

WITTKE TWIN AUGER™
OPERATOR'S MANUAL



 **labrie**
Labrie Enviroquip Group



WITTKE

TWIN AUGER™ OPERATOR'S MANUAL



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Introduction

The purpose of this manual is to introduce operators to the operational procedures of the WITTKE™ front-loader garbage truck. For information regarding maintenance procedures, refer to the related WITTKE TWIN AUGER™ *Maintenance Manual*.

Introducing the WITTKE TWIN AUGER™

The WITTKE TWIN AUGER™ is a modified version of the WITTKE™ front-loader refuse collection truck. It has been specially designed to pick up and transport leftovers (food waste/scraps) from restaurants. During collection, leftovers-filled dumpsters are lifted to the hopper by the truck's two hydraulic loading arms. Contents will then slide out of the dumpsters and into the hopper where two large augers spin continually to move the recently dumped contents into the pod where they will be shredded into small pieces. Once the pod is loaded to its full capacity, it will be transferred to a trailer that will take it to a food recycling facility. The WITTKE TWIN AUGER™ is designed to be operated by only one person at a time, and uses a series of hydraulic, pneumatic, mechanical, and electrical systems to perform its work routine.

Product Overview

WITTKE TWIN AUGER™ units are equipped with a set of swing arms and forks to perform collection of food waste. They are also equipped with an automatic gripper located between both forks to easily carry out collection of roller carts/bins.

Figure 1-1 The WITTKE TWIN AUGER™



Figure 1-2 Loading arms and forks



Figure 1-3 Automatic gripper



A large container called “pod” sits on the chassis. It has 2 pairs of metal rollers to facilitate rolling the pod in place. The hopper (see Figure 1-5), the 2 large augers (see Figure 1-5) and the 2 back dumping doors (see Figure 1-6) are the main components of the food waste pod.

The hopper is the area of the pod where food waste is dumped. The 2 augers, located at the bottom of the hopper, are pieces of equipment that push food waste into the pod and eject it at food recycling facilities through the 2 dumping doors located at the back of the pod.

NOTE: Both augers go from one end of the pod to the other. They are powered by two hydraulic motors.

Figure 1-4 Food waste pod



Figure 1-5 Hopper and twin augers

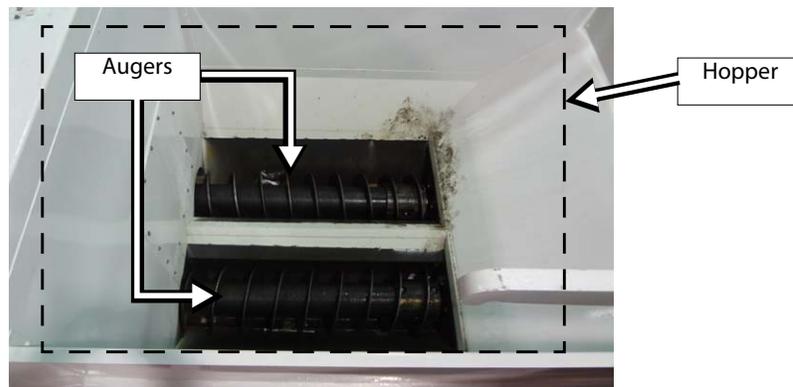


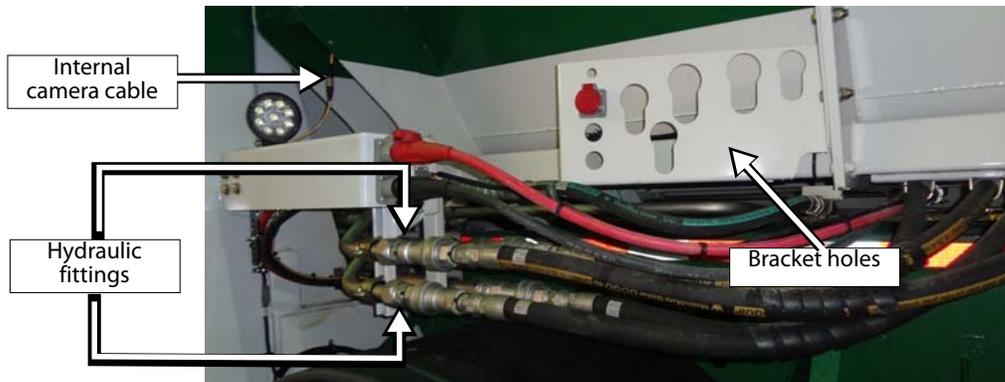
Figure 1-6 Dumping doors



2 ladders (of which one is retractable) are fixed to the back left-hand side of the pod (see Figure 1-7). These ladders allow operators to easily climb up onto the top of the pod, especially when the internal pod camera needs servicing or repairing.

