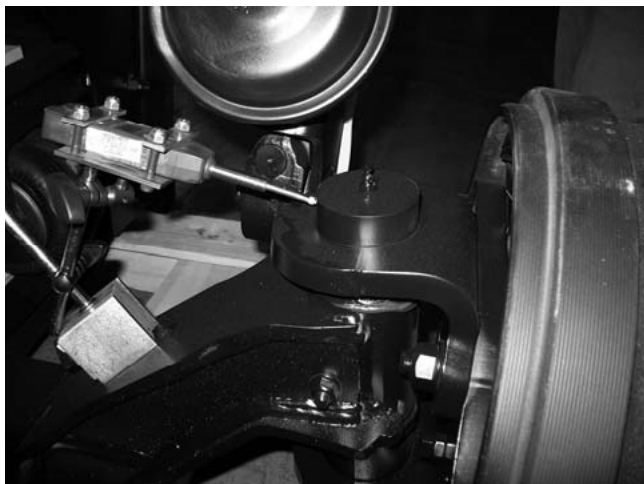


Figure 5. Upper Kingpin Bushing Check

4. Set the dial indicator to "0" zero.
5. Move the top of the tire in and out by applying reasonable, constant pressure and then releasing.
6. Check the reading on the dial indicator. If the dial indicator moves more than 0.025", the upper bushing is worn or damaged. Replace both bushings. Refer to the Kingpin Bushing Removal and Installation sections in this publication.

CHECKING THE LOWER KINGPIN BUSHING

7. Install a dial indicator so that the base is on the axle and the indicator tip is against the inside of the bottom of the knuckle.
8. Set the dial indicator to "0" zero.

IMPORTANT: If one bushing is worn or damaged, it is mandatory to replace both the top and bottom bushings on that knuckle assembly.

STEERING KNUCKLE INSPECTION AND ADJUSTMENT

CHECKING VERTICAL END PLAY (UP AND DOWN MOVEMENT)

1. Chock the tires to help prevent the vehicle from moving.
2. Set the parking brake.
3. Raise the axle off the ground.
4. If necessary, remove the wheels, hubs and drums.
5. Place a dial indicator on each side of the axle as follows:
 - a. Ensure wheels are positioned straight ahead.
 - b. Place the magnetic dial indicator base on the axle.
 - c. Place the tip of the dial indicator on top of the upper kingpin connection.
6. Place a jack and a wood block (with a hole that allows clearance for the lower kingpin grease fitting) under the lower kingpin grease cap area. (See Figure 6)
7. Set the dial indicator to "0" zero.



Figure 6 Vertical End Play Checking

8. Raise the jack until the dial indicator shows the end of vertical travel. Measure and record the dial indicator reading. Vertical (up and down) inspection clearance must be between 0.008" and 0.030".



ADJUSTING VERTICAL END PLAY

1. If vertical clearance is greater than 0.030", replace the thrust bearing.
2. After replacing the thrust bearing, if vertical clearance is greater than 0.018", install shims (Hendrickson part no. R-001764-1Q12) between the top of the axle and the bottom of the upper kingpin connection to obtain the proper clearance specification. See the Steering Knuckle Disassembly section.
3. If vertical clearance is less than 0.008", remove the shims from between the top of the axle and the bottom of the upper kingpin connection to obtain the proper clearance specification.
4. Repeat steps 2 or 3 until proper clearance is achieved.
5. Lower the jack.

STEERING KNUCKLE DISASSEMBLY

1. Remove the wheel and hub assembly.
2. Remove the brake components from the steering knuckle.
3. Remove the tie rod assembly. (See Figure 7)

⚠ WARNING: REMOVAL OF TIE ROD BOLTS ALLOWS SHOCKS TO FULLY EXTEND

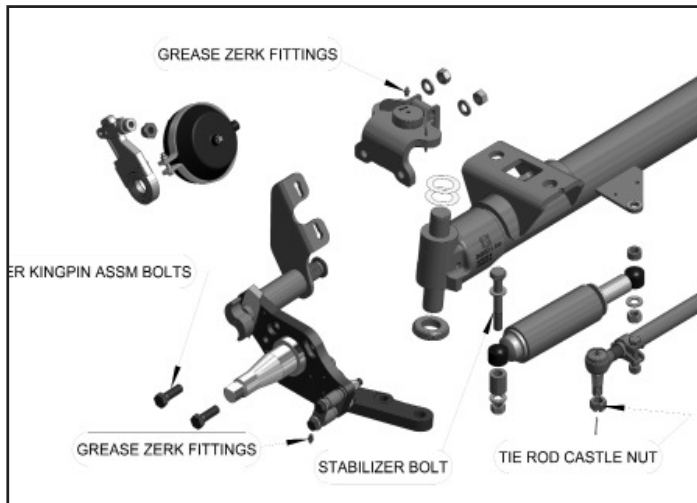


Figure 7 Knuckle Disassembly

4. Remove the stabilizer bolts.
5. Remove the bolts that connect upper kingpin assembly to the backbone.

⚠ WARNING: REMOVAL OF THE BOLTS WILL ALLOW THE BACKBONE TO SEPARATE FROM THE AXLE WHICH CAN RESULT IN COMPONENT DAMAGE AND/OR PERSONAL INJURY. BACKBONE MUST BE SUPPORTED BEFORE REMOVAL OF THE TWO BOLTS.

HINT: Remove the grease zerks from the knuckle assemblies. This will allow the knuckle assemblies to freely slide up and down the kingpins without creating back pressure.

5. Remove the backbone from the kingpin by sliding it down the kingpin.
6. Remove the upper kingpin assembly from the axle by sliding it up and off the kingpin.

KINGPIN PREPARATION AND MEASUREMENT

CLEANING THE GROUND OR POLISHED PARTS

- Use a cleaning solvent to clean ground or polished parts and surfaces. DO NOT USE GASOLINE.

⚠ CAUTION: Do not use hot solution tanks or water and alkaline solutions to clean ground or polished parts. Damage to the parts will result.

CLEANING THE ROUGH PARTS

- Rough parts can be cleaned with the ground or polished parts. Rough parts can also be cleaned in hot solution tanks with a weak alkaline solution. The parts must remain in the hot solution tanks until they are completely cleaned and heated.

DRYING THE CLEANED PARTS

- Parts must be dried immediately after cleaning. Dry the parts with clean paper towels, clean rags or compressed air. Do not dry bearings by spinning with compressed air. Damage to the bearings will result.

PREVENTING CORROSION ON CLEANED PARTS

- Apply a light coating of oil to all cleaned and dried parts that are going to be reused. Do not apply oil to the brake lining or the brake drums. If parts are to be stored, apply an effective rust inhibitor to all surfaces.

⚠ WARNING: TO HELP PREVENT SERIOUS EYE INJURY, ALWAYS WEAR PROPER EYE PROTECTION WHEN YOU PERFORM VEHICLE MAINTENANCE OR SERVICE.

⚠ WARNING: SOLVENT CLEANERS CAN BE FLAMMABLE, POISONOUS AND CAUSE BURNS. TO HELP AVOID SERIOUS PERSONAL INJURY, CAREFULLY FOLLOW THE MANUFACTURER'S PRODUCT INSTRUCTIONS/GUIDELINES AND THE FOLLOWING PROCEDURES:

1. WEAR PROPER EYE PROTECTION.
2. WEAR PROTECTIVE CLOTHING.
3. WORK IN A WELL-VENTILATED AREA.
4. DO NOT USE GASOLINE, SOLVENTS OR OTHER MATERIALS THAT CONTAIN GASOLINE THAT CAN EXPLODE.
5. HOT SOLUTION TANKS OR ALKALINE SOLUTIONS MUST BE USED CORRECTLY. FOLLOW THE MANUFACTURER'S RECOMMENDED INSTRUCTIONS AND GUIDELINES CAREFULLY TO HELP PREVENT PERSONAL ACCIDENT OR INJURY.

1. Prepare and polish the kingpin by removing all grease and excess debris using a fine grit (220 grit or higher) emery cloth and parts solvent. (See Figures 8 through 11)



Figure 8.



Figure 9.



Figure 10. Dirty Kingpin



Figure 11. Kingpin After Cleaning

2. Inspect the kingpin for wear or damage. Use a micrometer and measure the upper and lower kingpin in two locations. Positions must be 90 degrees (perpendicular) from each other. (See Figures 12 through 15) If the kingpin diameter is less than 1.802", kingpin replacement may be necessary. Contact the Hendrickson Customer Service Department at 800-660-2843.



Figure 12.

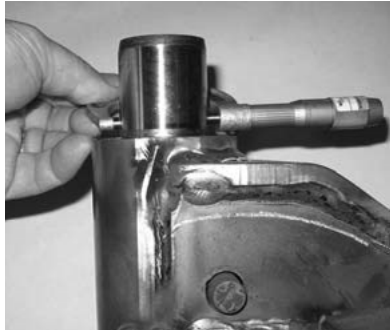


Figure 13.



Figure 14.



Figure 15.

FABRICATED KNUCKLE KINGPIN BUSHING INSTALLATION

1. A hydraulic press with a minimum forcing capacity of 5 tons will be required.

⚠ WARNING: BEFORE APPLYING HYDRAULIC PRESSURE TO ANY TOOLING SET-UP, ALWAYS CHECK TO BE SURE THE PRESS PLATE, ADAPTERS AND COMPONENTS BEING WORKED ON ARE POSITIONED PROPERLY, I.E. "IN LINE" WITH THE RAM. IMPROPER POSITIONING CAN CAUSE PERSONAL INJURY AND/OR COMPONENT DAMAGE.

2. Install the backbone assembly or upper kingpin connection in the press.
3. Remove worn kingpin bushing housing
4. Install the new kingpin housing from the machined side (axle side) of the backbone ensuring squareness between the housing and the backbone.



Figure 16.



Figure 17.

BRIDGE AXLE (BA) AND TIE ROD STRUCTURAL INSPECTION

Periodic inspection of the Bridge Axle and tie rod are strongly recommended. Cleaning the BA and tie rod prior to the inspection will improve the ability to see all structural component condition.

Contact Hendrickson Auxiliary Axle Customer Service for replacement parts or parts kits (800) 660-2843.

ROUND TUBE TIE ROD ADJUSTMENT

In order for a steerable suspension system to steer or track correctly, it is necessary for the wheels to be in a "toe-in" condition. Toe is the difference between the foremost and rearmost point on the tires at spindle height. When the foremost distance is less than the rearmost distance, the wheel pair is said to have toe-in. Toe not only affects tire wear, but also straight-line stability and corner handling. Having a proper toe setting is important for directional stability. On steerable axles, the toe is pre-set during assembly, however sometimes it becomes necessary to adjust the toe. It is also necessary to verify the toe upon axle installation. For additional information regarding toe settings or lift axle systems, please contact the Hendrickson Customer Service Department at 800-660-2829.

To adjust the toe setting, follow these instructions.

DETERMINING THE TOE SETTING

⚠ WARNING: NEVER PERFORM MAINTENANCE ON A SUSPENSION WITHOUT FIRST RELEASING AIR PRESSURE FROM AIR SPRINGS. COMPONENT DAMAGE, INJURY OR DEATH CAN OTHERWISE RESULT.

1. Lift axle until tires are free to spin.
2. Support the suspension with jack stands.
3. Scribe a line on center tread of each tire while rotating tires.
4. Use a trammel bar or tape measure to measure the distance between the scribed lines on the front side of the tires at spindle height.
5. Use a trammel bar or tape measure to measure

the distance between the scribed lines on the back side of the tires at spindle height.

6. Subtract the distance between the front side and back side of the tires. This is the toe setting. Toe Setting = Rear Distance - Front Distance
7. If the toe setting is set in between 1/16" and 1/8", for a standard tie rod, no adjustment is required. If the toe setting is set in more or less than the 1/16" to 1/8" range, refer to the Adjusting the Toe Setting section of this publication as adjustment is necessary.

ADJUSTING THE TOE SETTING

1. Loosen the tie rod clamp bolts, stabilizer mounting u-bolts (if applicable) and nuts.
2. Rotate tie rod tube to provide a toe-in setting of 1/16" to 1/8".
3. Torque the clamp bolts to 50 ft-lbs.

STEERING KNUCKLE ASSEMBLY

After replacing the kingpin housings, it is necessary to reassemble the steering knuckle assemblies.

1. Install the thrust bearing on the lower kingpin, so the top side is up (the thrust bearing may be stamped "TOP" or the black seal will designate the top side), when the axle is in the operating position.
 2. Pack the bearing dimples with multipurpose grease (NLGI Grade 2).
 3. Install the backbone assembly on the kingpin. It will be necessary to support the backbone assembly with a bottle jack and a block of wood under the backbone assembly. (See Figure 18)
- Hint:** The easiest way to install the knuckle is with the zerk grease fitting not installed in the backbone assemblies. In this manner, it does not create back pressure. The assembly can then freely slide up and down on the kingpin.
4. Raise the bottle jack so that there is no free play between the backbone, thrust bearing and the bottom of the axle.
 5. Install the upper kingpin connection on the upper kingpin. (See Figure 18)

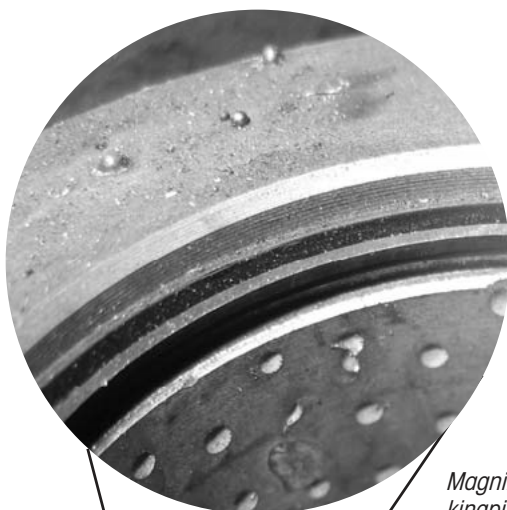


Figure 18.

Magnification of kingpin bushing and lip seal installed in steering knuckle.

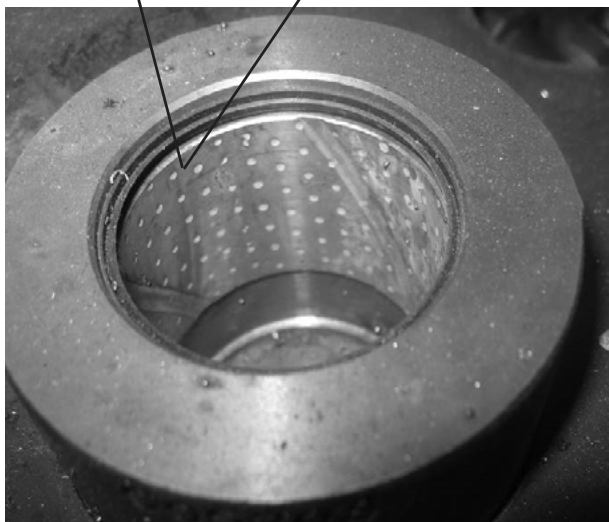


Figure 19.

5/8" Socket Head Cap Screws

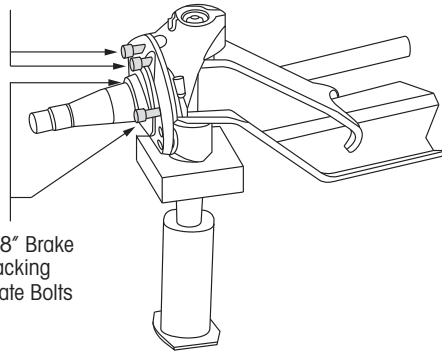


Figure 20.

NOTE: Two guide studs may be substituted in place of the brake backing plate bolts.

6. Install the two new 3/4"-10 x 2.25" Grade 8 HEX bolts and secure with washer and nuts to finger tight.
7. Apply slight upward pressure on the upper kingpin connection.
8. Insert feeler gauges between the upper kingpin connection and the top of the axle. Check the clearance between the upper kingpin connection and the top of the axle. (See Figure 21)
9. Remove the brake backing plate bolts and socket head cap screws. (See Figure 20)
10. Remove the upper kingpin connection.
11. Install the appropriate amount of shims to achieve 0.008" to 0.018" clearance between the upper kingpin connection and the top of the axle.

EXAMPLE: If 0.050" clearance were measured, 0.040" shims would be required to obtain the required 0.008" to 0.018" clearance.



Figure 21.



12. Install the upper kingpin connection onto the kingpin.
13. Slide two 0.010" feeler gauges on each side of the kingpin between the axle and the upper kingpin connection.

⚠ WARNING: PRIOR TO INSTALLATION ENSURE THAT ALL RESIDUAL LOCTITE MATERIAL IS REMOVED FROM THE MOUNTING BOLTS AND THE THREADED HOLES IN THE UPPER KINGPIN CONNECTION, AND NEW LOCTITE 277 OR EQUIVALENT IS APPLIED TO HELP ENSURE THAT THE BOLTS SUSTAIN THE PROPER TORQUE REQUIREMENT. FAILURE TO DO SO CAN CAUSE LOSS OF VEHICLE CONTROL RESULTING IN PERSONAL INJURY OR PROPERTY DAMAGE.

14. Install the hex head bolts and tighten to 175-200 ft-lbs torque.

NOTE: The Hendrickson Genuine Part 3/4-10 x 2-1/2 GRADE 8 HEX bolt (PN: R-6110C125H4H8). Apply LocTite.

15. Once the final torque of the hex nuts has been obtained, remove the two 0.010" feeler gauges and lower the bottle jack.

Vertical End Play

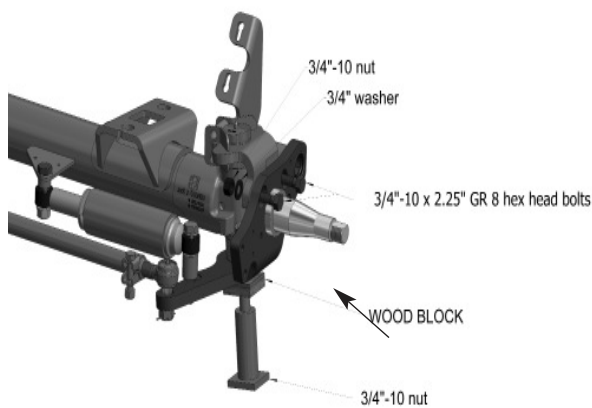


Figure 22.

16. Affix a magnetic base dial indicator on the axle and place the tip of the dial indicator on top of the upper kingpin connection. (See Figure 22)
17. Zero the dial indicator.

18. Raise the bottle jack until there is no clearance between the backbone and the bottom of the axle.
19. Check the reading on the dial indicator. The specification for vertical travel on the steering knuckle assemblies is 0.008" to 0.018".
20. If the clearance is not within the required specification, repeat steps 3 through 9 until the proper clearance is obtained by adding or removing shims.
21. If the vertical travel is not within the specification, repeat steps 3 through 16 until the proper vertical travel is obtained.
22. Remove the bottle jack to remove the load off the knuckle assembly and continue assembling the wheel ends.
23. Install the tie rod cross tube into the tie rod arm.
24. Tighten the castle nuts to 185 ft-lbs torque, then rotate the castle nut to the next castle slot and install the cotter pin.
25. Tighten bolts to 140-160 ft-lbs torque.

NOTE: LocTite applied to knuckle assembly bolts is a critical procedure to ensure that these bolts sustain the torque requirement of the kingpin connection.

26. Install new o-rings on the grease caps and lubricate the o-rings with grease.
27. Install zerk grease fittings and new retaining rings.

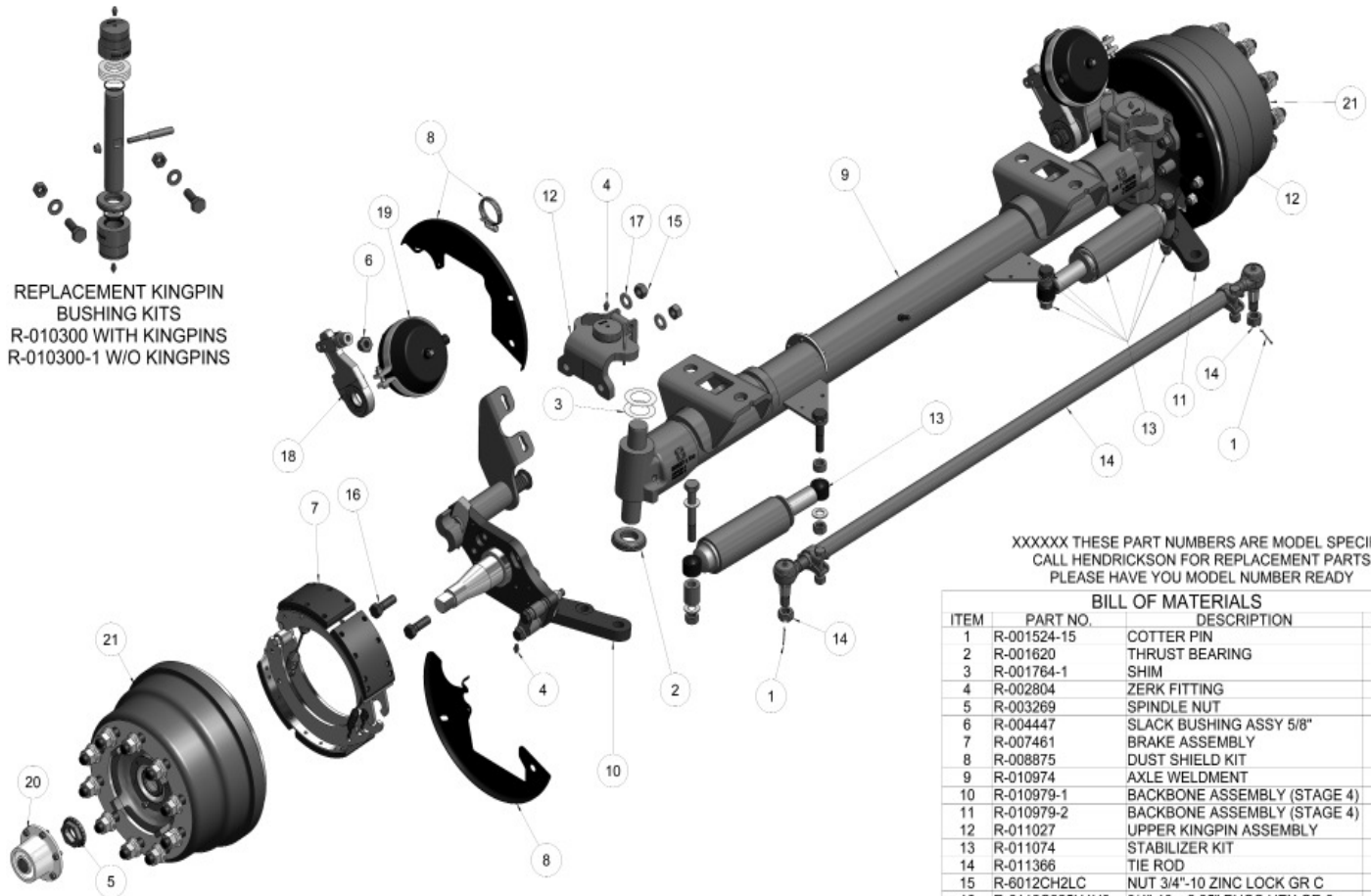


APPENDIX A RECOMMENDED BOLT TORQUES

Refer to table below for bolt torque values.

For more information on torque values, refer to MacLean Vehicle Systems literature, *Axilok Unitized Wheel Bearing Nut System: Installation and Removal Procedures*.

| TORQUE TABLE | | | |
|----------------------------|---------------------------|----------|------------------|
| Item | Part Number | Quantity | Torque |
| Stabilizer nut | 6112C350H4H8 | 2 | 80-120 ft. lbs. |
| Stabilizer bolt | 6112C550H4H8 | 2 | |
| Tie rod castle nut | Included in tie rod end | 2 | 180 ft. lbs. |
| Knuckle main nut | 6012CH2LC | 4 | 250-300 ft. lbs. |
| Knuckle main bolt | 6112C225H4H8 | 4 | |
| Brake anchor pin nut | 6010CH2LC | 2 | 160-200 ft. lbs. |
| Brake anchor pin bolt | 6110C500H4H8 | 2 | |
| Brake chamber mounting nut | Included in brake chamber | 4 | 130-150 ft. lbs. |
| Jam nut | Included in brake chamber | 2 | 33-90 ft. lbs |



REPLACEMENT KINGPIN BUSHING KITS
R-010300 WITH KINGPINS
R-010300-1 W/O KINGPINS

XXXXXX THESE PART NUMBERS ARE MODEL SPECIFIC
CALL HENDRICKSON FOR REPLACEMENT PARTS
PLEASE HAVE YOU MODEL NUMBER READY

| BILL OF MATERIALS | | | |
|-------------------|----------------|-------------------------------|-----|
| ITEM | PART NO. | DESCRIPTION | QTY |
| 1 | R-001524-15 | COTTER PIN | 2 |
| 2 | R-001620 | THRUST BEARING | 2 |
| 3 | R-001764-1 | SHIM | 4 |
| 4 | R-002804 | ZERK FITTING | 4 |
| 5 | R-003269 | SPINDLE NUT | 2 |
| 6 | R-004447 | SLACK BUSHING ASSY 5/8" | 2 |
| 7 | R-007461 | BRAKE ASSEMBLY | 2 |
| 8 | R-008875 | DUST SHIELD KIT | 1 |
| 9 | R-010974 | AXLE WELDMENT | 1 |
| 10 | R-010979-1 | BACKBONE ASSEMBLY (STAGE 4) | 1 |
| 11 | R-010979-2 | BACKBONE ASSEMBLY (STAGE 4) | 1 |
| 12 | R-011027 | UPPER KINGPIN ASSEMBLY | 2 |
| 13 | R-011074 | STABILIZER KIT | 1 |
| 14 | R-011366 | TIE ROD | 1 |
| 15 | R-6012CH2LC | NUT 3/4"-10 ZINC LOCK GR C | 4 |
| 16 | R-6112C225H4H8 | 3/4"-10 x 2.25" PHOS HEX GR 8 | 4 |
| 17 | R-6212H2H | WASHER 3/4" ZINC HARDENED | 4 |
| 18 | R-A-14767 | AUTO SLACK 5.5 | 2 |
| 19 | R-A-14888 | TYPE 20 BRAKE CHAMBER | 2 |
| 20 | XXXXXX | AXLE COMPONENTS | 1 |
| 21 | XXXXXX | HUB/DRUM 20/22 | 2 |

APPENDIX B BRAKE REPLACEMENT

⚠ WARNING: ADEQUATE SUSPENSION SUPPORT MUST BE PROVIDED! FAILURE TO PROVIDE ADEQUATE SUSPENSION SUPPORT COULD RESULT IN SERIOUS BODILY HARM OR FATAL INJURY. EYE PROTECTION STRONGLY RECOMMENDED

For replacement brake kits, contact the Hendrickson Customer Service Department at (800) 660-2843

1. Raise and support the suspension to which the brakes are to be replaced. Remove wheel, brake drum and axle end components to expose the brake shoes.
2. Remove the outer retaining spring and inner retaining spring.

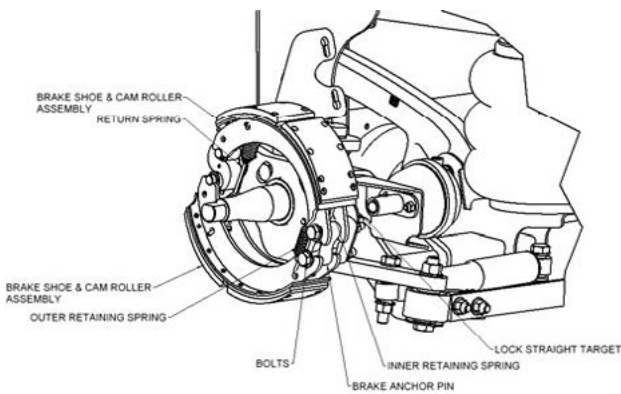


Figure 27. Removal of Outer and Inner Retaining Spring

3. Support the lower brake shoe assembly and remove the return spring. Set parts aside and remove the upper brake shoe.

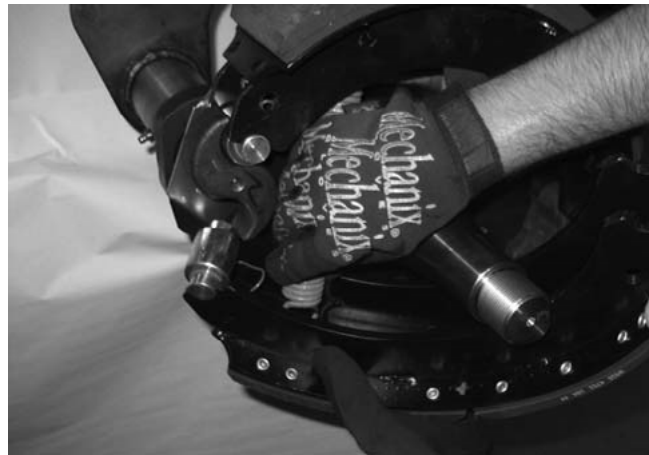


Figure 28. Removal of Return Spring

4. Remove the brake bolts and brake anchor pin. If lock straight target is present, note position for proper reassembly location.



Figure 29. Removal of Brake Bolts and Anchor Pin

5. Replacement brake kit for each specific axle will have the necessary parts to be replaced. Discard worn or damaged parts. If a part is not included in the kit, contact customer service (800) 660-2843.
6. Install new parts in reverse order from step 4. Brake bolts through the anchor pin are to be installed with a torque of 160 ft-lbs.

When reinstalling the spring, be sure the spring is completely clipped into the mounting hole. Failure to do so could result in brake failure.

SERVICE REPLACEMENT BRAKE CHAMBERS

TYPE 16

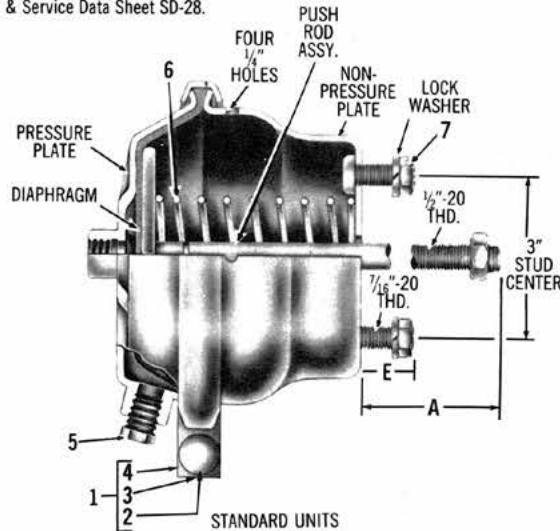
CATALOG
02-E-01

TYPE 16
2 1/4" STROKE

A Brake Chamber is an actuator which converts the energy of air pressure into a mechanical force. Brake Chambers are available in nine sizes, providing a wide range of output forces and strokes. The type of chamber indicates the diaphragm's effective area (Type 30 = 30 sq. in. effective area).

For further information regarding installation and maintenance, consult Instruction & Service Data Sheet SD-28.

SEE CONVERSION LIST ON BACK OF PAGE

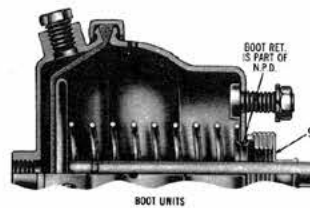
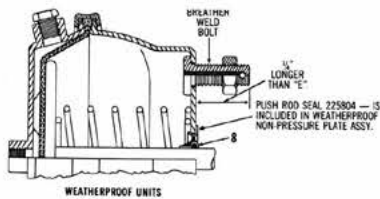


SERVICE CHAMBERS:

- (1) Have long threaded Push Rod that may be cut to length.
- (2) Do not include Yoke.

REFERENCE DETAILS

| No. | Pc. No. | Quan. | Description |
|---------------------------|---------|--------|------------------|
| STANDARD UNITS | | | |
| 1 | 282825 | 1 | Clamp Ring Assy. |
| 2 | 246926 | 2 | Clamp Ring |
| 3 | 249573 | 2 | Nut |
| 4 | 242386 | 2 | Bolt |
| 5 | 230111 | 1 | Pipe Plug, 1/4" |
| 6 | 234192 | 1 | Spring |
| 7 | 214526 | 2 | Nut |
| WEATHERPROOF UNITS | | | |
| Add: | 8 | 212264 | 1 Grommet |
| BOOT UNITS | | | |
| Add: | 9 | 239506 | 1 Boot |



SPRING LOAD

| SPRING | LOAD AT 0" STROKE (LBS.) | LOAD INCREASE PER INCH OF STROKE (LBS.) |
|----------------|--------------------------|---|
| PC. NO. 234192 | 20 | 9.5 |
| 240298 | 55 | 18.5 |

YOKES, SPRINGS, DIAPHRAGMS & BOOTS SHOWN ON CATALOG 02-J-1

| TYPE 16 SERVICE BRAKE CHAMBER PC. NO. | PUSH ROD ASSY. PC. NO. | YOKE ASSY. PC. NO. | YOKE LOCK NUT PC. NO. | LOCK WASHER (2 REQ'D.) PC. NO. | NON-PRESSURE PLATE PC. NO. | DIAPHRAGM PC. NO. | A ROD END TO PLATE | E STUD END TO PLATE | M INLET PORT SIZE | PRESSURE PLATE PC. NO. | INLET LOCATION | FEATURES |
|---------------------------------------|------------------------|--------------------|-----------------------|--------------------------------|----------------------------|-------------------|--------------------|---------------------|-------------------|------------------------|----------------|--------------------|
| STANDARD TYPE UNITS | | | | | | | | | | | | |
| A 275531 | 275427 | NONE | 204781 | NONE | 275428 | 234189-R | 3.00 | 1.00 | 1/4" | 225735 | SIDE | 5/8" PUSH ROD |
| B 287350 | 225272 | NONE | 201438 | 202984 | 275165 | 234189-R | 2.50 | 1.00 | 3/8" | 287283 | CENTER | HEAVY SPRING |
| 287595 | 226067 | 205948 | 201438 | 202984 | 281344 | 234189-R | 2.75 | 2.12 | 3/8" | 287223 | SIDE | LONG MTG. BOLTS |
| 286808 | 224724 | NONE | 201438 | NONE | 225945 | 236665-N | 9.00 | 1.00 | 1/4" | 225735 | CENTER | NEOPRENE DIAPHRAGM |
| 288799 | 224724 | NONE | 201438 | 202984 | 226083 | 234189-R | 9.00 | 1.50 | 3/8" | 287284 | C & S | STD. UNIT |
| WEATHERPROOF TYPE UNITS | | | | | | | | | | | | |
| 228911 | 229965 | NONE | NONE | 202984 | 225952 | 236665-N | 3.00 | 1.00 | 1/4" | 225735 | SIDE | NEOPRENE DIAPHRAGM |
| 287685 | 225042 | 205948 | 201438 | NONE | 226906 | 234189-R | 8.50 | — | 3/8" | 287283 | CENTER | STUD MOUNTING |
| 287686 | 275088 | NONE | NONE | NONE | 275090 | 234189-R | 2.12 | — | 3/8" | 287283 | SIDE | STUD MOUNTING |
| 288800 | 224724 | NONE | 201438 | 202984 | 225952 | 234189-R | 9.00 | 1.00 | 3/8" | 287284 | C & S | STD. W. P. UNIT |
| BOOT TYPE UNITS | | | | | | | | | | | | |
| 275164 | 225272 | NONE | 201438 | 202984 | 275165 | 234189-R | 2.50 | 1.00 | 1/4" | 225735 | CENTER | HVY. SPRING |
| 288801 | 224724 | NONE | 201438 | 202984 | 229213 | 234189-R | 9.00 | 2.50 | 3/8" | 287284 | C & S | STD. BOOT UNIT |
| 288802 | 224724 | NONE | 201438 | 202984 | 229213 | 236665-N | 9.00 | 2.50 | 3/8" | 287284 | C & S | NEOPRENE DIAPHRAGM |

A-PUSH ROD FOR THIS CHAMBER IS 5/8" DIA.
B-SUBSTITUTE SPRING, 240298 FOR ITEM 6.

N-NEOPRENE
R-RUBBER

BRAKE CHAMBERS NOT AVAILABLE
IN REMANUFACTURED EXCHANGE.

TYPE 16 BRAKE CHAMBER CONVERSION LIST

| ORIG. EQUIP. PC. NO. | SERVICE REPLACEMENT | |
|-----------------------|-------------------------|--------------------|
| | SERVICE CHAMBER PC. NO. | YOKE ASSY. PC. NO. |
| STANDARD UNITS | | |
| 225924 | 288799 | NONE |
| 226055 | 288799 | 205948 |
| 226212 | 288799 | NONE |
| 226213 | 288799 | NONE |
| 226214 | 288799 | NONE |
| 226215 | 288799 | NONE |
| 226477 | 288799 | 205948 |
| 226677 | 288799 | NONE |
| 226702 | 288799 | 205948 |
| 226714 | 288799 | 205948 |
| 226892 | 288799 | 205948 |
| 227154 | 288799 | NONE |
| 227859 | 286808 | 205948 |
| 227949 | 288799 | 205948 |
| 228052 | 288799 | 205948 |
| 228237 | 288799 | 205433 |
| 228423 | 288799 | NONE |
| 229469 | 288799 | 205948 |
| 229511 | 288799 | NONE |
| 229683 | 288799 | NONE |
| 229745 | 288799 | 202797 |
| 229760 | 288799 | 202797 |
| 275072 | 288799 | NONE |
| 275074 | 288799 | NONE |
| 275075 | 288799 | NONE |
| 275426 | 275531 | 275429 |
| 275531 | 275531 | NONE |
| 275367 | 288799 | NONE |
| 276690 | 287595 | NONE |
| 280411 | 288799 | NONE |
| 281261 | 288799 | 205948 |
| 281342 | 287595 | 205948 |
| 281343 | 288799 | 205948 |
| 282804 | 288799 | 205948 |

| ORIG. EQUIP. PC. NO. | SERVICE REPLACEMENT | |
|-----------------------|-------------------------|--------------------|
| | SERVICE CHAMBER PC. NO. | YOKE ASSY. PC. NO. |
| STANDARD UNITS | | |
| 284845 | 288799 | 202797 |
| 286808 | 286808 | NONE |
| 286852 | 288799 | NONE |
| 287222 | 288799 | 202797 |
| 287350 | 287350 | NONE |
| 287352 | 288799 | 205948 |
| 287574 | 288799 | NONE |
| 287575 | 288799 | NONE |
| 287576 | 288799 | NONE |
| 287577 | 288799 | NONE |
| 287578 | 288799 | 205948 |
| 287579 | 288799 | NONE |
| 287580 | 288799 | 202797 |
| 287581 | 288799 | NONE |
| 287582 | 288799 | NONE |
| 287583 | 288799 | 205433 |
| 287584 | 288799 | NONE |
| 287585 | 288799 | 205948 |
| 287586 | 288799 | NONE |
| 287587 | 288799 | NONE |
| 287588 | 288799 | 202797 |
| 287589 | 288799 | 202797 |
| 287590 | 288799 | 202797 |
| 287591 | 288799 | NONE |
| 287592 | 288799 | NONE |
| 287593 | 288799 | NONE |
| 287594 | 288799 | NONE |
| 287595 | 287595 | 205948 |
| 287596 | 288799 | 205948 |
| 287597 | 288799 | 205948 |
| 287598 | 288799 | 205948 |
| 287775 | 288799 | NONE |
| 288096 | 288799 | 205948 |

| ORIG. EQUIP. PC. NO. | SERVICE REPLACEMENT | |
|---------------------------|-------------------------|--------------------|
| | SERVICE CHAMBER PC. NO. | YOKE ASSY. PC. NO. |
| WEATHERPROOF UNITS | | |
| 225938 | 288800 | 205948 |
| 226118 | 288800 | 205948 |
| 226665 | 288800 | NONE |
| 226673 | 288800 | NONE |
| 226805 | 287685 | 205948 |
| 226806 | 288800 | 205433 |
| 227923 | 288800 | 205948 |
| 228911 | 228911 | NONE |
| 228958 | 288800 | NONE |
| 229840 | 288800 | NONE |
| 275086 | 287686 | NONE |
| 276407 | 288800 | NONE |
| 279514 | 288800 | 205948 |
| 282473 | 288800 | NONE |
| 287614 | 288800 | 205948 |
| 287615 | 288800 | NONE |
| 287616 | 288800 | 205433 |
| 287617 | 288800 | 205948 |
| 287618 | 288800 | NONE |
| 287619 | 288800 | NONE |
| 287685 | 287685 | 205948 |
| 287686 | 287686 | NONE |
| 287692 | 288800 | NONE |
| 287736 | 288800 | NONE |
| 287737 | 288800 | 202797 |

| ORIG. EQUIP. PC. NO. | SERVICE REPLACEMENT | |
|----------------------|-------------------------|--------------------|
| | SERVICE CHAMBER PC. NO. | YOKE ASSY. PC. NO. |
| BOOT UNITS | | |
| 229278 | 288801 | 205948 |
| 229284 | 288801 | NONE |
| 229288 | 288801 | NONE |
| 229293 | 288801 | 205948 |
| 229299 | 288802 | 228802 |
| 229980 | 288801 | 205948 |
| 275164 | 275164 | NONE |
| 279826 | 288801 | 205948 |
| 279851 | 288801 | 205948 |
| 280478 | 288801 | 205948 |
| 287682 | 288801 | NONE |
| 287683 | 288802 | 228802 |
| 287684 | 288801 | 205948 |
| 287741 | 288801 | 205948 |
| 288232 | 288801 | 205948 |

Bendix® LQ-5™ Bobtail Ratio Valve

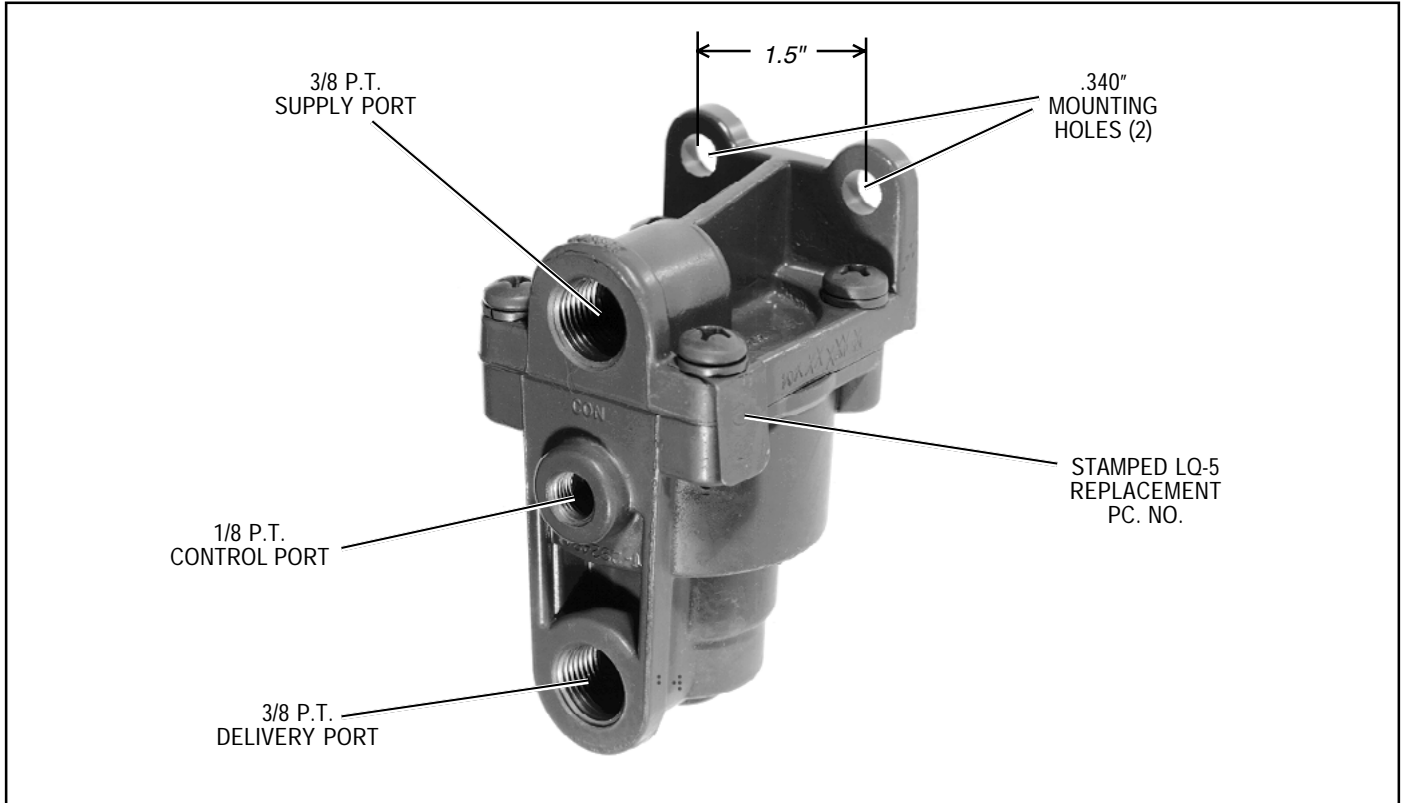


FIGURE 1 - LQ-5™ BOBTAIL RATIO VALVE

DESCRIPTION

The LQ-5™ bobtail ratio valve is used on the front (steering) axle of tractor air brake systems to reduce brake application pressure during normal tractor-trailer operation. It is designed for tractor systems only and replaces the existing front axle limiting valve. It is not to be used on straight trucks or towing trucks. Also, a quick release valve must be installed between the LQ-5™ valve delivery and the brake chambers.

IMPORTANT: Do not replace the BP-1™ front brake proportioning valve with the LQ-5™ valve. The LQ-5™ valve will not function properly in the BP-1™ valve system.

Caution: The LQ-5™ valve can replace the LQ-4™ ratio valve on tractors. The LQ-5™ valve control port must be connected to the trailer supply line. When the tractor is disconnected from the trailer, bobtail tractor braking performance is improved because full brake valve pressure will be applied to the steering axle brakes.

Although it is not mandatory, the LQ-5™ valve is used in conjunction with the BP-R1™ bobtail brake proportioning relay valve, only when a customer specifies a front axle ratio valve. The BP-R1™ valve and LQ-5™ valve combine to reduce stopping distance and improve tractor control in bobtail mode. (For more information on the BP-R1™ valve, see SD-03-1067.)

OPERATION

GENERAL

After an initial delivery, the LQ-5™ valve limits front axle brake pressure during normal tractor-trailer operation. The LQ-5™ valve has two spring-loaded pistons: a blend back piston and a proportioning piston. The “stepped” proportioning piston determines actual air pressure reduction and the blend back piston allows the valve’s delivery pressure to “blend back” and reach a 1:1 ratio during high pressure brake applications.

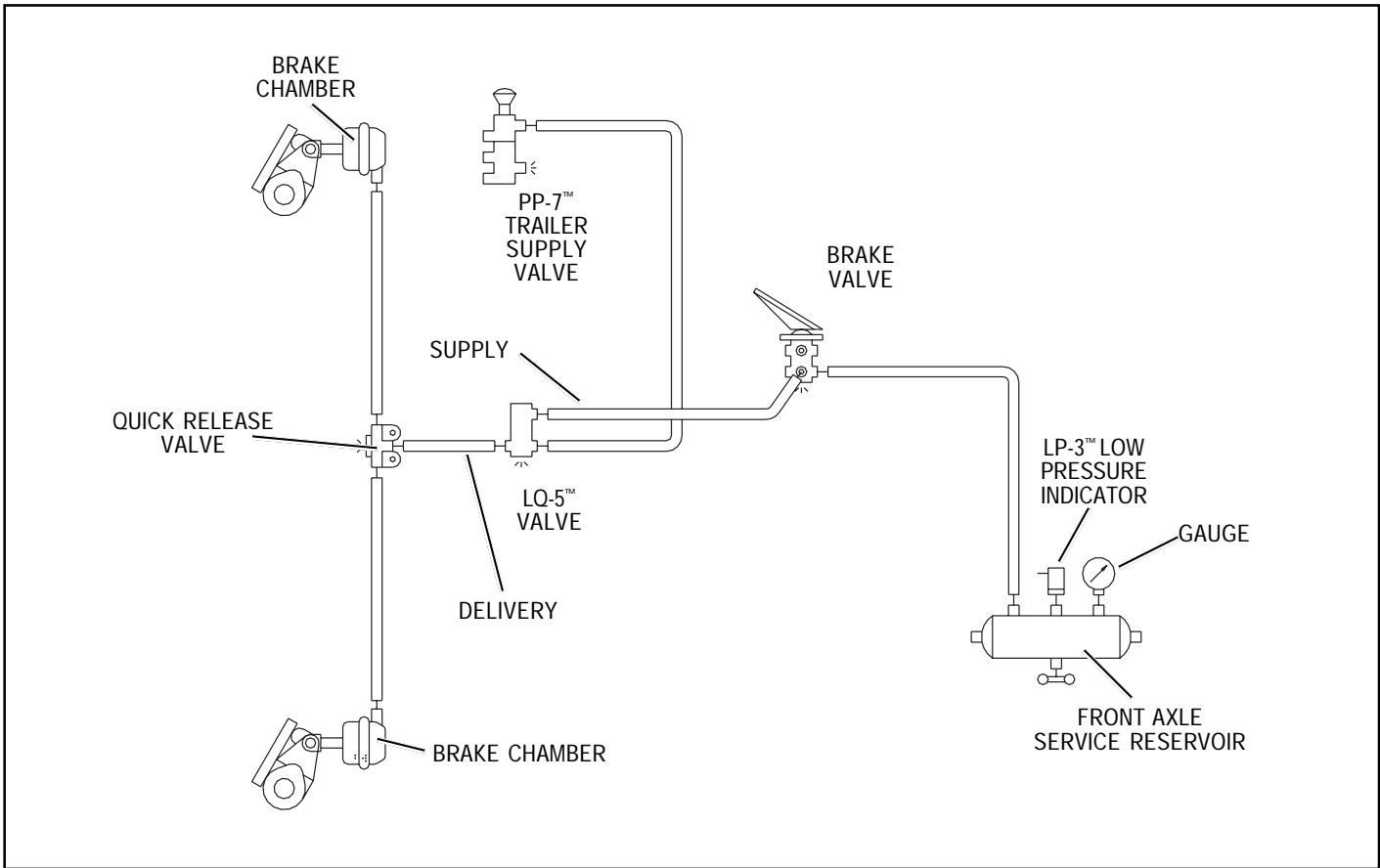


FIGURE 2 - LQ-5™ BOBTAIL RATIO VALVE INSTALLATION

The LQ-5™ valve also allows full service pressure to pass through it when the trailer supply valve (red octagonal button) is pulled out—when the tractor is running in bobtail mode.

Note: LQ-5™ valve control pressure, which comes from the trailer supply line, will vary. As a result, the LQ-5™ valve delivery and blend back ranges will also vary, because the blend back piston works against control pressure. Figure 3 shows the LQ-5™ valve delivery range at two control pressures: 90 psi and 120 psi.

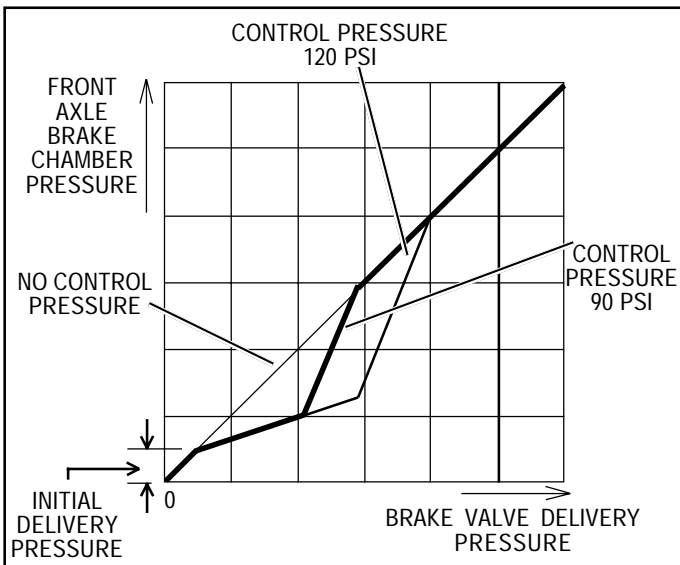


FIGURE 3 - LQ-5™ BOBTAIL RATIO VALVE PERFORMANCE CURVE

TRACTOR-TRAILER MODE

Brake Application—LQ-5™ Valve Limiting

During tractor-trailer operation, the trailer supply valve (red octagonal button) is depressed and delivers air pressure simultaneously to the trailer and to the LQ-5™ valve control port. Air pressure enters the LQ-5™ valve control port and displaces the blend back piston, against the resistance of its spring, until the piston contacts the cover.

Control pressure holds the blend back piston against the cover and the “initial delivery” spring forces the proportioning piston to its seat in the body, which opens the inlet. The “initial delivery” pressure is designed to ensure that the brake linings contact the brake drums before proportioning occurs. The exhaust valve is sealed due to its spring. Brake valve air pressure enters the supply port, moves through the center of the pistons, around the inlet/exhaust valve, and out to the front axle actuators.

Air pressure being delivered to the brake actuators is also present beneath the proportioning piston. Because the area on the delivery side of the proportioning piston is larger than that on the supply side, the delivery side needs less air pressure to apply the same force.

Therefore after the initial delivery pressure, the LQ-5™ valve delivers less air pressure to the front axle than it receives from the brake valve.

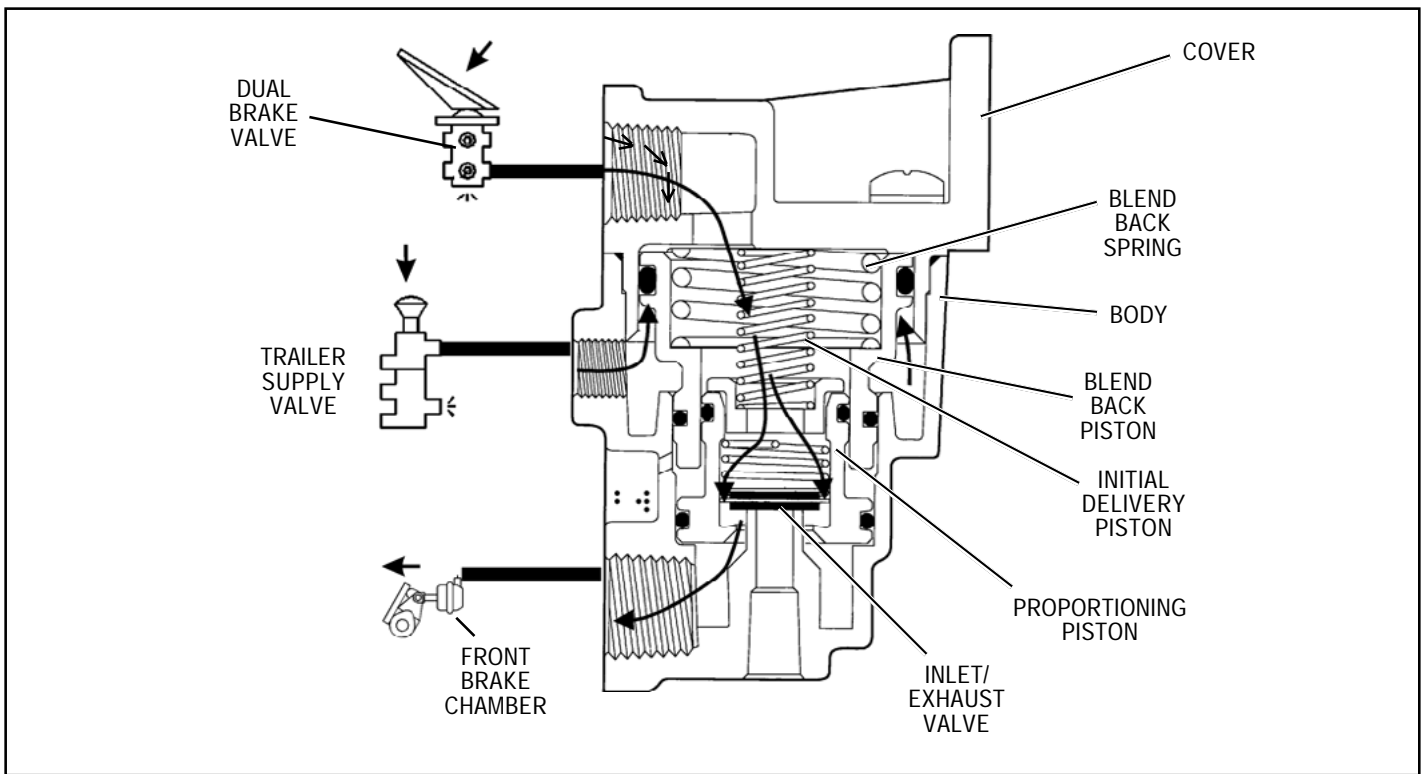


FIGURE 4 - LQ-5™ BOBTAIL RATIO VALVE LIMITING: TRACTOR-TRAILER MODE (SHOWN DURING INITIAL DELIVERY)

BALANCED BRAKE VALVE APPLICATION - LQ-5™ VALVE HOLDING

The forces acting on the proportioning piston are equal when air pressure beneath the piston is approximately one-half of that above. (For example, if a 40 psi brake application is made, approximately 20 psi would be present beneath the proportioning piston.) At this point, the proportioning piston lifts and closes the inlet. The exhaust passage remains sealed. With both the inlet and exhaust valves closed, the LQ-5™ valve is balanced—front axle air pressure is neither increasing nor decreasing.

BRAKE VALVE RELEASE

Upon brake valve release, air pressure above the blend back piston returns to the brake valve and exhausts. Air pressure from the delivery line lifts the proportioning piston and inlet/exhaust valve away from the exhaust seat in the body. Air then flows out the open exhaust passage. Air from the actuators exhausts through the quick release valve. (See Figure 2.)

If the service brakes are rapidly released, air pressure may lift the inlet/exhaust valve further against the relatively light resistance of the valve spring. Air would then also flow back through the open inlet and out to the brake valve.

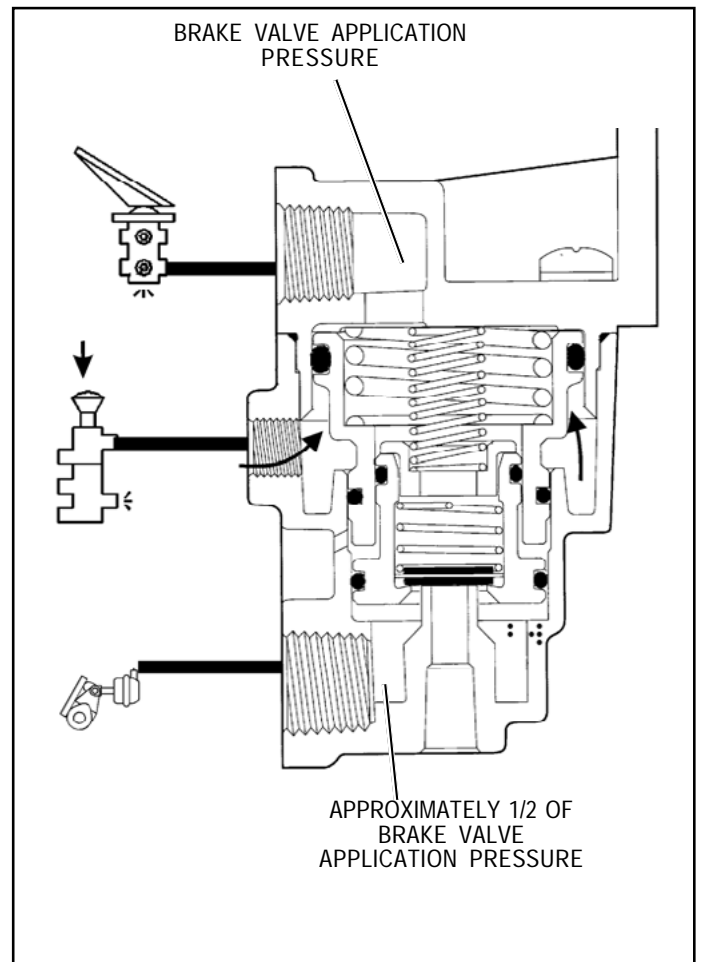


FIGURE 5 - LQ-5™ BOBTAIL RATIO VALVE HOLDING: TRACTOR-TRAILER MODE

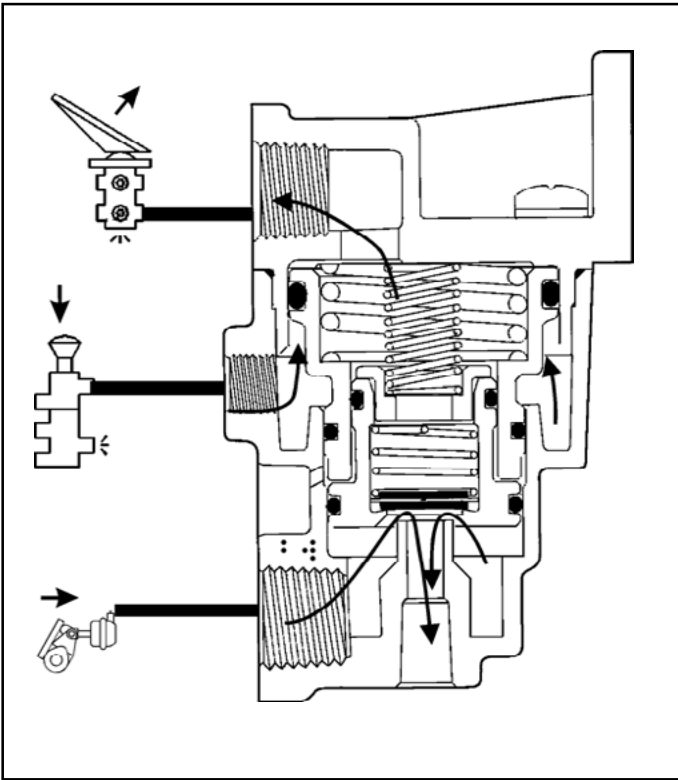


FIGURE 6 - LQ-5™ BOBTAIL RATIO VALVE RELEASING: TRACTOR-TRAILER MODE

When air pressure beneath the proportioning piston depletes to less than approximately 8 psi, the valve spring is able to seat the exhaust valve. The “initial delivery” spring keeps the inlet open and allows air from the LQ-5™ valve delivery to flow through the valve, out the supply and back to the brake valve.

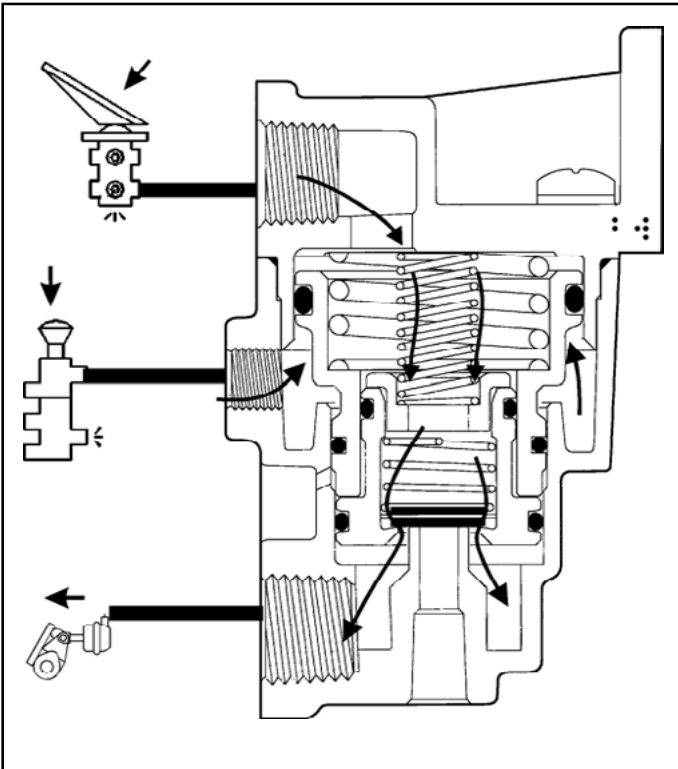


FIGURE 7 - LQ-5™ BOBTAIL RATIO VALVE BLENDING BACK: TRACTOR-TRAILER MODE

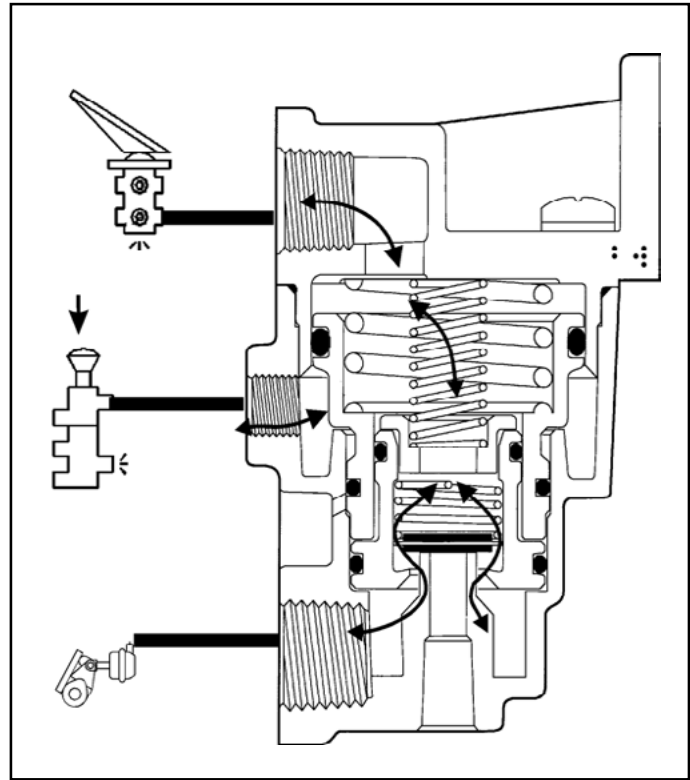


FIGURE 8 - LQ-5™ BOBTAIL RATIO VALVE MODE

BRAKE APPLICATION—LQ-5™ VALVE BLENDING BACK

Service brake pressure enters the LQ-5™ valve supply port and combines with the force of the blend back spring to work against control pressure. When service pressure is sufficiently high (see Figure 3), the total downward force begins to overcome the upward force of control pressure on the blend back piston. The blend back piston is forced into contact with the proportioning piston. Both pistons now move as one. Because of the added surface area of the blend back piston, LQ-5™ valve delivery pressure “catches up” as supply pressure increases. When the piston assembly contacts its seat in the body, the LQ-5™ valve delivers full application pressure. There is then a 1:1 ratio between supply and delivery.

BOBTAIL MODE

BRAKE VALVE APPLICATION, BALANCE, RELEASE

When the trailer supply valve is pulled out, air in the LQ-5™ valve control port flows back to the trailer supply valve and exhausts to atmosphere. With no control pressure, the blend back piston is forced by its spring to contact the proportioning piston. The inlet/exhaust valve is held by its spring and seals the exhaust passage. Both pistons, now moving as one, reach their stop in the body.

This is the position for bobtail mode apply, hold and release. The LQ-5™ valve delivers full service application pressure in

bobtail mode. Upon brake valve release, delivery air pressure flows back through the LQ-5™ valve, to the brake valve and out to atmosphere. Air from the actuators exhausts through the quick release valve.

WARNING! PLEASE READ AND FOLLOW THESE INSTRUCTIONS TO AVOID PERSONAL INJURY OR DEATH:

When working on or around a vehicle, the following general precautions should be observed **at all times**.

1. Park the vehicle on a level surface, apply the parking brakes, and always block the wheels. Always wear safety glasses.
2. Stop the engine and remove ignition key when working under or around the vehicle. When working in the engine compartment, the engine should be shut off and the ignition key should be removed. Where circumstances require that the engine be in operation, **EXTREME CAUTION** should be used to prevent personal injury resulting from contact with moving, rotating, leaking, heated or electrically charged components.
3. Do not attempt to install, remove, disassemble or assemble a component until you have read and thoroughly understand the recommended procedures. Use only the proper tools and observe all precautions pertaining to use of those tools.
4. If the work is being performed on the vehicle's air brake system, or any auxiliary pressurized air systems, make certain to drain the air pressure from all reservoirs before beginning **ANY** work on the vehicle. If the vehicle is equipped with an AD-IS™ air dryer system or a dryer reservoir module, be sure to drain the purge reservoir.
5. Following the vehicle manufacturer's recommended procedures, deactivate the electrical system in a manner that safely removes all electrical power from the vehicle.
6. Never exceed manufacturer's recommended pressures.
7. Never connect or disconnect a hose or line containing pressure; it may whip. Never remove a component or plug unless you are certain all system pressure has been depleted.
8. Use only genuine Bendix® replacement parts, components and kits. Replacement hardware, tubing, hose, fittings, etc. must be of equivalent size, type and strength as original equipment and be designed specifically for such applications and systems.
9. Components with stripped threads or damaged parts should be replaced rather than repaired. Do not attempt repairs requiring machining or welding unless specifically stated and approved by the vehicle and component manufacturer.
10. Prior to returning the vehicle to service, make certain all components and systems are restored to their proper operating condition.

PREVENTIVE MAINTENANCE

GENERAL

Perform the following tests and inspections at the prescribed intervals. If the LQ-5™ valve fails to function as described or if leakage is excessive, repair the valve or replace it with a new or genuine Bendix remanufactured unit, available at any authorized parts outlet.

Important: Review the Bendix Warranty Policy before performing any intrusive maintenance procedures. A warranty may be voided if intrusive maintenance is performed during the warranty period.

No two vehicles operate under identical conditions, as a result, maintenance intervals may vary. Experience is a valuable guide in determining the best maintenance interval for air brake system components. At a minimum, the valve should be inspected every 6 months or 1500 operating hours, whichever comes first, for proper operation. Should the valve not meet the elements of the operational tests noted in this document, further investigation and service of the valve may be required.

OPERATION & LEAKAGE TESTS

OPERATION TEST

To properly test the LQ-5™ valve, use a pair of test gauges or gauges of known accuracy.

1. With the trailer supply valve pushed in (tractor-trailer mode), install two air gauges in the front axle service system: one between the brake valve and the LQ-5™ valve and one at a front axle actuator.
2. Build system pressure to governor cut-out setting.
3. Make a service brake application with the foot valve and have someone observe the gauges. When the gauge between the foot valve and the LQ-5™ valve reaches 40 psi, the actuator gauge should read approximately 20 psi (±5 psi).
4. Make a full service brake application. Both gauges should read the same pressure.
5. With the trailer supply valve pulled out (bobtail mode), make a 30-40 psi service brake application. Both gauges should read the same pressure.
6. Remove the test gauges.

LEAKAGE TEST

1. Build system pressure to governor cut-out. With the trailer supply valve pushed in (tractor-trailer mode), apply a soap solution to the LQ-5™ valve exhaust port. The leakage should not exceed a 1" bubble in less than 3 seconds.

2. Make and hold a full brake application and apply a soap solution to the exhaust port and around the cover where it joins the body. The leakage should not exceed a 1" bubble in less than 3 seconds.

VALVE REMOVAL

1. Secure the vehicle on a level surface by means other than the brakes.
2. Drain air system completely, making sure all reservoirs are at atmospheric pressure.
3. Identify and mark all air lines and their respective connections on the valve.
4. Disconnect all air lines.
5. Remove the valve from the vehicle.

VALVE INSTALLATION

If the vehicle has a front axle ratio or limiting valve (such as the Bendix® LQ-4™ valve), it can be replaced with an LQ-5™ valve. The LQ-5™ valve control port must be connected to the trailer supply line. Also, a quick release valve must be installed between the LQ-5™ valve delivery and the brake chambers.

1. Install all air line fittings making certain thread sealing material does not enter the valve.
2. Mount the assembled valve on the vehicle with the exhaust pointing down.
3. Reconnect all air lines to the valve using the identification made during *Valve Removal*, Step 3.
4. After installing the LQ-5™ valve, test all air fittings for excessive leakage and tighten as needed.

DISASSEMBLY

The following disassembly and assembly procedures are for reference only. Always have the appropriate maintenance kit on hand and use its instructions in lieu of those presented here. Refer to Figure 9 throughout the procedures.

Caution: The LQ-5™ valve may be lightly clamped in a bench vise, but overclamping will damage the valve and cause leakage and/or malfunction. If a vise is used, clamp around the supply port and the mounting surface.

1. Remove all air fittings from the valve.
2. Before removing the four Phillips head screws that secure the cover to the body, mark the relationship between cover and body.
3. Remove and retain the screws and the metal tag with the LQ-5™ valve piece number on it. Separate cover from body. Remove and discard o-ring (1).

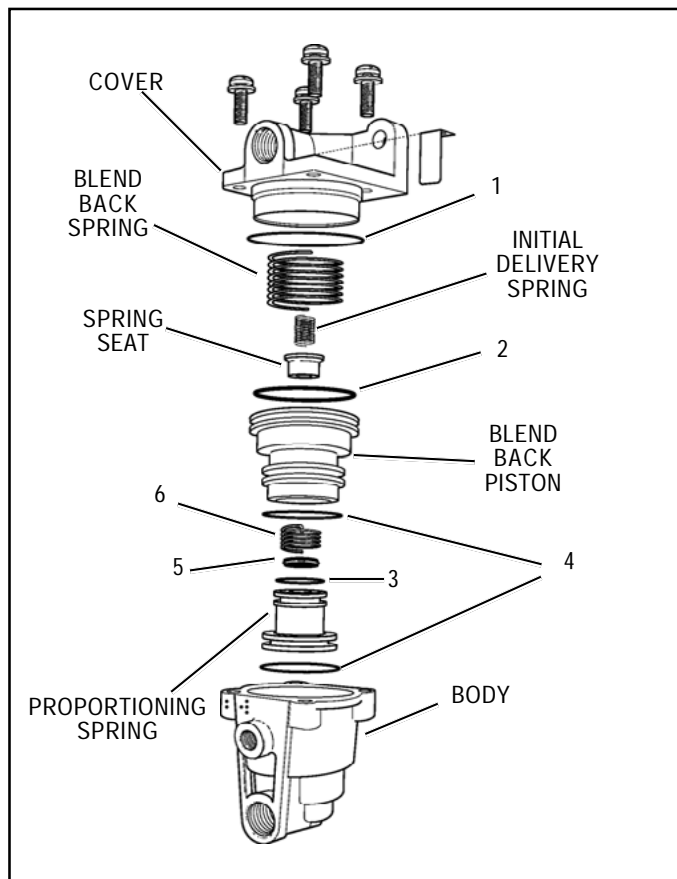


FIGURE 9 - LQ-5™ BOBTAIL RATIO VALVE

4. Remove the blend back and proportioning pistons from the body.
5. Separate and retain the pistons. Remove and retain the spring seat from the proportioning piston.
6. With a pair of needle nose pliers, grasp the end of the valve spring (6) inside the proportioning piston. Remove the spring by pulling and turning clockwise. Discard the spring.
7. Remove and discard inlet/exhaust valve (5) from proportioning piston.
8. Remove and discard o-rings (2), (3), (4) from the pistons.

CLEANING & INSPECTION

1. Clean all metal parts with mineral spirits or an equivalent solvent.
2. Thoroughly dry all metal parts.
3. Inspect interior and exterior of all metal parts that will be reused for severe corrosion, pitting or cracks. Superficial corrosion and/or pitting on the exterior of the body or cover is acceptable. Replace entire valve if interior of body or cover shows signs of corrosion or pitting.
4. Inspect body and cover bores for deep scuffing or gouges. Replace entire valve if either is found.

5. Make certain all air channels are clear and free of obstruction.
6. Inspect all pipe threads and make sure they are clean and free of thread sealant.
7. Inspect all air line fittings for corrosion and replace as necessary.
4. Insert the proportioning piston into the small bore of the blend back piston and install the piston assembly in the body.
5. Install spring seat into the piston assembly bore, small end first.
6. Install the “initial delivery” spring on the inner wall of the spring seat.

ASSEMBLY

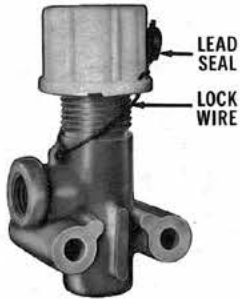
1. Before assembly, lubricate o-rings, pistons, and body and cover bores with the lubricant in the Bendix maintenance kit.
2. Install o-rings (3 & 4) on proportioning piston. Install o-rings (2 & 4) on blend back piston. Install o-ring (1) on cover.
3. Place inlet/exhaust valve (5) into the inner diameter of the proportioning piston and retain with valve spring (6). Use needle nose pliers to install the spring by grasping it on the bar that intersects its end and turning clockwise while pressing down. The bar must be away from (not touching) the valve.
Note: Make sure spring coils do not overlap each other as the spring compresses into the proportioning piston. Also, make sure the valve is square, contacts the seat, and doesn't bind.
7. Install the blend back spring in the inner diameter of the blend back piston so that it surrounds the “initial delivery” spring.
8. Place the cover on the body in the proper position, as marked in *Disassembly*, Step 2. Make sure the springs are square when the cover is attached to the body.
9. Using the Phillips head screws and their lock-washers, secure the cover to the body. Torque the screws to 50-80 inch pounds.
10. Install all air line fittings, making sure thread sealing material does not enter the valve.
11. Mount LQ-5™ valve on the vehicle and perform *Operation and Leakage Tests* before returning the vehicle to service.



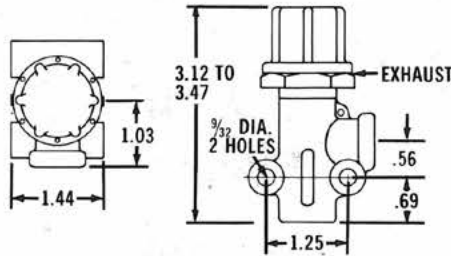
CATALOG 03-A-11B

TYPE PR-2

PRESSURE PROTECTION VALVE



LEAD SEAL
LOCK WIRE



The pressure protection valve is a normally closed, pressure control valve which can be referred to as a non-exhausting sequence valve. These valves are used in many different applications. An example would be in an air brake system to protect one reservoir, or reservoir system from another, by closing automatically at a preset pressure should a reservoir system failure occur. The valves can also be used to delay filling of auxiliary reservoirs to insure a quick build-up of brake system pressure.

The closing pressure of the PR-2 is externally adjustable while the PR-4 has a fixed setting.

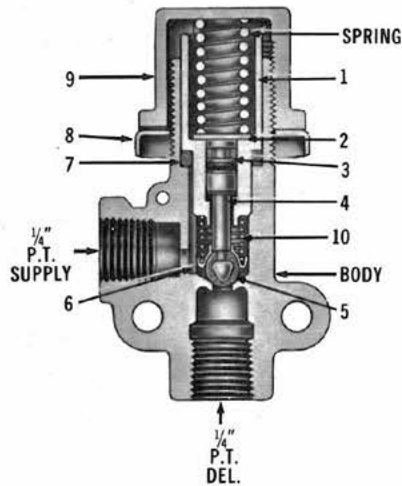
For installation and maintenance information, see Instruction & Service Data Sheet, SD-03-55

WEIGHT - .4 LBS

VMRS. NO. 13-010-044

DEVICE CODE IS 2010

PR-2 NOT AVAILABLE IN REMFR. EXCHANGE.



| COMMON SERVICE PARTS | | | |
|----------------------|---------|-------|---------------------|
| NO. | PC. NO. | QUAN. | DESCRIPTION |
| 1 | 241910 | 1 | PISTON |
| 2 | 241914 | 1 | PISTON PLUG |
| 3 | 236640 | 1 | GROMMET, 1/4" O.D. |
| 4 | 241911 | 1 | VALVE STEM |
| 5 | 239773 | 1 | VALVE |
| 6 | 241913 | 1 | VALVE GUIDE |
| 7 | 242391 | 1 | GROMMET, .590" O.D. |
| 8 | 241952 | 1 | STAMPED NUT |
| 9 | 248103 | 1 | ADJUSTING CAP |
| 10 | 241912 | 1 | VALVE SPRING |

SUB ASSY. AND DETAIL REFERENCE

| PR-2 PRESSURE PROTECTION VALVE PC. NO. | CUSTOMER IDENTIFICATION | SPRING PC. NO. | BODY PC. NO. | NOMINAL CLOSING PRESSURE P.S.I. | FOR SERVICE USE PC. NO. |
|--|-------------------------|----------------|--------------|---------------------------------|-------------------------|
| 277147 | NONE | 241916 | 242446 | 65 | 277147 |
| 277148 | NONE | 241916 | 242446 | 85 | 277148 |
| 277222 | NONE | 241916 | 242446 | 95 | 277222 |
| 277226 | NONE | 241915 | 242446 | 60 | 277226 |
| 277227 | NONE | 241916 | 242446 | 75 | 277227 |
| 277971 | NONE | 241916 | 242446 | 80 | 277971 |
| A 279505 | NONE | 241916 | 242446 | 65 | 279505 |
| 281467 | NONE | 241915 | 242446 | 50 | 281467 |
| A 282517 | NONE | 241915 | 242446 | 60 | 282517 |
| 283038 | FORD DOHA-2A435-A | 241916 | 247278 | 85 | 277148 |
| 283933 | NONE | 241916 | 247278 | 85 | 283933 |
| 285537 | TEREX 9228724 | 241916 | 242446 | 65 | 277146 |
| 285539 | TEREX 9214478 | 241916 | 242446 | 95 | 277222 |
| 285540 | TEREX 9246147 | 241916 | 242446 | 90 | 282133 |
| 285541 | TEREX 9249220 | 241916 | 242446 | 75 | 277227 |

A-ADD LOCKWIRE, 243947 & LEAD SEAL 237324

QRV SERVICE PARTS CHANGEOVER

QUICK RELEASE VALVE

CATALOG 03-A-2

The QRV, QR-1 & QRN Quick Release Valves are responsible for the rapid exhaust of air pressure, generally from brake chambers or spring brakes. They decrease the brake release time due to their mounting location which is generally close to the brake chamber or spring brake they serve. The QRV, QR-1 and QRN are all interchangeable with regard to fit and function. The QRN is the newest design of the three and in most cases can be used as a replacement for either the QRV or QRN.

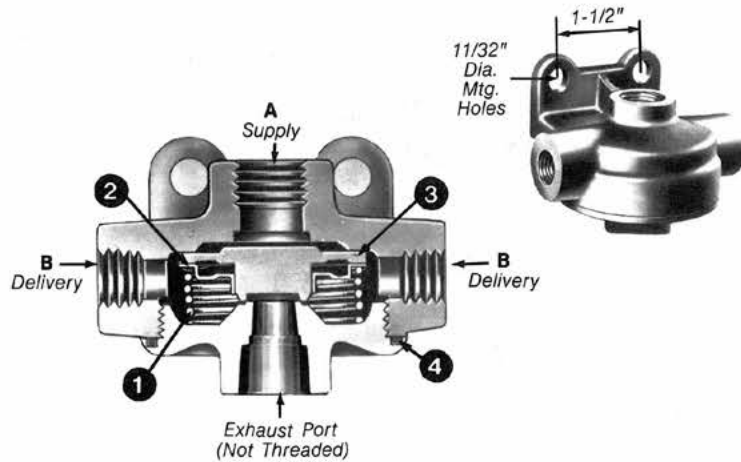
For service/maintenance information consult service data sheets;

SD-03-69 — QRV & QR-1
SD-03-74 — QRN

Weight: QR-1 is 11.2 oz. Device Code: QR-1 is 901
 QRV is 1 lb. QRV is 900
 QRN is 14 oz. QRN is 905

Maintenance Kit 275875 Consists of:

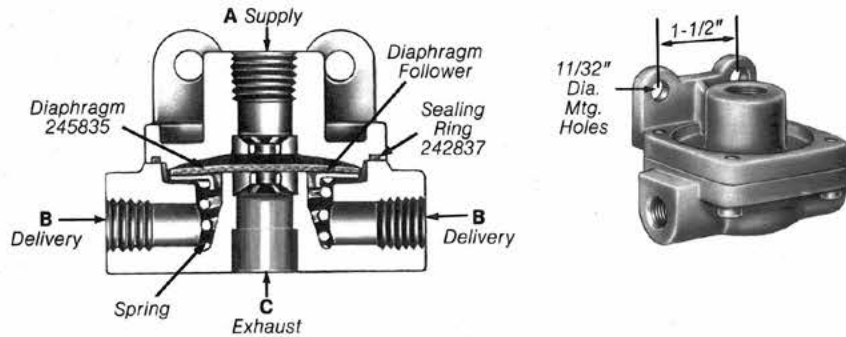
| KEY NO. | DESCRIPTION | QUANTITY |
|---------|--------------|----------|
| 1 | Spring | 1 |
| 2 | Spring Seat | 1 |
| 3 | Diaphragm | 1 |
| 4 | Sealing Ring | 1 |



| QRV QUICK RELEASE VALVE FOR SERVICE OR REMAN. USE PC. NO. | PORT SIZES (P.T.) | | SUPPLY & DELIVERY DIFFERENTIAL (PSI) | QRN REPLACEMENT |
|---|-------------------|------------|--------------------------------------|-----------------|
| | A SUPPLY | B DELIVERY | | |
| 205000 | 3/8 | 1/4 | 1 Max. | 065067* |
| 224417 | 3/8 | 3/8 | 1 Max. | 065067 |

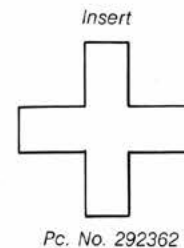
*Requires reducer bushing 212862 in each delivery port

QR-1 SERVICE PARTS CHANGEOVER



| QR-1 QUICK RELEASE VALVE FOR SERVICE OR REMAN. EXCH. USE PC. NO. | DIAPHRAGM FOLLOWER PC. NO. | SPRING PC. NO. | INSERT PC. NO. | PORT SIZES (P.T.) | | | SUPPLY & DELIVERY DIFFERENTIAL (PSI) | QRN REPLACEMENT |
|--|----------------------------|----------------|----------------|-------------------|------------|-----------|--------------------------------------|-----------------|
| | | | | A SUPPLY | B DELIVERY | C EXHAUST | | |
| 229813 | - | - | - | 3/8 | 1/4 | - | 1 Max. | 065067* |
| 229844 | - | - | - | 1/2 | 1/4 | - | 1 Max. | 065066* |
| 229859 | - | - | - | 3/8 | 3/8 | - | 1 Max. | 065067 |
| 229860 | - | - | - | 1/2 | 3/8 | - | 1 Max. | 065066 |
| 278481 | 243344 | 243345 | - | 3/8 | 1/4 | - | 5-8 | 065068* |
| 278482 | 243344 | 243345 | - | 1/2 | 1/4 | - | 5-8 | - |
| 278483 | 243344 | 243345 | - | 1/2 | 3/8 | - | 5-8 | - |
| 281024 | - | - | - | 1/4 | 1/4 | - | 1 Max. | 065067** |
| 288251 | - | - | - | 3/8 | 3/8 | 3/8 | 1 Max. | 065070 |
| 289042 | - | - | 292362 | 3/8 | 1/4 | - | 1 Max. | 065067* |
| 289525 | - | - | 292362 | 3/8 | 3/8 | - | 1 Max. | 065067 |
| 101487 | - | - | 292362 | 1/2 | 3/8 | - | 1 Max. | 065066 |
| 101647 | 243344 | 243345 | - | 1/2 | 3/8 | 3/8 | 5-8 | - |

*Requires reducer bushing 212862 in each delivery port
**Requires reducer bushing 212862 in supply and delivery ports



RELAY VALVE

R-12
VERTICAL

CATALOG
03-B-04C

The relay valve is primarily used on long wheel base vehicles to apply and release rear axle(s) service or parking brakes.

It is an air operated, graduating directional control valve of high capacity and fast response. Upon receipt of signal pressure from the service brake valve, the relay valve will graduate, hold and release air pressure from the brake chambers to which it is connected.

The relay valve is used to balance the time of brake applications on heavy duty vehicles. They are especially needed where large volumes of air are required or long service lines cause the capacity of the brake valve to be exceeded.

Relay valves can be remote or reservoir mounted and differ primarily in the design.

The R-12 is piston operated and is offered with either vertical delivery ports which are primarily used on trailers or horizontal delivery ports which are primarily used on truck/tractors.

For service/maintenance information, see Service Data Sheet SD-03-31.

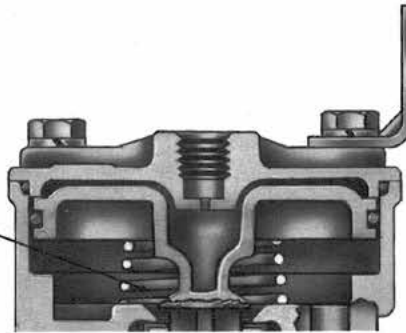
MAINTENANCE KIT IS PC. NO. 102802

WEIGHT - 2.25 LBS.

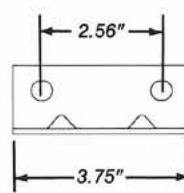
VMRS. NO. IS 13-010-009.

DEVICE CODE IS 1064.

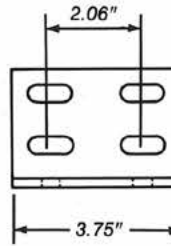
DIFFERENTIAL
SPRING



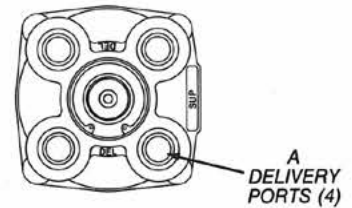
Mounting Brackets



PC. NO.
294314



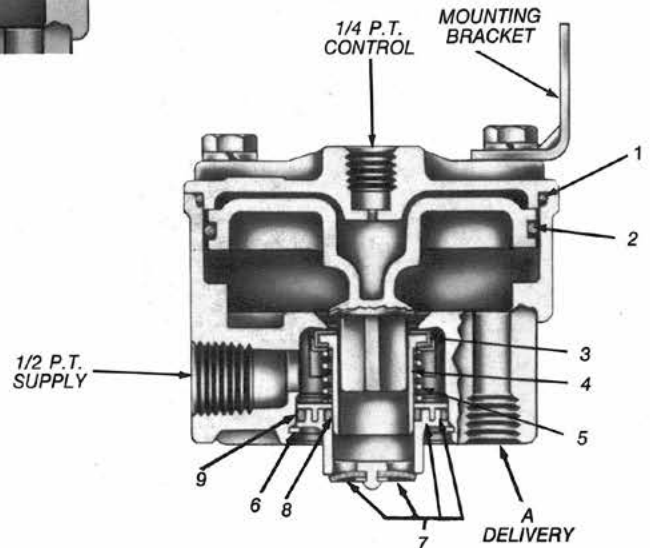
PC. NO.
296010
(UNIVERSAL)



Bottom View

Maintenance Kit 102802 consists of:

| Key No. | Qty. | Description |
|---------|------|----------------------|
| 1 | 1 | O-Ring |
| 2 | 1 | O-Ring |
| 3 | 1 | Valve Retainer |
| 4 | 1 | Inlet & Exhaust Vlv. |
| 5 | 1 | Valve Spring |
| 6 | 1 | Retaining Ring |
| 7 | 1 | Exh. Cover Complete |
| 8 | 1 | O-Ring |
| 9 | 1 | O-Ring |



| R-12 Vertical Service Replacement Pc. No. | Crack Pressure (P.S.I.) | A Delivery Port Size (P.T.) | Mounting Bracket Pc. No. | Differential Spring Pc. No. |
|---|-------------------------|-----------------------------|--------------------------|-----------------------------|
| 102626 | 4 | 1/2 | 296010 | — |
| 103912 | 7.5 | 1/2 | 296010 | 297991 |
| 104561 | 5.5 | 3/8 | 296010 | 296340 |
| 065104 | 4 | 3/8 | 296010 | — |

Reducer bushings may be required to facilitate changeover. See page 07-A-4 for piece numbers.

CRACK PRESSURE IS THE AMOUNT OF CONTROL PRESSURE REQUIRED BY THE VALVE TO INITIATE AIR DELIVERY.

The relay valve is primarily used on long wheel base vehicles to apply and release rear axle(s) service or parking brakes.

It is an air operated, graduating directional control valve of high capacity and fast response. Upon receipt of signal pressure from the service brake valve, the relay valve will graduate, hold and release air pressure from the brake chambers to which it is connected.

The relay valve is used to balance the time of brake applications on heavy duty vehicles. They are especially needed where large volumes of air are required or long service lines cause the capacity of the brake valve to be exceeded.

Relay valves can be remote or reservoir mounted and differ primarily in the design.

The R-12 is piston operated and is offered with either vertical delivery ports which are primarily used on trailers or horizontal delivery ports which are primarily used on truck/tractors.

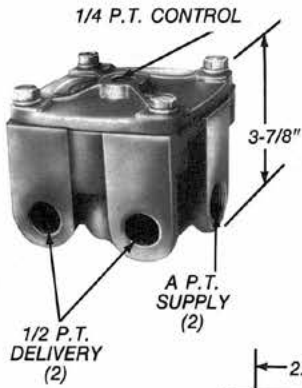
For service/maintenance information, see Service Data Sheet SD-03-31.

MAINTENANCE KIT IS PC. NO. 102802

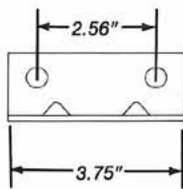
WEIGHT - 2.25 LBS.

VMRS. NO. IS 13-010-009.

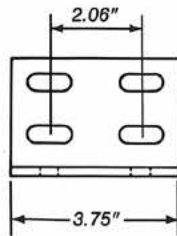
DEVICE CODE IS 1064.



Mounting Brackets



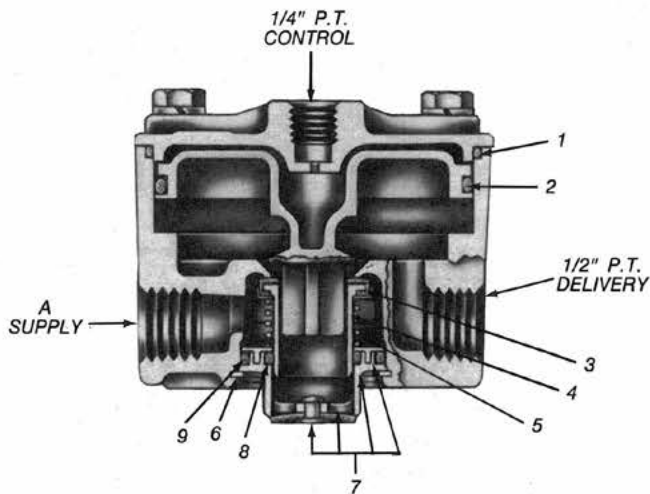
**PC. NO.
294314**



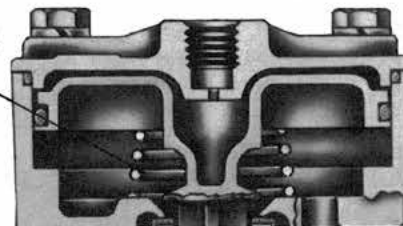
**PC. NO.
296010
(UNIVERSAL)**

Maintenance Kit 102802 consists of:

| Key No. | Qty. | Description |
|---------|------|------------------------|
| 1 | 1 | O-Ring |
| 2 | 1 | O-Ring |
| 3 | 1 | Valve Retainer |
| 4 | 1 | Inlet & Exhaust Valve |
| 5 | 1 | Valve Spring |
| 6 | 1 | Retaining Ring |
| 7 | 1 | Exhaust Cover Complete |
| 8 | 1 | O-Ring |
| 9 | 1 | O-Ring |



DIFFERENTIAL SPRING



| R-12 Horizontal Service Replacement Pc. No. | Crack Pressure (P.S.I.) | A Supply Port Size (P.T.) | Mounting Bracket Piece No. | Differential Spring Pc. No. |
|---|-------------------------|---------------------------|----------------------------|-----------------------------|
| 103009 | 4 | 3/4 | 296010 | — |
| 104165 | 7.5 | 3/4 | 296010 | 297991 |
| 103195 | 10 | 3/4 | 296010 | 294873 |
| 065125 | 5.5 | 1/2 | 296010 | 296340 |

Reducer bushings may be required to facilitate changeover. See page 07-A-4 for piece numbers.