Figure 1-7 Ladders

On the left-hand side of the pod not far from the loading arm is the loading/unloading connection area (see Figure 1-8) where hoses and connectors are connected to permanent piping and ports. These hoses and connectors are to be removed and placed in the bracket holes (see Figure 1-8) before rolling off the food waste pod.

Figure 1-8 Loading/unloading connection area

Just above left of the loading/unloading connection area there is a yellow camera cable (see Figure 1-8). This cable must also be disconnected before rolling off the pod.

The WITKE TWIN AUGER™ is fitted with a chain-gear system (see Figure 1-9) that pulls or pushes the food waste pod during loading or unloading. A system of automatic and manual locks (see Figure 1-10) is also provided to keep the pod in place during collection and transportation.

Figure 1-9 Chain-gear system

Figure 1-10 Automatic (left) and manual locks (right)



In the cab, you will find the control panel, the multiplexed monitor, levers, and all the switches that control most of the truck's functions (see Figure 1-11).

Figure 1-11 Inside WITKE TWIN AUGER™ cab



Multiplexed System

WITKE TWIN AUGER™ units are equipped with an electronic monitoring system called the multiplexed system.

The multiplexed system used by Labrie is a CAN-based system that integrates a display monitor, a control panel and a number of electronic controllers. This whole system has been designed to help you operate your unit in an efficient and easy way. See *Labrie's Multiplexed System* on page 31 for more details on this.

IMPORTANT: WITKE TWIN AUGER™ units must be operated by only one person.

Standard Limited Product Warranty

Subject to the other provisions hereof, LABRIE ENVIROQUIP GROUP, hereinafter called “Labrie” warrants that all new Labrie products (the “Product”) shall be free of defects in material and workmanship under normal use and service for a period of ONE (1) YEAR after delivery to the first registered customer/end-user.

WITHOUT LIMITATION TO THE OTHER PROVISIONS HEREOF, THIS PRODUCT WARRANTY DOES NOT COVER:

- ◆ Any and all components or parts of the Product, including without limitation the vehicle chassis, which are not manufactured and installed by Labrie, whether or not they are covered by an original manufacturer’s or supplier’s warranty;
- ◆ Paint;
- ◆ Damages resulting from abuse, misuse of the Product or from negligence or accidents;
- ◆ Damages resulting from use of the Product other than for its intended purpose or in a manner other than its intended normal use and service;
- ◆ Damages caused by improper maintenance of the Product including, without limitation, failure to comply with the maintenance requirements set forth in the Product’s Parts and Maintenance Manual;
- ◆ Damages caused by the operation of the Product with parts or components known by the customer/end-user to be defective or in need of maintenance;
- ◆ Parts, components or systems which have been modified without the express authorization of Labrie or of an authorized Labrie distributor;
- ◆ Repairs which are not completed or otherwise expressly authorized by Labrie or an authorized Labrie distributor;
- ◆ Repairs or modifications which have been authorized by Labrie or an authorized Labrie distributor that are performed by personnel which is not qualified to perform such repairs or modifications;
- ◆ Normal wear item parts including, without limitation, oils, fluids, filters, tracks, rollers, wear shoes, tailgate seals, chains, divider blades and normal wear of the steel structure;
- ◆ Any and all adjustments and maintenance resulting from normal use and service of the products.

For the purposes of this warranty, normal use and service means the operation of the new Product for fifty (50) hours per week for its intended purpose and in compliance with the operation and maintenance instructions which are provided by Labrie in the Product’s operation and maintenance manuals. It is the customer/end-user’s responsibility to make sure that all operators are familiar and comply with the operation manual and the warning decals on the Product.

In the event a part or component of the Product fails or becomes defective during the warranty period and, in the opinion of Labrie, such failure or defect results from Labrie’s material or workmanship, the part or component shall be repaired or replaced by Labrie or an authorized distributor at no cost provided that the unit is brought to an authorized distributor’s service facility. However, the aforementioned repair or replacement of parts or components may be performed by the customer/end-user as provided herein if specifically authorized by Labrie or an authorized Labrie distributor.