CRACK PRESSURE IS THE AMOUNT OF CONTROL PRESSURE REQUIRED BY THE VALVE TO INITIATE AIR DELIVERY.



DRUM DRIVE GEARBOX

ZF Maintenance

P / PK / CML

ZF Transmission Maintenance

The ECOMIX I range of hydrostatic transmissions is part of the well-proven technology from ZF. It facilitates economical and low-maintenance operation of mixer trucks, even under the highest stresses. The compact and space-saving transmissions are characterized by their high power density and a long service life.

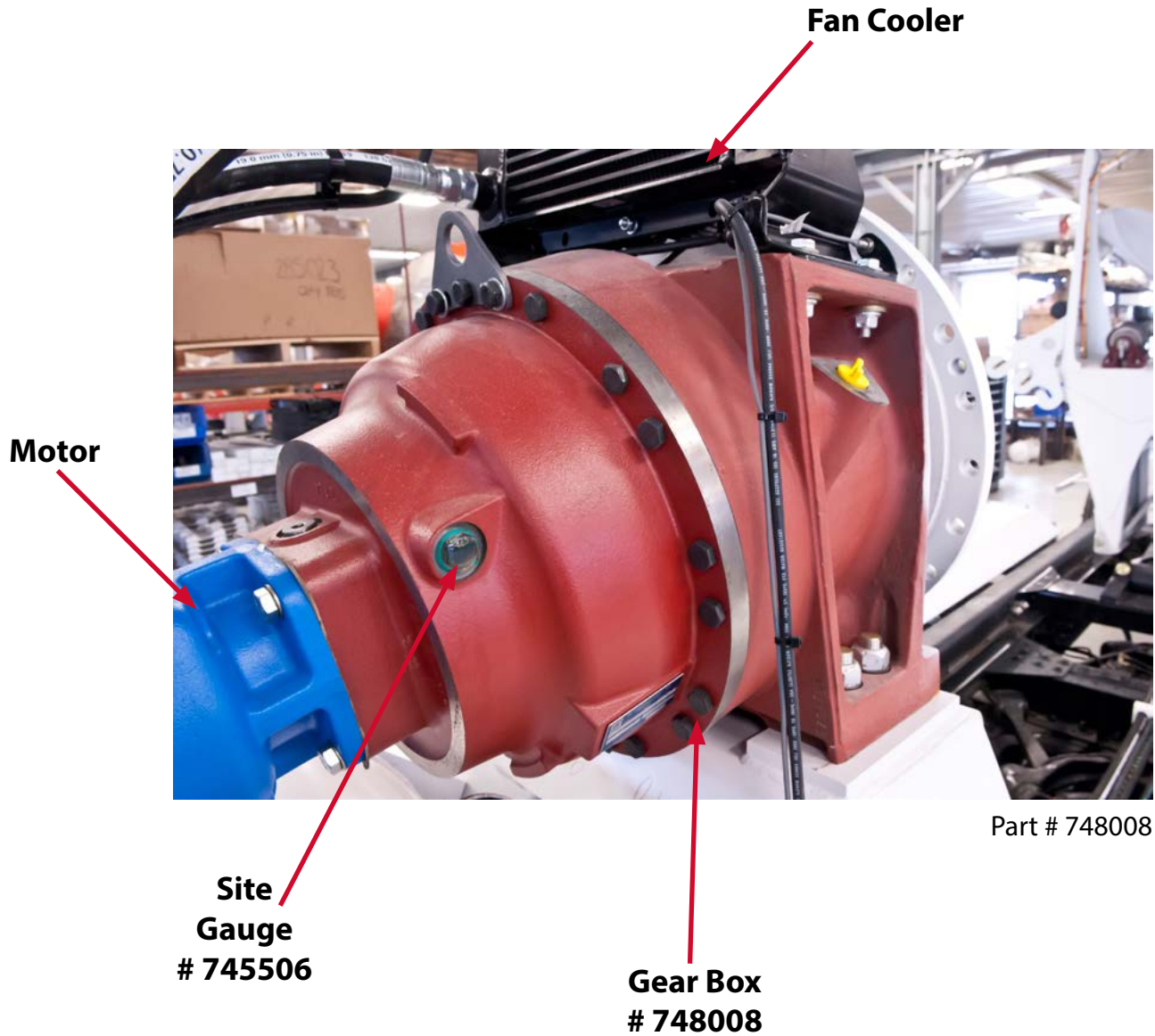
See ZF Repair Manual

For parts, refer to page 17 in the Con-Tech parts book.

If you have any service issues, call Con-Tech service @ 507-374-2239.

Please observe ALL OSHA lockout-tag out procedures when performing any type of work or maintenance on your vehicles.

ZF Transmission Maintenance



CML-II/Ecomix II Transmission Maintenance

The new ECOMIX II transmission is about 50 percent smaller and 24 percent lighter in comparison to previous models. This allows vehicle manufacturers more flexibility in design and makes assembly easier. The unit is designed for transport mixers up to 10m³ drum capacities and its max. Output torque is 62,000 Nm. The compact design of the ECOMIX II offers a wide range of further advantages. Thanks to an exceptionally rugged bearing concept, it was possible to significantly increase the output bearing strength, which leads to less sensitivity in off-road operation.

Service-friendliness has also been improved. The ECOMIX II is easily accessible due to its compact design. Lifetime (10,000 hr) oil filling does not only save oil changes, it also protects the environment. A cassette-type seal is used instead of the previous sealing collar, which makes the transmission more robust and increases service life.

See ZF Repair Manual

For parts, refer to pages 17 & 18 in the Con-Tech parts book.

If you have any service issues, call Con-Tech service @ 507-374-2239.

Please observe ALL OSHA lockout-tag out procedures when performing any type of work or maintenance on your vehicles.

CML-10/Ecomix II Transmission Maintenance

**Front
Slump
Gauge**



**Fan
Cooler
740010**

**CML
Gear
Box
748010**

**Oil
Reservoir**

Part # 748010



**Hydrostatic-mechanical
and electric drive systems**

List of lubricants TE-ML 07

| Product groups | Lubricant classes for service fills (1) | Alternative lubricant classes for service fills (1) |
|---|--|---|
| Powershift transmissions HL AVG (2) | 07B / 07D / 07E / 07F | --- |
| Continuously variable hydrostatic drives HC | Mechanical section: 07D Hydraulic section: 07D / 07H (3) | --- |
| Mobile mixer drives CML | Mechanical section: Gear oil ZF Ecofluid X (ZF No. 0681 000 412) Hydraulic section: 07D / 07H (3) | --- |
| Mobile mixer drives P3301, P4300, P5300, P6300, P7300 PK5300, PK6500, PK7500 | 07A / 07C / 07E | 07D |
| Mobile mixer drives PLM P3200 | 07C / 07E | 07D |
| Swing drives DR | 07D / 07E / 07G / 07H | --- |
| Transmissions for lifting equipment RME RMT | 07A / 07E | --- |

(1) Refer to the following pages for approved commercial products.

- (2) For AVGs directly mounted on ZF axles, use gear oils in accordance with TE-ML 05 for the common oil circuit of the transmission and axle.
- (3) Moreover, please observe the specifications provided by the vehicle manufacturer or hydraulic manufacturer.

A Multipurpose grease classified KP2K-20 acc. to DIN 51825 or ISO-L-XBCHB2 acc. to ISO 6743-9 must be used on greasing points (basic oil API Group 1, 2, 3 or 4, EP additives, lithium saponified, temperature use limits min. between -20 and +120° C, NLGI-Class 2).

Additives of any kind added later to the oil change the oil in a manner that is unpredictable, and they are therefore not permitted. No liability of any kind will be accepted by ZF for any damage resulting from the use of such additives.

Caution: Pay due attention to the instructions given on low temperature limits on Page 2

| | | |
|--|---|---|
| The list of lubricants TE-ML 07, Edition 01.01.2011 replaces all previous editions. The current list can be requested from any ZF after-sales service center or accessed on the Internet under www.zf.com . | ZF Friedrichshafen AG D-88038 Friedrichshafen phone: + 49 7541 77 7181 fax: + 49 7541 77 7319 | ZF Passau GmbH D-94030 Passau |
|--|---|---|

Low temperature limits

| Lubricant classes | viscosity grades | Use at outside temperatures above (4) | |
|--|--------------------------------------|---|--|
| | | Hydrostatic-mechanical and electric drive - Hydraulic section | Hydrostatic-mechanical and electric drive - Mechanical section |
| 07A (Gear oil) | SAE 75W-90, 75W-110, 75W-140 | --- | -40°C |
| | SAE 80W-85, 80W-90, 80W-110, 80W-140 | --- | -26°C |
| | SAE 85W-90, 85W-110, 85W-140, 90 | --- | -12°C |
| ZF Ecofluid X (Gear oil) | SAE 80W-90 | --- | -26°C |
| 07B, 07C, 07D, 07F (STOU, engine oil, off highway lubricants) | SAE 5W-30, 5W-40 | -35°C | -40°C |
| | SAE 10W-30, 10W-40 | -30°C | -35°C |
| | SAE 15W-30, 15W-40 | -25°C | -30°C |
| | SAE 20W-20 | -20°C | -25°C |
| | SAE 20W-40 | -20°C | --- |
| SAE 30 | -5°C | -10°C | |
| 07E (Biodegradable lubricants) | SAE 75W-80 | -35°C | -40°C |
| 07G (Biodegradable lubricants) | ISO VG 46 | --- | -10°C |
| 07H (hydraulic oil) | ISO VG 68 | --- | -5°C |

- (4) An even warm-up phase is needed in order to reach the minimum oil temperature required for starting the drive unit (mentioned low temperature limit). At outside temperatures below -5°C, a warm-up phase of at least 10 minutes is required, irrespective of the viscosity grade used.



Spare Parts Catalog

P 7300

Material number: 4108.017.100



| Pos. | Information | Amendment number |
|------|----------------------------------|------------------|
| A10 | KUNDE:MC NEILUS | |
| A11 | CUSTOMER: | |
| A16 | IDENT-NR:0115324 | K00372/04 |
| A17 | CUSTOMER-NUMBER: | |
| A20 | FREIGABE: | |
| A50 | PROJEKT-NR.:39121 | |
| A51 | PROJECT-NO.: | |
| A52 | LASTENHEFT:4108 700 247(4) | |
| A53 | SPECIFICATION: | |
| B04 | FAHRZEUGDATEN: | |
| B05 | VEHICLE DATA: | |
| B06 | FAHRMISCHER 12 KUBIK | |
| B07 | READY-MIX TRUCK | |
| B16 | MOTOR: HYDROMOTOR BIS 90 CCM | |
| B17 | ENGINE/MAKE/TYPE: | |
| B20 | DREHMOMENT: T-MAX= 485 NM | |
| B21 | INPUT TORQUE: | |
| B26 | DREHZAHL: N-MAX= 2500 UPM | |
| B27 | SPEED: | |
| B30 | DREHMOMENT-ABTR.:T-MAX= 72000 NM | |
| B31 | OUTPUT TORQUE: | |
| F02 | AGGREGATBESCHREIBUNG: | |
| F03 | PRODUCT DESCRIPTION | |
| F04 | PLANETENGETRIEBE: P 7300 | |
| F05 | PLANETARY GEAR DRIVE: | |
| F10 | UEBERSETZUNG GES:I=144,3 | |
| F11 | RATIO: | |
| F12 | ABTRIEB: I= 6,35 | |
| F13 | OUTPUT | |
| F14 | ANTRIEB: I= 22,71 | |



| Pos. | Information | Amendment number |
|------|---|------------------|
| F15 | INPUT | |
| G32 | NEBENANTRIEB: OHNE | |
| G33 | POWER TAKE-OFF: WITHOUT | |
| G34 | INDUKTIVGEBER: OHNE | |
| G35 | INDUCTIVE TRANSMITTER: WITHOUT | |
| K02 | ZEICHNUNGEN: | |
| K03 | DRAWINGS: | |
| K06 | SCHNITT: 4108 017 049(0) | |
| K07 | SECT.DRAWING: | |
| K16 | EINBAU: 4108 617 002(0) | K00560/02 |
| K17 | INST.DRAWING: | |
| K40 | SCHEMA: 4108 700 217(4) | |
| K41 | DIAGRAM: | |
| K80 | PRUEFANWEISUNG: 4108 760 005(4) | |
| K81 | TEST SPECIFICATION: | |
| L02 | MONTAGEHINWEIS: | |
| L03 | MOUNTING HINTS: | |
| L06 | PRUEFL.U.KORROSIONSSCHUTZ S.TB-MITTLG.500/76 | |
| L07 | TEST RUN AND PROTECTION AGAINST CORROSION | |
| L08 | KONSERVIERUNGSMITTEL CA. O,50L | |
| L09 | PRESERVATIVE SLUSHING: | |
| L40 | BAUMUSTERSCHILDBESCHRIFTUNG: | |
| L41 | DATA ON TYPE PLATE: | |
| L42 | BAUMUSTER: P 7300 | |
| L44 | AGGREGAT-NR: | |
| L46 | STUECKLISTEN-NR: | |
| L48 | UEBERSETZUNG GES:!=144,3 | |
| L50 | ZF-LIST OF LUBRICANTS SAE 90 | |
| L52 | BAUMUSTERSCHILD AUF ANTRIEBSGEHAEUSE MONTIERT | |
| L53 | MODEL PLATE MOUNTED ON INPUT HOUSING | |

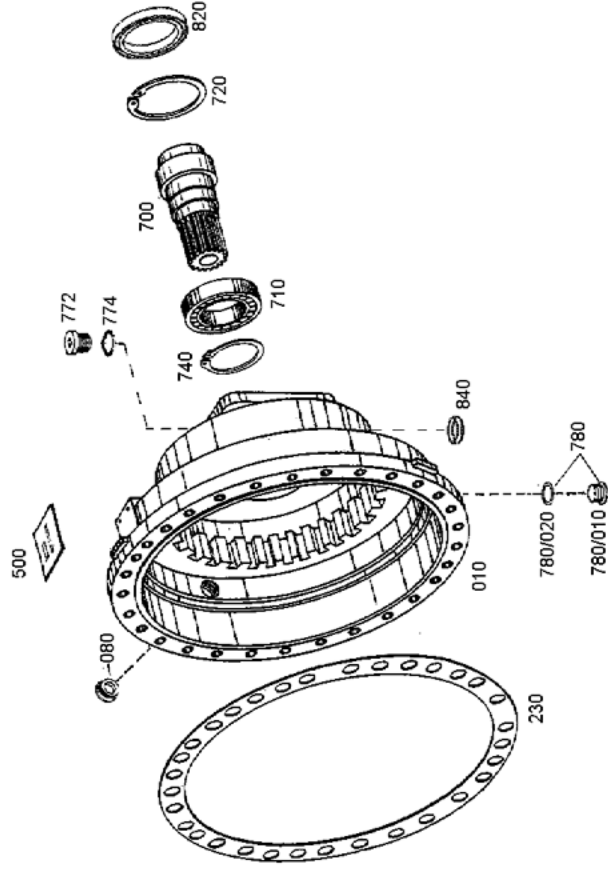


| Pos. | Information | Amendment number |
|------|---|------------------|
| L60 | BARCODE - LABEL AN KRANOESE BEFESTIGEN | |
| T02 | OELEINFUELLMENGE: | |
| T03 | OIL CAPACITY: | |
| T20 | GESAMT: CA.....L | |
| T21 | TOTAL: | |
| T26 | OELFUELLUNG: NEIN | |
| T27 | OIL FILLING: NO | |
| T30 | OELSORTE:MILDWIRK. EP-HOCHDR.GETR.OELE SAE 90 | |
| T31 | OIL TYPE:EASED EP-HIGH PRESSURE GEARBOX OILS | |
| T32 | OELSORTE:SCHMIERSTOFFL.TE ML 07 | |
| T33 | OIL GRADE:SPECIFICATION TE ML 07 | |
| T40 | GESAMT-TROCKENMASSE: 355KG | |
| T41 | WEIGHT/MASS (DRY): | |
| T46 | FARBE: UNGRUNDIERT | |
| T47 | COLOR: NOT PRIMERPAINTET | |
| T50 | VERPACKUNG: | |
| T51 | PACKING: | |
| Z02 | * | |



| Graphics | Pos. | Material number | Name | VKF | Amend. no. | Amend. start | Prod. no. | Material feature / tech. info. | ID |
|-----------------|------|-----------------|-------------|-----|---------------|--------------|-----------|--------------------------------|----|
| 410810101400001 | | 4108.101.097 | HOUSING | 1 | | 00.00.0000 | | | 0 |
| 410810200100002 | | 4108.102.053 | INPUT | 1 | | 00.00.0000 | | | 0 |
| 410810301100003 | | 4108.103.132 | OUTPUT | 1 | K01247/ 06 | 00.00.0000 | | | 0 |
| 410819600100004 | | 4108.196.021 | LOOSE PARTS | 1 | | 00.00.0000 | | | 0 |

Material number: 4108.017.100 P 7300 /
Plant: 410810101400 HOUSING
Material-assembly-group-no: 4108.101.097





| Pos. | Material number | Name | VKF | Amend. no. | Amend. start | Prod. no. | Material feature / tech. info. | OTK | External material no. | ID | Weight | SP |
|------|-----------------|-----------------|-----|---------------|--------------|------------|--------------------------------|-----|-----------------------|----|--------|----|
| 010 | 4108.201.288 | HOUSING | 1 | K00453/ 02 | .. | .. | IN 4108 201 239 | | | 0 | 0,010 | |
| 080 | 0501.215.601 | OIL SIGHT GLASS | 1 | K01079/ 06 | 00.00.0000 | 00.00.0000 | | | | 0 | 0,000 | |
| 230 | 4108.306.172 | GASKET | 1 | | 00.00.0000 | | | | | 0 | 0,020 | |
| 500 | 0730.365.127 | TYPE PLATE | 1 | | 00.00.0000 | | | | | 0 | 0,005 | |
| 700 | 4108.301.450 | INPUT SHAFT | 1 | | 00.00.0000 | | Z=14 IN 4108 301 429 | | | 0 | 1,400 | |
| 710 | 0750.116.277 | BALL BEARING | 1 | K01434/ 97 | .. | .. | | | | 0 | 0,250 | |
| 720 | 0630.502.039 | RETAINING RING | 1 | | 00.00.0000 | | 80X2,5 | | | 0 | 0,030 | |
| 740 | 0630.531.064 | RETAINING RING | 1 | | 00.00.0000 | | | | | 0 | 0,100 | |
| 772 | 0636.302.014 | VERSCHL.SCHRAUB | 1 | K01073/ 98 | .. | .. | M18 X 1,5 DIN 908 ST | | | 0 | 0,030 | |
| 774 | 0634.801.057 | SEALING RING | 1 | K01073/ 98 | .. | .. | A18 X 22 DIN 7603 CU | | | 0 | 0,002 | |
| 780 | --- | SCREW PLUG | 1 | K00835/ 97 | 00.00.0000 | 00.00.0000 | M 22X1,5 KPL. MIT O- RING | | | 0 | 0,050 | |
| /010 | 0636.302.015 | SCREW PLUG | 1 | | 00.00.0000 | | | | | 0 | 0,050 | |
| /020 | 0634.304.287 | O-RING | 1 | | 00.00.0000 | | | | | 0 | 0,001 | |
| 820 | 0634.300.610 | SHAFT SEAL | 1 | | 00.00.0000 | | 60 X 80X10 B | | | 0 | 0,030 | |
| 840 | 0630.361.009 | SEALING CAP | 1 | K00453/ 02 | .. | .. | 18 | | | 0 | 0,005 | |

VKF Incidence factor

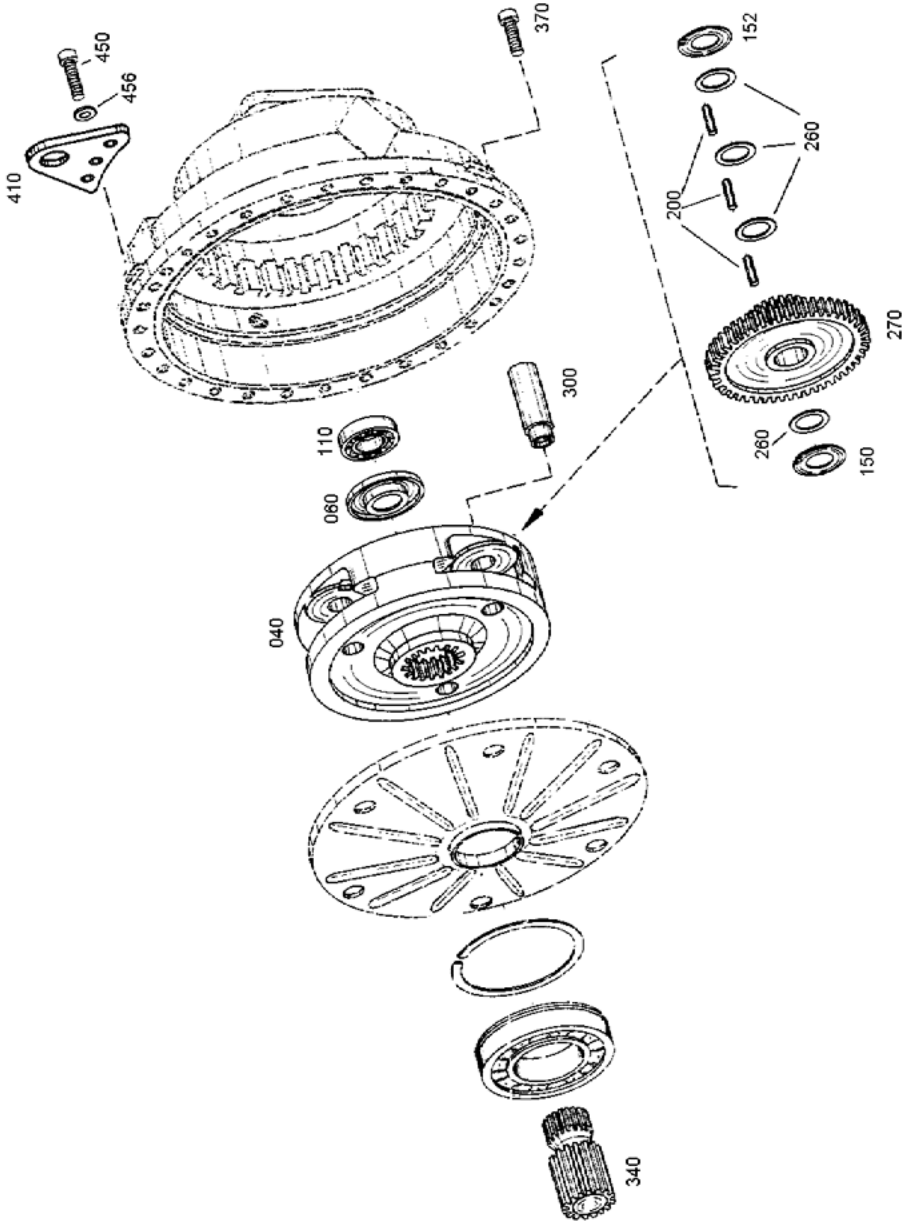
OTK Optional technical kit

ID

Identification (output code)

SP

Supplier plant





| Pos. | Material number | Name | VKF | Amend. no. | Amend. start | Prod. no. | Material feature / tech. info. | OTK | External material no. | ID | Weight | SP |
|------|-----------------|----------------|-----|---------------|--------------|------------|--------------------------------|-----|-----------------------|----|--------|----|
| 040 | 4108.302.192 | PLANET CARRIER | 1 | K01182/ 93 | .. | .. | EN-GJS-600-3 | | | 0 | 11 | |
| 060 | 4108.302.007 | LAGERBLECH | 1 | | 00.00.0000 | | ST13 03 | | | 0 | 0,063 | |
| 110 | 0750.116.343 | BALL BEARING | 1 | K01435/ 97 | .. | .. | | | | 0 | 0,044 | |
| 150 | 0730.106.813 | THRUST WASHER | 3 | K01673/ 98 | 00.00.0000 | 00.00.0000 | | | | 0 | 0,010 | |
| 152 | 0730.106.813 | THRUST WASHER | 3 | | 00.00.0000 | | | | | 0 | 0,010 | |
| 200 | 0735.470.120 | NEEDLE ROLLER | 198 | | 00.00.0000 | | | | | 0 | 0,004 | |
| 260 | 0730.102.644 | INTERM.WASHER | 12 | | 00.00.0000 | | 67SICR5 | | | 0 | 0,003 | |
| 270 | 4108.302.190 | PLANET GEAR | 3 | K00003/ 93 | .. | .. | Z=68/17 IN 4108 302 081 | | | 0 | 2,600 | |
| 300 | 4108.302.062 | BEARING PIN | 3 | | 00.00.0000 | | 100CR6 | | | 0 | 0,330 | |
| 340 | 4108.303.337 | SUN GEAR | 1 | K00282/ 05 | .. | .. | Z=17 | | | 0 | 0 | |
| 370 | 0636.101.071 | CAP SCREW | 27 | K00480/ 93 | 00.00.0000 | 00.00.0000 | M 12 X 40 | | | 0 | 0,040 | |
| 410 | 4108.302.199 | SHEET | 1 | K01098/ 93 | 00.00.0000 | 00.00.0000 | F270 | | | 0 | 0,210 | |
| 450 | 0636.101.073 | CAP SCREW | 3 | K01969/ 95 | 00.00.0000 | 00.00.0000 | M 12 X 45 | | | 0 | 0,050 | |
| 456 | 0630.001.049 | WASHER | 2 | K00653/ 94 | 00.00.0000 | 00.00.0000 | 13 | | | 0 | 0,006 | |

VKF Incidence factor

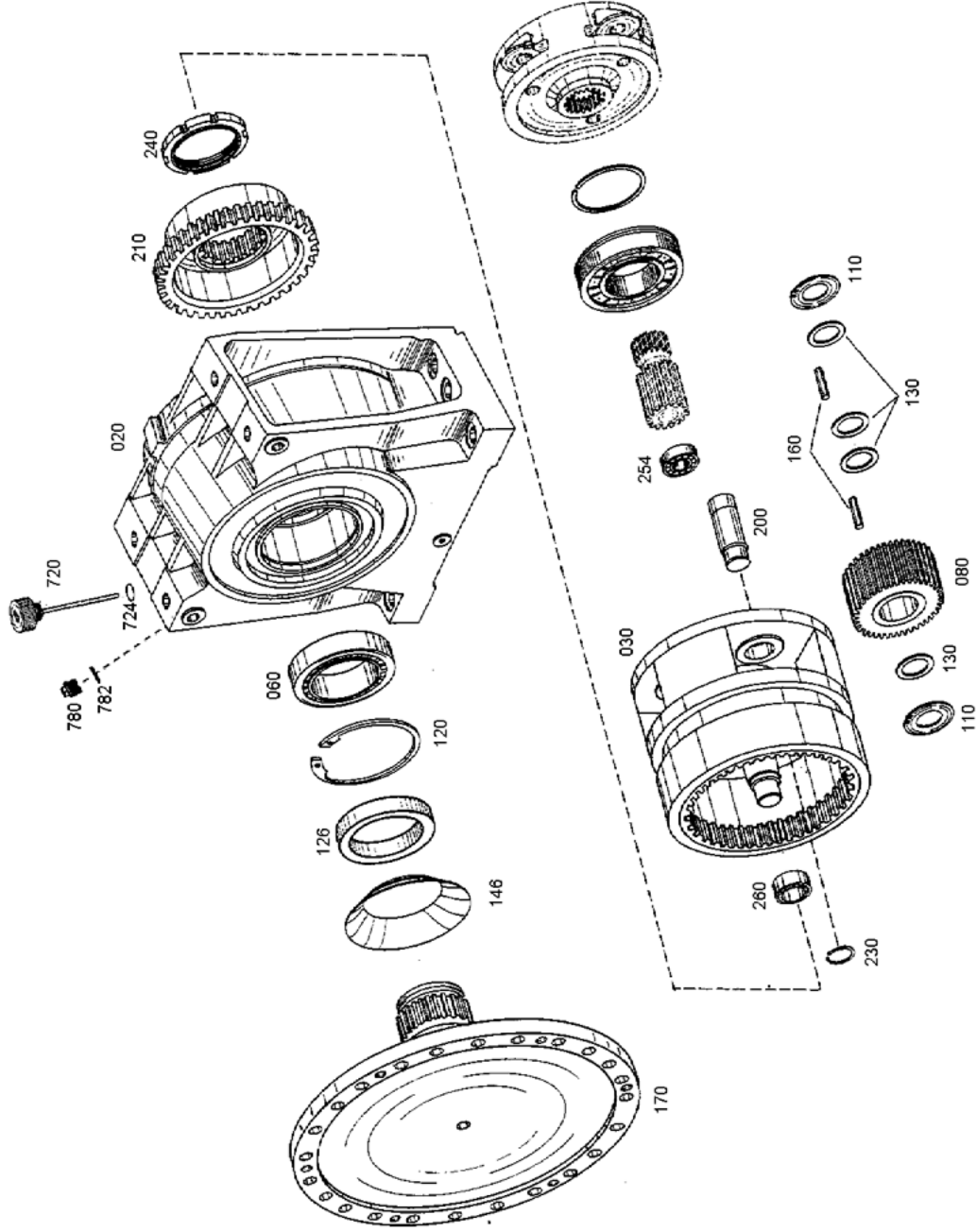
OTK Optional technical kit

ID

Identification (output code)

SP

Supplier plant





| Pos. | Material number | Name | VKF | Amend. no. | Amend. start | Prod. no. | Material feature / tech. info. | OTK | External material no. | ID | Weight | SP |
|------|-----------------|-----------------|-----|------------|--------------|------------|--------------------------------|-----|-----------------------|----|---------|----|
| 020 | 4108.203.168 | BEARING HOUSING | 1 | K00597/06 | 00.00.0000 | 00.00.0000 | KPL. | | | 0 | 119,500 | |
| 030 | 4108.303.345 | PLANET CARRIER | 1 | K01200/05 | .. | .. | Z=39 P7300 | | | 0 | 48,400 | |
| 060 | 0750.117.735 | ROLLER BEARING | 1 | | 00.00.0000 | | | | | 0 | 7,600 | |
| 080 | 4108.303.298 | PLANET GEAR | 4 | | 00.00.0000 | | Z=36 IN 4108 306 148 | | | 0 | 6,100 | |
| 110 | 0730.102.684 | THRUST WASHER | 8 | | 00.00.0000 | | | | | 0 | 0,022 | |
| 120 | 0630.502.067 | RETAINING RING | 1 | | 00.00.0000 | | 180X4 | | | 0 | 0,146 | |
| 130 | 0730.102.816 | INTERM.WASHER | 16 | | 00.00.0000 | | S=2,0 | | | 0 | 0,017 | |
| 146 | 0750.112.251 | SEALING COLLAR | 1 | K01369/04 | .. | .. | | | | 0 | 0 | |
| 160 | 0750.119.092 | NEEDLE ROLLER | 184 | | 00.00.0000 | | | | | 0 | 0,009 | |
| 170 | 4108.303.346 | BEARING FLANGE | 1 | K01200/05 | .. | .. | Z=35 | | | 0 | 60 | |
| 200 | 4108.303.289 | PIN | 4 | | 00.00.0000 | | IN 4108 303 288 | | | 0 | 1,440 | |
| 210 | 4108.303.320 | CLUTCH BODY | 1 | | 00.00.0000 | | Z=39 | | | 0 | 18 | |
| 230 | 0630.501.031 | RETAINING RING | 4 | | 00.00.0000 | | 38 X 1,75 DIN 471 | | | 0 | 0,006 | |
| 240 | 0737.502.084 | SLOTTED NUT | 1 | | 00.00.0000 | | | | | 0 | 0,490 | |
| 370 | 4108.303.359 | RETAINING CLIP | 1 | K01215/06 | 00.00.0000 | 00.00.0000 | EN10270-1-SM-3,4 | | | 0 | 0,000 | |
| 480 | 0636.016.033 | HEXAGON SCREW | 1 | K01215/06 | 00.00.0000 | 00.00.0000 | M 16 X 20 | | | 0 | 0,060 | |
| 720 | 4108.203.149 | OIL DIPSTICK | 1 | K01247/06 | 00.00.0000 | 00.00.0000 | | | | 0 | 0,080 | |
| 724 | 0634.801.074 | SEALING RING | 1 | K01247/06 | 00.00.0000 | 00.00.0000 | A 22 X 27 | | | 0 | 0,003 | |
| 780 | 0636.302.015 | SCREW PLUG | 1 | K01990/99 | 00.00.0000 | 00.00.0000 | | | | 0 | 0,050 | |
| 782 | 0634.801.074 | SEALING RING | 1 | K01856/98 | .. | .. | A 22 X 27 | | | 0 | 0,003 | |

VKF Incidence factor

OTK Optional technical kit

ID

Identification (output code)

SP

Supplier plant

Material number: 4108.017.100 P 7300 /
Plant: 410819600100 LOOSE PARTS
Material-assembly-group-no: 4108.196.021



Material number: 4108.017.100 P 7300 /
Plant: 410819600100
Material-assembly-group-no: 4108.196.021



| Pos. | Material number | Name | VKF | Amend. no. | Amend. start | Prod. no. | Material feature / tech. info. | OTK | External material no. | ID | Weight | SP |
|------|-----------------|--------|-----|------------|--------------|-----------|--------------------------------|-----|-----------------------|----|--------|----|
| 010 | 4108.302.139 | GASKET | 1 | | 00.00.0000 | | 11940 | | | 0 | 0.003 | |

VKF Incidence factor

OTK Optional technical kit

ID Identification (output code)

SP Supplier plant

Ersatzteilkatalog

Spare-parts catalog

CML 10

ZF-Stücklisten-Nr. / ZF parts-list number: 4108.072.003



Ersatzteilkatalog / Spare-parts catalog

Produkt / Product: 4108.072.003 CML 10

Bildtafelübersicht zu / Overview of figures for:

Materialnr. / Material number CML 10
Benennung / Description CML 10

Technische Info / Technical info
n/a

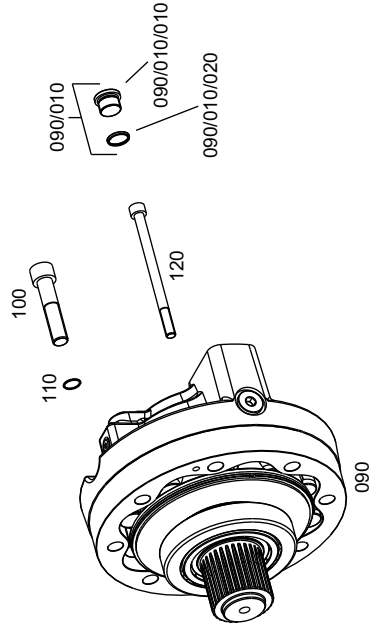
| Bildtafel Figure | Sachnummer Product number | Benennung | Technische Info Technical info | Description | Menge Quantity | Einheit Unit |
|---------------------|------------------------------|-----------|-----------------------------------|-------------|-------------------|-----------------|
| 410810206670 | 4108.102.066 | ANTRIEB | CML 10 | DRIVE | 1 | Stk |
| 410810316070 | 4108.103.160 | ABTRIEB | | OUTPUT | 1 | Stk |

Ersatzteilkatalog / Spare-parts catalog

Produkt / Product: 4108.072.003 CML 10

Bildtafel / Figure:

| Dokument / Document | Materialnr. / Material number | Benennung / Description | Technische Info / Technical info |
|--|-------------------------------|-------------------------|----------------------------------|
| 4108.102.066-070-1-PLT 410810206670 | 4108.102.066 | ANTRIEB DRIVE | CML 10 |





Ersatzteilkatalog / Spare-parts catalog

Produkt / Product: 4108.072.003 CML 10

Ersatzteilliste zu Bildtafel / Spare-parts list for figure:

| | | | |
|---------------------------|--------------------------------------|--------------------------------|---|
| <i>Bildtafel / Figure</i> | <i>Materialnr. / Material number</i> | <i>Benennung / Description</i> | <i>Technische Info / Technical info</i> |
| 410810206670 | 4108.102.066 | ANTRIEB / DRIVE | CML 10 |

| Pos. | Sachnummer Product number | Benennung | Technische Info Technical info | Description | Menge Quantity | Einheit Unit |
|--------|------------------------------|---------------|-----------------------------------|-----------------|-------------------|-----------------|
| 0090 | 0501.215.478 | HYDROMOTOR | | HYDRAULIC MOTOR | 1 | Stk |
| /0010 | 4475.280.018 | VERSCHL.SCHR. | M22X1,5 KPL.MIT O-RING | SCREW PLUG | 1 | Stk |
| //0020 | 0634.304.287 | O-RING | | O-RING | 1 | Stk |
| 0100 | 0636.100.058 | ZYL.SCHRAUBE | | CAP SCREW | 8 | Stk |
| 0110 | 0634.306.192 | O-RING | | O-RING | 8 | Stk |
| 0120 | 0636.101.145 | ZYL.SCHRAUBE | | CAP SCREW | 1 | Stk |

ww = wahlweise / optional

NB = nach Bedarf / as required

ET = Ersatzteil / spare part

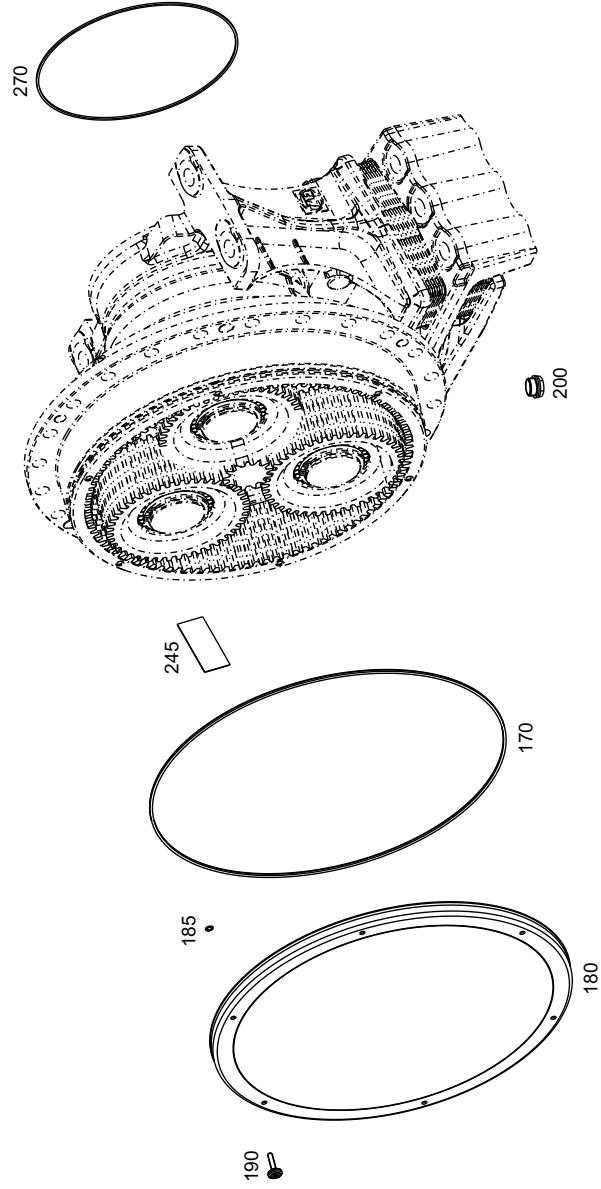
19.10.2010

Ersatzteilkatalog / Spare-parts catalog

Produkt / Product: 4108.072.003 CML 10

Bildtafel / Figure:

| Dokument / Document | Materialnr. / Material number | Benennung / Description | Technische Info / Technical info |
|--|-------------------------------|-------------------------|----------------------------------|
| 4108.103.160-070-1-PLT 410810316070 | 4108.103.160 | ABTRIEB OUTPUT | n/a |





Ersatzteilkatalog / Spare-parts catalog

Produkt / Product: 4108.072.003 CML 10

Ersatzteilliste zu Bildtafel / Spare-parts list for figure:

| Bildtafel / Figure | Materialnr. / Material number | Benennung / Description | Technische Info / Technical info |
|--------------------|-------------------------------|-------------------------|----------------------------------|
| 410810316070 | 4108.103.160 | ABTRIEB / OUTPUT | n/a |

| Pos. | Sachnummer Product number | Benennung | Technische Info Technical info | Description | Menge Quantity | Einheit Unit |
|------|------------------------------|-----------------|-----------------------------------|-----------------|-------------------|-----------------|
| 0060 | 0636.102.276 | 6KT.SCHRAUBE | | HEXAGON SCREW | 6 | Stk |
| 0170 | 0634.314.443 | O-RING | | O-RING | 1 | Stk |
| 0180 | 4108.303.381 | ABTRIEBSDECKEL | | OUTPUT COVER | 1 | Stk |
| 0185 | 0634.306.169 | O-RING | | O-RING | 6 | Stk |
| 0190 | 0736.101.486 | TORXSCHRAUBE | M6X28,5 | TORX SCREW | 6 | Stk |
| 0200 | 0501.215.601 | OELSTANDSAUGE | | OIL GAUGE GLASS | 1 | Stk |
| 0245 | 0730.365.127 | BAUMUSTERSCHILD | AUSF.C | TYPE PLATE | 1 | Stk |
| 0270 | 0501.324.545 | DICHTRING | | SEALING RING | 1 | Stk |
| 0280 | 0671.090.294 | OEL | ZF-ECOFUID X | OIL | 8000 | cm3 |

ww = wahlweise / optional

NB = nach Bedarf / as required

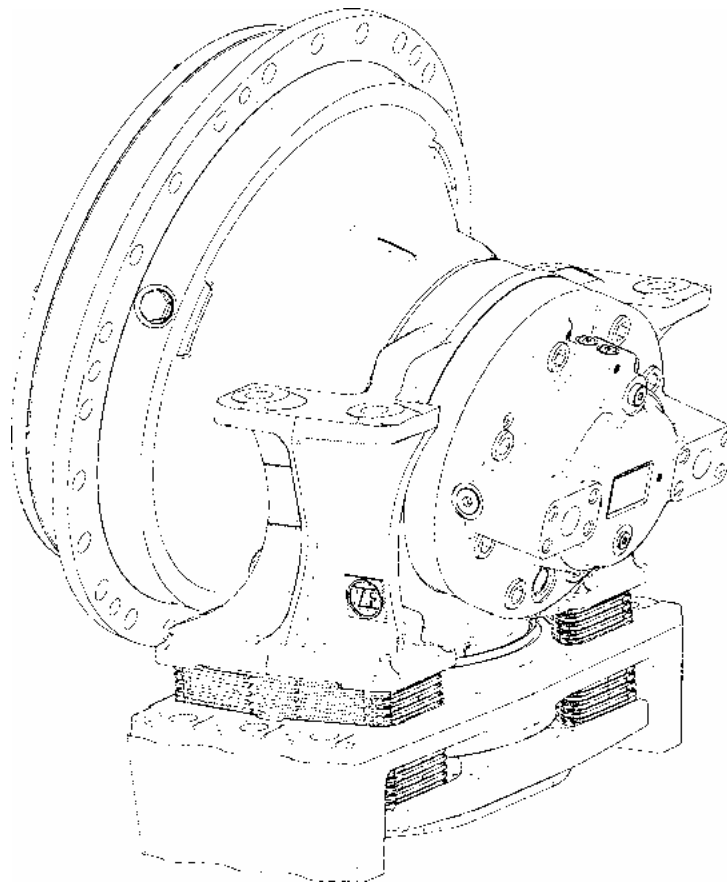
ET = Ersatzteil / spare part

19.10.2010

Manual

Transmissions for Concrete Mixer Trucks ZF Ecomix II CML8 / CML10

Technical Data
Description
Transmission Installation
Initial Operation
Operation
Maintenance



Order-No.: 5872 800 002



ZAHNRADFABRIK PASSAU GmbH

Donaustr. 25 - 71

D - 94034 Passau

Version: 2010/09

Technical Data

| | CML8 | CML10 |
|---|----------------------|----------------------|
| Drum capacity | 8 m ³ | 10 m ³ |
| Output torque | 52,000 Nm | 62,000 Nm |
| Displacement hydro motor | 1120 cm ³ | 1340 cm ³ |
| Transmission ratio | 7.77 | 7.77 |
| Transmission weight without oil filling | 280 kg | 285 kg |
| Oil volume transmission part | 8.0 cm ³ | 8.0 cm ³ |
| Max. perm. output speed: | 20 min ⁻¹ | |
| Installation angle of drum: | 0 to 20° | |
| Max. perm. operating pressure: | 420 bar | |
| Low pressure: | 20 – 25 bar | |

Description

The ZF Ecomix transmission has been designed for driving truck-mounted concrete mixer drums. The transmission consists of 4 main elements:

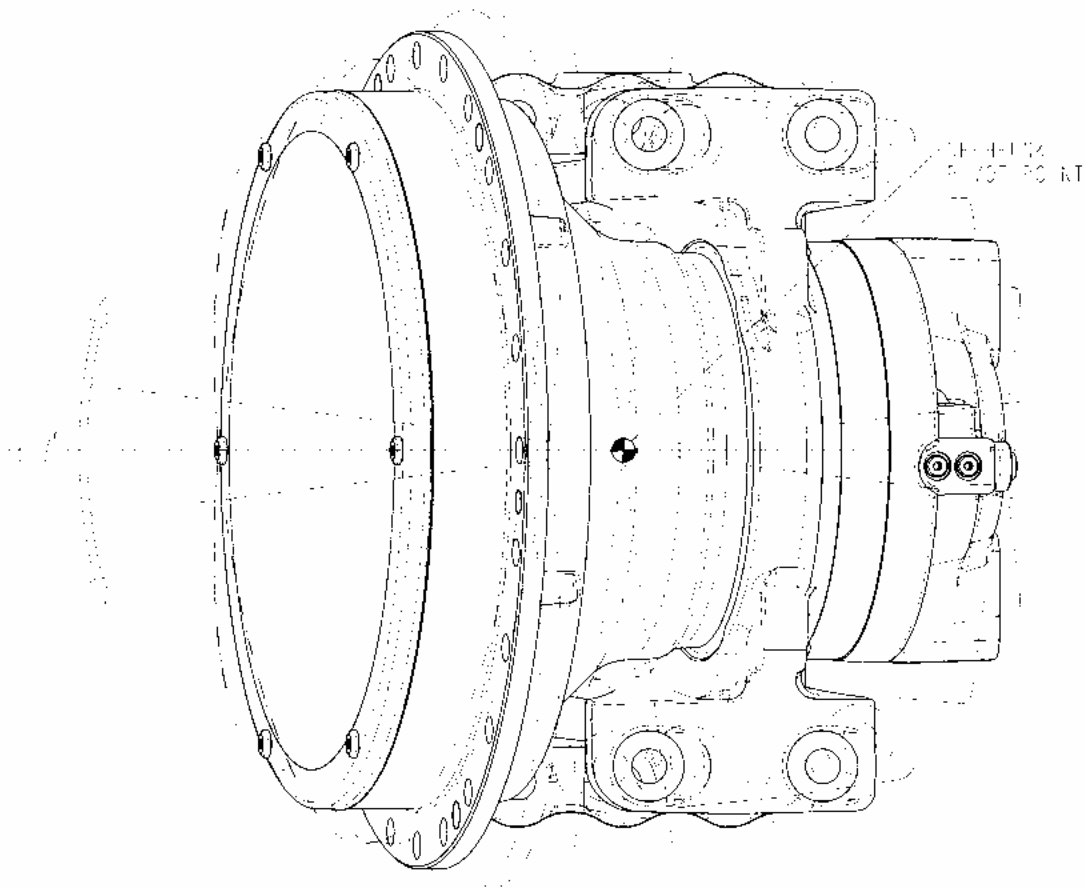
- Drive unit
- Transmission unit
- Bearing
- Elastomer unit

The drive unit consists of a radial-piston hydraulic motor which is specifically matched with this transmission. The hydraulic motor is bolted to the transmission. A vehicle-mounted pump supplies the motor with pressure oil.

The transmission unit consists of a planetary drive. The ring gear of this drive constitutes the output and is directly flange-mounted to the drum.

As the transmission output is directly connected with the drum, it takes over the function of the mixer drum bearing. This bearing consists of a tapered roller bearing unit.

An Elastomer bearing unit is mounted at the transmission base which compensates movements between drum and pedestal. These movements occur during operation on uneven terrain, due to the soft vehicle frame.



Transmission/pedestal mounting

The pedestal plate must be absolutely stable (torsion-free).
Minimum material strength 400 N/mm².

Bolts M20-140 min, quality 10.9, tightening torque 580 Nm
or ¾-10UNC-2A SAE grade 8, tightening torque 450 Nm.

Select bolt length depending on installation type (use of an intermediate plate or nuts).

Note: Always check the correct friction factor and surface protection of bolts. See also VDA 235-104 (VDA = German Association of Automotive Industry).

Number of bolts

- up to and including 7 m³ drum capacity: 4 bolts (distance 134 mm)
- larger than 7 m³ drum capacity: 6 bolts

There are two possibilities for absorbing the axial load by the pedestal:

1. After mounting the transmission, bring stop bars into contact position and weld them on, 2x approx. 70 mm long, approx. 15 mm wide, approx. 10 mm high, minimum material strength 400 MPA

stops: for rear-discharge mixers at **A** (see figure on page 4)

stops: for front-discharge mixers at **B** (see figure on page 4)

2. Use 2 cylindrical pins (e.g. according to DIN EN ISO 8734)

at **C** (see figure page 4)

Pin diameter tolerances 20m6

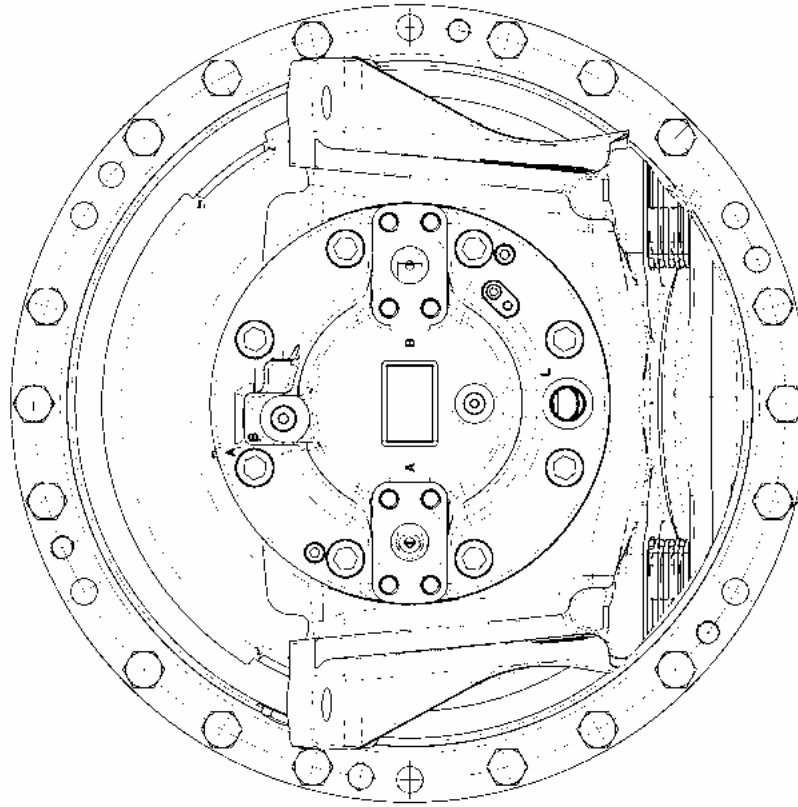
Pin length 40 mm min.

Minimum material strength 500 MPA

When mounting drum and transmission to the mixer frame, ensure horizontal and vertical alignment of the drum/transmission unit. A max. angle deviation of ± 1° is permissible.

The mixer OEM is responsible for the proper mounting of mixer drum and transmission and the drum must be appropriately secured from falling out.

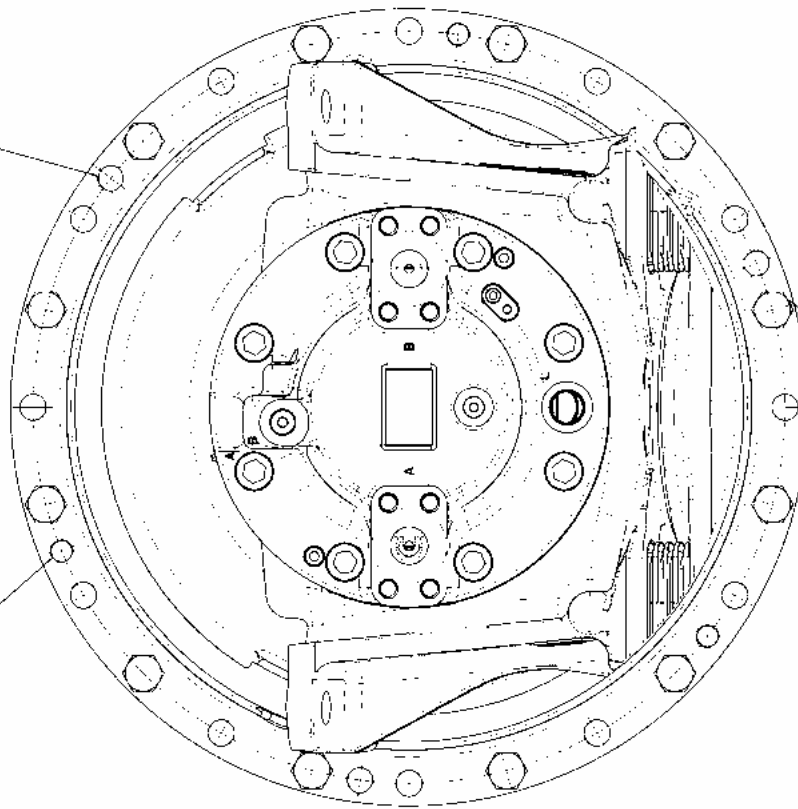
LEBER 7m³ -ROMMELGROESSE
OVER 7m³ DRUM SIZE



18 X M16 ±0.9
ANZIEHDREHMOMENT 295 Nm
TIGHTENING TORQUE 295 Nm
ODER
OR
18 X 5/8"-11UNC-2A
SAE GRADE 8
ANZIEHDREHMOMENT 250 Nm
TIGHTENING TORQUE 250 Nm

BIS EINSCHESSLICH 7m³ IROMMELGROESSE
UP TO 7m³ DRUM SIZE

3 X ABDRUECKGEW NDE 3/4"-10UNC-2B
3 X PRESSING OFF THREADS



3 X ABDRUECKGEWINDE M16
3 X PRESSING OFF THREADS

12 X M16 ±0.9
ANZIEHDREHMOMENT 295 Nm
TIGHTENING TORQUE 295 Nm
ODER
OR
12 X 5/8"-11UNC-2A
SAE GRADE 8
ANZIEHDREHMOMENT 250 Nm
TIGHTENING TORQUE 250 Nm

For tolerances and machining of the drum connection please refer to the figure on page 4.

Make sure that the machined front face of the flange has full contact with the drum bottom in the area of the bolt holes. The surfaces must be free of paint and corrosion.

For the transmission/drum flange connection, strictly observe the axial run-out tolerance with reference to the rotation axis according to the figure on page 4.

There must be an 80 mm axial clearance in the drum bottom (see figure on page 4).

Electronic speed control (optional).

If you wish to use an electronic speed control, the transmission can be optionally equipped with a speed sensor which is mounted to the hydraulic motor housing. All hydraulic motors are prepared for speed sensor use which means they include a sensor plate and have an appropriate plug fitted to the hydraulic motor housing which can be optionally replaced by a sensor.

The sensor plate has 72 teeth.

The transmission ratio between drum and sensor position is 7.77.

Sensor specification according to Bosch Rexroth data sheet: RD 95132.

You may optionally use a sensor according to Bosch Rexroth data sheet RD 95133.

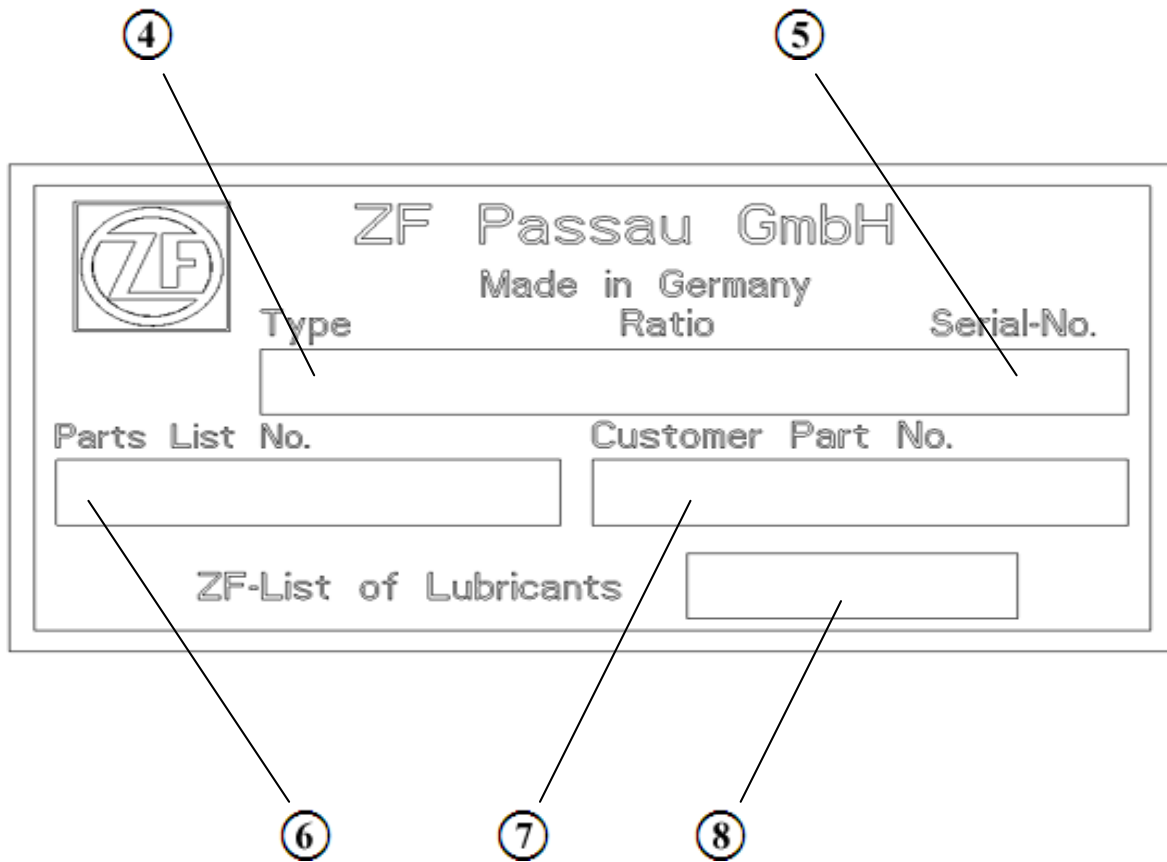
Water tank

Water tank capacity: 1500 dm³ max.

Center of gravity distance see figure on page 4.

For any deviations consult with ZF.

Identification plate



4 = Model (transmission type)

5 = Unit No. (serial number)

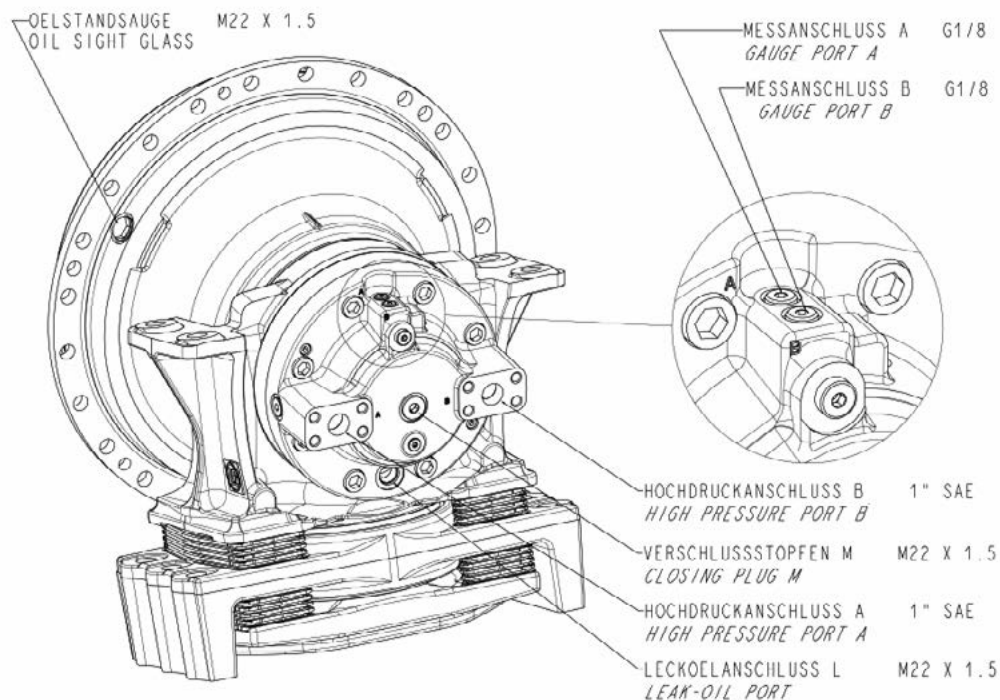
6 = Parts list number ZF

7 = Customer No. (vehicle identification number)

8 = Lubricants list ZF

Installation of hydraulic system

- Hose lines for HP- and leakage oil conduction should have a minimum diameter of 19 mm.
- In case of welded parts, pay strict attention that no welding residues get into the oil circuit – perform a 100% cleaning!
- Only standard oil lines and standard hydraulic fittings are to be used in the entire system (pressure resistance 420 bar; 6000 PSI).
- Flush hose lines, pipings and bolt connections prior to installation. Observe maximum possible cleanliness when mounting all oil-conducting parts, also on connection holes and surface, so that no foreign particles can enter into the hydraulics circuit.
- Fill pump and suction line with oil.
- Connect HP hoses to the pump, fill them with oil and fix them to the transmission.
- Mount leak-oil tube to transmission, pump and tank entry.
- The minimum oil level in the tank must be at least at the level of the middle axis of the hydraulic motor.
- Fill the hydraulic tank with oil (oil see Lubricants list ZF TE-ML 07, hydraulics part).
- Open plug M at hydraulic motor until oil starts discharging.
- In addition adhere to operating manuals of pump manufacturer.



Initial Operation

- Connect pressure gauge 0 – 40 bar to the filling pressure measuring port of the pump.
- Bring pump into neutral position.
- Start combustion engine and operate it at idling speed until the filling pressure has built up and stabilized.

Refer to the pump manufacturer's documentation for the filling pressure!

- Increase rpm for a short time (approx. 3 minutes).
- Swing out the pump in idling speed, approx. 5°, preferably by hand, and rotate the drum 20 – 30.

Change the direction of rotation during this operation.

Continuously observe the filling pressure!

- Check the oil level at the transmission with stopped combustion engine, adjust if necessary.
- Now you can slowly swing out the pump and increase the speed.
- After initial operation, check all bolt connections of the entire system for leakage tightness.
- Limit the speed of the combustion engine for mixer operation to ensure that the drum speed of 20 min⁻¹ is not exceeded with full swung-out pump.
- **Higher speeds may cause damage!**
- In addition adhere to operating manuals of pump manufacturer.

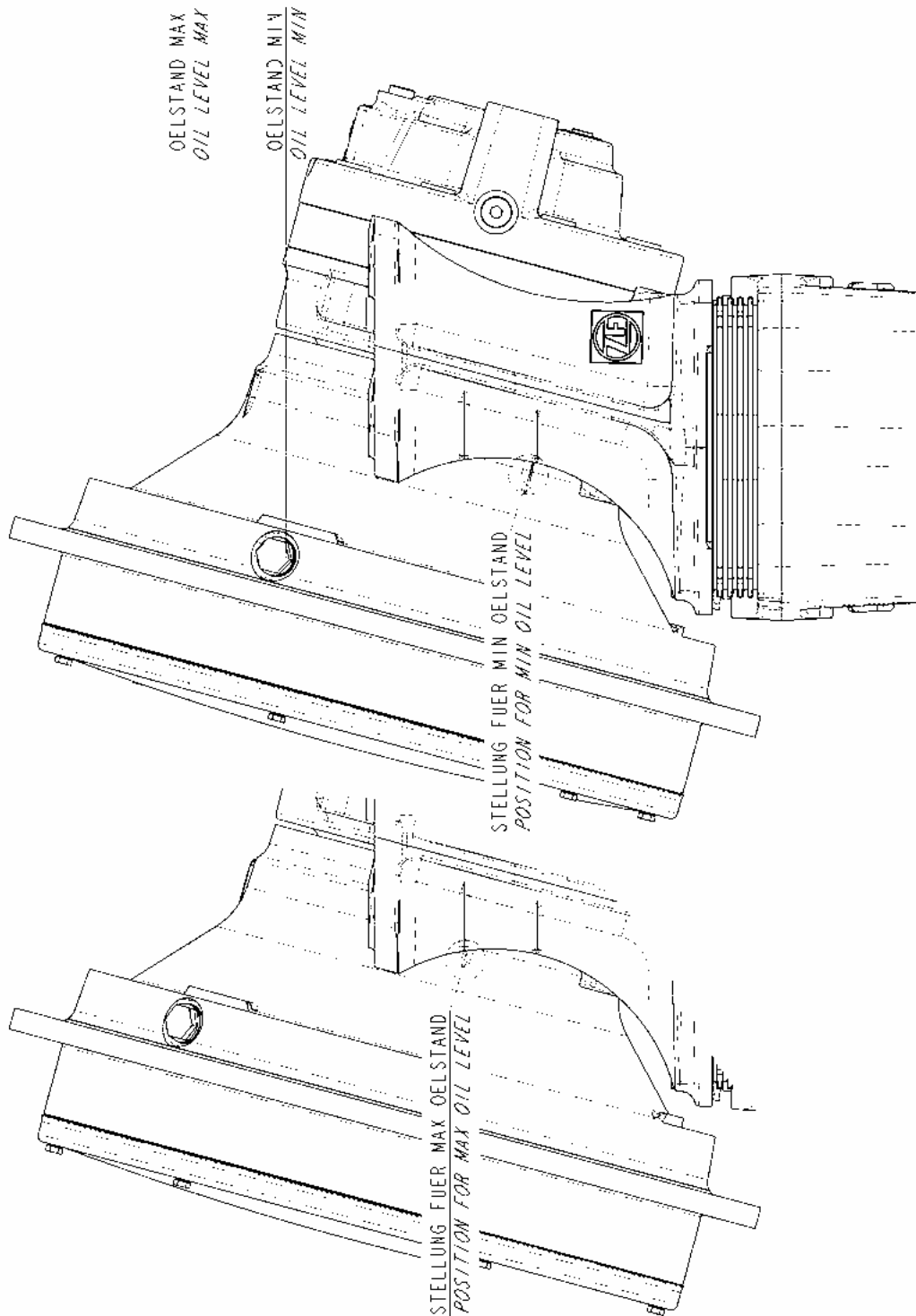
In case that pump, motor or connective lines must be replaced, proceed as described above.

Non-observance of any of these instructions may cause damage to the system even during initial operation which may result in failure ahead of time!

Operation/maintenance

Check transmission oil level:

- Check the oil level monthly.
- The vehicle should stand level.
- Check the oil level when the transmission is in operating state temperature.
- Move the transmission into the position according to the following figure.



Oil grade:

The transmission is supplied with ZF-Ecofluid X according to Lubricants list ZF TE-ML07, contact your ZF Service Center for the latest edition!

Oil refill:

Do not use any other oil types than ZF-Ecofluid X! Fill in new oil before the minimum oil level according to the figure on page 11 has been reached. The volume difference between min. and max. oil level is approx. 1.5 dm³

- Bring transmission into the position for max. oil level.
- Turn off engine.
- Remove the oil sight glass.
- Clean the connection face.
- Fill in **ZF-Ecofluid X** oil till overflow.
- Turn in oil sight glass, tightening torque **4.00 Nm**.
- Check for leakage tightness.

Oil change:

An oil change in the transmission part is not required throughout the normal service life.

However, it is recommended to change the oil after 10,000 operating hours or after 6 years.

Important note:

When removing the transmission, ensure that all ports and holes are immediately closed to avoid any entry of dirt!

Hydrostatic system

- Check oil level monthly
- Change of oil and filter elements according to instructions of pump manufacturer, however, the latest after 2000 operating hours or after one year.

Elastomer bearing

The vibration dampers of the Elastomer bearing are maintenance free and designed for a service life of 6 years or 10,000 operating hours.

After that we recommend to replace the Elastomer elements.

Extremely aggressive media which affect the rubber or oxidize the incorporated steel parts must not be used.

Elastomer parts must be kept free of oil.

Cooler

The oil-air cooler must dissipate the heat produced in the hydrostatic system.

ZF recommends installing a cooling capacity of 12 kW with a flow rate of 25 dm³/min with an oil/air temperature difference of 60 K.

The minimum allowed oil viscosity in the supply to the motor is 10 cST.

Less viscosity will cause damages in the hydraulic motor and hydraulic pump.



REPAIR MANUAL

ZF - ECOMIX II CML8/10

Repair Level I

REPAIR MANUAL

ZF Ecomix II

CML10

Repair Level I

IMPORTANT INFORMATION:

Due to the great variety of ZF units it is necessary to limit disassembly and reassembly manuals to a current ZF production unit. Continuous technical upgrading of the ZF units and extensions concerning design options may require deviating work steps which can be carried out by qualified specialists without greater difficulties by means of the perspective views included in the corresponding spare parts lists.

This disassembly and reassembly manual is based on the design level of a ZF production unit at the time of issue of the manual.

ZF Friedrichshafen AG reserves the right to replace this disassembly and reassembly manual by a successive edition at any time without advance notice. Upon request, ZF Friedrichshafen AG will advise which edition is the latest one.

Observe the instructions of the Technical Manual when putting the vehicle into operation and performing maintenance work (ZF Order No.: 5872 800 002)!

The ZF list of lubricants is continuously updated and can be obtained or viewed as follows:

- at all ZF plants
- at all ZF service stations
- on the internet www.zf.com

ATTENTION:

Observe the vehicle manufacturer's instructions and specifications for the installation and commissioning of the unit!

ZF Friedrichshafen AG

Donaustr. 25 - 71
D - 94034 Passau

Section.: MAIP21

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This document is a translation of the German original.

| | |
|--------------|---------|
| Design level | 2009/11 |
| 2. Edition | 2011/11 |

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PREFACE

This documentation has been developed for specialized staff trained by ZF Friedrichshafen AG for repair and maintenance work to be done on ZF units.

This documentation describes a ZF series product with a design level valid at the date of edition

Due to the continuous technical upgrading of the product, however, the repair of the unit at your disposal may require both deviating work steps and differing setting and testing data.

We would therefore recommend you to entrust masters and servicemen with the work on your ZF product whose practical and theoretical training is constantly updated in our training school.

The Service Stations established by ZF Friedrichshafen AG all over the world offer you:

- 1. Permanently trained staff**
- 2. Specified equipment, e.g. special tools**
- 3. State-of-the-art genuine ZF spare parts**

All work is done there with utmost care and reliability.

In addition, repair work carried out by ZF Service Stations is covered by the ZF warranty within the terms of the currently applicable contractual conditions.

Any damage resulting from work which is done in an improper and unprofessional manner by third parties and any consequential costs incurred shall be excluded from this contractual liability.

This shall also be applicable if other than genuine ZF spare parts are used.

ZF Friedrichshafen AG

GENERAL WORKING INSTRUCTIONS

The Service Manual covers all work required for disassembly and the relating reassembly.

When repairing the unit, ensure utmost cleanliness and excellent workmanship.

Dismantle the unit only if any damaged parts must be replaced. After removing screws or nuts, loosen covers and housing parts which were installed with seals by slight blows with a plastic hammer. Use suitable pulling devices for removing parts being tightly installed on the shafts, such as bearings, bearing rings and similar.

Carry out disassembly and reassembly work on a clean working place. Use special tools which have been developed for this purpose. Prior to reinstallation of the parts, clean contact faces of housings and lids from residues of seals. Remove any burrs or similar irregularities with an oil stone. Clean housings and end covers, in particular corners and angles, with a suitable detergent. Damaged or heavily worn parts must be replaced, with an expert assessing whether parts subject to normal wear during operation, such as bearings, thrust washers etc. will be reinstalled.

Parts such as seal rings, locking plates, split pins etc. must generally be replaced. Radial seal rings with worn or broken sealing lip must also be renewed. In particular, ensure that no chips or other foreign bodies remain in the housing. Check the lube oil holes and grooves regarding unhindered passage.

Oil according to the relating List of Lubricants shall be applied to all bearings prior to their installation.

NOTE: Only a heating furnace or an electric drier is permitted to be used for heating parts such as bearings, housings, etc.!
Parts fitted in heated state must be readjusted after cooling down to ensure a perfect contact.

CAUTION

When assembling the unit, exactly observe the tightening torques and setting data indicated in the manual. Tighten screws and nuts according to the enclosed standard table, unless otherwise specified.

When fitting snap rings and retaining rings, pay attention to an exact contact in the grooves!

NEVER wash disks having organic friction linings (e.g. paper disks) since this would have an adverse effect on lining adhesion!

Only dry-cleaning is permitted (leather cloth).



DANGER

When using detergents, observe the manufacturer's instructions regarding their handling.

Structure of the Service Manual

The structure of this repair manual reflects the sequence of work steps for completely dismantling the removed unit.

Tools required for carrying out the repair work are listed in the current text as well as in chapters “WS” (List of Special Tools) and “WH” (Commercial Tools).

Important information on labor safety

As a basic principle, the workshop carrying out the repair or maintenance of ZF units shall be fully responsible for labor safety.


The observance of all valid safety regulations and legal requirements is a prerequisite for avoiding any damage to persons and products during maintenance and repair work.


Repair workshops must familiarize themselves with these regulations prior to starting any work.

A suitably trained and skilled staff is required for a proper repair of these ZF products.

The repair workshop shall be responsible for the training.

The following safety references are used in this manual:

| | |
|---|--|
|  CAUTION | This symbol serves as a reference to special working procedures, methods, information, use of auxiliaries etc... indicated in this repair manual. |
|---|--|

| | |
|--|---|
|  DANGER | This symbol identifies situations in which lacking care may lead to personal injury or damage to the product . |
|--|---|

| | |
|--------------|--|
| NOTE: | Thoroughly study this manual before starting any inspections or repair work. |
|--------------|--|

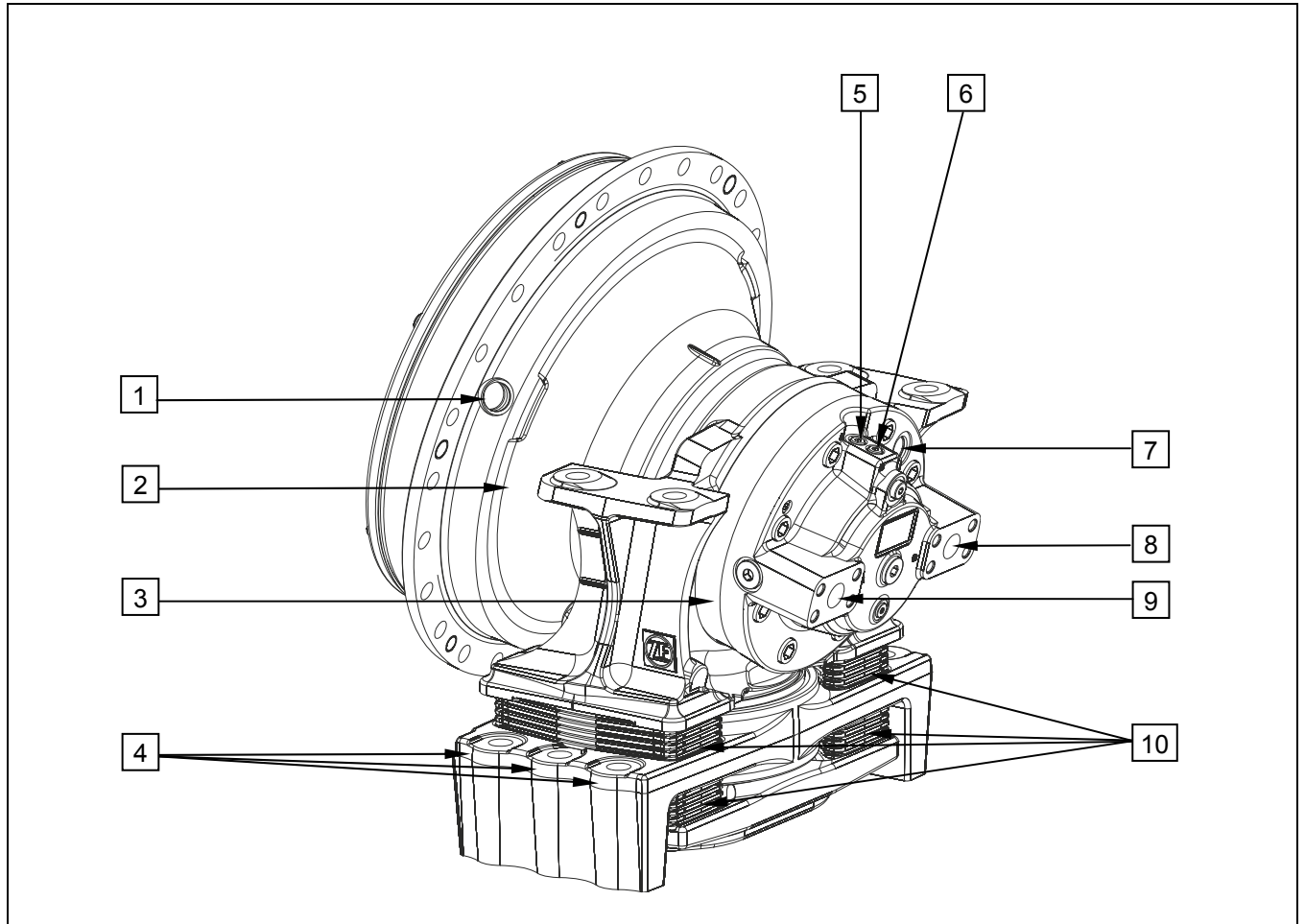
| | |
|--------------|--|
| NOTE: | Figures, drawings and parts in this manual do not always represent the original; they show the working procedure. Since the figures, drawings and parts are not shown to scale, do not draw any conclusions on size and weight (not even within one and the same illustration). Carry out work according to the legend. |
|--------------|--|

| | |
|--------------|--|
| NOTE: | After repair work and tests, the expert staff must verify that the product is perfectly functioning again. |
|--------------|--|

INSTALLATION SHEET

ZF ECOMIX II

CML10



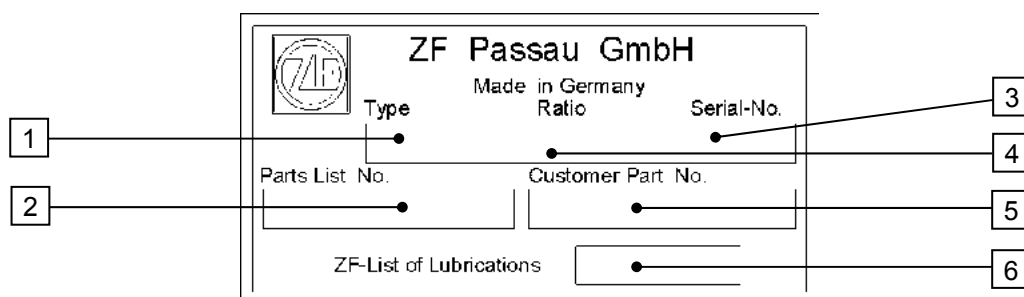
- 1 = Oil sight glass (transmission part)
- 2 = Transmission part (direct attachment to mixer drum)
- 3 = Drive unit (radial piston hydraulic motor)
- 4 = Transmission holes (\varnothing 22.5) for mounting to vehicle chassis
- 5 = Measuring connection „A“
- 6 = Measuring connection „B“
- 7 = Leak oil connection „L“ (M22x1.5)
- 8 = High-pressure connection „B“
- 9 = High-pressure connection „A“
- 10 = Elastomer unit



Transmission part and drive unit have a separate oil supply!

MARKING OF IDENTIFICATION PLATE (TYPE PLATE)

- 1 = Type (transmission type)
- 2 = ZF parts list number
- 3 = Unit No. (serial number)
- 4 = Ratio
- 5 = Customer number (vehicle identification number)
- 6 = ZF list of lubricants (oil grade)



INFORMATION ON SPARE PARTS ORDERING

The following information is required when ordering genuine ZF spare parts:

- 1. = Unit type
- 2. = Serial number
- 3. = ZF parts list number
- 4. = Make and type of spare part
- 5. = Denomination of spare part
- 6. = Spare part number
- 7. = Shipping mode

You will find this information on the identification plate!

Please indicate all the a.m. details to avoid any mistakes in the delivery of the ordered spare parts!

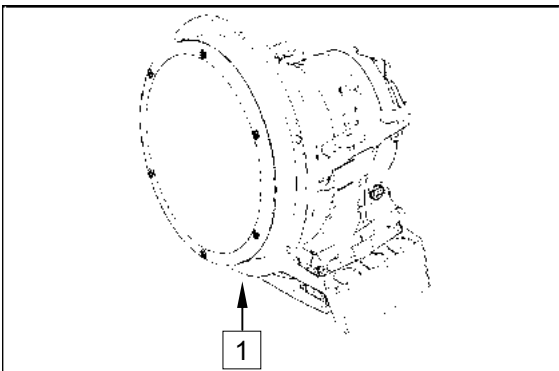


Figure 1

1. Rectification of leakages on the transmission part

1.1 Disassembly of output cover

 **Drain oil prior to starting disassembly!**
Bring oil sight glass into 6 o'clock position!

Remove oil sight glass (screw plug M22x1.5 - 1).

 **Disposal of oil according to legal requirements!**
Place a suitable reservoir underneath!

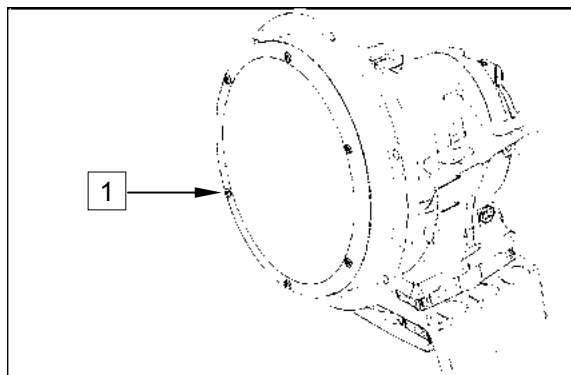


Figure 2

Loosen Torx screws (1).

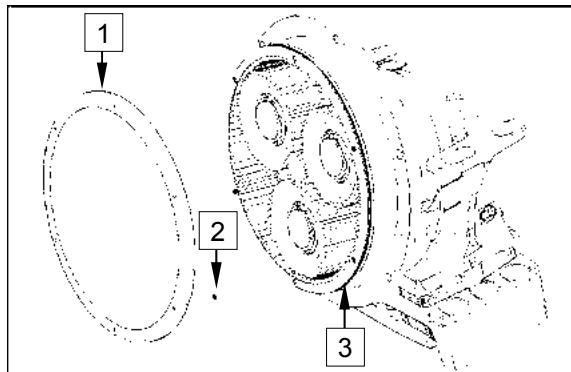


Figure 3

Remove output cover (1) and O-rings (2 and 3).

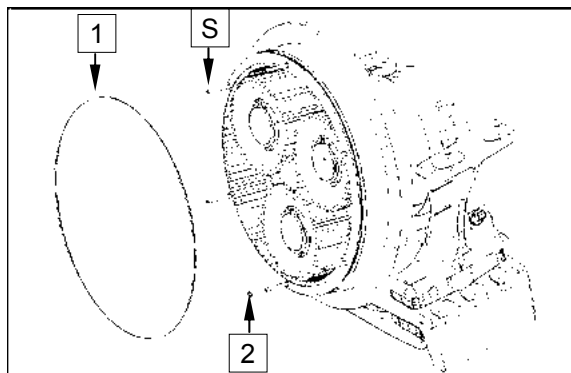


Figure 4

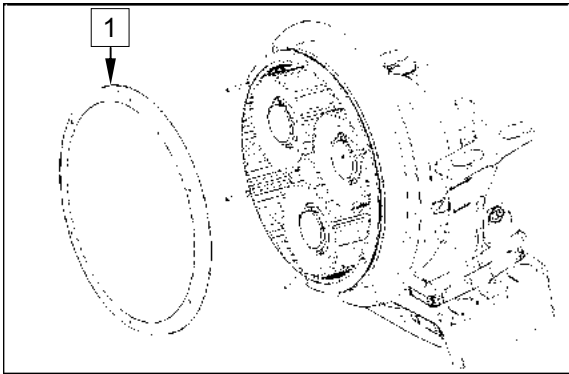
1.2 Reassembly of output cover

Insert O-ring 430x4 (1) into the annular groove of the bearing housing and grease it.

Place O-rings 7x1.5 (2) into the mounting holes and grease them.

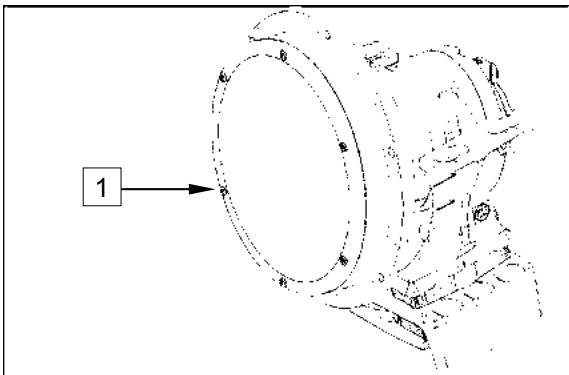
Then fit adjusting screws.

(S) Adjusting screw 5870 204 063



Bring output cover (1) into contact position at the bearing housing.

Figure 5

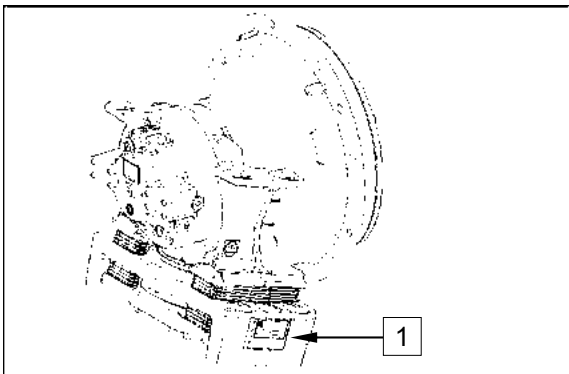


Fix input cover with Torx screws (1).

Tightening torque (M6/8.8)

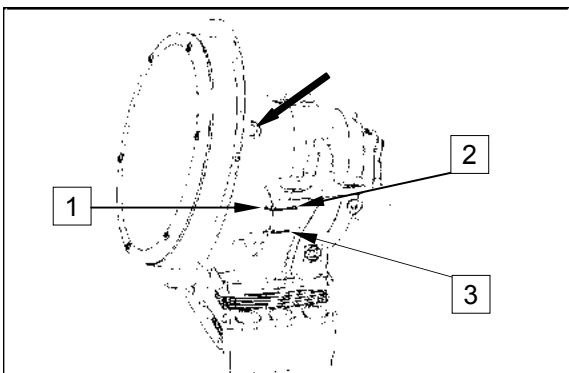
$M_A = 10 \text{ Nm}$

Figure 6



Fix identification plate (type plate) to the bearing housing using TEROSTAT-MS 9360 adhesive.

Figure 7



Bring marking on the ring gear carrier (1) into „MAX“ oil level position on the bearing housing (2), and fill up oil until overflow on the filler hole - oil sight glass - (see arrow).

Oil quantity: approx. 8.0 liters

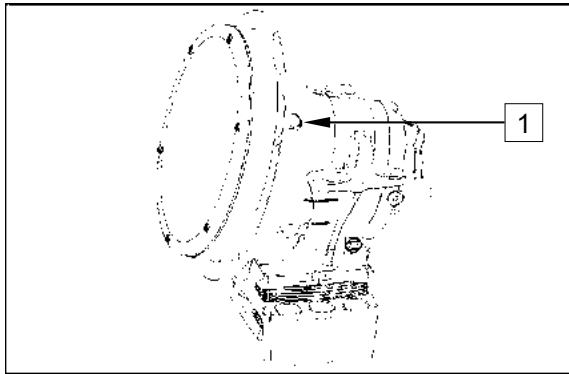
Oil grade: see list of lubricants TE-ML 07

1 = Marking on ring gear carrier

2 = Marking on bearing housing „MAX oil level“

3 = Marking on bearing housing „MIN oil level“

Figure 8



Mount oil sight glass (M22x1.5) with seal ring (1).

Tightening torque

$M_A = 4 \text{ Nm}$



For all further instructions refer to the relating manual (ZF order number: 5872 800 002)!

Figure 9

2. Exchange of hydraulic motor

2.1 Removal of hydraulic motor

 Prior to starting disassembly, loosen the screw plug (2) and drain oil!

Hydraulic motor (1).



Disposal of oil according to legal requirements!
Place a suitable reservoir underneath!

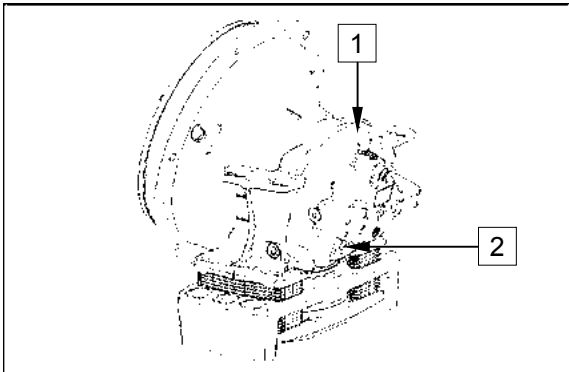


Figure 1

Remove screw plug with O-ring (1).

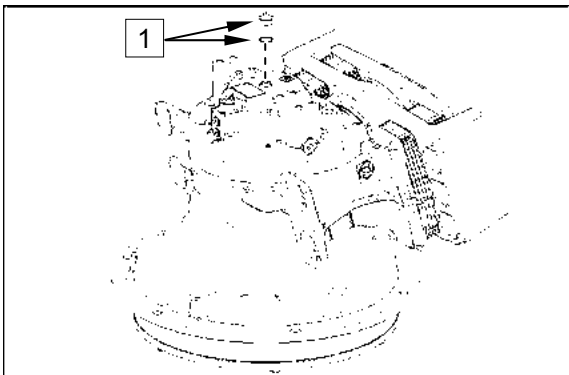


Figure 2

Remove cylindrical screw (1).

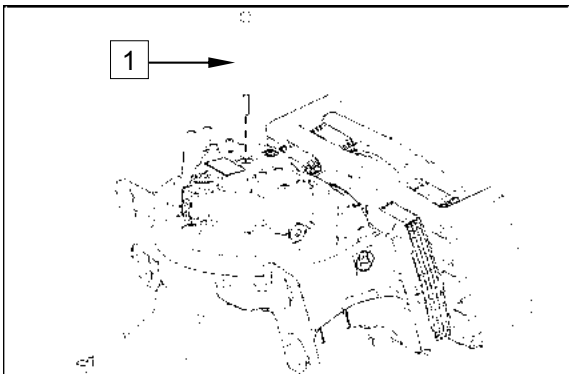


Figure 3

Loosen bolted connection of hydraulic motor/bearing housing.

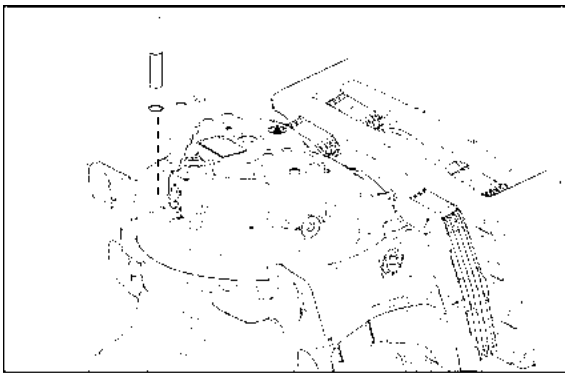


Figure 4

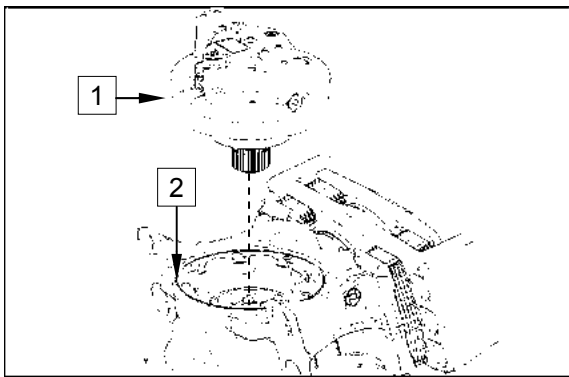


Figure 5

Pull off hydraulic motor (1) and remove seal ring (2).

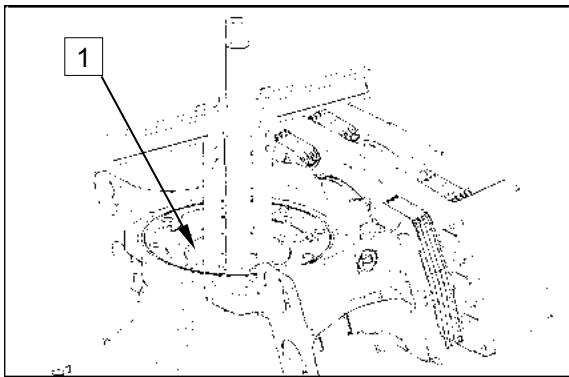


Figure 6

Remove bearing outer ring (1).

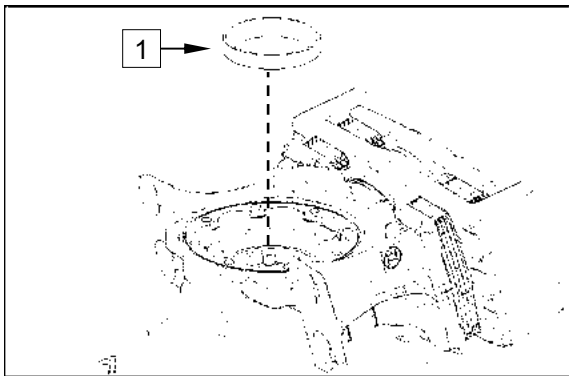


Figure 7

2.2 Reinstallation of hydraulic motor

Insert bearing outer ring (1).

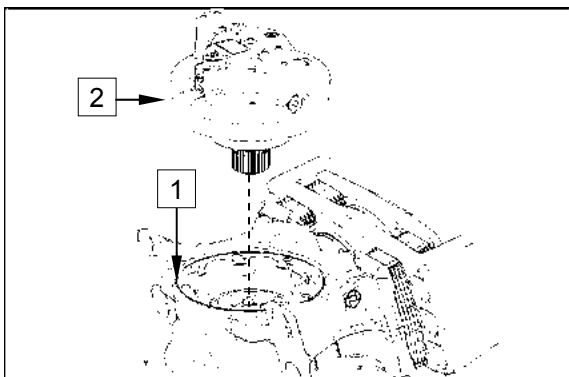


Figure 8

Insert seal ring 254x249x2.5 (1) into the groove of the bearing housing and grease it.

Mount hydraulic motor (2) into the input shaft of planetary drive in bearing housing.

 **Observe installation position of hydraulic motor, see figure 9!**

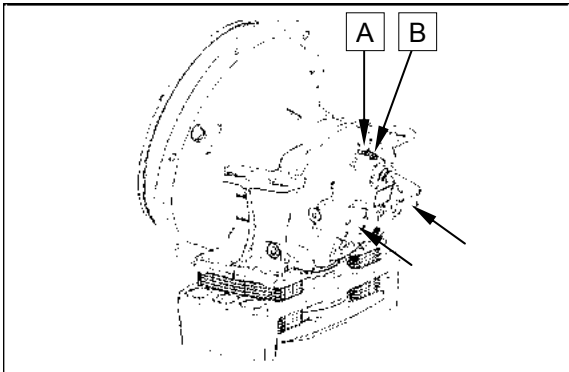


Figure 9

High pressure connections (arrows) must be arranged horizontally!