Because the Product is engineered to work only with genuine Labrie parts and components, this warranty shall be void and of no effect if i) the Product is modified other than by Labrie or by an authorized Labrie distributor or other than in accordance with a specific authorization and instructions from Labrie or from an authorized Labrie distributor or ii) if parts and components of any other manufacturer are used as substitutes for genuine Labrie parts and components.

LABRIE MAKES NO WARRANTY AS TO MERCHANTABILITY, FITNESS FOR USE, LEGALITY OF OPERATION IN ANY JURISDICTION OR ANY IMPLIED WARRANTY OF ANY KIND OR NATURE. LABRIE SHALL NOT BE LIABLE FOR ANY SPECIAL OR CONSEQUENTIAL DAMAGES OF ANY KIND OR NATURE. NO OTHER PERSON, FIRM, CORPORATION, INCLUDING THE LABRIE DISTRIBUTOR, CAN BIND LABRIE TO ANY WARRANTY OTHER THAN THIS WARRANTY OR OTHERWISE MODIFY SAID WARRANTY.

Labrie reserves the right to redesign and/or discontinue the manufacture of parts, components, and Products.

This limited warranty may be transferred to subsequent end-users within fifteen (15) days of the Product transfer provided that Labrie is notified in writing within the said fifteen (15) day period.

To Contact Labrie Plus

In the U.S.

Address: 1198 Shattuck Industrial Blvd.
LaFayette, GA 30728

Toll Free: 1-800-231-2771

Telephone: 1-920-233-2770

General Fax: 1-920-232-2496

Sales Fax: 1-920-232-2498

Parts and warranty: During business hours, 8:00 AM to 6:00 PM Eastern Standard Time

Technical Support Service: Available 24 hours

In Canada

Address: 175A Route Marie-Victorin
Levis, QC G7A 2T3

Toll Free: 1-877-831-8250

Telephone: 1-418-831-8250

Service Fax: 1-418-831-1673

Parts Fax: 1-418-831-7561

Parts and warranty: During business hours, 8:00 AM to 5:00 PM Eastern Standard Time

Technical Support Service: Available 24 hours

Website: www.labriegroup.com

E-mail: sales@labriegroup.com

IMPORTANT: For technical support and parts ordering, the serial number of your vehicle is required. Therefore, Labrie Enviroquip Group recommends to keep record of the information found on the VIN plate, which is located in the cab.

2

Safety

Safety is always of prime importance when operating any type of equipment. All operators working with the WITTKE TWIN AUGER™ food waste truck must be aware of the safety practices and features detailed in this section.

Conventions

Danger!



Indicates a hazardous situation which, if not avoided, **will** result in serious injury or death.

Warning!



Indicates a hazardous situation which, if not avoided, **could** result in serious injury or death.

Caution!



Indicates a hazardous situation which, if not avoided, may result in **minor or moderate injury**.

Basic Safety Notions

The following safety notions are related to the use of the WITTKE TWIN AUGER™. It is important to point out that the safe use of the vehicle remains the user's responsibility. He must heed all safety notions explained in this manual and pay attention to the decals on the vehicle.

Danger!



Always be aware of the vehicle's surroundings to make sure that no pedestrians, passersby, bystanders, or other people or vehicles are in any way exposed to any danger caused by the use of the WITTKE TWIN AUGER™.

Danger!

Never get in the hopper area when the engine is running. Only authorized personnel may do so following a lockout/tagout procedure (see *Locking Out and Tagging Out the Vehicle* on page 26).

Responsibilities

Safety is everybody's responsibility. Both employer and employee must play their part to ensure the safety of the operator, the vehicle, and its immediate surroundings.

Employer's Responsibilities

It is the responsibility of the employer:

- ◆ To ensure that the WITTKE TWIN AUGER™ is operated in accordance with all safety requirements and codes, including all applicable regulations, the Occupational Safety and Health Act (OSHA), and the American National Standards Institute (ANSI).
- ◆ To ensure that employees are qualified for operating the vehicle and its equipment, and that they all take safety measures before using them.
- ◆ To properly maintain all mobile equipment to meet all provincial/state and federal safety standards.
- ◆ To supply the operator with adequate knowledge and skills to operate the vehicle and its equipment safely.
- ◆ To keep the vehicle maintained and properly adjusted to meet the manufacturer's standards and recommendations. For help or for more information, please contact the manufacturer or any of its authorized representatives.
- ◆ To keep records of all vehicle breakdowns and malfunctions, as well as any inspection and maintenance.
- ◆ To ensure that all failures or malfunctions that may be affecting the safe use of the vehicle are repaired before the vehicle is put back into operation.
- ◆ To meet the appropriate lighting requirements for night shift work (if permitted).
- ◆ To regularly accompany the vehicle operator and take measures to ensure the smooth and safe operation of the vehicle.
- ◆ To make sure that the backup alarm works properly when the vehicle is in reverse.
- ◆ To take necessary measures to correct any damage or malfunction reported by an employee.
- ◆ To establish a "lockout/tagout" procedure and ensure its application any time inspection, repair or maintenance is performed on the vehicle, regardless of whether it takes place on the road or in the garage.

Employee's Responsibilities

It is the responsibility of the employee:

- ◆ To enforce all safety measures to meet the requirements established by the employer.
- ◆ To operate the WITTKE TWIN AUGER™ only after having received proper instructions and training.
- ◆ To perform routine daily unit inspections.
- ◆ To make sure that nobody is near the vehicle before activating any of the controls, and to be prepared to stop at any indication of possible danger.
- ◆ To immediately report any damage or malfunction of the vehicle to the employer or supervisor.

IMPORTANT: Do not use damaged equipment.

Things to Do

- ◆ Inspect the pod and all systems at the beginning of each day.
- ◆ Make sure the pick-up area is clear of people or obstructions.

IMPORTANT: Be extremely cautious in areas where small children may be present.

- ◆ Wear safety glasses and footwear, gloves, and any other safety equipment when loading food waste.
- ◆ Check mirrors, windows, lights, and monitor equipment are clean and adjusted properly.
- ◆ Use caution when driving with an unevenly distributed load.
- ◆ Inspect for overhead hazards (e.g. power lines) prior to lifting arms or climbing up on the top of the pod.
- ◆ Always use safety harness when climbing up on the top of the pod.
- ◆ Obey all warning and operation stickers.

Things to Avoid

- ◆ Do not operate any vehicle while under the influence of alcohol, narcotics or other intoxicants.
- ◆ Do not talk on a cell phone or listen to loud music while driving.
- ◆ Do not wear jewelry or loose clothing.
- ◆ Do not leave the vehicle before it is brought to a complete stop and work brake or parking brake is applied.
- ◆ Do not enter the hopper unless the engine is shut off, the key is removed and there is an out-of-service tag on the steering wheel (see *Locking Out and Tagging Out the Vehicle* on page 26).

General Precautions

Danger!



Operators must adhere to the following precautions *at all times*. Failure to do so may result in vehicle and/or property damage, personal injury, or even death.

It is the employer's responsibility to ensure that *only* qualified employees are assigned to operate this vehicle.

- ◆ Read and make sure that you fully understand this manual and all safety decals before operating this vehicle. Maintenance personnel must also read and understand the Maintenance Manual for this vehicle. In case of doubt, ask a supervisor for clarifications.
- ◆ Before every work day, inspect the body, the packing system, and any system that might compromise public and/or operator safety.
- ◆ Verify that the accelerator pedal, the steering wheel, mirrors, brakes, and turn signals are in good working order.
- ◆ When driving the vehicle, keep both hands on the steering wheel at all times.
- ◆ Stop the vehicle completely and put on the parking brake before leaving the driving position.
- ◆ When the vehicle is parked, the parking brake *must* be applied.
- ◆ Before activating both arms, operators shall make sure that people and obstructions are far away from the vehicle. Operators must be able to stop the arms at all times.
- ◆ WITKE TWIN AUGER™ vehicles are primarily designed to be operated *by only one person*. However, if Labrie Enviroquip Group customers elect to operate the vehicle with more than one worker, additional safety items shall be installed *to protect the co-worker* from hazardous situations.

IMPORTANT: In such cases, Labrie Enviroquip Group *must be informed of every and all units that will be operated by more than one worker. Labrie Enviroquip Group will then determine and supply, at the customer's expense, the required safety items. For additional information, please contact LabriePlus at 1-877-831-8250 in Canada or 1-800-231-2771 in the U.S.*

- ◆ Do not operate this vehicle if there are any signs of damage or incomplete repairs.
- ◆ Report any doubts that you might have and any safety service requirements regarding this vehicle to a supervisor.
- ◆ When removing nylon locknuts, *always* replace them by new ones.
- ◆ Do not get into the hopper compartment or try to repair or remove anything that is caught in the hopper when the hydraulic pump is still running. Personnel authorized to get into the hopper *must* first lock out and tag out the vehicle, as required by the employer. For more information, see *Locking Out and Tagging Out the Vehicle* on page 26.