Measuring connections (A and B) must be in the upper area!

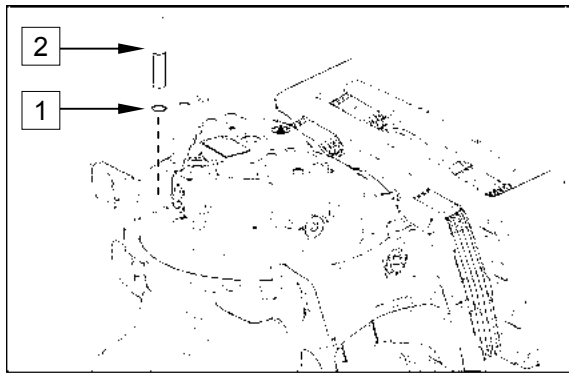


Figure 10

Mount O-rings 15.5x1.5 (1) onto the cylindrical screws (2).

Fix hydraulic motor to the bearing housing with cylindrical screws 16x75 (2).

Tightening torque (M16/12.9)

$M_A = 347 \text{ Nm}$

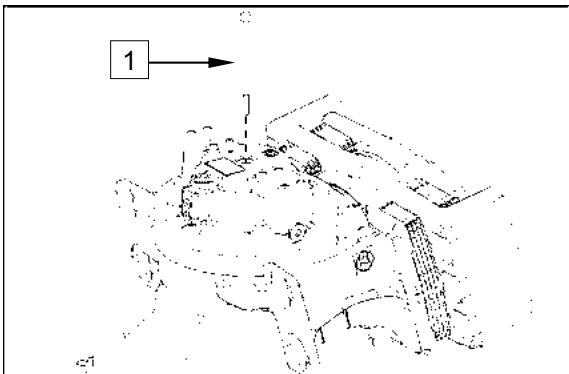


Figure 11

Connect output shaft/hydraulic motor and input shaft/planetary drive with cylindrical screw M10x150 (1).

Tightening torque (M10/8.8)

$M_A = 46 \text{ Nm}$

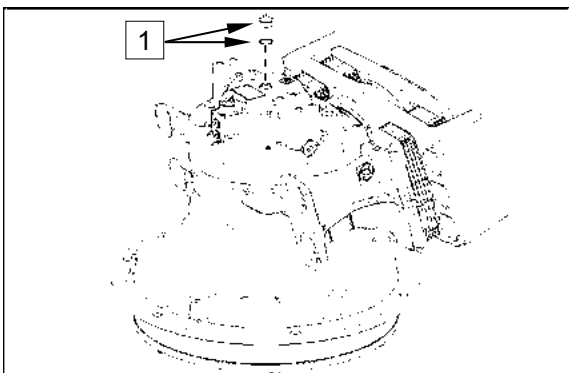


Figure 12

Mount screw plug M22x1.5 with O-ring 19x2.

Tightening torque

$M_A = 60 \text{ Nm}$

For putting the unit into operation, observe the instructions of the relating manual (ZF Order No.: 5872 800 002)! Furthermore, observe the vehicle manufacturer's instructions!



I. Unit fails within warranty period.

II. Customer contacts ZF Services North America via phone or e-mail to request a Return Goods Authorization (RGA). To ensure the proper handling of returns, all warranty cores must have, prior to return, a Return Goods Authorization (RGA) number issued. Please contact your Reman/Warranty Representative with the following information:

- ZF Part Number(s)
- Quantity
- Component serial number(s)
- Unit operating hours
- In service date
- Failure date
- Vehicle identification number
- Problem description

III. Prior to returning the core, please make sure to do the following:

1. Drain the oil from the core(s).
2. Package the core(s) appropriately to avoid shipping damage.
3. Include a copy of the ZF Return Goods Authorization (RGA) with the packing slip.
4. Reference the RGA number on the freight bill of lading and packing slip.
5. Ship the core(s) freight pre-paid to the following location:

ZF Services North America, LLC
777 Hickory Hill Drive
Vernon Hills, IL 60061

IV. Upon receipt, the unit will be inspected.

- a. If warranty is accepted, the core will be repaired and returned free of charge.
- b. If warranty is denied, the following options are available:
 - i. Scrap Unit (\$200 disassembly fee will apply)
 - ii. Rebuild unit (purchase order required)
 - iii. Return disassembled component



VI. Freight

- a. If warranty is accepted, the repaired unit will be returned via pre-paid ground freight.
- b. If warranty is denied, components will be returned via collect ground freight.

VII. Warranty

- a. ZF remanufactured **non-warranty** mixer gearboxes come with our (2) year 2,000 hour standard warranty (Maximum of (30) months from date of shipment).
- b. Units repaired under warranty come with the remaining balance of the original warranty.

VIII. Contacts

- a. For questions concerning your claim or the status of a repair, please contact your Reman/Warranty Representative.
- b. For all other inquiries, please use the contact list on the following page.



IX. Off Highway Departmental Contact List

| | | | | |
|--|--|----------------------------------|----------------|--|
| ZF Services North America, LLC 777 Hickory Hill Dr. Vernon Hills, IL 60061 • USA | | Off-Road Driveline Technology | | |
| Off Road Driveline Technology Aftermarket Contacts | | | | |
| | Name | Title | Phone | E Mail |
| Management | Tim Corcoran | President & COO | (847) 478-6740 | tim.corcoran@zf.com |
| | John Edwards | President | (847) 478-6754 | johns.edwards@zf.com |
| | Rick Hatlen | Business Unit Manager | (847) 478-6717 | rck.hatlen@zf.com |
| Service | Waldemar Mattner | National Service Manager | (847) 478-6852 | waldemar.mattner@zf.com |
| | Kashif Rizvi | Service/Application Engineer | (847) 478-6026 | kashif.rizvi@zf.com |
| | Bob Cox | Service Engineer | (847) 478-6823 | bob.cox@zf.com |
| | Steve Denny | Service Representative | (847) 478-6822 | steve.denny@zf.com |
| | Jim Latham | Service Representative | (847) 478-6825 | jim.latham@zf.com |
| | Service Group E-mail: It is monitored daily and is for all general technical questions | | | |
| Inside Support | Laurie Jeffers | Reman/Warranty Representative | (847) 478-6819 | laurie.jeffers@zf.com |
| | Michael Wudtke | Inside Sales Coordinator (Parts) | (847) 478-6827 | michael.wudtke@zf.com |
| Pricing | Ajay Gogna | Senior Parts Marketing Analyst | (847) 478-6047 | ajay.gogna@zf.com |
| Sales | Kim Martin | Key Account Representative | (847) 478-6002 | kim.martin@zf.com |
| | Mike Wechselberger | Key Account Manager | (847) 478-6040 | mike.wechselberger@zf.com |
| | Dedicated Parts Fax: | | (866) 937-2707 | |

DRUM ROLLER MAINTENANCE

Roller Adjustment / Maintenance

DRUM ROLLER MAINTENANCE

Drum roller adjustment and maintenance is CRITICAL to maintaining optimum performance of your Con-Tech mixer. Failing to follow a regular WEEKLY maintenance schedule can result in premature wear, costly repairs, and downtime.

The drum rollers should be inspected every week (for alignment and bearing wear) and greased using a General Purpose EP #2 Lithium grease. The greasing procedure should consist of pumping enough grease into the rollers until it comes OUT of the seal area clean and free of contaminants. If you have any service issues, call Con-Tech service at **507-374-2239**. Please observe ALL OSHA lockout-tag out procedures when performing any type of work or maintenance on your vehicles.

ROLLER ALIGNMENT STEPS

1 DRUM ROLLER ALIGNMENT PREP

If your Con-Tech mixer is equipped with a BridgeKing trailer axle, lower it to the ground. Once the axle is on the ground turn off the ignition, perform Lockout / Tag Out procedure, release the pressure on the BridgeKing trailer and relieve any stress on the truck frame. All pusher axles should be up. Truck must be unloaded. See Image A

2 DRUM ROLLER GAP

Make sure your rollers are shimmed to meet the proper air gap of .012" - .030" between the roller and the track Double check your gap after all steps are complete. See Image B

3 ROLLER SPACING

Using a 3/4" thick spacer, place it on the forward face of the roller track and adjust the roller to be flush with the 3/4" spacer or dimension. Do this to both rollers. See Image C

4 ROLLER ALIGNMENT

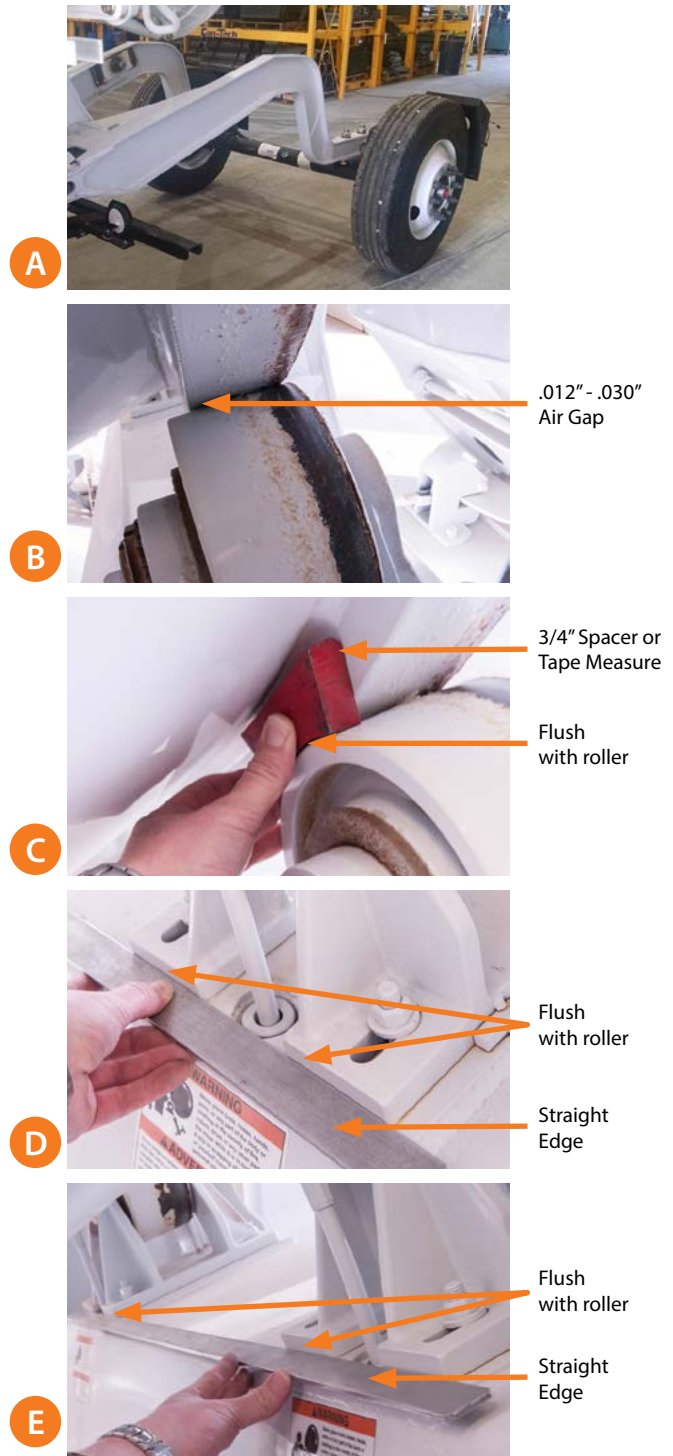
Using a straight edge or a 4' level, align both front edges of the roller foot to be flush with the straight edge. This must be done while maintaining the 3/4" offset spacing on the roller track face. See Images D & E

* Visually inspect roller to roller track contact area when loaded to verify proper shimming. Variances in chassis frames and size of load will affect how much shimming is required.

* Each drum roller is equipped with two tapered roller bearings. Seals are provided to exclude water and dirt. If it becomes necessary to replace the bearings the assembly must be thoroughly cleaned before installing the new bearings. Pack the bearings with a General Purpose EP #2 Lithium grease. (See lube chart and maintenance schedule).

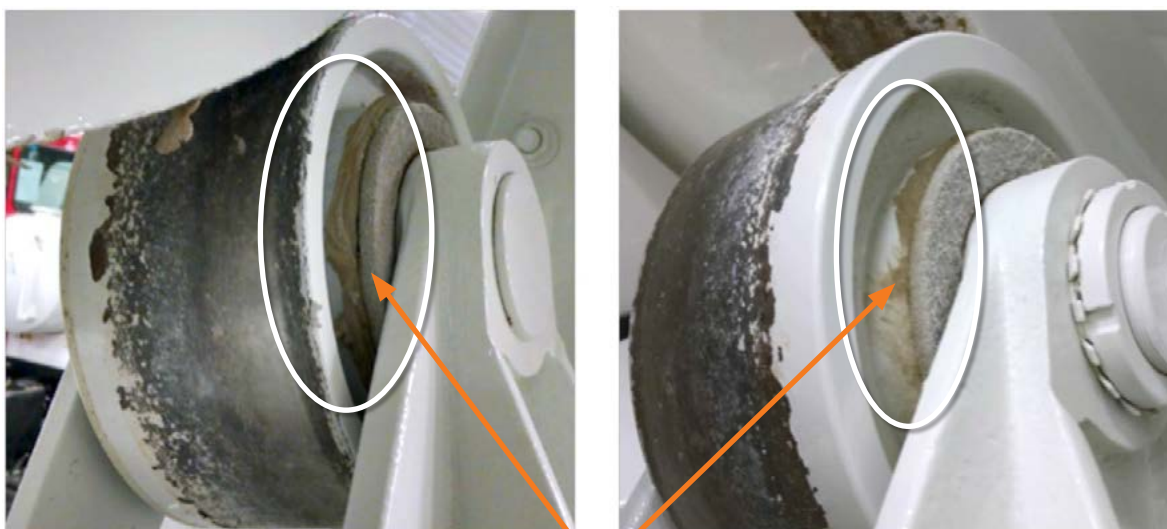
* Troubleshooting Roller Noise

If a snapping, popping or grinding noise is heard coming from the roller area, you can spray water or grease on the track/roller. If noise persists, remove, repair, or replace roller. If the noise goes away when sprayed or greased, you must align the rollers.



DRUM ROLLER MAINTENANCE GREASING THE ROLLER

- Greasing intervals are very important. **GREASE ROLLERS WEEKLY** using an EP#2 lithium based grease. It is **NOT POSSIBLE** to over grease rollers.
- Since roller seals are designed to **PURGE** grease, it is imperative that the roller is greased regularly and with sufficient grease to **FLUSH OUT** contaminants. During the greasing process a roller will be completely greased when you start to see **CLEAN** grease coming out of the roller lip seal/felt dust ring area on both the front and rear sides of the roller.



REAR VIEW

FRONT VIEW

WATCH



ISO-9001 Registered Quality System.
ISO-21469 Compliant.

Sales, Service & Distribution Center
Newark, NJ 07105

Phone: 973-589-9150 Fax: 973-589-4432

Manufacturing, Sales, Service & Distribution Center
Toledo, OH 43605

Phone: 419-691-2491 Fax: 419-693-3806

Sales and Tech Service Support

Phone: 1-800-733-4755

LUBRIPLATE "1500" Series

LUBRIPLATE No. 1500, 1550, 1551, and 1552 are lithium complex greases that can be used for a variety of industrial, automotive and heavy-duty construction applications. These rugged, extreme pressure lubricants can withstand higher operating temperatures than traditional lithium multi-purpose greases as well as most lithium complex greases.

LUBRIPLATE No. 1552 and No. 1551 are tacky, adhesive and very water resistant. The film strength and shear stability of these products are exceptional resulting in wear reduction and long lubricant life.

LUBRIPLATE No. 1552 and No. 1551 provide outstanding lubrication in a variety of applications including:

- Automotive (including the fleet and truck operator)
- Marine
- Construction
- Logging
- Mining
- Industrial

LUBRIPLATE No. 1550 is ideal for heavy load, tight tolerance situations and can be pumped easily through automatic dispensing systems on construction and mining equipment as well as industrial applications.

LUBRIPLATE No. 1500 can be used for a variety of industrial and automotive applications. It is ideally suited for use in leaky gear cases that require a semi-fluid grease. It is also recommended for use in new on-highway trailer wheel bearings where a semi-fluid grease is required. LUBRIPLATE No. 1500 can also be used in centralized lubrication systems, especially those operating at higher temperatures.

(Over)

Typical Characteristics

| | <u>No. 1552</u> | <u>No. 1551</u> | <u>No. 1550</u> | <u>No. 1500</u> |
|---|------------------------|------------------------|------------------------|------------------------|
| Base Oil Properties | | | | |
| Saybolt Viscosity @ 100°F | 1100 SUS | 1100 SUS | 1100 SUS | 1100 SUS |
| Saybolt Viscosity @ 210°F | 92 SUS | 92 SUS | 92 SUS | 92 SUS |
| Kinematic Viscosity @ 40°C | 215 cSt | 215 cSt | 215 cSt | 215 cSt |
| Kinematic Viscosity @ 100°C | 18 cSt | 18 cSt | 18 cSt | 18 cSt |
| Flash Point °F/°C | 500/260 | 500/260 | 500/260 | 500/260 |
| Fire Point °F/°C | 545/285 | 545/285 | 545/285 | 545/285 |
| Specific Gravity | 0.96 | 0.9485 | 0.9018 | 0.90 |
| NLGI Grade (ASTM D-217) | 2 | 1 | 0 | 00 |
| Texture | Tacky | Tacky | Tacky | Tacky |
| Dropping Point, °F (ASTM D-2265) | 500°F+ | 470°F | 451°F | N/A |
| Four Ball Wear (ASTM D-2266) | | | | |
| 40 kg. 1200 rpm, 1 hr. @ 167°F | 0.45 mm | 0.45 mm | 0.45 mm | 0.54 mm |
| Timken EP Test (ASTM D-2509) | 60 lb. OK Load | 50 lb. OK Load | 50 lb. OK Load | 50 lb. OK Load |
| Four Ball EP Test (ASTM D-2596) | 680 kg. OK Load | 480 kg. OK Load | 460 kg. OK Load | 420 kg. OK Load |
| Oil Separation (ASTM D-1742) | 1.1% | 5.0% | Not Applicable | Not Applicable |
| Evaporation Loss (ASTM D-972) | | | | |
| @ 100°C | 0.24% | 0.24% | 0.24% | 0.24% |
| Oxidation Stability (ASTM D-942) | | | | |
| Psi drop after 100 hours | 2 lbs. | 2 lbs. | 2 lbs. | 2.5 lbs. |
| Psi drop after 500 hours | 8 lbs. | 8 lbs. | 8 lbs. | 10 lbs. |
| Corrosion (ASTM D-130) | | | | |
| 3 hours | 1a | 1a | 1a | 1a |
| Water Washout (ASTM D-1264) | | | | |
| @ 175°F | 2.75% | 9.9% | N/A | N/A |
| Wheel Bearing Leakage | | | | |
| (ASTM D-4290) | 5.5 gms. | 5.5 gms. | N/A | N/A |
| <u>Packaging Availability</u> | | | | |
| | <u>No. 1552</u> | <u>No. 1551</u> | <u>No. 1550</u> | <u>No. 1500</u> |
| Carton 4/7 lb. Jugs | ----- | ----- | ----- | L0163-007 |
| Carton 12/2 lb. Bottles | ----- | ----- | ----- | L0163-013 |
| 35 lb. Pail | L0166-035 | L0165-035 | L0164-035 | L0163-035 |
| 120 lb. Drum | L0166-039 | L0165-039 | L0164-039 | L0163-039 |
| 420 lb. Drum | L0166-040 | L0165-040 | L0164-040 | L0163-040 |
| Carton 40/14.5 oz. Cartridges | L0166-098 | L0165-098 | ----- | ----- |

PUSHER AXLE

Pusher Axle Maintenance

If your chassis came with a factory mounted pusher, please reference the chassis service manual.

If you have any service issues with a pusher installed by Con-Tech, call Con-Tech service @ 507-374-2239.

Please observe ALL OSHA lockout-tag out procedures when performing any type of work or maintenance on your vehicles.

TECHNICAL PROCEDURE

STEERABLE SUSPENSION SYSTEM

SUBJECT: Installation and Preventative
Maintenance Procedures

LIT NO: H633

DATE: May 2011

REVISION: E

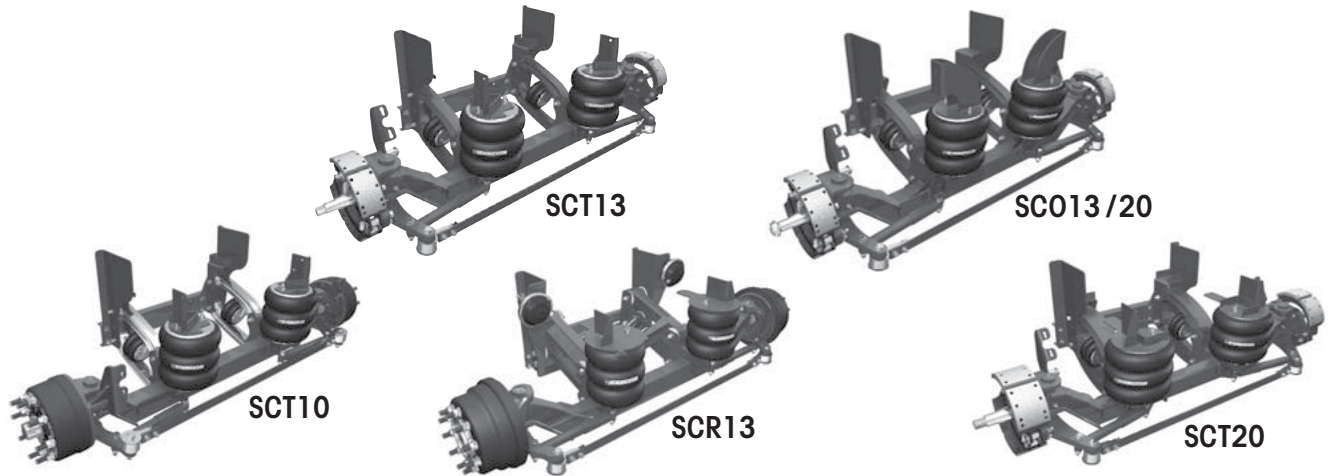


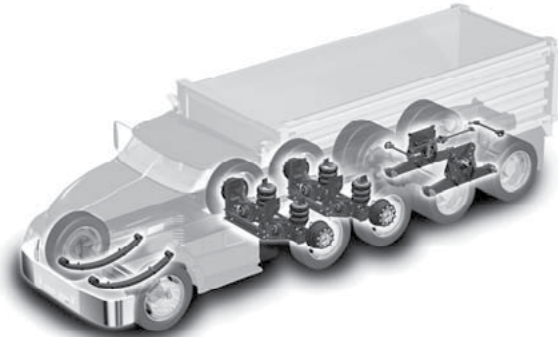
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INTRODUCTION

Why use a Lift Axle? Hendrickson suspensions carry countless loads of freight and raw materials off-road and over the highways. The Hendrickson Auxiliary Axle Suspension System with optimized weight, short package space and a CTR with PerfectTrak™ technology improves product performance and durability while offering owner-operators increased payload and reduced maintenance.



The lift axle suspension also helps to meet U.S. Department of Transportation FHWA-HOP-06-105.

For further information, contact:
 U.S. Department of Transportation
 Federal Highway Administration
 Office of Freight Management and Operations
 Phone: 202-366-9210
 Fax: 202-366-3302
 Web site: http://www.ops.fhwa.dot.gov/freight/publications/brdg_frm_wghts/

The following instructions are intended for use with Hendrickson COMPOSILITE™ Auxiliary Liftable Air Ride Suspensions.

NOTE: Read the entire installation instruction document thoroughly before proceeding with a suspension installation.

It is very important that the proper suspension is selected for the vehicle application. The following criteria must be considered when selecting a suspension:

- required capacity
- loaded frame-to-ground measurement
- driveline clearance
- axle travel
- axle spacing
- tire size for auxiliary axle
- Requirement for a steerable or non-steerable suspension

For additional information concerning suspension selection, or other suspension models contact the Hendrickson Auxiliary Axle System's Customer Service Department.

⚠ CAUTION: **Steerable suspension systems, as with all air suspension systems, must be installed with the proper amount of tire-to-ground clearance to help ensure proper operation. If there is too much ground clearance, the suspension will not carry its share of the load. Too little ground clearance may result in damage to the suspension or other vehicle components installing a suspension with a ride height that is "out of range" may result in:**

- insufficient axle lift
- improper axle load
- insufficient ground clearance
- component overload

The vehicle manufacturer should be consulted before making any changes to the vehicle's frame. Typically, vehicle manufacturers do not permit cutting or altering the vehicle's frame or side rail and doing so could void any applicable manufacturer warranty coverage.

SPECIAL NOTES

Non-functioning components are to be returned to Hendrickson Auxiliary Axle Systems, in exchange for replacement components, provided product warranty conditions are met.

Hendrickson Auxiliary Liftable Air Ride Suspensions with factory installed axles may require toe setting adjustments. Also, check for sufficient wheel bearing lubrication (oil).

It is the responsibility of the installer to ensure that the vehicle will function properly under the increased weight conditions and loading that will exist when an additional axle is installed, particularly braking.

It is the responsibility of the installer to determine the correct location of the suspension in order to provide the proper vehicle load distribution. The load carried by each axle must not exceed the rated capacity of



the components involved or the applicable State and Federal laws where the truck is to be operated.

It is the installer's responsibility to ensure that proper clearances exist:

- Between the drive shaft and/or roll-off cylinder and the auxiliary axle (if applicable)
- Around the tires—laterally, fore, aft, and vertically
- Around the air springs when they are at their maximum diameter (refer to suspension assembly drawing for specifications)
- Around any moving suspension components

No welding to any of the suspension components is permitted, except where specified by Hendrickson Auxiliary Axle Systems.

No alteration of any of the suspension components is permitted.

Any installation deviations must be approved, in writing, by Hendrickson Auxiliary Axle Systems Product Engineering Department. Failure to comply with these installation instructions without written permission will void the suspension warranty.

⚠ CAUTION: Subjecting aluminum components to certain acid washes may result in premature corrosion and warranty could be affected. It is recommended that you monitor which cleaning solvents are being used on your vehicle.

⚠ CAUTION: Acid washes also degrade the rubber, urethane and plastic parts or the axle assembly.

REQUIRED EQUIPMENT AND MATERIALS FOR INSTALLATION

The following equipment and materials are needed when installing a Hendrickson Steerable Auxiliary Liffable Air Ride Suspension:

1. Frame Fasteners: 5/8-11 x 2 1/4" long grade 8 flange bolts and 5/8 IFI Grade C prevailing torque flange nuts and the corresponding frame drill bit.
2. Torque wrench (capability of 450 ft. lbs. for frame bolt installation).
3. Tape measure or scale(s) and machinist square.
4. Trammel bar.
5. Crane or other lifting device.
6. Hammer and center punch.
7. Compressed air supply.
8. Air impact gun.
9. Air fittings, tubing and associated tools.
10. Socket set and wrenches, including the following sizes:
 - 3/8"
 - 9/16"
 - 3/4"
 - 15/16"
 - 1-1/8"
 - 1-1/4" deep well socket
11. C-clamps or bar clamps with the minimum opening equal to the vehicle frame height.
12. Suspension assembly drawing supplied by Hendrickson. Plumbing schematics supplied for pre-plumb suspensions only.
13. Angle measuring instrument (magnetic protractor) for self-steer axle.
14. Wheel chocks.
15. Frame jacks or supports.

INSTALLATION INSTRUCTIONS

SAFETY FIRST

Be sure to read and follow all installation and maintenance procedures.

LIFTING

Practice safe lifting procedures. Consider size, shape and weight of assemblies. Obtain help or the assistance of a crane or lift truck when lifting heavy assemblies. Make sure the path of travel is clear.

PARTS HANDLING

When handling parts, be sure to wear appropriate gloves, eyeglasses and other safety equipment to prevent serious injury.

UNPACK AXLE

Separate kitted parts for use during installation.

PRE-INSTALLATION CHECKLIST AND PROCEDURES

Before beginning the installation:

1. Check that the new suspension matches the specifications provided by your Production or Engineering Department.
2. Verify that the suspension model configuration (axle drop, suspension and axle seat type) is compatible with the vehicle's loaded frame-to-ground measurement, intended tire size and driveline clearance.
 - Driveline clearances should be considered when deciding the correct axle drop. In lifted position there should be more than 2" clearance between drive line and axle.

Drive line drop clearance measurement, Figure 1, Dimensions "A" + "B" with axle in full up position Dimension "C" is the Spindle CL to Axle

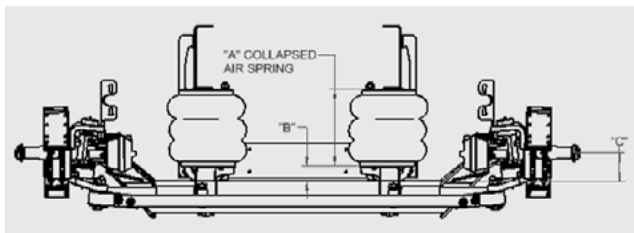


Figure 1. Driveline Drop Clearance

3. On a truck or trailer auxiliary suspension application:

- a. Verify that the axle spacing conforms to Federal and local bridge laws.
 - b. Verify that the auxiliary suspension location is based on: front axle steer angle, vehicle wheel-base and maximum recommended auxiliary axle spacing.
 - c. Verify that the vehicle will have the proper load distribution after installation.
 - d. Verify that there is sufficient fore/aft frame rail clearance to mount the auxiliary suspension(s).
4. On truck frames:
 - a. Verify that the frame width is within the allowable mounting range of the suspension (refer to the suspension assembly drawing).
 - b. Mark the location of the suspension side rails on the frame rails. (Refer to the suspension assembly drawing) Check for interferences with any existing bracketry or mounting bolts.
 - c. Check for any interferences between the axle and the drive shaft, if applicable (refer to the suspension assembly drawing).
 - d. Verify that the vehicle crossmembers and backing plates are correctly positioned for proper support of the suspension.

⚠ WARNING: ADEQUATE SUSPENSION SUPPORT MUST BE PROVIDED WITHIN THE VEHICLE FRAME! A CROSSMEMBER MUST BE LOCATED 12" FORE OR AFT OF THE SIDE RAIL PIVOT BOLT CENTERLINE. FAILURE TO PROVIDE ADEQUATE SUSPENSION SUPPORT COULD RESULT IN SUSPENSION DAMAGE AND/OR DAMAGE TO THE VEHICLE FRAME. (SEE FIGURE 1)

5. Confirm that the components listed on the suspension assembly drawing have been provided in sufficient quantities. Contact the Hendrickson Auxiliary Axle Customer Service Department if any components are missing or damaged.

PRIOR TO INSTALLATION

AXLE IDENTIFICATION

The serial number tag is a identification label attached to the suspension system. It contains a unique serial number and the model identification number for that specific suspension system. (Label is located on the rear center of the axle or side rail.)

SUSPENSION ADJUSTABILITY

Suspension flexibility can be achieved with adjustable spacers which allows for a ride height range of four (4) inches.

Hendrickson Auxiliary Axle offers frame width and ride height adjustability with certain models reducing multiple part number stocking.

ADJUSTABLE RIDE HEIGHT (IF REQUIRED)

The adjustable ride height feature accommodates five different ride height requirements.

Ride height adjustment spacers are provided for the bushing saddle and the upper air spring plate to adjust to a higher ride height. The parts box will include the following ride height adjustment spacers:

- Two one-inch bushing saddle spacers
- Two one-inch air spring plate spacers
- Two two-inch bushing saddle spacers
- Two two-inch air spring plate spacers

The following example uses a suspension specified with a 12.5-inch base ride height and shows which spacers are need based on the required ride height.

| RIDE HEIGHT REQUIRED | SPACER REQUIRED |
|----------------------|--------------------------|
| 11.5 | No spacers required |
| 12.5 | No spacers required |
| 13.5 | 1" spacer optional |
| 14.5 | 1" required, 2" optional |
| 15.5 | 2" required |

NOTE: Ride height is always +/-1".

RIDE HEIGHT SPACER INSTALLATION (IF EQUIPPED)

1. Determine if a spacer is needed based on the ride height required and the base ride height of suspension model to be installed.
2. If no spacers are required, move to the adjustable frame width feature section. If spacers are required move to step 3.

3. Position spacers, per figures 2 and 3, to accommodate required ride height. The same spacer size must be used for bushing saddles and air spring plates.

NOTE: Do not drill holes in the frame rail until the ride height is determine to be optimal. Do not weld spacer in position and do not remove after installation.

ADJUSTABLE FRAME WIDTH

The adjustable frame width feature allows the same suspension to accommodate frame width ranges of 33.5 inches to 34.5 inches. The suspension will ship at 34.0 inches with one frame width spacer in position on each side. The parts box will include two additional frame width spacers.

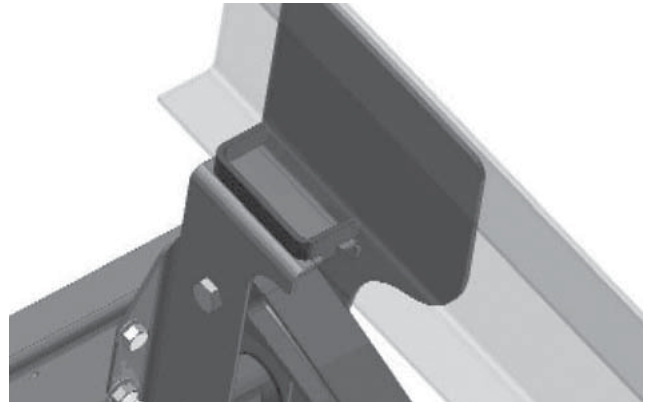


Figure 2 - Bushing saddle spacer

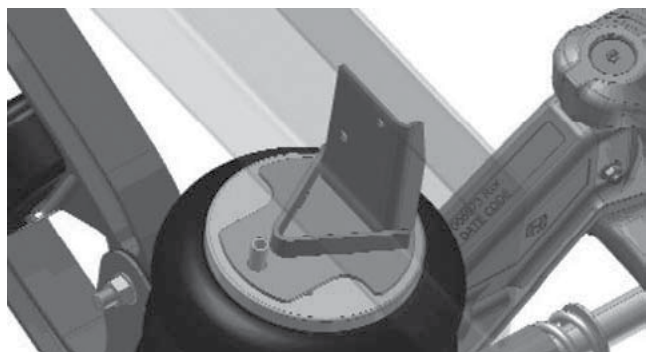


Figure 3 - Air spring plate spacer



FRAME WIDTH ADJUSTMENT PROCEDURES

1. Determine the required frame width based on the vehicle's dimension.
2. If a 34.0-inch frame width is needed, do not adjust the frame width. Proceed with standard suspension installation.
3. If a 33.5 inch frame width is needed, loosen but do not remove the four pivot bolts connecting the hanger to the bushing saddle. Next, loosen the four bolts connecting the cross member to the hangers. Remove the frame width spacer on both sides of the suspension. Retorque the pivot bolts and cross member bolts. See torque values below. (See figure 4 for frame width spacer reference)
4. If a 34.5 inch frame width is needed, loosen but do not remove the four pivot bolts connecting the hanger to the bushing saddle. Next, loosen the four bolts connecting the cross member to the hangers. Add one frame width spacer to both sides of the suspension. Retorque the pivot bolts and cross member bolts. See torque values below. (See figure 3 for frame width spacer reference)

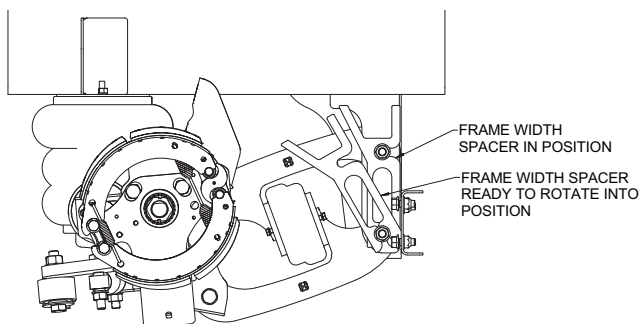


Figure 4 - Frame width spacer

SC10/13

| BOLT | TORQUE VALUE |
|--------------|--------------|
| Pivot Bolts | 225 ft-lbs |
| Cross member | 180 ft-lbs |

SC20

| BOLT | TORQUE VALUE |
|--------------|--------------|
| Pivot Bolts | 425 ft-lbs |
| Cross member | 180 ft-lbs |

SUSPENSION MOUNTING INSTALLATION PROCEDURES

Before installing a suspension:

1. Check that the correct auxiliary suspension and axle was chosen based on the individual design criteria. Review the pre-installation check.
2. If the vehicle frame is forward-sloping or tapered, see Caster Angle Section before drilling.
3. Position the vehicle on a flat level surface.
4. Determine the location of the auxiliary axle mounting position on the outside of the vehicle frame rails. Refer to the suspension assembly drawing and mark the front edge of the auxiliary suspension side rails on the vehicle frame. (See Figure 5)
5. Correct any interferences that occur between the auxiliary suspension mounting surface and any existing frame bolts or brackets (located in the marked areas). The auxiliary suspension side rail(s) can be drilled to accommodate existing bolts.

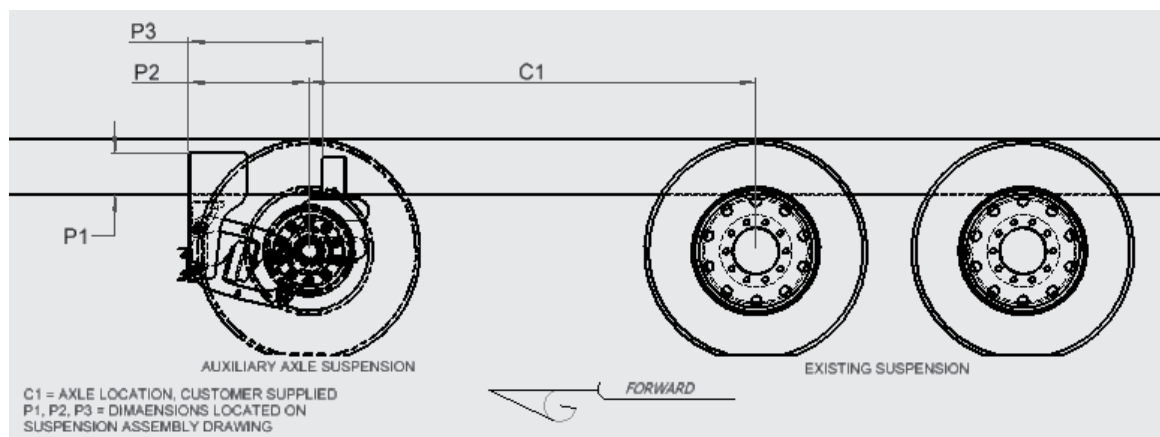


Figure 5. Suspension Mounting Position

- Before any modifications to the hanger are made, contact Engineering at (800) 660-2843. Refer to the suspension assembly drawing to verify that vehicle cross members and backing plates are positioned correctly for the intended axle location. (See Figure 5)

⚠ WARNING: FAILURE TO PROPERLY AND SUFFICIENTLY ATTACH FRAME BOLT CONNECTIONS TO SUPPORT THE SUSPENSION OR REINFORCE THE VEHICLE FRAME CAN RESULT IN PREMATURE FRAME FAILURE, LOSS OF VEHICLE CONTROL, AND LOSS OF SUSPENSION WARRANTY COVERAGE. A CROSS MEMBER MUST BE WITHIN 12 INCHES (MINIMUM), FORE OR AFT OF THE FRAME BRACKET PIVOT BOLT CENTERLINE.

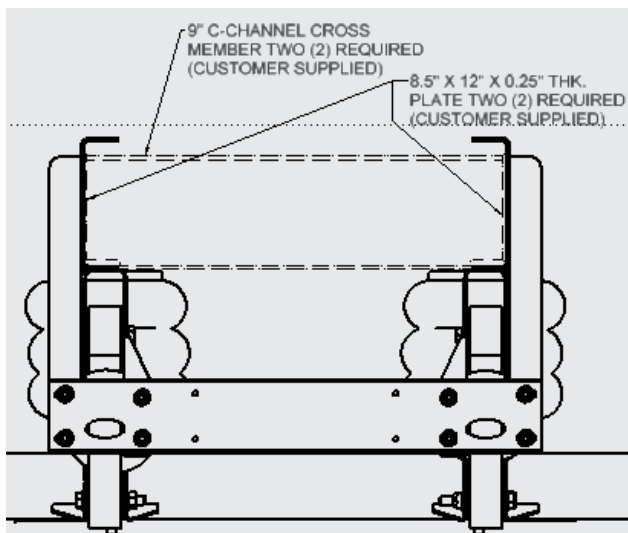


Figure 6. Cross Member Positioning (Customer Supplied)

SUSPENSION FRAME RAIL INSTALLATION

- With the cross members and backing plates installed in the intended suspension location, raise the auxiliary suspension into position. Use both the cross members and the previously marked suspension side rail marks as locators.
- Once the suspension is positioned, use C-clamps to hold the suspension side rail and saddle on the truck frame rail.

NOTE: The entire auxiliary suspension mounting surfaces must be flush with both the side and bottom of the vehicle frame rails or spacers. Failure to do so will void the suspension warranty. (See Figure 8)

- The auxiliary suspension must remain aligned (parallel) to the other properly aligned axles on the vehicle during the entire installation process. Verify the alignment of the suspension using a trammel bar or measuring tape.

NOTE: Due to the steering of the axle, measuring to the wheel centers is not recommended. For a proper alignment measure to the front edge of the suspension side rail.

- Verify that the measurements between the suspension hanger brackets (see Figure 9) at the frame and at the bottom of the brackets are within the allowable tolerance. Hangers must be parallel to one another vertically.
- Minimum recommended bolt hole pattern for hanger to frame attachment. Figure 7 shows a reference mounting bolt hole pattern. Use 5/8 - 11 Hex Bolt Grade 8 for frame mounting and torque to 180 ft-lbs. Contact Hendrickson Auxiliary Axle Customer Service with your specific bolt pattern for evaluation of applicability.

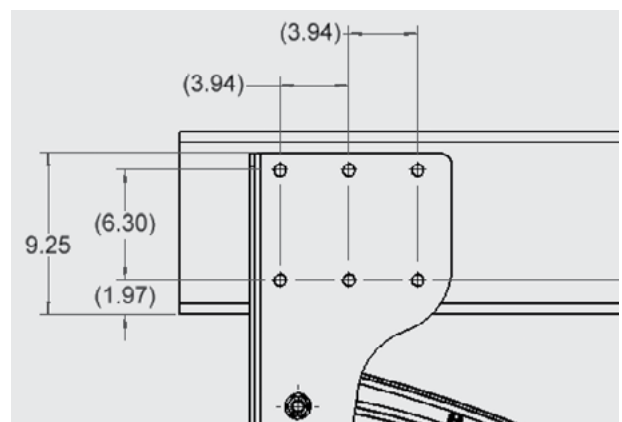


Figure 7. Reference Mounting Bolt Pattern

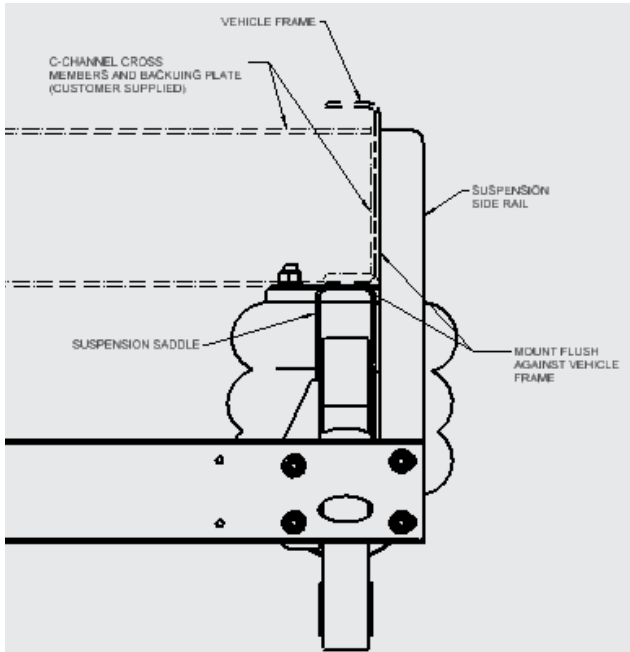


Figure 8. Suspension Mounting to Frame

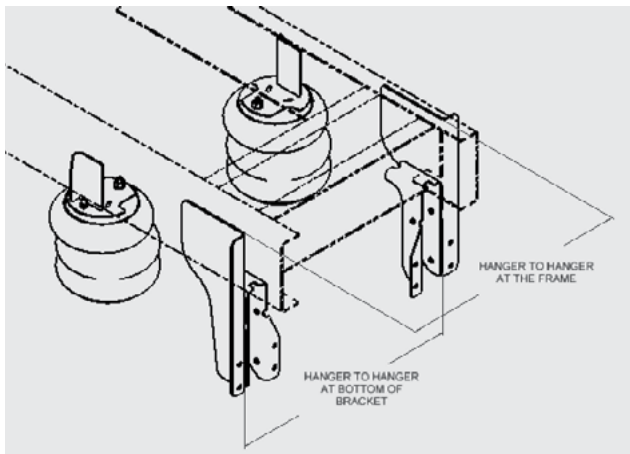


Figure 9. Hanger Positioning

UPPER AIR SPRING PLATE ASSEMBLY AND AIR SPRING INSTALLATION

1. Raise and position the upper air spring plate assembly under the vehicle frame rail. Once the assembly is at the correct position (refer to the suspension assembly drawing), clamp it to the vehicle frame rail with C-clamps.
2. With the upper air spring plate assembly tight against the vehicle frame rail, mark the location of the mounting holes on the outward side of the assembly. Punch mark all hole centers. (See the supplied suspension assembly drawing for recommended hole locations.)

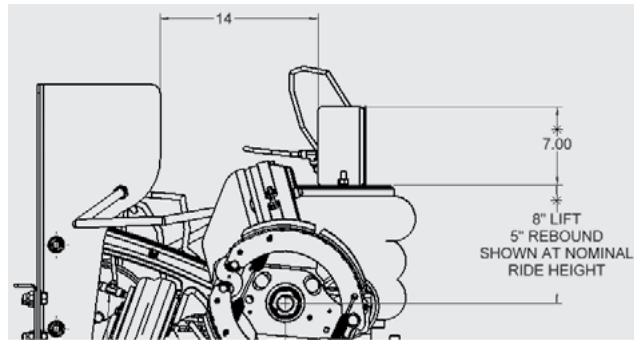


Figure 10. Upper Air Spring Plate Location

3. Drill one 13/16" diameter hole through the upper air spring assembly, vehicle frame rail and the customer supplied backing plate. Check the upper air spring plate assembly location. Fasten with one 5/8"-11 x 2-1/4" large flange grade 8 bolt, 5/8" SAE grade 8 and a 5/8" IFI grade C prevailing-torque type steel hex flange nut. (See Figure 11) Torque to 180 ft-lbs.

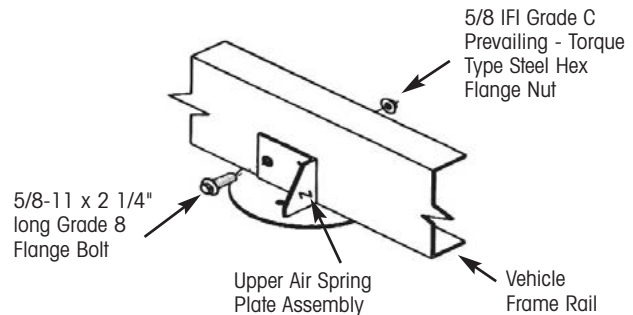


Figure 11. Upper Air Spring Plate Assembly Installation

4. Drill, install and snug the remaining fasteners on that side.
5. Inspect the position of the opposite side of the suspension. Make sure the upper air spring plate assembly is snug against the vehicle frame rail. Also check that the auxiliary axle is parallel to existing axles. Repeat steps #3 and #4 for the opposite side of the suspension.
6. Remove the clamps from both sides of the vehicle frame rail.
7. Align the upper air spring stud with the hole on the upper air spring plate assembly. Insert and reinstall fasteners.