Warning!



Do not operate the lifting arms until you have been fully trained, and have read and understood the *Operator's Manual* supplied with this unit.

Warning!

Make sure that all people and obstructions are sufficiently cleared from the lifting arms before moving them. Failure to do so may result in unit and/or property damages, personal injury or death.

Warning!

Make sure there is enough clearance between raised dumpster/cart and overhead power lines. The lifting arms or container must not come in direct contact with electrical cables. If the unit comes in contact with power lines, stay in the cab and keep away from any metal parts.

Warning!

Always retract forks and raise lifting arms before circulating with the vehicle. Failure to do so will result in unit and /or property damage, severe injury or even death.

Caution!

Always keep back dumping doors closed before operating the unit.

Fire

The employer must inform and train all personnel on the measures that must be taken in case of a vehicle and/or loaded pod catching fire.

Anytime a loaded vehicle is *brought inside a garage*, fire extinguishers shall be close at hand.

The employer must also inform employees of an appropriate place near the maintenance facility to unload the pod (preferably away from traffic, surface drains, and ditches).

WITTKE TWIN AUGER™ vehicles are equipped with a 5-lb fire extinguisher, which is located inside the cab. A 20-lb fire extinguisher may also be installed as an option. Each fire extinguisher must be checked regularly by qualified personnel.

Figure 2-1 5-lb fire extinguisher (left); 20-lb fire extinguisher (right)



Safety Kits

A first aid kit, a flare kit and a triangle kit are provided with the truck.

Location of Safety and Informative Decals

Pay careful attention to all safety, warning and informative decals while working in and around the WITTKÉ TWIN AUGER™. Keep your decals clean and in good condition at all times. For replacement decals, please call LabriePlus. Decals may vary from one unit to another depending on the options and features installed on the unit. The following is an illustrated list of decals, but not limited to.