AXLE ADJUSTMENTS

TOE SETTING

Toe is the relationship of the distance between the front of the tires and the distance between the rear of the tires on the same self-steer axle measured at spindle height. When the front distance is less than the rear distance, the wheels are in a "toe-in" condition. (See Figure 12)

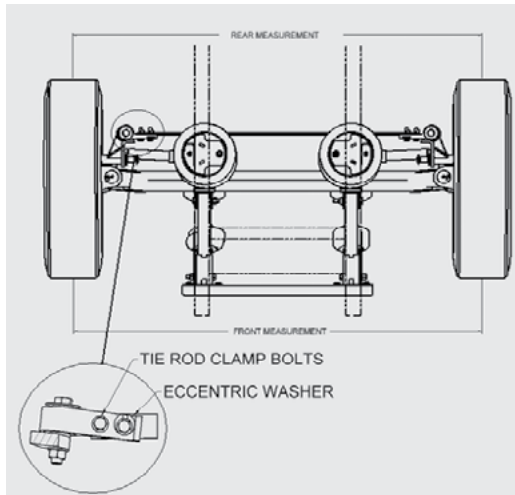


Figure 12. Determining TOE

1. Lift axle until tires are free to spin. Scribe a line on center tread of each tire while rotating tires.
2. Use a trammel bar or tape measure to measure the distance between the scribed lines on the front and rear of the tires at spindle height.
3.
 - a. Compliant Tie Rod: Loosen the tie rod clamp bolts. Rotate eccentric washer to a toe setting of $\frac{1}{16}$ " to $\frac{1}{8}$ " toe-in. Rotate CW to increase toe and CCW to Decrease. (See Figure 12)
 - b. Rigid Tie Rod: Loosen the tie rod clamp bolts. Rotate tie rod tube to provide a toe-in setting of $\frac{1}{16}$ " to $\frac{1}{8}$ " toe-in.
4. Torque the clamp bolts to Hendrickson Auxiliary Axle System's recommended values. (See Appendix)

TURN ANGLE - MECHANICAL STOP

A mechanical turn angle stop (bolt) is an adjustable fastener that limits the steer axle's turn radius angle and allows users to avoid tire contact with vehicle accessories. Customer supplied axle(s) must have a turn angle stop. It is important that the stop is set so wheel interference does not occur.

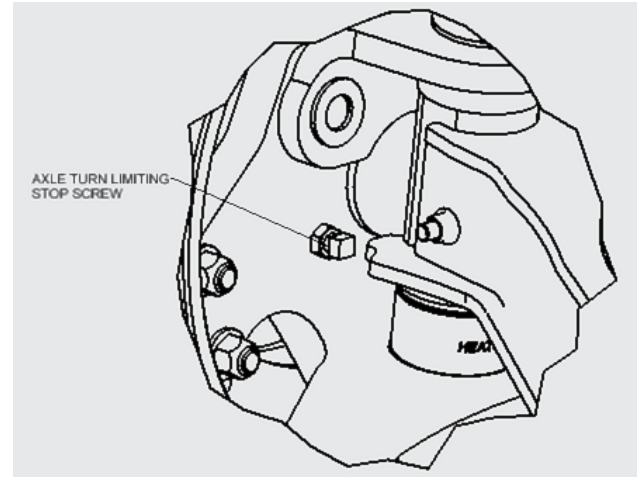


Figure 13. Axle Turn Limiting Stop Screw

1. Adjust the axle turn limiting stop screw for maximum turn angle (See Assembly Drawing) while providing adequate chassis clearance.
2. Torque the clamp bolts to Hendrickson Auxiliary Axle System's recommended values. (See Suspension Assembly Drawing.)

NOTE: Factory setting of turn limiting screw varies.

OPTIONS

AXLE CONTROLS

When operating a truck in reverse (backing), a conventional self-steering axle must be either raised or locked into a non-steering configuration. See [H] HAC Series Air Kit Literature for all options.

LOCK STRAIGHT

The lock straight kit is available as an option on the Hendrickson COMPOSILITE™ suspension system. This kit straightens the self-steer axle wheels and locks them in place in the down or up position. This kit is only available on select models and must be specified at time of purchase.

MANUAL AND AUTOMATIC LIFT

An alternative method to locking the steering mechanism is to lift the suspension when reversing. Various manual and electric air control kits are available as options. Contact Customer Service for more details.

FINAL ASSEMBLY

1. Install all miscellaneous hardware and torque the mounting bolts as per the suspension assembly drawing.
2. Install air controls and plumbing.



3. Install wheels and torque lug nuts.
4. Check that the steer axle wheel bearings are filled with oil by inspecting hub cap fill level.
5. Install air brake lines for the steer axle brakes, per the chassis manufacturer's specifications.
6. Inspect brakes and adjust if necessary.

NOTE: Suspensions purchased from Hendrickson Auxiliary Axle Systems require brake adjustment, however they are supplied with automatic slack adjusters.

FINAL INSPECTION

1. Check that all suspension bolts are tightened to Hendrickson Auxiliary Axle System's recommended torque values. (See Suspension Assembly Drawing)
2. Check the air control system for leaks and proper valve function.
3. Move the suspension through its entire travel with wheels and tires installed to ensure that adequate component clearances (i.e., air springs, brake chambers, etc.) have been provided.

⚠ CAUTION: With the vehicle unloaded, the ride (or down) air spring air pressure must be limited to a maximum of 30 psi to avoid improper vehicle loading or component damage.

4. Inspect the auxiliary axle for the following:
 - Wheels lug nuts are torqued.
 - Wheels rotate freely.
 - Brakes are properly adjusted.
 - Wheel hubs are sufficiently filled with the manufacturer's recommended lubricant.

PREVENTATIVE MAINTENANCE

Regular lubrication intervals should be followed to help prevent premature wear to the kingpin bushings.

GREASING AND LUBRICATION SPECIFICATIONS

| COMPONENT | GREASING INTERVAL | GREASE |
|------------------|--------------------------------|------------------|
| KINGPIN BREAK IN | 5,000 miles or as needed | NLGI-1 or NLGI-2 |
| KINGPIN BUSHINGS | 10,000 miles or every 6 months | NLGI-1 or NLGI-2 |

KINGPIN LUBRICATION

On the Hendrickson COMPOSILITE™, the kingpin grease fittings are located on the top and bottom of the kingpin grease caps.

1. Prior to greasing the kingpins on the vehicle the suspension must be in a loaded condition.
2. Clean off all the grease fittings with a clean shop towel prior to lubrication.
3. Lubricate the kingpins through the grease fittings on the top and bottom of the steering knuckle.
4. Force the required lubricant into the upper and lower kingpin grease fittings until new lubricant flows from locations A and B. (See Figure 14)

NOTE: Greasing at the lower zerk should purge grease from the thrust bearing shell.

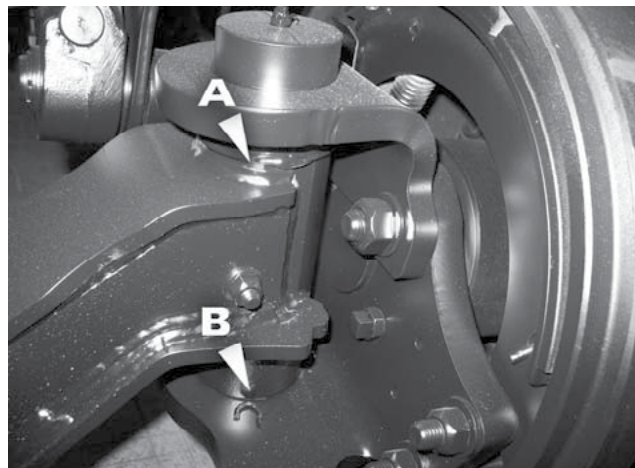


Figure 14. Kingpin Lubrication

KINGPIN BUSHING INSPECTION INSPECTION PROCEDURE

1. Chock the wheels to help prevent the vehicle from moving. Set the parking brake.
2. Raise the lift axle off the ground.

CHECKING THE UPPER KINGPIN BUSHING

3. Affix a magnetic base dial indicator on the axle and place the tip of the dial indicator on the inside of the upper kingpin connection as shown in Figure 15.

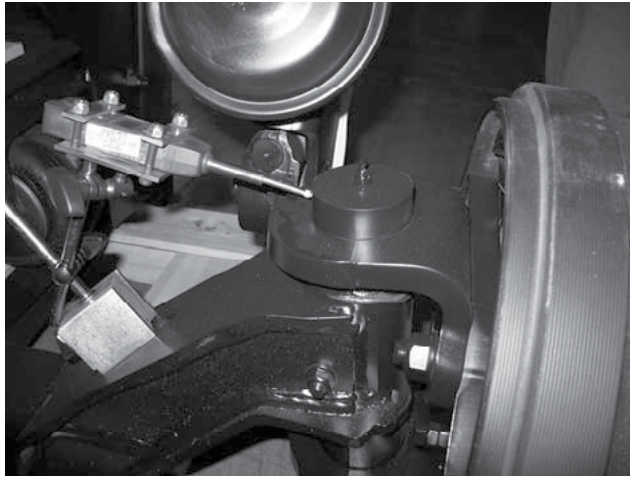


Figure 15. Upper Kingpin Bushing Check

4. Set the dial indicator to "0" zero.
5. Move the top of the tire in and out by applying reasonable, constant pressure and then releasing.
6. Check the reading on the dial indicator. If the dial indicator moves more than 0.025", the upper bushing is worn or damaged. Replace both bushings. Refer to the Kingpin Bushing Removal and Installation sections in this publication.

CHECKING THE LOWER KINGPIN BUSHING

7. Install a dial indicator so that the base is on the axle and the indicator tip is against the inside of the bottom of the knuckle.
8. Set the dial indicator to "0" zero.

IMPORTANT: If one bushing is worn or damaged, it is mandatory to replace both the top and bottom bushings on that knuckle assembly.

STEERING KNUCKLE INSPECTION AND ADJUSTMENT

CHECKING VERTICAL END PLAY (UP AND DOWN MOVEMENT)

1. Chock the tires to help prevent the vehicle from moving.
2. Set the parking brake.
3. Raise the lift axle off the ground.

4. If necessary, remove the wheels, hubs and drums.
5. Place a dial indicator on each side of the axle as follows:
 - a. Ensure wheels are positioned straight ahead.
 - b. Place the magnetic dial indicator base on the axle.
 - c. Place the tip of the dial indicator on top of the upper kingpin connection.
6. Place a jack and a wood block (with a hole that allows clearance for the lower kingpin grease fitting) under the lower kingpin grease cap area. (See Figure 16)
7. Set the dial indicator to "0" zero.

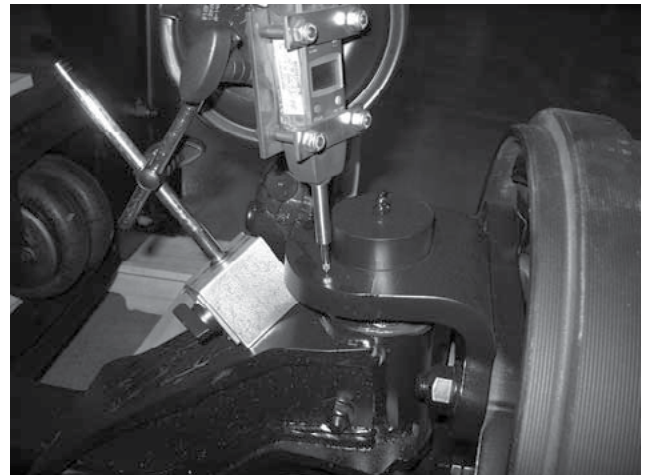


Figure 16. Vertical End Play Checking

8. Raise the jack until the dial indicator shows the end of vertical travel. Measure and record the dial indicator reading. Vertical (up and down) inspection clearance must be between 0.008" and 0.030".

ADJUSTING VERTICAL END PLAY

1. If vertical clearance is greater than 0.030", replace the thrust bearing.
2. After replacing the thrust bearing, if vertical clearance is greater than 0.018", install shims (Hendrickson part no. R-001764-1Q12) between the top of the axle and the bottom of the upper kingpin connection to obtain the proper clearance specification. See the Steering Knuckle Disassembly section.



3. If vertical clearance is less than 0.008", remove the shims from between the top of the axle and the bottom of the upper kingpin connection to obtain the proper clearance specification.
4. Repeat steps 2 or 3 until proper clearance is achieved.
5. Lower the jack.

STEERING KNUCKLE DISASSEMBLY

1. Remove the wheel and hub assembly.
2. Remove the brake components from the steering knuckle.
3. Remove the tie rod assembly. (See Figure 17)

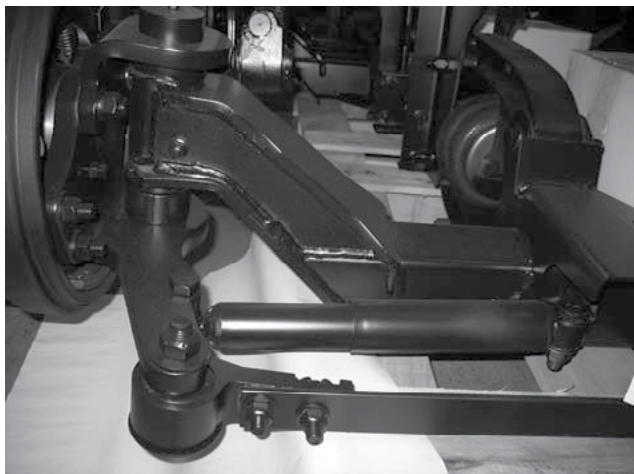


Figure 17. Knuckle Disassembly

4. Remove the bolts that connect upper kingpin assembly to the backbone.

⚠ WARNING: REMOVAL OF THE BOLTS WILL ALLOW THE BACKBONE TO SEPARATE FROM THE AXLE WHICH CAN RESULT IN COMPONENT DAMAGE AND/OR PERSONAL INJURY. BACKBONE MUST BE SUPPORTED BEFORE REMOVAL OF THE TWO BOLTS.

HINT: Remove the grease zerks from the knuckle assemblies. This will allow the knuckle assemblies to freely slide up and down the kingpins without creating back pressure.

5. Remove the backbone from the kingpin by sliding it down the kingpin.
6. Remove the upper kingpin assembly from the axle by sliding it up and off the kingpin.

KINGPIN PREPARATION AND MEASUREMENT

CLEANING THE GROUND OR POLISHED PARTS

- Use a cleaning solvent to clean ground or polished parts and surfaces. **DO NOT USE GASOLINE.**

⚠ Caution: Do not use hot solution tanks or water and alkaline solutions to clean ground or polished parts. Damage to the parts will result.

CLEANING THE ROUGH PARTS

- Rough parts can be cleaned with the ground or polished parts. Rough parts can also be cleaned in hot solution tanks with a weak alkaline solution. The parts must remain in the hot solution tanks until they are completely cleaned and heated.

DRYING THE CLEANED PARTS

- Parts must be dried immediately after cleaning. Dry the parts with clean paper towels, clean rags or compressed air. Do not dry bearings by spinning with compressed air. Damage to the bearings will result.

PREVENTING CORROSION ON CLEANED PARTS

- Apply a light coating of oil to all cleaned and dried parts that are going to be reused. Do not apply oil to the brake lining or the brake drums. If parts are to be stored, apply an effective rust inhibitor to all surfaces.

⚠ WARNING: TO HELP PREVENT SERIOUS EYE INJURY, ALWAYS WEAR PROPER EYE PROTECTION WHEN YOU PERFORM VEHICLE MAINTENANCE OR SERVICE.

⚠ WARNING: SOLVENT CLEANERS CAN BE FLAMMABLE, POISONOUS AND CAUSE BURNS. TO HELP AVOID SERIOUS PERSONAL INJURY, CAREFULLY FOLLOW THE MANUFACTURER'S PRODUCT INSTRUCTIONS/GUIDELINES AND THE FOLLOWING PROCEDURES:

- 1. WEAR PROPER EYE PROTECTION.**
- 2. WEAR PROTECTIVE CLOTHING.**
- 3. WORK IN A WELL-VENTILATED AREA.**
- 4. DO NOT USE GASOLINE, SOLVENTS OR OTHER MATERIALS THAT CONTAIN GASOLINE THAT CAN EXPLODE.**
- 5. HOT SOLUTION TANKS OR ALKALINE SOLUTIONS MUST BE USED CORRECTLY. FOLLOW THE MANUFACTURER'S RECOMMENDED INSTRUCTIONS AND GUIDELINES CAREFULLY TO HELP PREVENT PERSONAL ACCIDENT OR INJURY.**

1. Prepare and polish the kingpin by removing all grease and excess debris using a fine grit (220 grit or higher) emery cloth and parts solvent. (See Figures 19 through 22)



Figure 19.



Figure 20.



Figure 21. Dirty Kingpin



Figure 22. Kingpin After Cleaning

- Inspect the kingpin for wear or damage. Use a micrometer and measure the upper and lower kingpin in two locations. Positions must be 90 degrees (perpendicular) from each other. (See Figures 23 through 26) If the kingpin diameter is less than 1.802", kingpin replacement may be necessary. Contact the Hendrickson Customer Service Department at 800-660-2843.

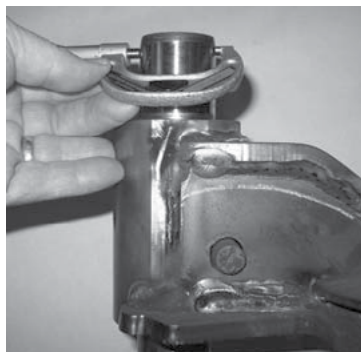


Figure 23.

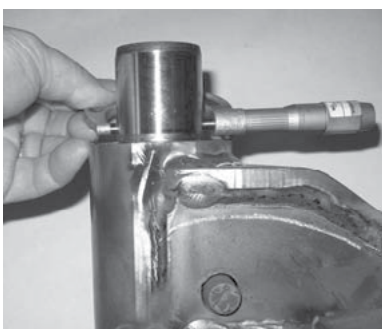


Figure 24.



Figure 25.



Figure 26.

FABRICATED KNUCKLE KINGPIN BUSHING INSTALLATION

- A hydraulic press with a minimum forcing capacity of 5 tons will be required.

⚠ WARNING: BEFORE APPLYING HYDRAULIC PRESSURE TO ANY TOOLING SET-UP, ALWAYS CHECK TO BE SURE THE PRESS PLATE, ADAPTERS AND COMPONENTS BEING WORKED ON ARE POSITIONED PROPERLY, I.E. "IN LINE" WITH THE RAM. IMPROPER POSITIONING CAN CAUSE PERSONAL INJURY AND/OR COMPONENT DAMAGE.

- Install the backbone assembly or upper kingpin connection in the press.
- Remove worn kingpin bushing housing
- Install the new kingpin housing from the machined side (axle side) of the backbone ensuring squareness between the housing and the backbone.

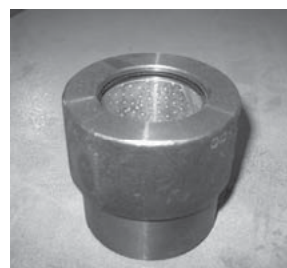


Figure 27.

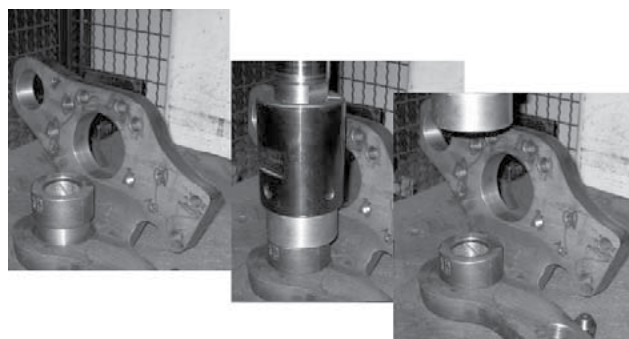


Figure 28.

LIFT BEAM URETHANE BUSHINGS

REPLACEMENT OF THE LIFT BEAM URETHANE BUSHINGS AND INNER SLEEVE.

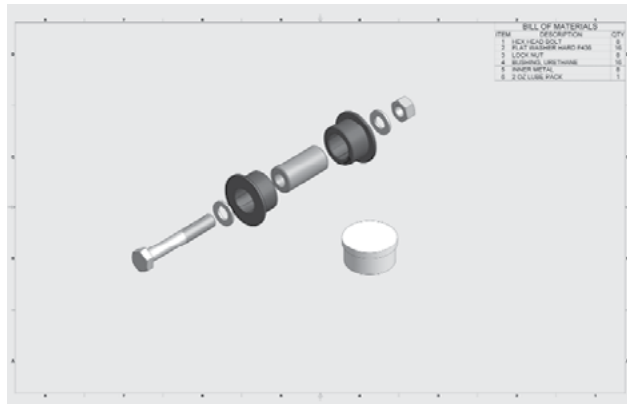


Figure 29. Urethane Bushing Service Kit

Pivot Bushing/Bolt Kits:

SC10/13: R-008839

SC10/13 Adjustable: R-008839-1

SC20: R-008839-2

SC20 Adjustable: R-008839-3

Remove all urethane bushings and internal metal sleeves. Clean the ID of the lift beam bushing holes. Press in the urethane bushings. Lube the ID of the bushings and the OD of the sleeves with lubricant provided in service kit. Press in the internal metal sleeves. Once completed, ensure that the inner metal sleeves are flush with the urethane bushing.

LIFT AXLE (LA) AND COMPLIANT TIE ROD (CTR) STRUCTURAL INSPECTION

Periodic inspection of the LA and CTR are strongly recommended. Cleaning the LA and CTR prior to the inspection will improve the ability to see all structural component condition.

Contact Hendrickson Auxiliary Axle Customer Service for replacement parts or parts kits (800) 660-2843.

PRE SC ROUND TUBE TIE ROD ADJUSTMENT

In order for a steerable suspension system to steer or track correctly, it is necessary for the wheels to be in a "toe-in" condition. Toe is the difference between the foremost and rearmost point on the tires at spindle height. When the foremost distance is less than the rearmost distance, the wheel pair is said to have toe-in. Toe not only affects tire wear, but also straight-line

stability and corner handling. Having a proper toe setting is important for directional stability. On steerable axles, the toe is pre-set during assembly, however sometimes it becomes necessary to adjust the toe. It is also necessary to verify the toe upon axle installation.

For additional information regarding toe settings or lift axle systems, please contact the Hendrickson Customer Service Department at 800-660-2829.

To adjust the toe setting, follow these instructions.

DETERMINING THE TOE SETTING

⚠ WARNING: NEVER PERFORM MAINTENANCE ON A SUSPENSION WITHOUT FIRST RELEASING AIR PRESSURE FROM AIR SPRINGS. COMPONENT DAMAGE, INJURY OR DEATH CAN OTHERWISE RESULT.

1. Lift axle until tires are free to spin.
2. Support the suspension with jack stands.
3. Scribe a line on center tread of each tire while rotating tires.
4. Use a trammel bar or tape measure to measure the distance between the scribed lines on the front side of the tires at spindle height.
5. Use a trammel bar or tape measure to measure the distance between the scribed lines on the back side of the tires at spindle height.
6. Subtract the distance between the front side and back side of the tires. This is the toe setting.
Toe Setting = Rear Distance - Front Distance
7. If the toe setting is set in between 1/16" and 1/8", no adjustment is required. If the toe setting is set in more or less than the 1/16" to 1/8" range, refer to the Adjusting the Toe Setting section of this publication as adjustment is necessary.

ADJUSTING THE TOE SETTING

1. Loosen the tie rod clamp bolts, stabilizer mounting u-bolts (if applicable) and nuts.
2. Rotate tie rod tube to provide a toe-in setting of 1/16" to 1/8".
3. Torque the clamp bolts to 50 ft-lbs.

CAST KNUCKLE KINGPIN BUSHING REMOVAL

NOTE: A hydraulic press with a minimum forcing capacity of 2.5 tons (minimum press capacity of 5,000 psi or use an arbor press) is required.

⚠ WARNING: BEFORE APPLYING HYDRAULIC PRESSURE TO ANY TOOLING SETUP, ALWAYS CHECK TO BE SURE THE PRESS PLATE, ADAPTERS AND COMPONENTS BEING WORKED ON ARE POSITIONED PROPERLY, I.E. "IN LINE" WITH THE RAM. IMPROPER POSITIONING CAN CAUSE PERSONAL INJURY OR COMPONENT DAMAGE.

1. Remove the grease cap retaining ring.
2. Install the backbone upside down in press. Be sure to support the backbone assembly so that it sits in-line with the press. (See Figure 30)
3. Use the grease cap to press out the kingpin bushing and seal. Remove the grease zerk in the grease cap or use a hollow driver, to press out the kingpin bushing.

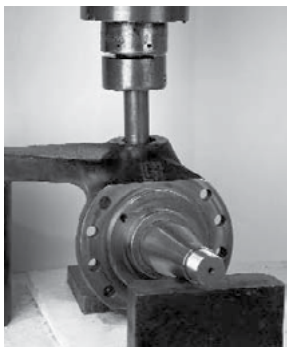


Figure 30.

4. Use the same procedure to remove the kingpin bushing in the upper kingpin connection.
5. Clean the parts and then inspect before reassembling.

CAST STEERING KNUCKLE BORE MEASUREMENT

Complete the following steering knuckle bore inspection and the measurement instructions prior to installing the kingpin bushing.

1. Measure the upper knuckle bore inside diameter at two locations. Always use an inside micrometer or a telescoping gauge when taking a knuckle bore measurement. Some out-of-roundness at the top and bottom of the bore edges is acceptable. The steering knuckle bore diameter is 1.938" +/- 0.003".
2. Measure the upper and lower bore in two positions and at two locations. The two positions must be 90 degrees opposed from each other. (See Figures 31 through 32) If the average measurement is more than the knuckle bore maximum diameter specification, replace the knuckle.

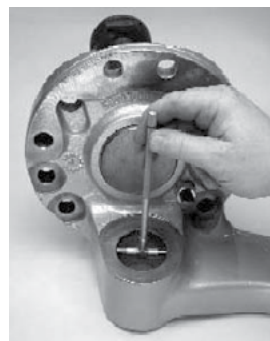


Figure 31.

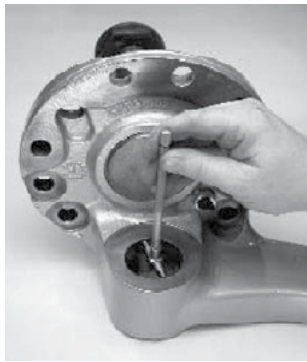


Figure 32.

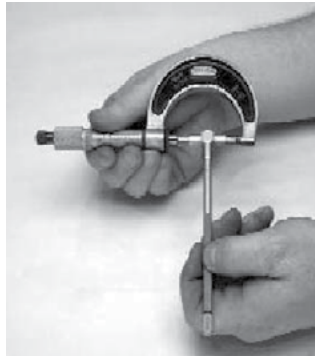


Figure 33.

KINGPIN BUSHING INSTALLATION

1. A hydraulic shop press with a minimum forcing capacity of 5 tons will be required.

⚠ WARNING: BEFORE APPLYING HYDRAULIC PRESSURE TO ANY TOOLING SET-UP, ALWAYS CHECK TO BE SURE THE PRESS PLATE, ADAPTERS AND COMPONENTS BEING WORKED ON ARE POSITIONED PROPERLY, I.E. "IN LINE" WITH THE RAM. IMPROPER POSITIONING CAN CAUSE PERSONAL INJURY OR COMPONENT DAMAGE.

2. Install the backbone assembly, steering arm or upper kingpin connection in the press.
3. Install the kingpin bushing from the machined side (axle side) of the backbone using a bushing driver. Press in bushing to a depth of no less than $15/64"$ (.236") or 6 millimeters and no more than $5/16"$ (.32") or 8 millimeters. (See Figures 34 and 35)

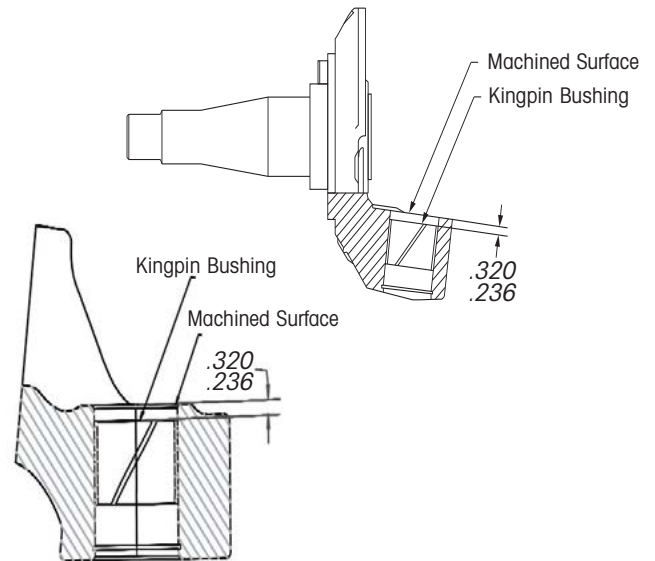


Figure 34.

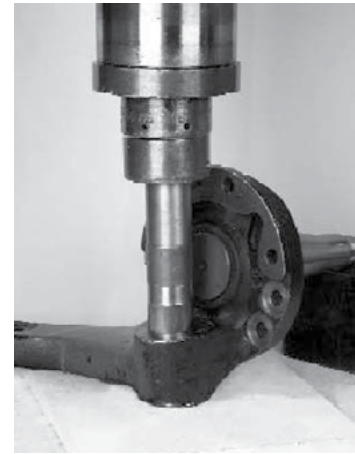


Figure 35.

4. Following this procedure, it is necessary to ream the kingpin bushings to fit the kingpins. (See Kingpin Bushing Reaming Instructions.)

KINGPIN BUSHING REAMING

⚠ Caution: Ream the kingpin bushings with an adjustable straight flute reamer. Do not hone or burnish the kingpin bushings. Honing or burnishing will damage the bushings and void the warranty.

⚠ WARNING: WHEN INSTALLING STEERING KNUCKLE COMPONENTS IN A VICE, IT IS NECESSARY TO PROTECT THE MACHINED SURFACES FROM

GOUGES AND/OR MARRING BY USING BRASS JAWS. FAILURE TO DO SO CAN CAUSE PREMATURE PART DAMAGE, DAMAGE TO THE STEERING KNUCKLE COMPONENTS, LOSS OF WARRANTY, LOSS OF VEHICLE CONTROL, PERSONAL INJURY OR PROPERTY DAMAGE.

1. Install the backbone assembly in a vise with brass jaws. It is acceptable to mount the knuckle components in a vise either vertically or horizontally when performing the reaming procedure.
2. Install the reamer into the backbone until the blades touch the kingpin bushing.

NOTE: The bushing bore diameter is to be 0.001 larger than the kingpin diameter.

3. Rotate the reamer smoothly with light downward pressure. Do not apply too much pressure. (See Figure 36)

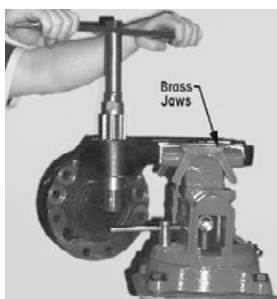


Figure 36.

4. Slide the reamer out of the bottom of the backbone assembly. If it is necessary to remove the reamer from the top, rotate the reamer opposite of the cutting rotation.
5. Clean and remove all bearing material from the knuckle assembly. Be sure to remove material from the grease channels and dimples.
6. Clean the 5/8" brake backing plate bolts with a wire wheel and run a tap through the threads of the backbone / upper kingpin connection. Flush

out with brake cleaner and dry with compressed air.

7. Repeat steps 1 through 6 to the upper kingpin connection.

⚠ WARNING: PRIOR TO INSTALLATION ENSURE THAT ALL RESIDUAL LOCTITE MATERIAL IS REMOVED FROM THE MOUNTING BOLTS AND THE THREADED HOLES IN THE UPPER KINGPIN CONNECTION, AND NEW LOCTITE 277 OR EQUIVALENT IS APPLIED TO HELP ENSURE THAT THE BOLTS SUSTAIN THE PROPER TORQUE REQUIREMENT. FAILURE TO DO SO CAN CAUSE LOSS OF VEHICLE CONTROL RESULTING IN PERSONAL INJURY OR PROPERTY DAMAGE.

NOTE: The Hendrickson Genuine Part socket head cap screw (PN: 6110C125H4A8) comes with a pre-applied loctite compound.

8. Install the backbone and upper kingpin connection on the kingpin.
9. Check for the proper fit by rotating the knuckle assembly back and forth to verify there is no binding on the kingpin. (See Figures 37 and 38)
10. If the bushing is too tight, repeat steps 1 through 9 until the proper clearance is achieved.



Figure 37.

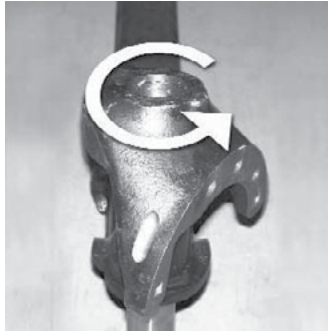


Figure 38.

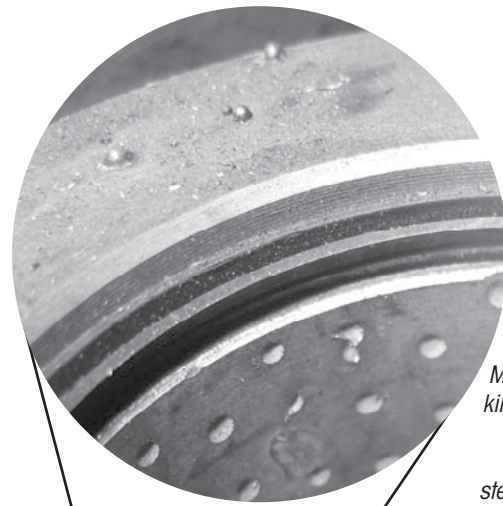
KINGPIN SEAL INSTALLATION

1. Place the backbone in a vise with brass jaws or place on a suitable workbench. The backbone will have the machined surface facing up (axle side up).
2. Lay the kingpin seal into the bore of the backbone. The seal lip should face outward (toward the axle).
3. Use a bushing driver tool to press the seal firmly into the backbone.
4. Install the kingpin seal until it makes contact with the kingpin bushing. (See Figures 39 and 40)
5. Repeat steps 1 through 4 on the upper kingpin connection.

STEERING KNUCKLE ASSEMBLY

After replacing the kingpin bushings, it is necessary to reassemble the steering knuckle assemblies.

1. Install the thrust bearing on the lower kingpin, so the top side is up (the thrust bearing may be stamped "TOP" or the black seal will designate the top side), when the axle is in the operating position.
2. Pack the bearing dimples with multipurpose grease (NLGI Grade 2).
3. Install the backbone assembly on the kingpin. It will be necessary to support the backbone assembly with a bottle jack and a block of wood under the backbone assembly.



Magnification of kingpin bushing and lip seal installed in steering knuckle.

Figure 39.

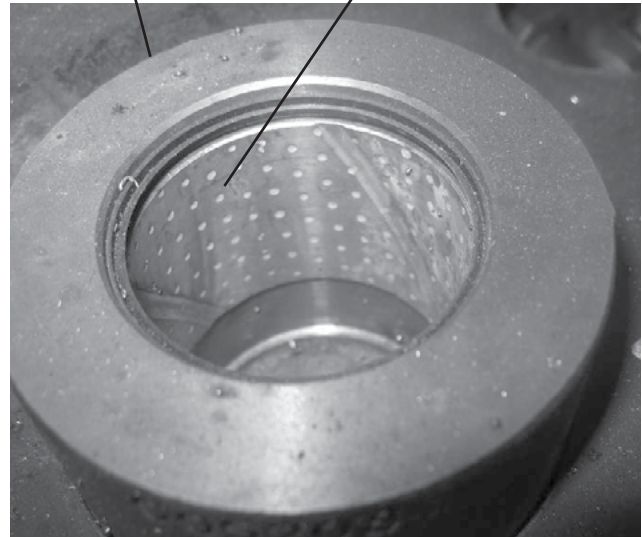


Figure 40.

Hint: The easiest way to install the knuckle is with the grease cap not installed in the backbone assemblies. In this manner, it does not create back pressure. The assembly can then freely slide up and down on the kingpin.

4. Raise the bottle jack so that there is no free play between the backbone, thrust bearing and the bottom of the axle.
5. Install the upper kingpin connection on the upper kingpin. (See Figure 41)
6. Install the left and right brake backing plate bolts finger tight. These are for guide purposes only.

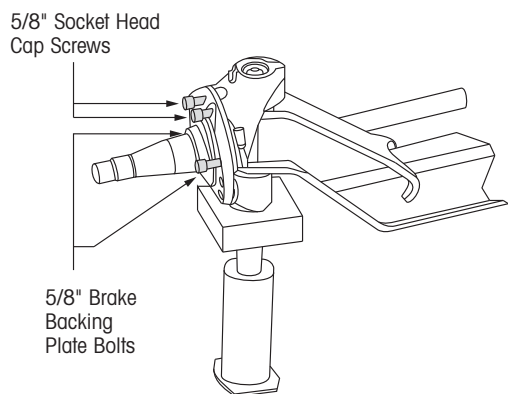


Figure 41.

NOTE: Two guide studs may be substituted in place of the brake backing plate bolts.

7. Install the two new socket head cap screws until they are finger tight.
8. Apply slight upward pressure on the upper kingpin connection.
9. Insert feeler gauges between the upper kingpin connection and the top of the axle. Check the clearance between the upper kingpin connection and the top of the axle. (See Figure 42)
10. Remove the brake backing plate bolts and socket head cap screws. (See Figure 41)
11. Remove the upper kingpin connection.
12. Install the appropriate amount of shims to achieve 0.008" to 0.011" clearance between the upper kingpin connection and the top of the axle.



Figure 42.

EXAMPLE: If 0.050" clearance were measured, 0.040" shims would be required to obtain the required 0.008" to 0.011" clearance.

13. Install the upper kingpin connection onto the kingpin.
14. Slide two 0.010" feeler gauges on each side of the kingpin between the axle and the upper kingpin connection.

⚠ WARNING: PRIOR TO INSTALLATION ENSURE THAT ALL RESIDUAL LOCTITE MATERIAL IS REMOVED FROM THE MOUNTING BOLTS AND THE THREADED HOLES IN THE UPPER KINGPIN CONNECTION, AND NEW LOCTITE 277 OR EQUIVALENT IS APPLIED TO HELP ENSURE THAT THE BOLTS SUSTAIN THE PROPER TORQUE REQUIREMENT. FAILURE TO DO SO CAN CAUSE LOSS OF VEHICLE CONTROL RESULTING IN PERSONAL INJURY OR PROPERTY DAMAGE.

15. Install the socket head cap screws and tighten to 175-200 ft-lbs torque.

NOTE: The Hendrickson Genuine Part socket head cap screws (PN: R-6110C125H4H8). Apply LocTite.

16. Once the final torque of the socket cap screws has been obtained, remove the two 0.010" feeler gauges and lower the bottle jack. Check the remaining bolt holes to ensure that the bolts will thread in.

Vertical End Play

Checking vertical end play can be performed with the wheel end assembly on.

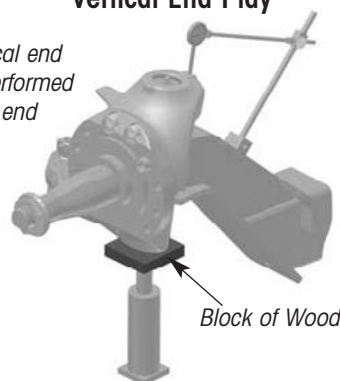


Figure 43.

**APPENDIX A
RECOMMENDED BOLT TORQUES**

Refer to suspension assembly drawings for bolt torque values.

AUXILIARY SUSPENSION LOCATION

1. Locate your vehicle wheel base on the table below.
2. Follow the row to the right column that most closely represents your vehicle's front inside turn angle.

COMPOSILITE™ SUSPENSION LOCATION CHART

| VEHICLE WHEEL BASE | FRONT AXLE INSIDE TURN ANGLE | | |
|--------------------|------------------------------|------|------|
| | 35° | 40° | 45° |
| 140" | 120" | 100" | 84" |
| 160" | 137" | 115" | 96" |
| 180" | 154" | 129" | 108" |
| 200" | 171" | 143" | 120" |
| 220" | 189" | 157" | 132" |
| 240" | 206" | 172" | 144" |
| 260" | 223" | 186" | 156" |
| 280" | 240" | 201" | 168" |

Table 1. Suspension Location Chart

3. The number in the front axle inside turn angle column (shaded area) is the maximum distance that the self-steer axle can be placed in front of the vehicle's rear tandem. (See Figure 44)

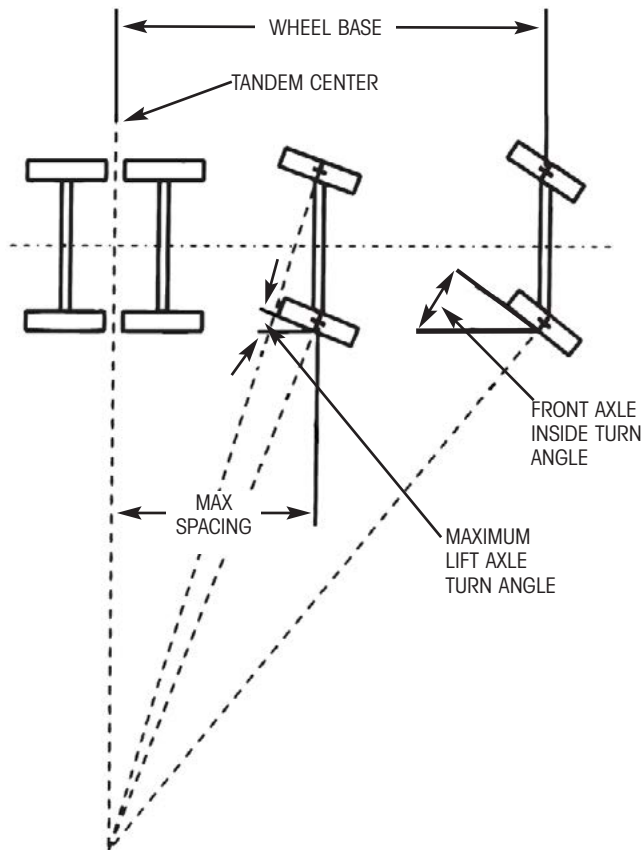


Figure 44. Maximum Auxiliary Suspension Spacing

COMPOSILITE™ STEERABLE LIFT AXLE SPECIFICATIONS

| MODEL | MAXIMUM CAPACITY (lbs.) | APPLICATION WEIGHT (lbs.) | | RIDE HEIGHTS (inches +/- 1") |
|-------|-------------------------|---------------------------|---------------|------------------------------|
| | | Truck | Trailer (SCW) | |
| SC10 | 10,000 | 675 | 664 | 12.5 - 20.5 |
| SC13 | 13,500 | 796 | 785 | 8.5 - 18.5 |
| SC20 | 20,000 | 1,340 | 1,315 | 9.5 - 13.5 |
| SCO13 | 13,500 | 856 | N/A | 8.5 - 18.5 |
| SCO20 | 20,000 | 1,326 | N/A | 9.5 - 13.5 |
| SCH10 | 10,000 | 1,133 | N/A | 10.5 - 20.5 |
| SCR13 | 13,500 | 1,029 | N/A | 9.0 - 15.0 |

Table 2. Steerable Lift Axle Specifications

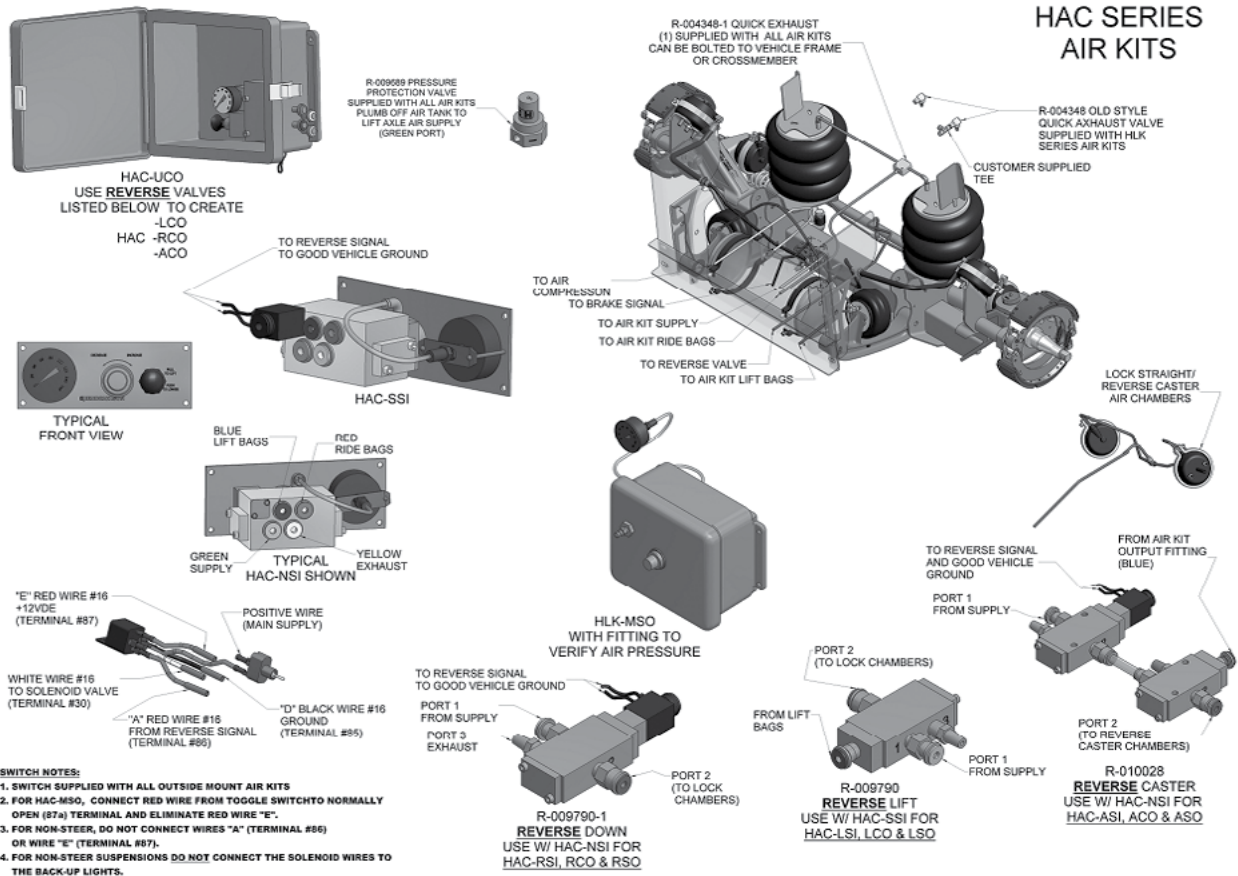


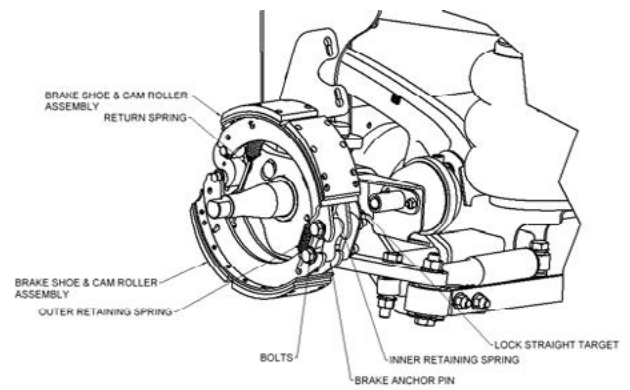
Figure 45. HAC Series Air Kit

APPENDIX B BRAKE REPLACEMENT

⚠ WARNING: ADEQUATE SUSPENSION SUPPORT MUST BE PROVIDED! FAILURE TO PROVIDE ADEQUATE SUSPENSION SUPPORT COULD RESULT IN SERIOUS BODILY HARM OR FATAL INJURY. EYE PROTECTION STRONGLY RECOMMENDED

For replacement brake kits, contact the Hendrickson Customer Service Department at (800) 660-2843

1. Raise and support the suspension to which the brakes are to be replaced. Remove wheel, brake drum and axle end components to expose the brake shoes.



2. Remove the outer retaining spring and inner retaining spring.



Figure 46. Removal of Outer and Inner Retaining Spring

- Support the lower brake shoe assembly and remove the return spring. Set parts aside and remove the upper brake shoe.



Figure 47. Removal of Return Spring

- Remove the brake bolts and brake anchor pin. If lock straight target is present, note position for proper reassembly location.

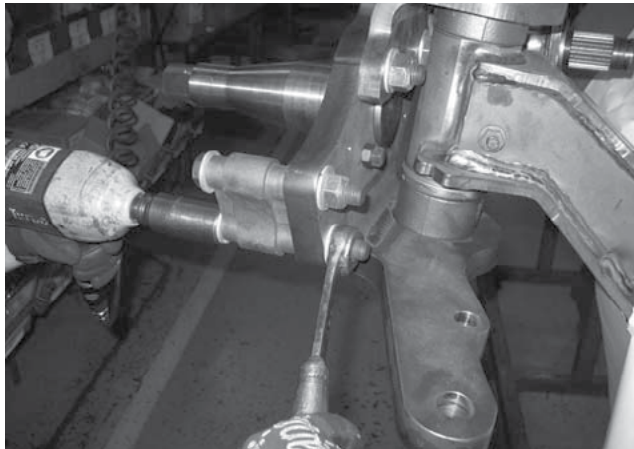


Figure 48. Removal of Brake Bolts and Anchor Pin

- Replacement brake kit for each specific axle will have the necessary parts to be replaced. Discard worn or damaged parts. If a part is not included in the kit, contact customer service (800) 660-2843.
- Install new parts in reverse order from step 4. Brake bolts through the anchor pin are to be installed with a torque of 160 ft-lbs.

When reinstalling the spring, be sure the spring is completely clipped into the mounting hole. Failure to do so could result in brake failure.

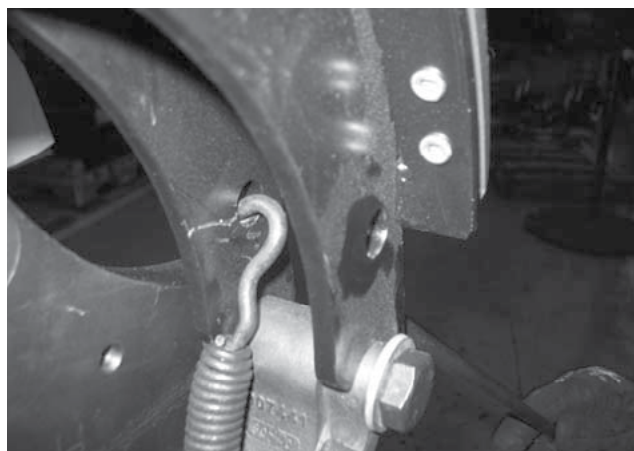


Figure 49. Spring Clipped Completely Into Mounting Hole

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Auxiliary Axle Systems
277 North High Street
Hebron, OH 43025 USA
740.929.5600
Fax 740.929.5601

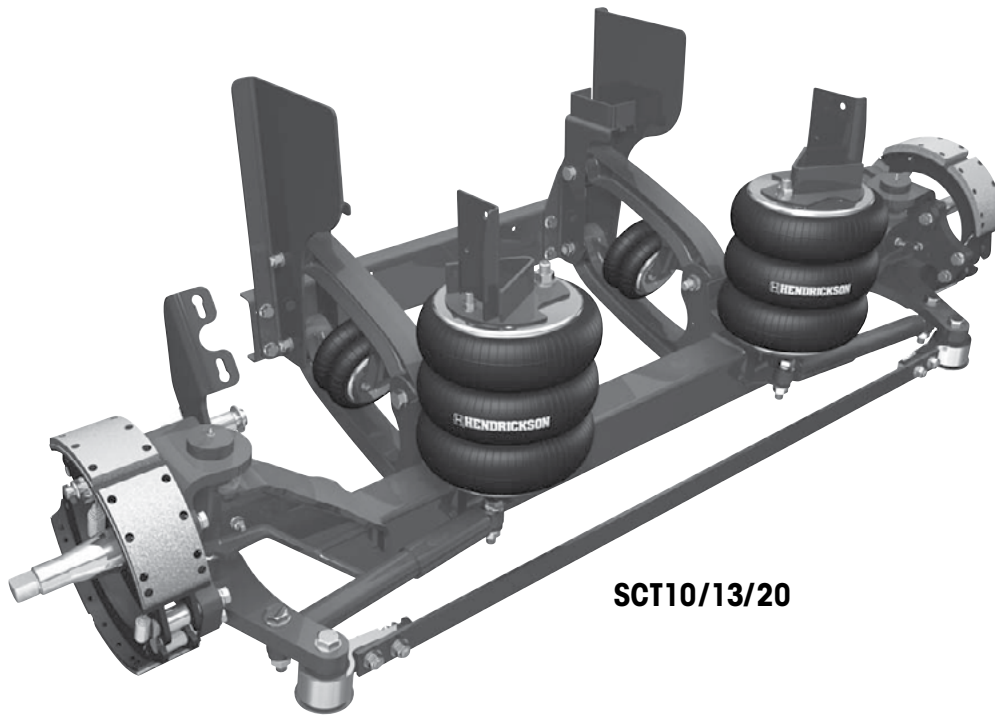
Auxiliary Axle Systems
250 Chrysler Drive, Unit #3
Brampton, ON L6S 6B6 Canada
905.789.1030
Fax 905.789.1033

H PARTS LIST

REPLACEMENT PARTS COMPOSITELITE™ SC STEERABLE SUSPENSION SYSTEMS

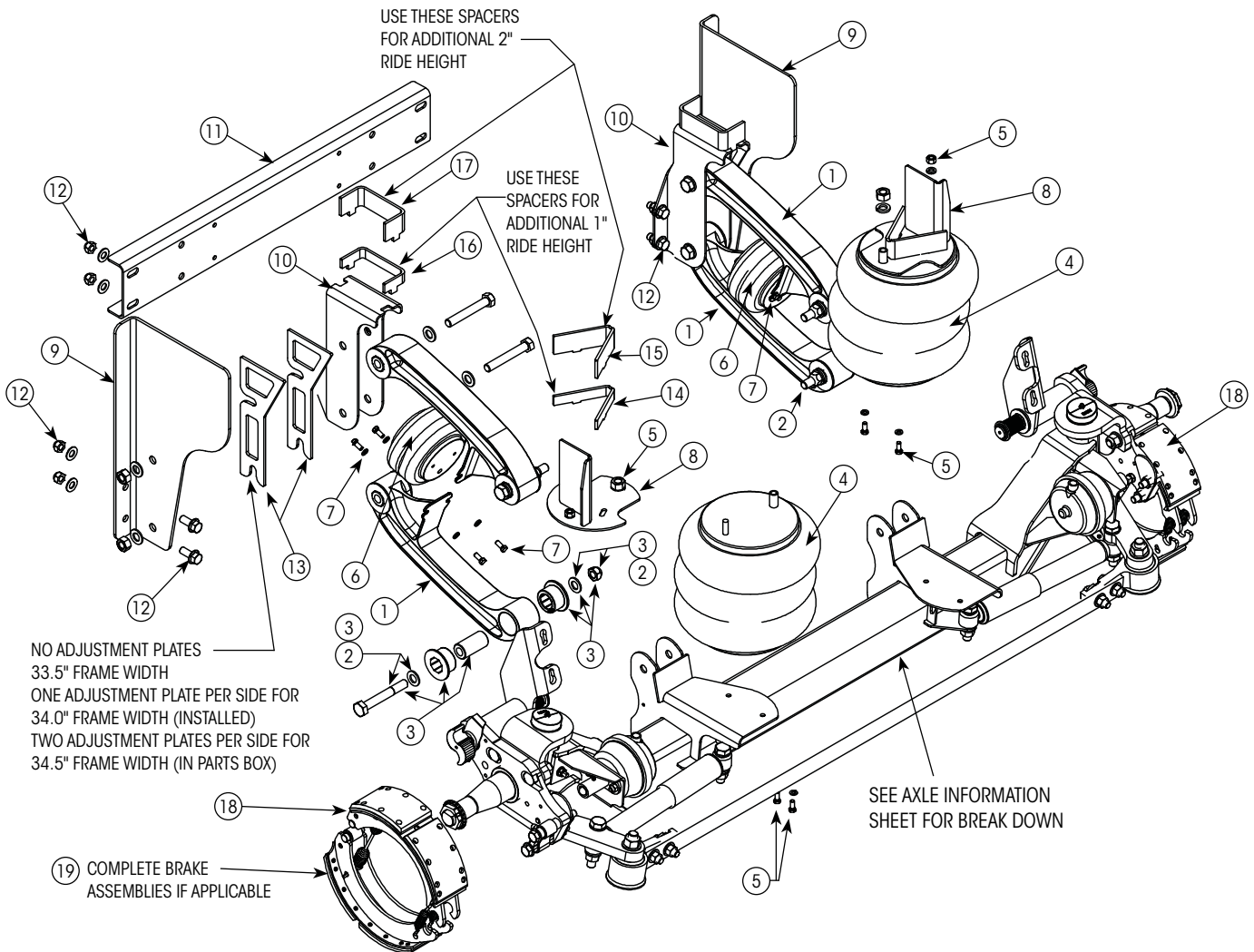
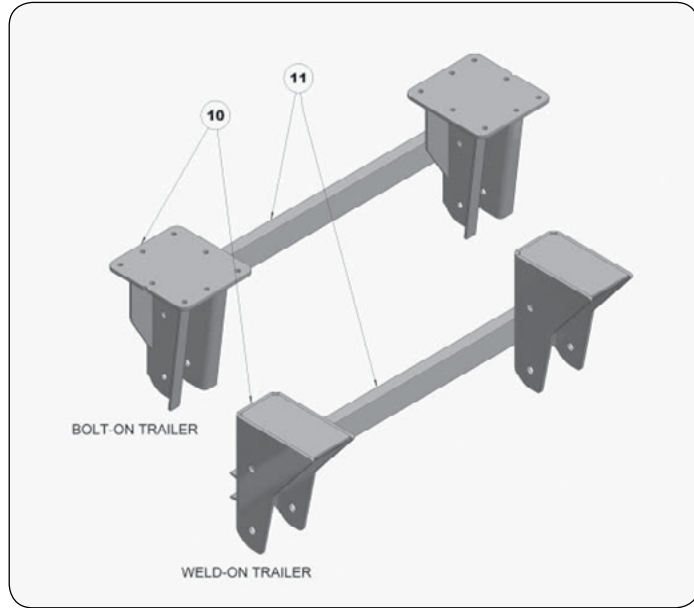
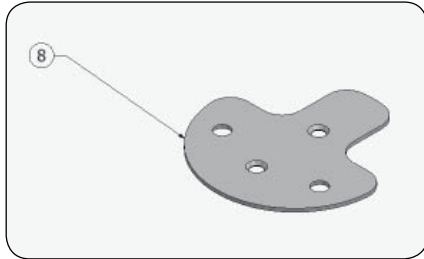
LIT NO: H732

DATE: October 2011



SCT10/13/20

REPLACEMENT PARTS FOR AFTERMARKET SUSPENSIONS





REPLACEMENT PARTS FOR AFTERMARKET SUSPENSIONS

| ITEM | DESCRIPTION | YEARS OF SERVICE | SUSPENSION SERIES | TRUCK PREFIX | QTY. | PART NO. |
|------|--------------------------|------------------|-------------------|--------------|------|--------------|
| 1 | BEAM ASSEMBLY | 2010 - Present | SC 10K | SCT10 | 4 | R-009690 |
| | | 2010 - Present | SC10K ADJ | SCT10 | 4 | R-009690 |
| | | 2010 - Present | SC13K | SCT13 | 4 | R-008940 |
| | | 2010 - Present | SC13K ADJ | SCT13 | 4 | R-008940 |
| | | 2010 - Present | SC20K | SCT20 | 4 | R-010125 |
| | | 2010 - Present | SC 20K ADJ | SCT20 | 4 | R-010125 |
| 2 | PIVOT BOLT KIT | 2010 - Present | SC 10K | SCT10 | 1 | R-005009 |
| | | 2010 - Present | SC10K ADJ | SCT10 | 1 | R-007659 |
| | | 2010 - Present | SC13K | SCT13 | 1 | R-005009 |
| | | 2010 - Present | SC13K ADJ | SCT13 | 1 | R-007659 |
| | | 2010 - Present | SC20K | SCT20 | 1 | R-007040 |
| | | 2010 - Present | SC 20K ADJ | SCT20 | 1 | R-007961 |
| 3 | BUSHING & PIVOT BOLT KIT | 2010 - Present | SC 10K | SCT10 | 1 | R-008839 |
| | | 2010 - Present | SC10K ADJ | SCT10 | 1 | R-008839-1 |
| | | 2010 - Present | SC13K | SCT13 | 1 | R-008839 |
| | | 2010 - Present | SC13K ADJ | SCT13 | 1 | R-008839-1 |
| | | 2010 - Present | SC20K | SCT20 | 1 | R-008839-2 |
| | | 2010 - Present | SC 20K ADJ | SCT20 | 1 | R-008839-3 |
| 4 | RIDE SPRING | 2010 - Present | SC 10K | SCT10 | 2 | R-B-14487 |
| | | 2010 - Present | SC10K ADJ | SCT10 | 2 | R-B-14487 |
| | | 2010 - Present | SC13K | SCT13 | 2 | R-B-14487 |
| | | 2010 - Present | SC13K ADJ | SCT13 | 2 | R-B-14487 |
| | | 2010 - Present | SC20K | SCT20 | 2 | R-01346 |
| | | 2010 - Present | SC 20K ADJ | SCT20 | 2 | R-01346 |
| 5 | RIDE SPRING BOLT KIT | 2010 - Present | SC 10K | SCT10 | 2 | R-007596 |
| | | 2010 - Present | SC10K ADJ | SCT10 | 2 | R-007596 |
| | | 2010 - Present | SC13K | SCT13 | 2 | R-007595 |
| | | 2010 - Present | SC13K ADJ | SCT13 | 2 | R-007596 |
| | | 2010 - Present | SC20K | SCT20 | 2 | R-01357 |
| | | 2010 - Present | SC 20K ADJ | SCT20 | 2 | R-01357 |
| 6 | LIFT SPRING | 2010 - Present | SC 10K | SCT10 | 2 | R-005079 |
| | | 2010 - Present | SC10K ADJ | SCT10 | 2 | R-005079 |
| | | 2010 - Present | SC13K | SCT13 | 2 | R-005079 |
| | | 2010 - Present | SC13K ADJ | SCT13 | 2 | R-005079 |
| | | 2010 - Present | SC20K | SCT20 | 2 | R-010214 |
| | | 2010 - Present | SC 20K ADJ | SCT20 | 2 | R-010214 |
| | | 1999 - Present | PST13 KIT ONLY | PST13 | 2 | R-B-14486 |
| 7 | LIFT SPRING BOLT KIT | 2010 - Present | SC 10K | SCT10 | 1 | R-A-1134 |
| | | 2010 - Present | SC10K ADJ | SCT10 | 1 | R-A-1134 |
| | | 2010 - Present | SC13K | SCT13 | 1 | R-A-1134 |
| | | 2010 - Present | SC13K ADJ | SCT13 | 1 | R-A-1134 |
| | | 2010 - Present | SC20K | SCT20 | 1 | R-A-1134 |
| | | 2010 - Present | SC 20K ADJ | SCT20 | 1 | R-A-1134 |
| 8 | UPPER AIR SPRING PLATE | 2010 - Present | SC 10K | SCT10 | 1 | R-005065-1/2 |
| | | 2010 - Present | SC10K ADJ | SCT10 | 1 | R-005065-1/2 |
| | | 2010 - Present | SC13K | SCT13 | 1 | R-005065-1/1 |
| | | 2010 - Present | SC13K ADJ | SCT13 | 1 | R-005065-1/2 |
| | | 2010 - Present | SC20K | SCT20 | 1 | R-010040-1/2 |
| | | 2010 - Present | SC 20K ADJ | SCT20 | 1 | R-010108-1/2 |

NOTE: -1 Driver's Side, -2 Passanger's Side (Typical). Check page 3 for Inboard/Outboard clarification.

REPLACEMENT PARTS FOR AFTERMARKET SUSPENSIONS



| ITEM | DESCRIPTION | YEARS OF SERVICE | SUSPENSION SERIES | TRUCK PREFIX | QTY. | PART NO. |
|------|---------------------------------|------------------|-------------------|--------------|------|------------------|
| 9 | HANGER SIDE RAIL | 2010 - Present | SC 10K | SCT10 | 1 | R-008937-1/-2 |
| | | 2010 - Present | SC10K ADJ | SCT10 | 1 | R-008937-1/-2 |
| | | 2010 - Present | SC13K | SCT13 | 1 | R-008937-1/-2 |
| | | 2010 - Present | SC13K ADJ | SCT13 | 1 | R-008937-1/-2 |
| | | 2010 - Present | SC20K | SCT20 | 1 | R-010143-1/-2 |
| | | 2010 - Present | SC 20K ADJ | SCT20 | 1 | R-010143-1/-2 |
| 10 | BUSHING SADDLE | 2010 - Present | SC 10K | SCT10 | 1 | R-008936-1/-2 |
| | | 2010 - Present | SC10K ADJ | SCT10 | 1 | R-008936-1/-2 |
| | | 2010 - Present | SC13K | SCT13 | 1 | R-008936-1/-1 |
| | | 2010 - Present | SC13K ADJ | SCT13 | 1 | R-008936-1/-2 |
| | | 2010 - Present | SC20K | SCT20 | 1 | R-010114-1/-2 |
| | | 2010 - Present | SC 20K ADJ | SCT20 | 1 | R-010114-1/-2 |
| 11 | CROSS MEMBER | 2010 - Present | SC 10K | SCT10 | 1 | R-008938-1/-2/-3 |
| | | 2010 - Present | SC10K ADJ | SCT10 | 1 | R-008939 |
| | | 2010 - Present | SC13K | SCT13 | | R-008938-1/-2/-3 |
| | | 2010 - Present | SC13K ADJ | SCT13 | | R-008939 |
| | | 2010 - Present | SC20K | SCT20 | 1 | R-007041-1/-2/-3 |
| | | 2010 - Present | SC 20K ADJ | SCT20 | 1 | R-007944 |
| 12 | CROSS MEMBER BOLT KIT | 2010 - Present | SC 10K | SCT10 | 1 | R-007677 |
| | | 2010 - Present | SC10K ADJ | SCT10 | 1 | R-007677 |
| | | 2010 - Present | SC13K | SCT13 | 1 | R-007677 |
| | | 2010 - Present | SC13K ADJ | SCT13 | 1 | R-007677 |
| | | 2010 - Present | SC20K | SCT20 | 1 | R-009046 |
| | | 2010 - Present | SC 20K ADJ | SCT20 | 1 | R-009046 |
| 13 | FRAME WIDTH SPACERS | 2010 - Present | SC10K ADJ | SCT10 | 2 | R-007420 |
| | | 2010 - Present | SC13K ADJ | SCT13 | 2 | R-007420 |
| | | 2010 - Present | SC 20K ADJ | SCT20 | 2 | R-008299 |
| 14 | 1" RIDE HEIGHT SPRING SPACER | 2010 - Present | SC10K ADJ | SCT10 | 2 | R-007425-1 |
| | | 2010 - Present | SC13K ADJ | SCT13 | 2 | R-007425-1 |
| | | 2010 - Present | SC 20K ADJ | SCT20 | 2 | R-008340-1 |
| 15 | 2" RIDE HEIGHT SPRING SPACER | 2010 - Present | SC10K ADJ | SCT10 | 2 | R-007425-2 |
| | | 2010 - Present | SC13K ADJ | SCT13 | 2 | R-007425-2 |
| | | 2010 - Present | SC 20K ADJ | SCT20 | 2 | R-008340-2 |
| 16 | 1" RIDE HEIGHT SADDLE SPACER | 2010 - Present | SC10K ADJ | SCT10 | 2 | R-007417-1 |
| | | 2010 - Present | SC13K ADJ | SCT13 | 2 | R-007417-1 |
| | | 2010 - Present | SC 20K ADJ | SCT20 | 2 | R-008154-1 |
| 17 | 2" RIDE HEIGHT SADDLE SPACER | 2010 - Present | SC10K ADJ | SCT10 | 2 | R-007417-2 |
| | | 2010 - Present | SC13K ADJ | SCT13 | 2 | R-007417-2 |
| | | 2010 - Present | SC 20K ADJ | SCT20 | 2 | R-008154-2 |
| 18 | QC BRAKE SHOE KIT | 2010 - Present | SC 10K | SCT10 | 2 | R-006097 |
| | | 2010 - Present | SC10K ADJ | SCT10 | 2 | R-006097 |
| | | 2010 - Present | SC13K | SCT13 | 2 | R-007442 |
| | | 2010 - Present | SC13K ADJ | SCT13 | 2 | R-007442 |
| | | 2010 - Present | SC20K | SCT20 | 2 | R-010112 |
| | | 2010 - Present | SC 20K ADJ | SCT20 | 2 | R-010112 |
| 19 | COMPLETE BRAKE ASSEMBLY | 2010 - Present | SC 10K | SCT10 | 1 | R-005896-1/-2 |
| | | 2010 - Present | SC10K ADJ | SCT10 | 1 | R-005896-1/-2 |

NOTE: -1 Driver's Side, -2 Passanger's Side (Typical). Check page 3 for Inboard/Outboard clarification.



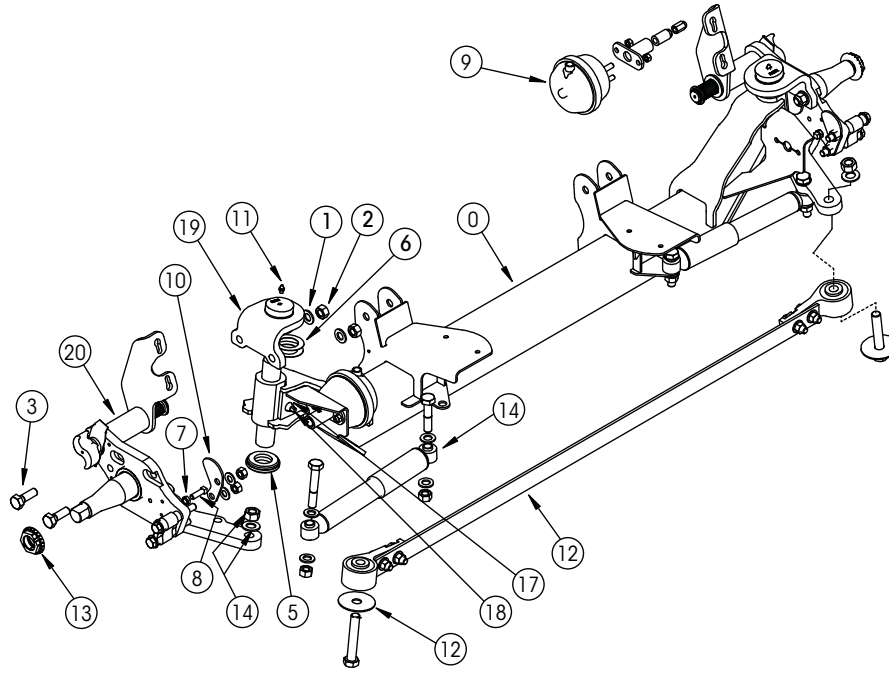
REPLACEMENT PARTS FOR AFTERMARKET SUSPENSIONS

| ITEM | DESCRIPTION | YEARS OF SERVICE | SUSPENSION SERIES | TRAILER PREFIX | QTY. | PART NO. |
|--------------------------|------------------------------------|------------------|-------------------|----------------|------|---------------|
| 1 | BEAM ASSEMBLY | 2010 - Present | SCW | SCW13 | 4 | R-008940 |
| | | 2010 - Present | SCB | SCB13 | 4 | R-008940 |
| 2 | PIVOT BOLT KIT | 2010 - Present | SCW | SCW13 | 1 | R-005009 |
| | | 2010 - Present | SCB | SCB13 | 1 | R-005009 |
| 3 | BUSHING AND PIVOT BOLT KIT | 2010 - Present | SCW | SCW13 | 1 | R-008839 |
| | | 2010 - Present | SCB | SCB13 | 1 | R-008839 |
| 4 | RIDE SPRING | 2010 - Present | SCW | SCW13 | 2 | R-001015 |
| | | 2010 - Present | SCB | SCB13 | 2 | R-001015 |
| 5 | RIDE SPRING BOLT KIT | 2010 - Present | SCW | SCW13 | 2 | R-A-13075 |
| | | 2010 - Present | SCB | SCB13 | 2 | R-A-13075 |
| 6 | LIFT SPRING | 2010 - Present | SCW | SCW13 | 2 | R-005079 |
| | | 2010 - Present | SCB | SCB13 | 2 | R-005079 |
| 7 | LIFT SPRING BOLT KIT | 2010 - Present | SCW | SCW13 | 1 | R-A-1134 |
| | | 2010 - Present | SCB | SCB13 | 1 | R-A-1134 |
| 8 | UPPER AIR SPRING PLATE | 2010 - Present | SCW | SCW13 | 2 | R-005168 |
| | | 2010 - Present | SCB | SCB13 | 2 | R-005168 |
| 9 | 2 SADDLES AND CROSSMEMBER WELDMENT | 2010 - Present | SCW | SCW13 | 1 | R-005021 |
| | | 2010 - Present | SCB | SCB13 | 1 | R-005503 |
| 10 | BUSHING SADDLE | 2010 - Present | SCW | SCW13 | X | R-005020 |
| | | 2010 - Present | SCB | SCB13 | X | R-005502-1/-2 |
| 11 | CROSS MEMBER | 2010 - Present | SCW | SCW13 | 1 | R-002948-30 |
| | | 2010 - Present | SCB | SCB13 | 1 | R-002948-30 |
| Note: 12...17 N/A | | | | | | |
| 18 | QC BRAKE SHOE KIT | 2010 - Present | SCW | SCW13 | 2 | R-007442 |
| | | 2010 - Present | SCB | SCB13 | 2 | R-007442 |
| 19 | COMPLETE BRAKE ASSEMBLY | 2010 - Present | SCW | SCW13 | X | N/A |
| | | 2010 - Present | SCB | SCB13 | X | N/A |

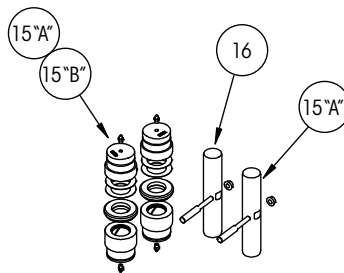
NOTE: -1 Driver's Side, -2 Passenger's Side (Typical). Check page 3 for Inboard/Outboard clarification.

TRAILER MOUNT

1 - 19



MODEL PREFIX SC...



R-010300 w/ KINGPIN
DRAW KEY and NUT

R-010300-1 w/out
KINGPIN DRAW KEY
and NUT



REPLACEMENT PARTS FOR AFTERMARKET SUSPENSIONS

| ITEM | DESCRIPTION | SUSPENSION SERIES | MODEL PREFIX | QTY. | PART NO. |
|------|--|-------------------|--------------|------|----------------|
| 1 | UPPER KING PIN WASHERS | SC | SCT13 | 4 | R-6212H2H |
| | | SC | SCT20 | 4 | R-6214H2H |
| 2 | UPPER KING PIN NUTS | SC | SCT10 | 12 | R-6009CH2LC |
| | | SC | SCT13 | 4 | R-6012CH2LC |
| | | SC | SCT20 | 4 | R-6014CH2LC |
| 3 | BACKBONE BOLTS, SHORT | SC | SCT10 | 6 | R-6109C200H4H8 |
| | | SC | SCT13 | 4 | R-6112C225H4H8 |
| | | SC | SCT20 | 4 | R-6114C300H4H8 |
| 4 | BACKBONE BOLTS LONG | SC | SCT10 | 6 | R-6109C300H4H8 |
| 5 | THRUST BEARING INCLUDED WITH KINGPIN KIT | SC | SCT10 | 2 | R-001620 |
| | | SC | SCT13 | 2 | R-001620 |
| | | SC | SCT20 | 2 | R-001620 |
| 6 | SHIMS INCLUDED WITH KINGPIN KIT | SC | SCT10 | 4 | R-001764-1 |
| | | SC | SCT13 | 4 | R-001764-1 |
| | | SC | SCT20 | 4 | R-001764-1 |
| 7 | TURN STOP JAM NUT | SC | SCT13 | 2 | R-6008CH2JC |
| | | SC | SCT20 | 2 | R-6008CH2JC |
| 8 | TURN STOP SCREW | SC | SCT13 | 2 | R-6108C125H4S8 |
| | | SC | SCT20 | 2 | R-6108C150H4S8 |
| 9 | LOCK STRAIGHT KIT (OPTIONAL) | SC | SCT13 | 1 | R-002600-2 |
| | | SC | SCT20 | 1 | R-010116 |
| 10 | LOCK STRAIGHT TARGET (OPTIONAL) | SC | SCT13 | 2 | R-008495 |
| 11 | KINGPIN CAP OR ZERK FITTING | SC | SCT10 | 4 | R-002804 |
| | | SC | SCT13 | 4 | R-002804 |
| | | SC | SCT20 | 4 | R-002804 |
| 12 | TIE ROD ASSEMBLY | SC | SCT10 | 1 | R-009889 |
| | | SC | SCT13 | 1 | R-009426 |
| | | SC | SCT20 | 1 | R-009989 |
| 13 | SPINDLE NUT | SC | SCT10 | 2 | R-003269 |
| | | SC | SCT13 | 2 | R-003269 |
| | | SC | SCT20 | 2 | R-005142 |
| 14 | STABILIZER KIT | SC | SCT10 | 1 | R-009596 |
| | | SC | SCT13 | 1 | R-009596 * |
| | | SC | SCT20 | 1 | R-009580 |

ITEM 14* R-009580 Ride Height AB

REPLACEMENT PARTS FOR AFTERMARKET SUSPENSIONS



| ITEM | DESCRIPTION | SUSPENSION SERIES | MODEL PREFIX | QTY. | PART NO. | |
|------|---|-------------------|--------------|------|---------------|------------|
| | | | | | A | B |
| 15 | KINGPIN BUSHING KIT | SC | SCT10 | 1 | R-010300 | R-010300-1 |
| | WITH KINGPIN "A" | SC | SCT13 | 1 | R-010300 | R-010300-1 |
| | KINGPIN BUSHING KIT WITHOUT KINGPIN "B" | SC | SCT20 | 1 | R-010300 | R-010300-1 |
| 16 | REPLACEMENT KINGPIN | SC | SCT10 | 2 | R-006303 | |
| | | SC | SCT13 | 2 | R-006303 | |
| | | SC | SCT20 | 2 | R-006303 | |
| 17 | DRAW KEY | SC | SCT10 | 2 | R-008670 | |
| | | SC | SCT13 | 2 | R-008670 | |
| | | SC | SCT20 | 2 | R-008670 | |
| 18 | DRAW KEY NUT | SC | SCT10 | 2 | R-6007FH4FC | |
| | | SC | SCT13 | 2 | R-6007FH4FC | |
| | | SC | SCT20 | 2 | R-6007FH4FC | |
| 19 | UPPER KINGPIN CONNECTION | SC | SCT10 | 1 EA | R-006011-1/-2 | |
| | | SC | SCT13 | 1 EA | R-009692 | |
| | | SC | SCT20 | 1 EA | R-009957 | |
| 20 | CURRENT KNUCKLE BACKBONE | SC | SCT10 | 1 EA | R-009897-1/-2 | |
| | | SC | SCT13 | 1 EA | R-009598-1/-2 | |
| | | SC | SCT20 | 1 EA | R-009951-1/-2 | |

NOTE: -1 Driver's Side, -2 Passenger's Side (Typical). Check page 3 for Inboard/Outboard clarification.

AXLE ASSEMBLIES

15 - 20

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Specialty Products – Auxiliary Axle Systems
 277 North High Street
 Hebron, OH 43025 USA
 740.929.5600
 Fax 740.929.5601

Specialty Products – Auxiliary Axle Systems
 250 Chrysler Drive, Unit #3
 Brampton, ON L6S 6B6 Canada
 905.789.1030
 Fax 905.789.1033

PTO / DRIVE SHAFT

Drive Shaft Maintenance

PTO

Inspecting and maintaining your driveline components will ensure proper function and prevent serious mechanical failures. This should be done on a daily level.

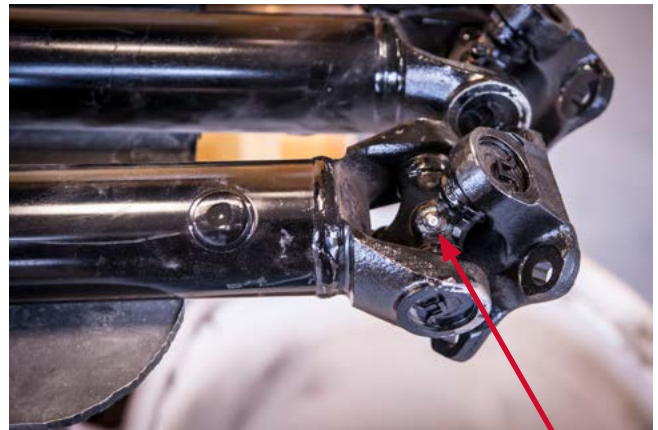
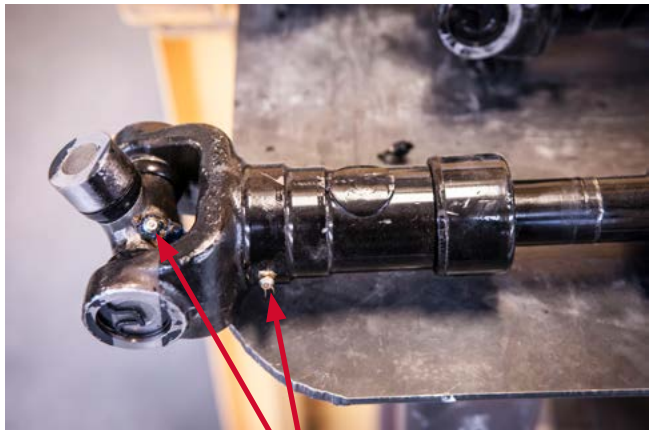
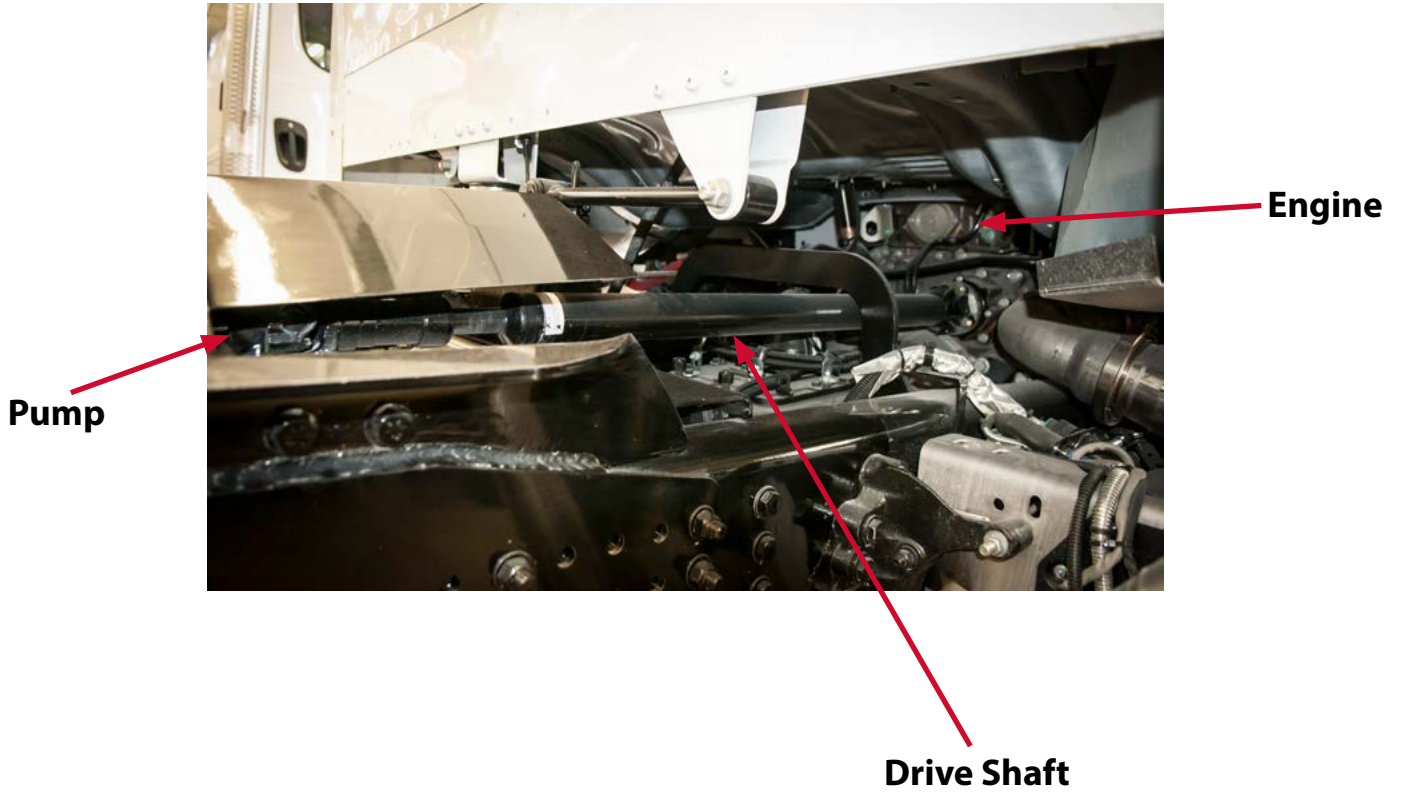
When your driveline is not properly maintained it can cause:

- Premature wear in the u-joint and slip joint.
- Slip spline wear, seizure, and galling.
- Excessive driveline vibration.
- Transmission, bell housing, and clutch housing failures.
- Transmission tail shaft housing and seal failures.
- Shaft Support housing and rubber insulator failures.

When your driveline is properly maintained and routinely lubricated, it will provide reliable and safe vehicle operation. If you have any service issues, call Con-Tech service @ 507-374-2239.

Please observe ALL OSHA lockout-tag out procedures when performing any type of work or maintenance on your vehicles.

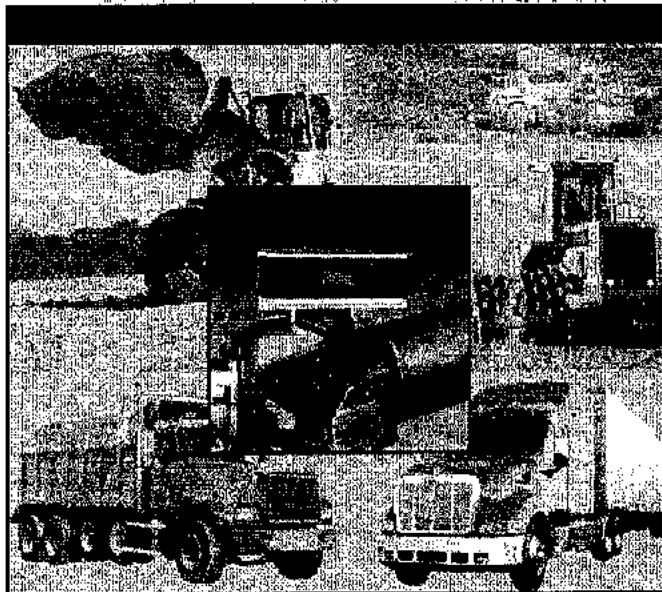
PTO



SPICER[®]
DRIVETRAIN COMPONENTS



DRIVELINE INSTALLATION



**J3311-1-DSSP
AUGUST 2008**

**Supersedes
J3311-1-HVTSS, Dated
February 2005**



SPICER

Drivetrain Products

Safety Precautions

General Safety Information

To prevent injury to yourself and /or damage to the equipment:

- Read carefully all owners manuals, service manuals, and/or other instructions.
- Always follow proper procedures and use proper tools and safety equipment.
- Be sure to receive proper training.
- Never work alone while under a vehicle or while repairing or maintaining equipment.
- Always use proper components in applications for which they are approved.
- Be sure to assemble components properly.
- Never use worn-out or damaged components.
- Always block any raised or moving device that may injure a person working on or under a vehicle.
- Never operate the controls of the power take-off or other driven equipment from any position that could result in getting caught in the moving machinery.



WARNING: GUARDING AUXILIARY DRIVESHAFTS

We strongly recommend that a power take-off and a directly mounted pump be used to eliminate the auxiliary driveshaft whenever possible. If an auxiliary driveshaft is used and remains exposed after installation, it is the responsibility of the vehicle designer and PTO installer to install a guard.

WARNING: USING SET SCREWS

Auxiliary driveshafts may be installed with either recessed or protruding set screws. If you choose a square head set screw, you should be aware that it will protrude above the hub of the yoke and may be a point where clothes, skin, hair, hands, etc. could be snagged. A socket head set screw, which may not protrude above the hub of the yoke, does not permit the same amount of torquing as does a square head set screw. Also a square head set screw, if used with a lock wire, will prevent loosening of the screw caused by vibration. Regardless of the choice made with respect to a set screw, an exposed rotating auxiliary driveshaft must be guarded.

WARNING: THIS SYMBOL WARNS OF POSSIBLE PERSONAL INJURY.

WARNING: ROTATING DRIVESHAFTS

- Rotating auxiliary driveshafts are dangerous. You can snag clothes, skin, hair, hands, etc. This can cause serious injury or death.
- Do not go under the vehicle when the engine is running.
- Do not work on or near an exposed shaft when engine is running.
- Shut off engine before working on power take-off or driven equipment.
- Exposed rotating driveshafts must be guarded.

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Introduction

This brochure is intended for:

- Installers who install Spicer driveshafts into an application where the transmission and axle are not in direct line with each other, causing the driveshaft universal joints to operate at an angle.
- Anyone experiencing vibration problems with their application or their vehicle that driveshaft assembly balancing will not correct.
- Truck Equipment Distributors who:
 - Re-work a chassis to change the wheel base.
 - Install a midship mounted power take-off or fire pump.
 - Mount any other PTO-driven device such as a blower, hydraulic pump, or hydraulic motor.

Universal joint failures, as a rule, are of a progressive nature, which, when they occur, generally accelerate rapidly resulting in a mass of melted trunnions and bearings.

Some recognizable signs of universal joint deterioration are:

1. Vibrations - Driver should report to maintenance.
2. Universal joint looseness - End play across bearings.
3. Universal joint discoloration due to excessive heat build-up.
4. Inability to purge all four trunnion seals when re-lubing universal joint.

Items 2) thru 4) should be checked at re-lube cycle and, if detected, reported to the maintenance supervisor for investigation.

Experience with universal joint failures has shown that a significant majority are related to lubricating film breakdown. This may be caused by a lack of lubricant, inadequate lube quality for the application, inadequate initial lubrication, or failure to lubricate properly and often enough.

Failures which are not the result of lubrication film breakdown are associated with the installation, angles and speeds, and manufacturing discrepancies.

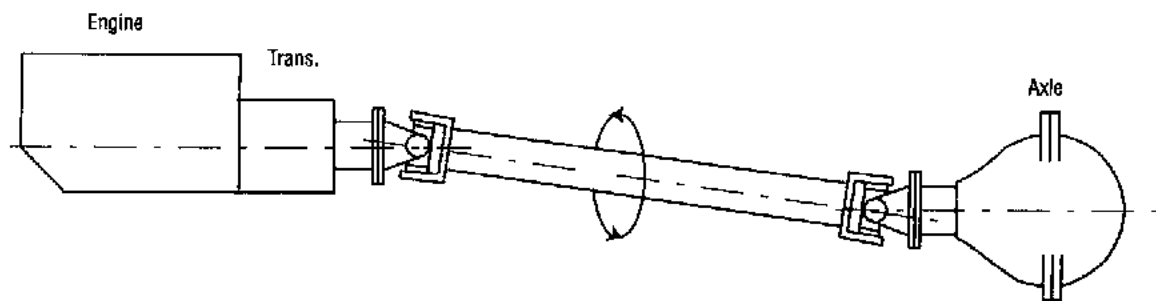
Driveshaft failures through torque, fatigue, and bending are associated with overload, excessively high universal joint angles, and drive shaft lengths excessive for operating speeds.

Driveshaft Torque

The following problems are usually a result of torque overloads:

- Twisted driveshaft tube
- Broken yoke shaft, slip yoke, tube yoke, flange yoke, end yoke
- Broken journal cross

How much torque can be generated in your application?



How to Calculate Torque:

$$LGT = T \times TLGR \times TE \times SR \times TCR \times C$$

LGT = Maximum Driveshaft Low Gear Torque

SR = Torque Converter Stall Ratio (if applicable)

T = Net Engine Torque or 95% of the Gross Engine Torque

TCR = Transfer Case Ratio (if applicable)

TLGR = Transmission Low Gear Ratio (forward)*

C = Transfer Case Efficiency (if applicable, 0.95)

TE = Transmission Efficiency (automatic = 0.8; manual = 0.85)

How to Calculate Wheel Slip:

$$WST = (.71 \times W \times RR) / (11.4 \times AR)$$

WST = Wheel Slip Torque Applied to the Driveshaft

RR = Tire Rolling Radius (in)

W = Axle Capacity (lbs)

AR = Axle Ratio

For On Road Applications

Relate the lesser of above to Spicer universal joint ratings. If your torque exceeds the Spicer rating for the universal joint used in your application, switch to a size with a rating compatible to your calculation. However, the series selected cannot be more than one series below the series called for by the LGT calculation.

For Off Road or On-Off Road Applications

Use Low Gear Torque value only to verify or switch to a size with a rating compatible to your calculation.

Common Causes of Vibrations

The three most common causes of driveshaft vibration are: Driveshaft Imbalance, Critical Speed, and Universal Joint Operating Angles.

Driveshaft Imbalance

Eliminate the potential for balance problems before you undertake any other measures.

A driveshaft on a vehicle usually rotates at a higher rate of speed than the tire. For that reason, like tires, driveshafts should be balanced.

Any time you build or rework a driveshaft, make sure it is dynamically balanced at, 3000 RPM for Light Duty or 2500 RPM for Heavy Duty, to the following specifications:

| Series | Specification |
|---|---|
| 1310, 1330 | .375 oz-in total at each end of shaft * |
| 1350, 1410 | .500 oz-in total at each end of shaft * |
| 1480 - 1880 | 1.00 oz-in for each ten pounds of driveshaft weight divided proportionally at each end of shaft |
| * Passenger Car, Light Truck, Van, and SUV only. Industrial, Mobile Off-Highway, PTO, etc. same as 1480 - 1880. | |

Critical Speed

Every driveshaft has a critical speed. Critical speed is the point at which a rotating driveshaft begins to bow off its normal rotating centerline.

Driveshafts begin to vibrate as they approach critical speed. If they are operated at near critical speed for an extended period, they often fail. This can damage the vehicle and possibly injure persons nearby.

As a driveshaft fabricator or installer, you are responsible for checking the safe operating speed of any driveshaft you fabricate or specify into an application. Make sure it will not operate at a speed higher than Spicer's recommended safe operating speed. Use Spicer Calculator (P/N J 3253) to determine safe operating speed.

Checking for a Possible Critical Speed Problem

Here is what you must do to make sure you won't have a critical speed problem:

- Determine the safe operating speed of the driveshaft you want to use in your application. Insert the tube diameter and center-to-center installed length of the shaft you want to use into a Spicer Safe Operating Speed Calculator (P/N. J3253). The calculator will tell you the safe operating speed of the shaft you have chosen.
- Determine the NORMAL and MAXIMUM POSSIBLE operating speed of the driveshaft.
REMEMBER:
 - On vehicles with a standard transmission that have a 1:1 direct drive high gear and no overdrive, MAXIMUM POSSIBLE driveshaft RPM is the same as the maximum possible ENGINE RPM.
 - On vehicles that have an overdrive transmission, MAXIMUM POSSIBLE driveshaft RPM is higher than maximum possible ENGINE RPM.