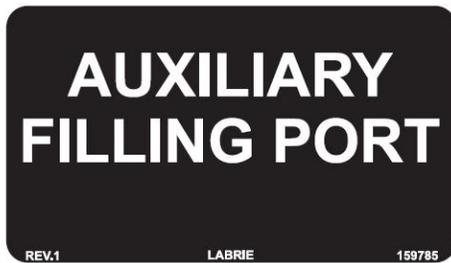
Decals on Pod



93490



120289



159785 Optional



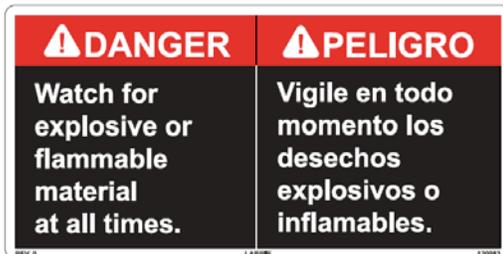
84368



84470



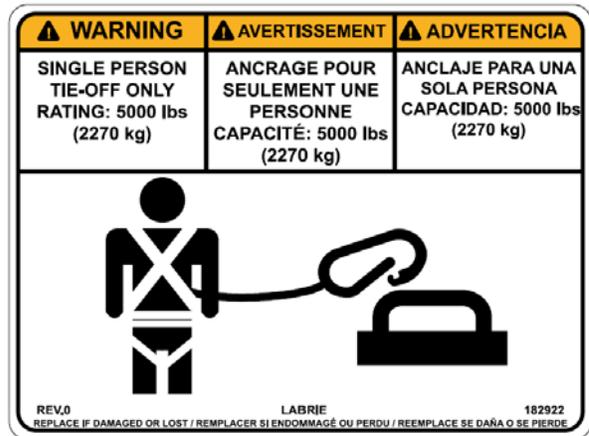
84466



120983



190902



182922



79014



84472



190901

Optional



32307



47256
84419 - Spanish
Optional

<p style="text-align: center;">EMERGENCY PROCEDURE</p> <ul style="list-style-type: none"> • Stop the engine. • Close the manual shut off valve. • Call maintenance personnel or advise your supervisor. • The vehicle should be inspected by qualified personnel before restarting the engine. • If the vehicle is parked inside a facility, ventilation of the building should be performed. • Move the vehicle outside for inspection. • See CNG Fuel Supplement Manual for leak detection procedure. 	<p style="text-align: center;">REFUELING PROCEDURE</p> <ul style="list-style-type: none"> • Refueling of this vehicle must be done by QUALIFIED and AUTHORIZED personnel only. • Always apply the parking brake. • Stop the truck's engine. • At the dispenser, follow the mandatory safety and filling procedures of the station. Do not over pressure gas containers (Max. 3600PSI @ 70°F). • When finished re-install the dust cap on the filling port. 	
<ul style="list-style-type: none"> • Inspection of CNG fuel system components must be done by a qualified CNG fuel system inspector. • Installation of tanks, fitting and natural gas line must be performed by a qualified mechanic. • Refer to local gas safety authorities for further informations on personnel certification. • WARNING Prior to performing repairs, refer to the manufacturer service manual regarding the depressurisation of the CNG system. 		
REV.2	LABRIE	97832

97832

Optional

<p style="text-align: center;">PROCEDIMIENTO DE EMERGENCIA</p> <ul style="list-style-type: none"> • Detenga el motor. • Cierre la válvula de cierre manual. • Llame al personal de mantenimiento o avise a su supervisor. • El vehículo debe ser inspeccionado por personal calificado antes de volver a encender el motor. • Si el vehículo está estacionado dentro de una edificación, se debe efectuar la ventilación del edificio. • Se traslade el vehículo al exterior para inspeccionado. • Consulte el manual complementario de combustible GNC para conocer el procedimiento de detección de pérdidas. 	<p style="text-align: center;">PROCEDIMIENTO DE REPOSTADO</p> <ul style="list-style-type: none"> • El repostado de este vehículo debe ser realizado únicamente por personal calificado y autorizado. • Siempre accione el freno de estacionamiento. • Detenga el motor del camión. • En el surtidor de combustible, respete los procedimientos de seguridad y llenado obligatorios de la estación. No ejerza sobrepresión en los contenedores de gas (3600 PSI como máx @ 70°F). • Cuando haya terminado volver a instalar la tapa protectora en el puerto de llenado. 	
<ul style="list-style-type: none"> • Inspección de los componentes del sistema de combustible GNC debe ser realizado por un inspector calificado de combustible sistema de GNC. • La instalación de los tanques, las conexiones y la línea de gas natural debe ser efectuada por un mecánico calificado. • Consulte a las autoridades locales de seguridad de gas para más informaciones sobre certificación de personal. • ADVERTENCIA Antes de realizar las reparaciones, consulte el manual de servicios del fabricante respecto de la descompresión del sistema de GNC. 		
REV.2	LABRIE	84447