Maximum Possible Driveshaft RPM

To calculate the maximum possible driveshaft RPM in vehicles having an overdrive transmission, divide the maximum possible engine RPM by the overdrive ratio. (See examples below.)

| |
|---|
| Example 1: |
| Max. engine RPM: 2100 |
| Overdrive ratio: .79 |
| $2100 / .79 = 2658$ maximum possible driveshaft RPM |

| |
|---|
| Example 2: |
| Max. engine RPM 6000 |
| Overdrive ratio: .66 |
| $6000 / .66 = 9091$ maximum possible driveshaft RPM |

Compare the maximum possible driveshaft RPM with the safe operating speed determined from the Safe Operating Speed Calculator. If the maximum possible driveshaft RPM meets or exceeds the safe operating speed determined from the calculator, you must do whatever is required to raise the critical speed of the driveshaft you have chosen for the application.

Sample Specification:

To specify a driveshaft for the application described in Example 1 above, compare the safe operating speed for the driveshaft selected with the maximum possible driveshaft RPM calculated (2658 RPM). Make sure the safe operating speed of the driveshaft is greater than 2658 RPM.

Changing the Safe Operating Speed of a Driveshaft

A driveshaft's safe operating speed can be raised by increasing its tube diameter or by shortening the installed center-to-center length of the driveshaft. Changing the installed length of a driveshaft will require the use of multiple driveshafts with center bearings.

Important: The critical speed of an assembly can be affected by driveshaft imbalance, improper universal joint operating angles, or improperly phased driveshafts. (A properly phased driveshaft has the in-board yokes of the shaft in line with each other.) Each of the above items will tend to lower the true critical speed from the values shown on the calculator.

Since critical speed can ultimately cause driveshaft failure, it is extremely important to be very precise in all applications.

Universal Joint Operating Angles

Every Universal Joint that Operates at an Angle Creates a Vibration

Universal joint operating angles are probably the most common causes of driveline vibration in vehicles that have been reworked, or in vehicles that have had auxiliary equipment installed.

Universal joint operating angles are a primary source of problems contributing to:

- Vibrations
- Reduced universal joint life
- Problems with other drivetrain components that may include:
 - Transmission gear failures
 - Synchronizer failures
 - Differential problems
 - Premature seal failures in axles, transmissions, pumps, or blowers
 - Premature failure of gears, seals, and shafts in Power Take-Offs

When you rework a chassis or install a new driveshaft in a vehicle, make sure that you follow the basic rules that apply to universal joint operating angles:

RULE 1: UNIVERSAL JOINT OPERATING ANGLES AT EACH END OF A DRIVESHAFT SHOULD ALWAYS BE AT LEAST 1 DEGREE.

RULE 2: UNIVERSAL JOINT OPERATING ANGLES ON EACH END OF A DRIVESHAFT SHOULD ALWAYS BE EQUAL WITHIN 1 DEGREE OF EACH OTHER (ONE HALF DEGREE FOR MOTOR HOMES AND SHAFTS IN FRONT OF TRANSFER CASE OR AUXILIARY DEVICE).

RULE 3: FOR VIRTUAL VIBRATION FREE PERFORMANCE, UNIVERSAL JOINT OPERATING ANGLES SHOULD NOT BE LARGER THAN 3 DEGREES. IF THEY ARE, MAKE SURE THEY DO NOT EXCEED THE MAXIMUM RECOMMENDED ANGLES.

A universal joint operating angle is the angle that occurs at each end of a driveshaft when the output shaft of the transmission and driveshaft and the input shaft of the axle and driveshaft are not in line. (See Fig 1)

The connecting driveshaft operates with an angle at each universal joint. It is that angle that creates a vibration.

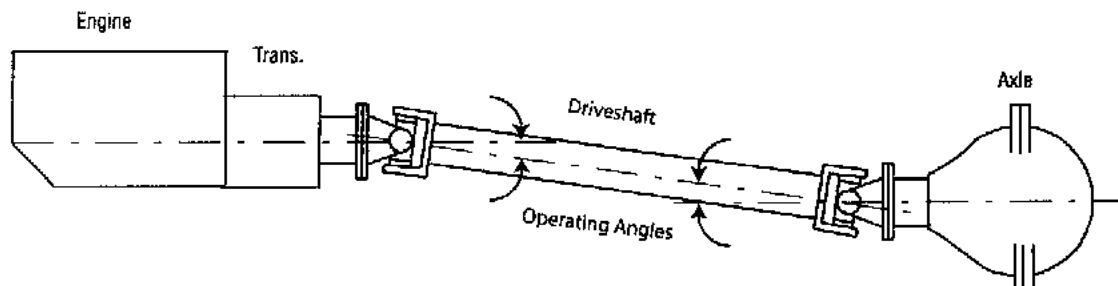


Figure 1

Reducing and Canceling Vibration

A key point to remember about universal joint operating angles: To reduce the amount of vibration, the angles on each end of a driveshaft should always be **SMALL**.

To cancel an angle vibration, the universal joint operating angles need to be **EQUAL** within 1 degree at each end of a driveshaft. On motor home applications and auxiliary transmission installations, the tolerance is 1/2 degree. (See Fig 2)

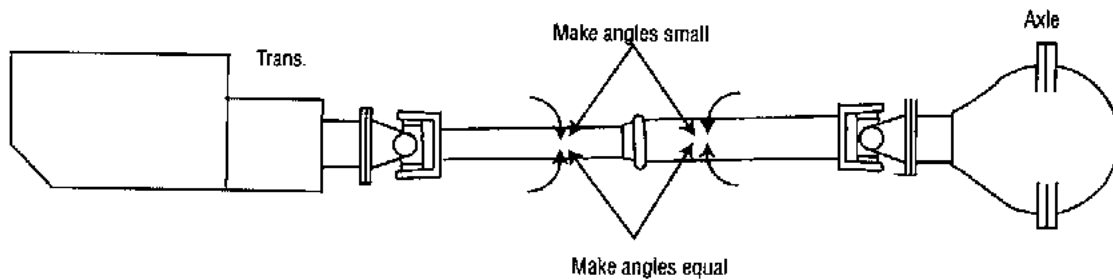


Figure 2

Single Plane and Compound Universal Joint Operating Angles

There are two types of universal joint operating angles: Single Plane and Compound.

Single Plane

Single Plane angles occur when the transmission and axle components are in line when viewed from either the top or side, but not both.

Determining the universal joint operating angle in an application where the components are in line when viewed from the top, but not in line when viewed from the side, is as simple as measuring the slope of the components in the side view, and adding or subtracting those slopes to determine the angle. (See Fig. 3)

These angles should be **small** and **equal** within 1 degree.

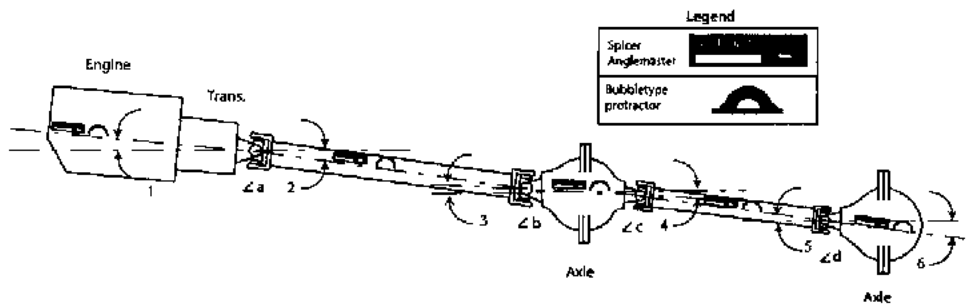


Figure 3

The most convenient way to determine universal joint angles in the side view is through the use of a Spicer Anglemaster™ or a bubble type protractor.

Using an Anglemaster or a bubble protractor, record inclination angles of drivetrain components. Set Anglemaster or protractor on machined surfaces of engine, transmission, axle, or on machined lugs of transmission and axle yoke(s).

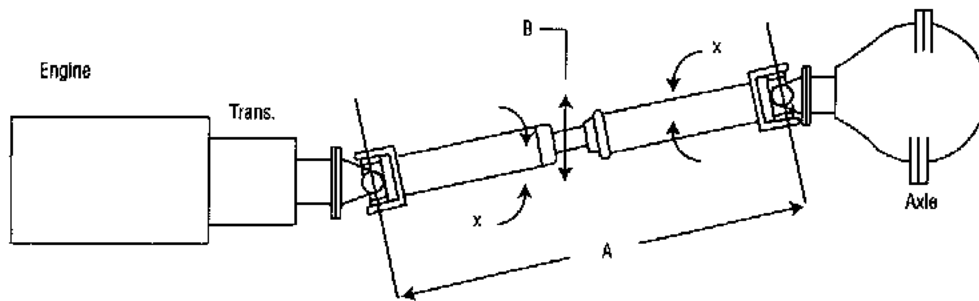
Note: Universal joint angles can change significantly in a loaded situation. Therefore, check vehicle loaded and unloaded to achieve the accepted angle cancellation.

Example:

| | |
|--|-------------------------------------|
| Engine-Transmission Output | 4°30' Down (1) |
| Main Driveshaft | 7°00' Down (2) |
| Input 1st Rear Axle | 4°00' Up (Input Shaft Nose Up) (3) |
| Output 1st Rear Axle | 4°00' Down (4) |
| Inter-axle Shaft | 7°00' Down (5) |
| Input 2nd Rear Axle | 4°15' Up (Pinion Shaft Nose Up) (6) |
| Note: If inclination of driveshaft is opposite connecting component, add angles to obtain the universal joint operating angle. | |
| Angle a = (2) - (1) = 7°00' - 4°30' = 2°30' (2.50°) | |
| Angle b = (2) - (3) = 7°00' - 4°00' = 3°00' (3.00°) | |
| Angle c = (5) - (4) = 7°00' - 4°00' = 3°00' (3.00°) | |
| Angle d = (5) - (6) = 7°00' - 4°15' = 2°45' (2.75°) | |

Installation Techniques

Determining the universal joint operating angles on a driveshaft that is straight when viewed from the side and offset when viewed from the top requires the use of a special chart (See Angle Chart). In this type of application, the centerlines of the connected components **must be parallel** when viewed from the top as shown. These angles also should be **small and equal** within 1 degree. (See Fig. 4)



Angles in Top View

Figure 4

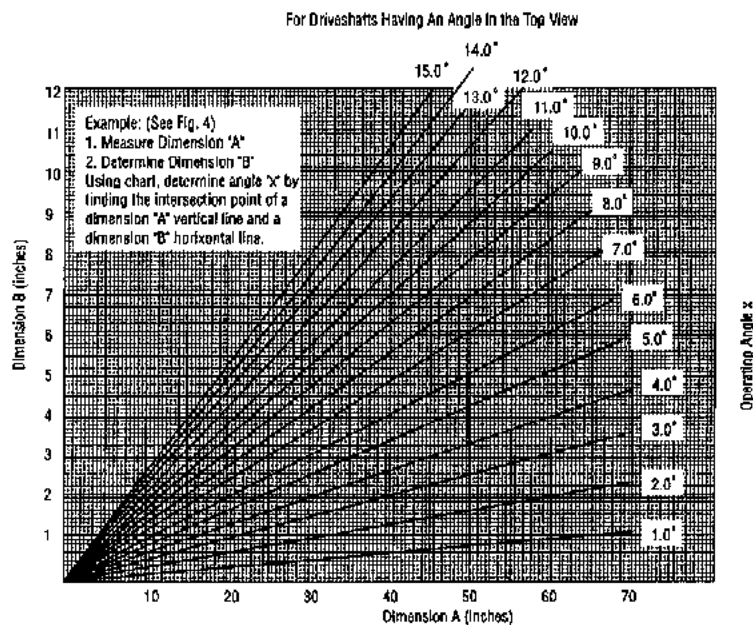
Measure dimensions "A" and "B" shown in figure 4. Use the instructions in the angle chart below to determine the size of the angle.

Look at the Angle Chart and note that the smaller the offset, the smaller the resultant angle.

To reduce the possibility of vibration, keep any offset between connected points to a minimum.

There are two things you can do to always make sure Single Plane angles are SMALL and EQUAL: Make sure the transmission and axle are mounted so their centerlines are parallel when viewed from both the side and the top. Make sure the offset between them is small in both views.

ANGLE CHART



Compound Angles

Compound universal joint operating angles occur when the transmission and axle are not in line when viewed from BOTH the top and side. Their centerlines, however, are parallel in both views. (See Fig. 5)

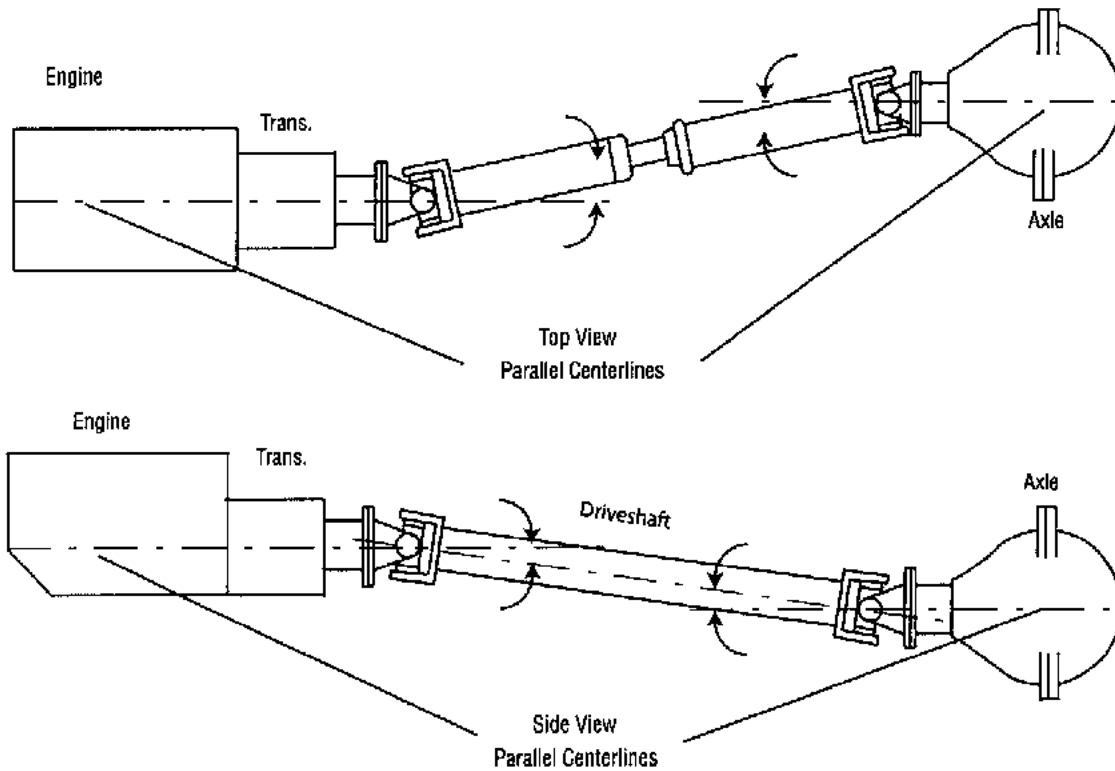


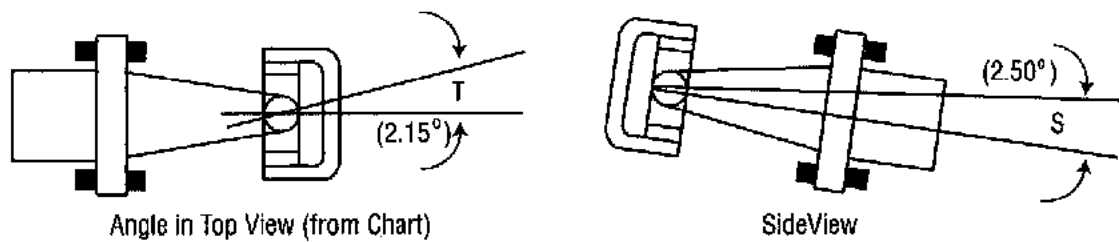
Figure 5

When you have a compound angle, you have to calculate the "True Universal Joint Operating Angle" of each universal joint. It is the True Universal Joint Operating Angle that must meet the three rules shown on page 5.

True Universal Joint Operating Angle

The True Universal Joint Operating Angle, which must be calculated for each end of the shaft with compound angles, is a combination of the universal joint operating angle in the top view, as determined from the chart, and the measured universal joint operating angle in the side view.

To determine the true universal joint operating angle for one end of a shaft, (compound angle C° in the formula shown in Fig. 6) insert the universal joint operating angle measurement obtained in the side view and the universal joint operating angle obtained from the chart into the formula.



$$\text{Compound Angle } (C^\circ) = \sqrt{T^2 + S^2}$$

$$T = 2.15^\circ \text{ (A calculated angle)}$$

$$S = 2.5^\circ \text{ (The measured angle)}$$

$$C = \sqrt{2.15^2 + 2.5^2}$$

$$C = \sqrt{10.873}$$

$$C = 3.3^\circ \text{ (True operating angle)}$$

Figure 6

Do the same for the other end of the shaft. Compare the resultant calculated universal joint operating angle for each end. They should be EQUAL within 1 degree. If they're not, the driveshaft will vibrate.

Eliminating Compound Angle Induced Vibrations

Compound universal joint operating angles are one of the most common causes of driveline vibration. To avoid these problems, remember these important points:

- When setting up an application that requires compound universal joint operating angles, always keep the centerlines of the transmission and axle parallel in both views.
- Always keep the offset between their horizontal and vertical centerlines small.

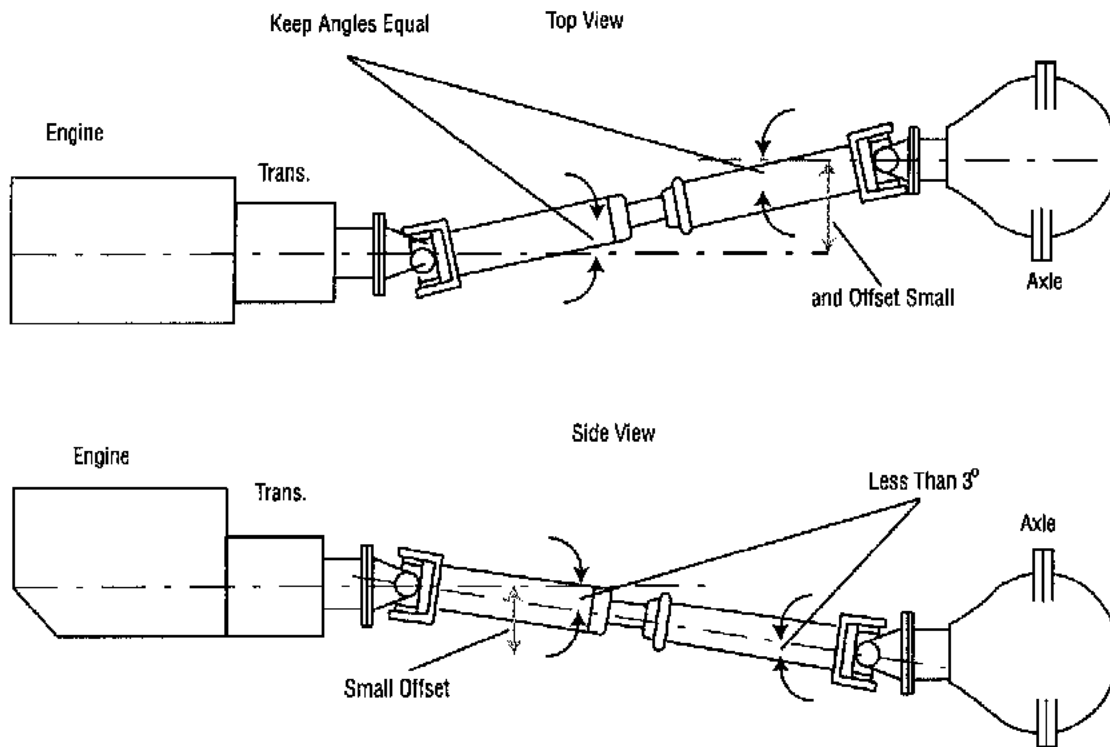


Figure 7

Note: Centerlines of transmission and axle must be parallel in both top and side views to use this method of determining true universal joint operating angle. Please contact Spicer Driveshaft Engineering if you have an application where the components cannot be installed with their centerlines parallel.

if adjustments must be made to the system:

- Install shims between the axle housing and springs to rotate the axle input yoke to change operating angles.
- Change operating angle on torque arm type suspensions by lengthening or shortening torque arms.
- Raise, lower, or shift side-to-side a pump, blower, or other piece of auxiliary equipment to change operating angles.

Note: It is important to remember to keep the centerlines of two components that are connected by a driveshaft parallel in both the top and side views, so the operating angles will ALWAYS be equal.

Installation Techniques

Angle Size

The magnitude of a vibration created by a universal joint operating angle is proportional to the size of the universal joint operating angle. Spicer Engineers recommend true universal joint operating angles of 3 degrees or less.

Obtain the true universal joint operating angle, as explained above, and if it is greater than 3 degrees, compare it to this chart.

| Driveshaft RPM | Maximum Operating Angle | Interaxle | |
|-------------------|----------------------------|-----------|--------------|
| | | Parallel | Intersecting |
| 5000 | 3.2° | - | - |
| 4500 | 3.7° | - | - |
| 4000 | 4.2° | 3.8° | 3.8° |
| 3500 | 5.0° | 4.4° | 4.4° |
| 3000 | 5.8° | 5.1° | 4.8° |
| 2500 | 7.0° | 6.0° | 4.8° |
| 2000 | 8.7° | 6.0° | 4.8° |
| 1500 | 11.5° | 6.0° | 4.8° |

The angles shown on this chart are the maximum universal joint operating angles recommended by Spicer Engineers and are directly related to the speed of the driveshaft. Any universal joint operating angle greater than 3 degrees will lower universal joint life and may cause a vibration. Remember to check maximum safe driveshaft RPM by using the Spicer Safe Operating Speed Calculator.

Compound Angle
Vibrations

Multiple Shaft Installations

Multiple Shaft Set Up Recommendations

In general, multiple shaft installations follow the same guidelines, except there are different recommendations for setting up the driveline:

- For a 2-shaft application, set up the first coupling shaft (sometimes called a jackshaft) so that the universal joint operating angle that occurs at the transmission end is 1 to 1-1/2 degrees. (See Fig. 8)

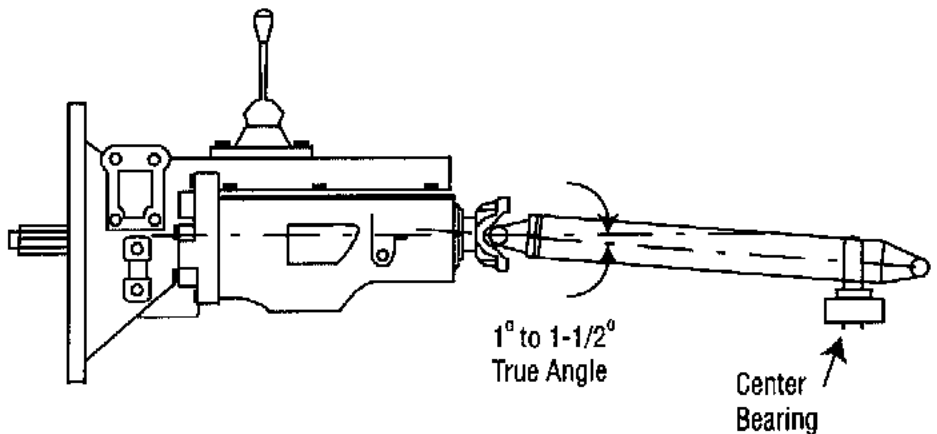


Figure 8

- Try to avoid building a compound universal joint operating angle into the first coupling shaft by installing it in line with the transmission.
- If it ends up being compound, make sure the true universal joint operating angle, determined by using the information mentioned earlier, is 1 to 1-1/2 degrees.

Install or tilt the axle so it is mounted on the same angle as the first coupling shaft (the centerlines of the axle and the first coupling shaft will be parallel).

Note: BY FOLLOWING THIS PROCEDURE, THE UNIVERSAL JOINT OPERATING ANGLE AT EACH END OF THE LAST SHAFT WILL AUTOMATICALLY BE EQUAL. (See Fig. 9)

Installation Techniques

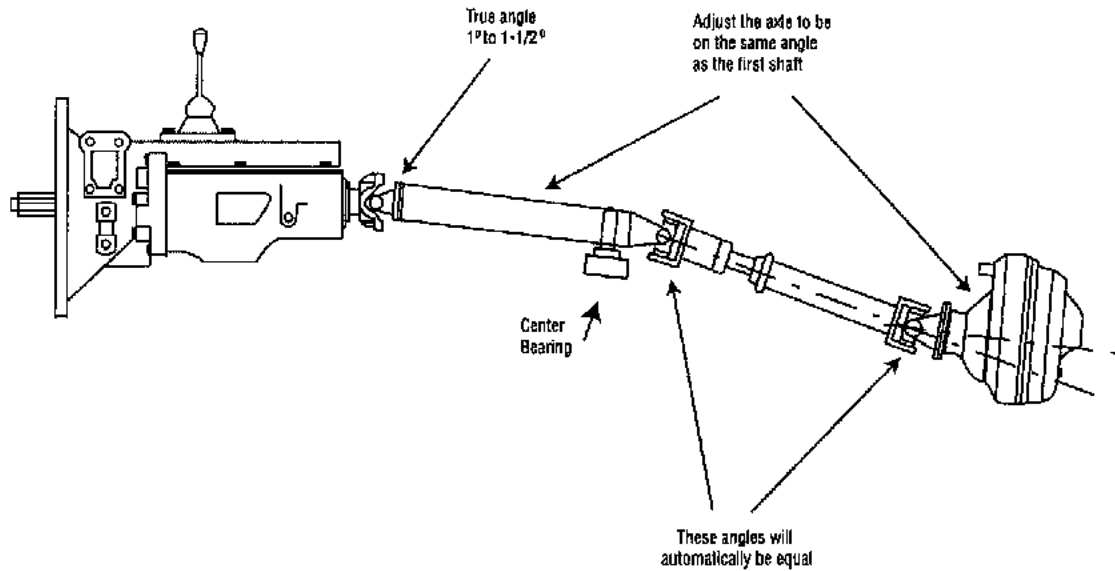


Figure 9

If there is an offset in the installation of the axle, make sure it does not create too large of a compound universal joint operating angle. Whenever possible, mount the axle directly in line with the first coupling shaft (when viewed from the top).

Check the actual universal joint operating angle at the rear of the first coupling shaft. If it is less than 1° and the transmission universal joint operating angle is greater than 1.5°, rotate the end yoke at the center bearing position so that the ears of the yoke are 90° to the ears of the tube yoke on the transmission end of the coupling shaft. (See Fig. 10) As an alternative, rotate the slip yoke on the driveshaft 90° if the slip spline has 16 teeth.

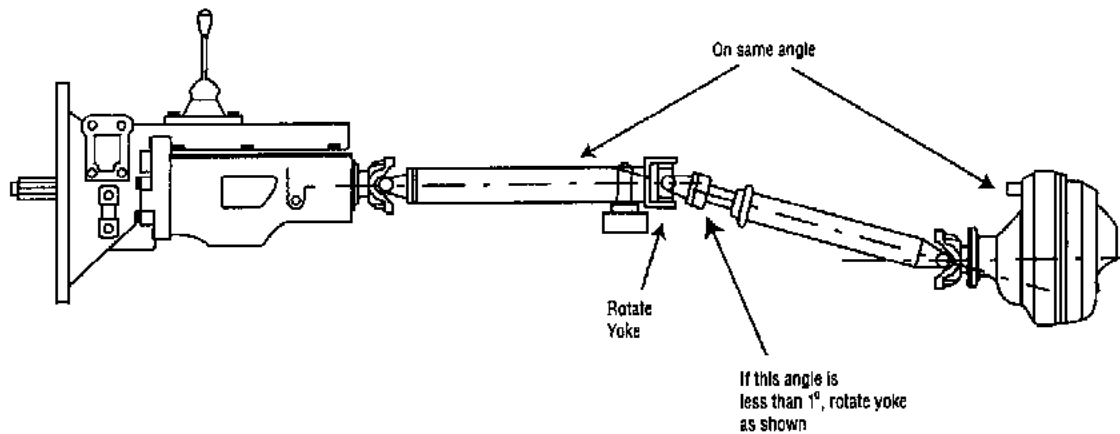


Figure 10

Installation Techniques

On applications having more than two shafts, mount the first coupling shaft as outlined in the preceding example, and each additional coupling shaft at a 1 to 1-1/2 degree universal joint operating angle to the previous coupling shaft.

Install or tilt the axle to the same angle as the last fixed coupling shaft so the centerline of the axle and the last fixed coupling shaft are parallel.

Note: THIS ASSURES THE UNIVERSAL JOINT OPERATING ANGLE AT EACH END OF THE LAST SHAFT WILL AUTOMATICALLY BE EQUAL (See Fig. 11).

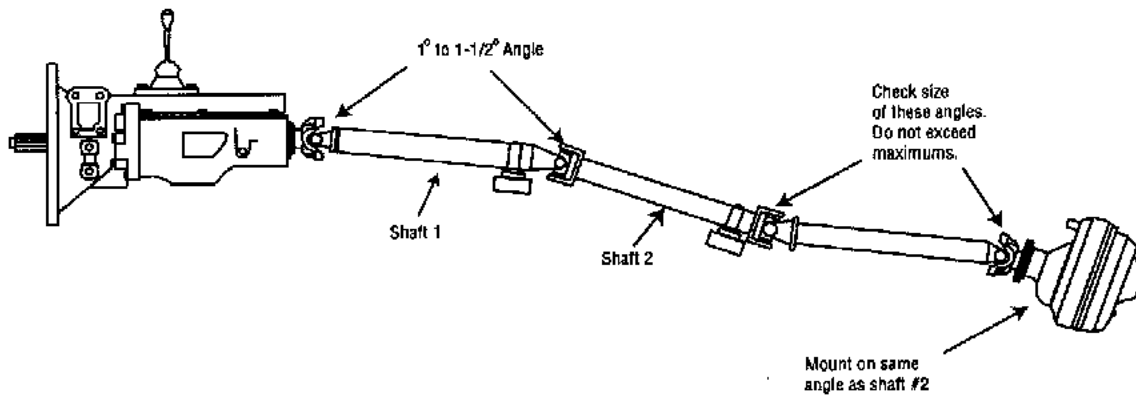


Figure 11

Mounting a Midship-Mounted PTO, Pump, or Auxiliary Transmission

When installing a midship-mounted PTO, auxiliary transmission, or midship-mounted pump into the main driveline of a vehicle, install it at the same angle as the transmission. Keep the offset to a minimum to reduce universal joint operating angles.

Note: Do not make the universal joint operating angle less than 1/2 degree.

Before bolting the device in place, check the universal joint operating angles that occur at each end of the driveshaft. They must be 1 to 1-1/2 degrees and they must be equal to within 1/2 degree for this type of application.

If the device ends up being installed in direct line with the transmission, with little or no universal joint operating angle on the joints, raise or lower it so there is enough offset to create the required 1 to 1-1/2 degree universal joint operating angle on each end of the driveshaft. (See Fig. 12)

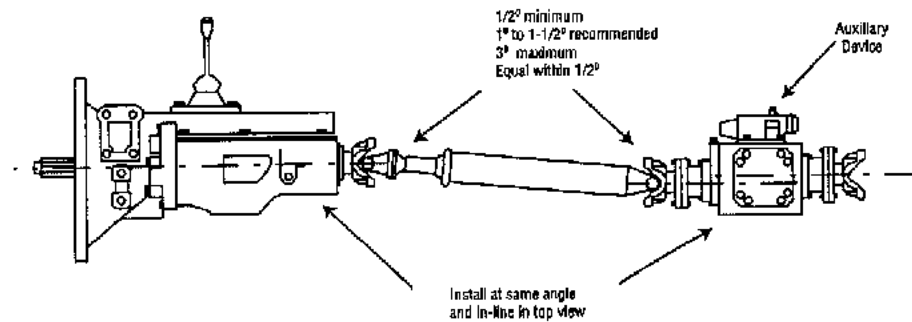


Figure 12

If there is only one driveshaft between the device and the rear axle, rotate the rear axle (using shims in the appropriate place) so it is the same angle as the device. This makes the universal joint operating angle at each end of the driveshaft equal (See Fig. 13). Check the size of the universal joint operating angles to determine if they meet recommendations.

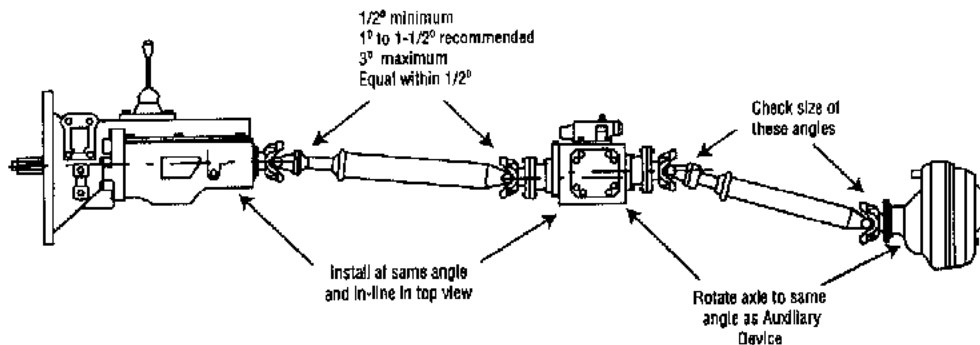


Figure 13

Installation Techniques

If there is more than one driveshaft between the device and the rear axle, install the driveshaft as outlined earlier with a 1 to 1-1/2 degree universal joint operating angle on the input end of each shaft. Then rotate the axle so it is on the same angle as the last fixed shaft. The universal joint operating angle on each end of the last shaft will automatically be equal. (See Fig. 14)

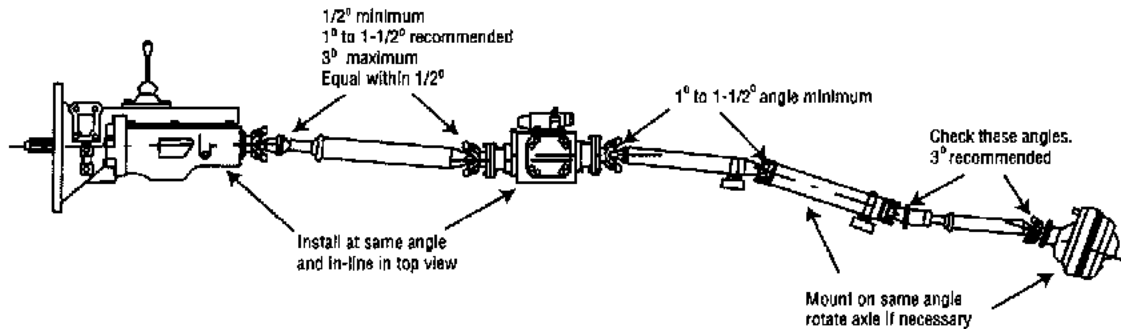


Figure 14

Mounting a Remote-Driven Pump, Blower, or Similar Device

Remote mounted-pumps, blowers, or similar devices are usually driven by a side, top, or bottom-mounted PTO and use an auxiliary driveshaft.

Many times these devices are mounted to the vehicle frame or cross member. The usual method of mounting, where the driven device is mounted parallel with the ground without regard to the mounted angle of the PTO, will produce a vibration that may cause failure of the PTO, pump, blower, or other driven device.

Any remote driven device must be mounted parallel and in line, if possible, with the PTO.

To select the appropriate auxiliary driveshaft for these types of applications, you should consider proper torque, safe operating speed (which is different than the critical speed for tubular driveshafts), and angularity. (See Maximum Safe Operating Speed Chart on page 18).

An auxiliary driveshaft must be capable of transmitting the maximum torque and RPM required by the driven equipment. For most low-torque applications operating at less than 1200 RPM, solid bar-stock constructed driveshafts are adequate. For applications requiring additional torque or RPMs, tubular shafts should be fabricated.

Installation Techniques

Maximum Safe Operating Speed

| MAXIMUM OPERATING SPEED* BY TUBE SIZE, SOLID SHAFT SIZE, AND LENGTH *(For speeds over 6000 RPM, contact Spicer Universal Joint Division Engineering) | | | | | | | | | | | |
|---|--|------|------|------|------|------|------|------|------|------|------|
| TUBING | MAXIMUM INSTALLED LENGTH (IN INCHES) FOR GIVEN RPM | | | | | | | | | | |
| Diameter & Wall Thickness W - Welded S - Seamless | Centerline to Centerline of Joints for a Two Joint Assembly or Centerline of Joint to Centerline of Center Bearing for a Joint and Shaft | | | | | | | | | | |
| | RPM - Revolutions Per Minute | | | | | | | | | | |
| | 1000 | 1500 | 2000 | 2500 | 3000 | 3500 | 4000 | 4500 | 5000 | 5500 | 6000 |
| 1.750" x .065" W | 82" | 67" | 58" | 52" | - | - | - | - | - | - | - |
| 1.250" x .095" S | 64" | 52" | 45" | 40" | 37" | 34" | 32" | - | - | - | - |
| 2.500" x .083" W | 87" | 70" | 62" | 55" | 50" | 45" | 43" | 41" | 39" | 37" | 35" |
| 3.000" x .083" W | - | - | 85" | 76" | 70" | 64" | 60" | 57" | 54" | 51" | 49" |
| SOLID SHAFT DIAMETER | | | | | | | | | | | |
| .750" | 42" | 35" | 30" | 27" | 25" | - | - | - | - | - | - |
| .812" | 44" | 36" | 31" | 28" | 26" | - | - | - | - | - | - |
| .875" | 46" | 37" | 32" | 29" | 27" | - | - | - | - | - | - |
| 1.000" | 49" | 40" | 35" | 31" | 28" | - | - | - | - | - | - |
| 1.250" | 55" | 45" | 39" | 35" | 32" | - | - | - | - | - | - |

Maximum Operating Speed

To prevent premature wear, auxiliary driveshaft breakage, and possible injury to people or equipment, be aware of the critical speed of these types of driveshafts. Critical speed, explained earlier in this guide, is different for these solid shaft and small tube driveshafts.

Refer to the chart above for maximum safe operating speed information on these types of shafts.

If the chart indicates that the critical speed may be a problem, use multiple shafts. Be sure to use support bearings where necessary and set up the true universal joint operating angles as indicated earlier in this guide.

As with all driveshafts, auxiliary driveshafts should be:

- Carefully installed to minimize vibrations caused by incorrect universal joint operating angles
- Capable of absorbing shock loads
- Capable of changing length as needed
- Guarded so as to prevent inadvertent entanglement

Special Notes Regarding Auxiliary Driveshafts



WARNING: Working on or near an auxiliary driveshaft when the engine is running is extremely dangerous and should be avoided. You can snag clothes, skin, hair, hands, etc. This can cause serious injury or death.

- Shut off engine before working on power take-off or driven equipment.
- Do not go under the vehicle when the engine is running.
- Do not engage or disengage driven equipment by hand from under the vehicle when the engine is running.
- Fasteners should be properly selected and torqued to the manufacturer's specifications.
- If a setscrew protrudes above the hub of an end yoke, you may want to replace it with a recessed (Allen-type) setscrew.
- If you decide that a recessed setscrew does not have enough holding power for your application and you must use a protruding setscrew, be sure no one can come in contact with the rotating driveshaft or the protruding setscrew.
- **Exposed rotating driveshafts must be guarded!**
- Lubricate auxiliary driveshafts according to manufacturer's specifications.



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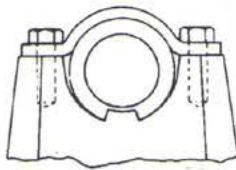
UNIVERSAL JOINT KIT ATTACHING HARDWARE & TORQUE SPECIFICATIONS CHART

U-BOLT



| Series | Spicer Kit No. | U-Bolt Ass'ys. | Recommended Nut Torque |
|--------|----------------|----------------|------------------------|
| 1280 | 5-200X | 2-94-28X | 14-17 Lb. Ft. |
| 1310 | 5-153X | 2-94-28X | 14-17 Lb. Ft. |
| 1330 | 5-213X | 2-94-28X | 14-17 Lb. Ft. |
| 1350 | 5-178X | 3-94-18X | 20-24 Lb. Ft. |
| 1410 | 5-160X | 3-94-18X | 20-24 Lb. Ft. |
| 1480 | 5-188X | 3-94-28X | 32-37 Lb. Ft. |
| 1550 | 5-155X | 3-94-28X | 32-37 Lb. Ft. |

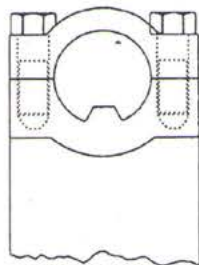
BEARING STRAP



WARNING: Bearing Strap Retaining Bolts Should **NOT** Be Reused.

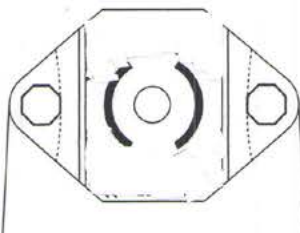
| Series | Spicer Kit No. | Strap Kit Ass'ys. | Recommended Bolt Torque |
|--------|----------------|-------------------|-------------------------|
| SPL90 | SPL90X | 90-70-28X | 45-60 Lb. Ft. |
| 1210 | 5-443X | 2-70-18X | 13-18 Lb. Ft. |
| 1280 | 5-200X | 2-70-18X | 13-18 Lb. Ft. |
| 1310 | 5-153X | 2-70-18X | 13-18 Lb. Ft. |
| 1330 | 5-213X | 2-70-18X | 13-18 Lb. Ft. |
| 1350 | 5-178X | 3-70-28X | 30-35 Lb. Ft. |
| 1410 | 5-160X | 3-70-28X | 30-35 Lb. Ft. |
| 1480 | 5-188X | 3-70-38X | 55-60 Lb. Ft. |
| 1550 | 5-155X | 3-70-38X | 55-60 Lb. Ft. |
| 1610 | 5-438X | 5-70-28X | 55-60 Lb. Ft. |
| 1710 | 5-515X | 6.5-70-18X | 130-135 Lb. Ft. |
| 1760 | 5-469X | 6.5-70-18X | 130-135 Lb. Ft. |
| 1810 | 5-510X | 6.5-70-18X | 130-135 Lb. Ft. |

CAP & BOLT



| Series | Spicer Kit No. | Cap & Bolt Ass'ys. | Recommended Bolt Torque |
|--------|----------------|--------------------|-------------------------|
| 1650 | 5-165X | 5-70-18X | 77-103 Lb. Ft. |
| 1850 | 5-185X | 8-70-18X | 110-147 Lb. Ft. |
| 1850 | 5-227X | 8-70-18X | 110-147 Lb. Ft. |
| 1910 | 5-316X | N.S.S. | 110-147 Lb. Ft. |
| 1950 | 5-339X | 9-70-18X | 271-362 Lb. Ft. |
| 2010 | 5-371X | N.S.S. | 102-118 Lb. Ft. |
| 2050 | 5-340X | 9-70-28X | 744-844 Lb. Ft. |
| 2110 | 5-372X | N.S.S. | 171-197 Lb. Ft. |
| 2150 | 5-298X | 9-70-38X | 744-844 Lb. Ft. |
| 2210 | 5-373X | N.S.S. | 260-298 Lb. Ft. |

BEARING PLATE



WARNING: Self Locking Bolts Should **NOT** Be Reused

| Series | Spicer Kit No. | Bolt Part No. | Lockstrap Part No. | Recommended Bolt Torque |
|--------|----------------|---------------|--------------------|-------------------------|
| 1610 | *5-279X | 5-73-709 | N.A. | 26-35 Lb. Ft. |
| 1710 | *5-280X | 6-73-209 | N.A. | 38-48 Lb. Ft. |
| 1760 | *5-407X | 6-73-209 | N.A. | 38-48 Lb. Ft. |
| 1810 | *5-281X | 6-73-209 | N.A. | 38-48 Lb. Ft. |
| 1880 | *5-308X | 7-73-315 | N.A. | 60-70 Lb. Ft. |

New part nos. for kits with lockstraps available after Spring, 1994

| | | | | |
|------|--------|----------|---------|---------------|
| 1610 | 5-654X | 5-73-109 | 98-1741 | 17-24 Lb. Ft. |
| 1710 | 5-656X | 6-73-109 | 230323 | 32-42 Lb. Ft. |
| 1760 | 5-658X | 6-73-109 | 230323 | 32-42 Lb. Ft. |
| 1810 | 5-660X | 6-73-109 | 230323 | 32-42 Lb. Ft. |
| 1880 | 5-668X | 7-73-115 | 231009 | 50-66 Lb. Ft. |

* THESE U-JOINT KITS WILL USE SELF-LOCKING BOLTS WITH LOCK PATCH™ AFTER SPRING, 1994. A LOCKSTRAP WILL NO LONGER BE NEEDED.

UNIVERSAL JOINTS CONDENSED SPECIFICATIONS

| SPICER SERIES | TORQUE (LB. FT.) | | | | TORSIONAL STRENGTH (LB. FT.) | | MAXIMUM r.p.m. | MAX LENGTH (INCHES) | SWING DIAMETER |
|---------------|------------------|---------------|----------------|-------------------|------------------------------|------|----------------|---------------------|----------------|
| | ELECTRIC MOTOR | GAS OR DIESEL | SHORT DURATION | MIN ELASTIC LIMIT | MAXIMUM | | | | |
| 1000 | 75 | 50 | 310 | 420 | 2500 | 55 | 2.50 | | |
| 1100 | 80 | 55 | 330 | 670 | 4000 | 47 | 2.50 | | |
| 1210 | 95 | 65 | 420 | 850 | 6000 | 43 | 3.00 | | |
| 1280 | 140 | 95 | 570 | 1,250 | 6000 | 43 | 3.75 | | |
| 1310 | 195 | 130 | 800 | 1,600 | 6000 | 47 | 3.75 | | |
| 1330 | 220 | 150 | 890 | 1,850 | 5000 | 50.5 | 4.13 | | |
| 1350 | 310 | 210 | 1,240 | 2,260 | 5000 | 51 | 4.25 | | |
| 1410 | 375 | 250 | 1,500 | 2,700 | 5000 | 51 | 4.69 | | |
| 1480 | 500 | 340 | 2,000 | 3,330 | 5000 | 55 | 4.81 | | |
| 1550 | 640 | 430 | 2,400 | 4,400 | 5000 | 55 | 5.63 | | |
| 1650 | 952 | 635 | 3,640 | 6,400 | 4000 | 61 | 6.38 | | |
| 1610 | 975 | 640 | 3,650 | 6,500 | 4500 | 58 | 7.00 | | |
| 1710 | 1,330 | 900 | 4,800 | 8,000 | 4500 | 62 | 7.75 | | |
| 1760 | 1,630 | 1,100 | 5,800 | 10,200 | 4500 | 62 | 8.56 | | |
| 1810 | 1,850 | 1,250 | 6,500 | 12,000 | 4500 | 66 | 9.13 | | |
| 1820 | 2,550 | 1,700 | 8,900 | 16,000 | 3000 | 80 | 9.75 | | |
| 1850 | 2,550 | 1,700 | 8,900 | 16,000 | 3000 | 80 | 9.75 | | |
| 1880 | 2,550 | 1,700 | 8,900 | 16,000 | 3000 | 80 | 9.75 | | |
| 1910 | 3,600 | 2,400 | 12,000 | 20,800 | 2500 | 80 | 8.88 | | |
| 1950 | 5,400 | 3,600 | 18,000 | 34,000 | 2500 | 80 | 11.25 | | |
| 2050 | 11,500 | 7,500 | 36,000 | 68,000 | 2000 | 80 | 14.13 | | |
| 2150 | 22,500 | 15,000 | 72,000 | 135,000 | 1500 | 80 | 17.50 | | |