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Optional

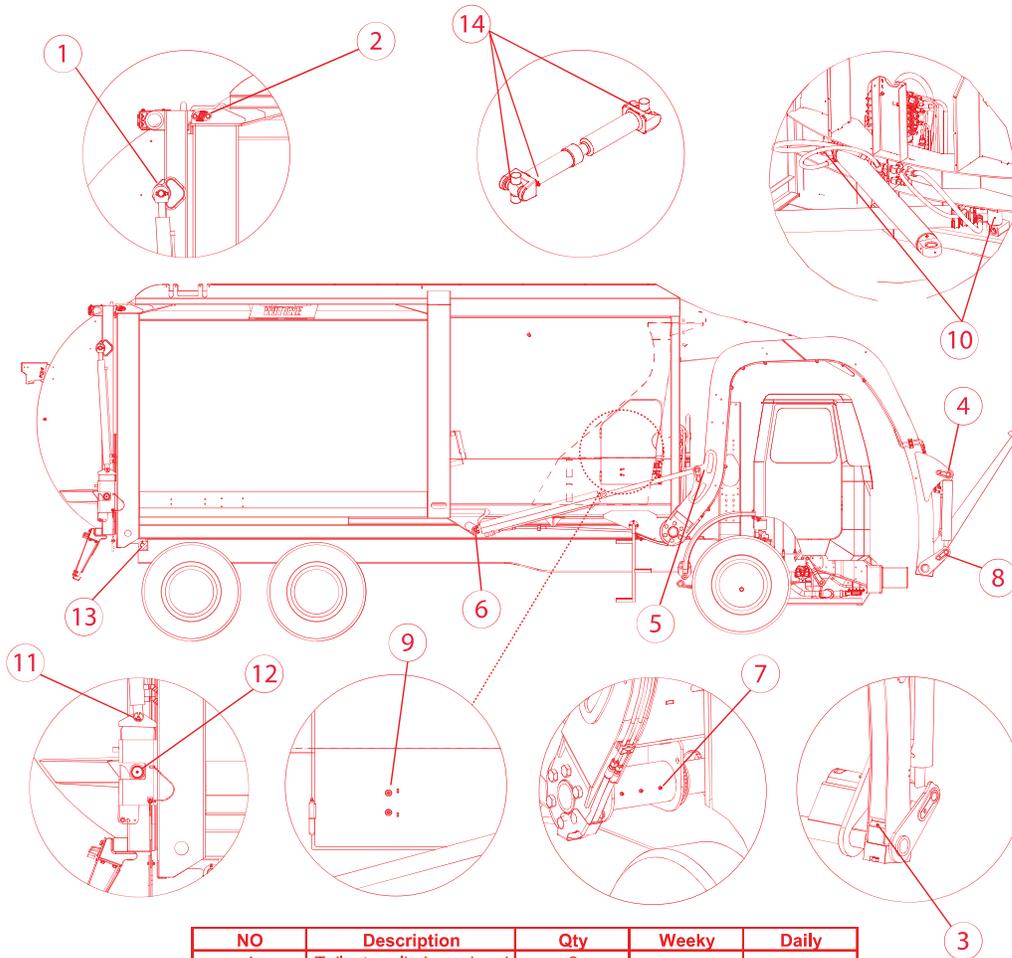
<p style="text-align: center;">DEFUELING PROCEDURE</p> <ol style="list-style-type: none"> 1. Make sure the vehicles are in an open and safe area and that they are grounded using a post set in the ground. 2. Make sure the 3 way valve on the dispensing vehicle is shut OFF. 3. Connect the defueling hose to the defueling port quick connector on the dispensing vehicle. 4. Connect the defueling hose on the NGV1 receptacle of the receiving vehicle. 5. Make sure the main shut off valve on the receiving vehicle is turned ON. 6. Gradually turn the 3 way valve on the dispensing vehicle to the "Gas transfer" position. 7. Let the gas flow from the dispensing vehicle to the receiving vehicle until the pressure in both vehicle is equal. 8. Once equilibrium is reached, turn the main shut off valve on the receiving vehicle OFF. 9. Gradually turn the 3 way valve to the "Exhaust" position. This operation will drain the transfer hose thru a muffler on the 3 way valve on the dispensing vehicle. 10. Once the transfer hose is completely drained, turn the 3 way valve OFF. 11. Disconnect the transfer hose from the receiving vehicle. 12. Disconnect the transfer hose from the dispensing vehicle. 		
REV.1	LABRIE	159852

159852

<p style="text-align: center;">A GENERAL INSPECTION OF THE FUEL SYSTEM SHOULD BE CONDUCTED EVERY THREE MONTHS AND SHOULD INCLUDE THE MOUNTING SYSTEM (Brackets, Bolts, ETC), CYLINDERS AND PLUMBING COMPONENTS (e.g. Valves, Tubings, End Plugs, Pressure Devices and Fittings).</p> <p style="text-align: center;">UNE INSPECTION DU SYSTÈME DE CARBURATION DEVRAIT ÊTRE FAITE TOUS LES 3 MOIS ET DEVRAIT INCLURE LE SYSTÈME D'ANCRAGE (Supports, boulons, etc.) LES RÉSERVOIRS ET LES CONDUITS (valves, tuyaux, bouchons, PRD et adapteurs.)</p> <p style="text-align: center;">UNA INSPECCIÓN GENERAL DEL SISTEMA DE COMBUSTIBLE DEBERÁ DE SER REALIZADA CADA TRES MESES Y DEBERÁ INCLUIR LA INSTALACIÓN DE MONTAJE (Soportes, tornillía, etc.) ASÍ COMO CILINDROS Y COMPONENTES DE LA TUBERIA (válvulas, tubería, válvula de presión y adaptadores)</p>		
REV.2	LABRIE	179015

179015

LUBRICATION CHART - WITTKE



NO	Description	Qty	Weekly	Daily
1	Tailgate cylinder rod end	2	x	
2	Tailgate hinge pin	2	x	
3	Fork pillow block	2	x	
4	Fork cylinder	2	x	
5	Arm cylinder rod	2	x	
6	Arm cylinder pin	2	x	
7	Arm pivot	8	x	
8	Fork cylinder	2	x	
9	Packer cylinder pin	2		x
10	Packer cylinder pin	2		x
11	Tailgate cylinder pin	2	x	
12	Tailgate lock mechanism	2	x	
13	Body hinge	2	x	
14	Pump shaft	2		x

REV. 0

LABRIE

120557

120557
121022 - Spanish

					
POSITION	AU	EX	FL-SCREW	MM	RL
1	TAILGATE CLOSE	TAILGATE CLOSE	SCREW 2 PACK	TAILGATE CLOSE	PACKER EXTEND
2	TAILGATE OPEN	TAILGATE OPEN	SCREW 2 RETURN	TAILGATE OPEN	PACKER RETRACT
3	BODY RAISE	BODY RAISE	LOCK	BODY RAISE	CARRIER EXTEND
4	BODY LOWER	BODY LOWER	UNLOCK	BODY LOWER	CARRIER RETRACT
5	N/A	CRUSHER PAN. RAISE	GRABBER OPEN	BOX LOCK	TAILGATE OPEN
6	PACK	PACK	SCREW 1 PACK	PACK	TAILGATE CLOSE
7	RETURN	RETURN	SCREW 1 RETURN	RETURN	EJECTOR EXTEND
8	SPARE OUT 1	RH CRUSHER PAN. RAISE	ARMS UP OUT	DUAL PRESSURE	EJECTOR RETRACT
9	SPARE IN 1	NOT USED	ARMS UP IN	NOT USED	NOT USED
10	CHUTE LOCK	RH CRUSHER PAN. LOWER	JOYSTICK CUT OUT	PIVOT FLOAT	WINCH EXTEND
11	N/A	CRUSHER PAN. LOWER	GRABBER CLOSE	BOX UNLOCK	WINCH RETRACT

188649

Decals on Chassis



32411
Optional



190900

Decals outside Cab



159793
Optional



183198
Optional

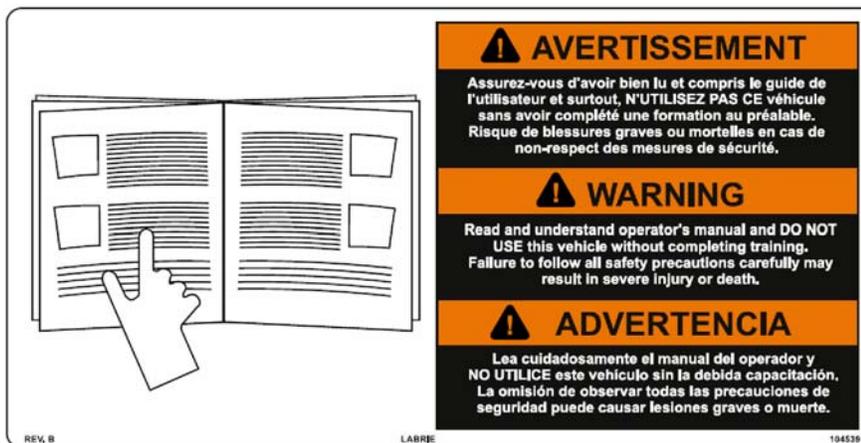


79955
Optional



79963
Optional

Decals inside Cab



104539



32272



84001



120972



120975



84368



84002



47420



84420



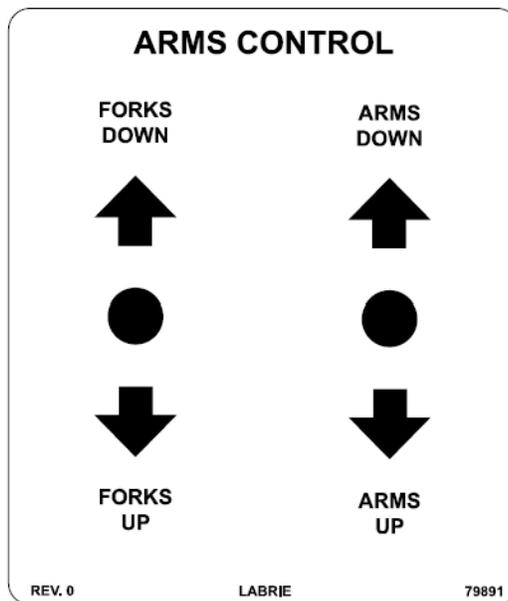
173657



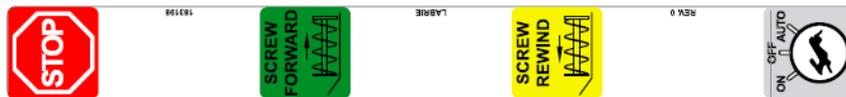
84327



84303



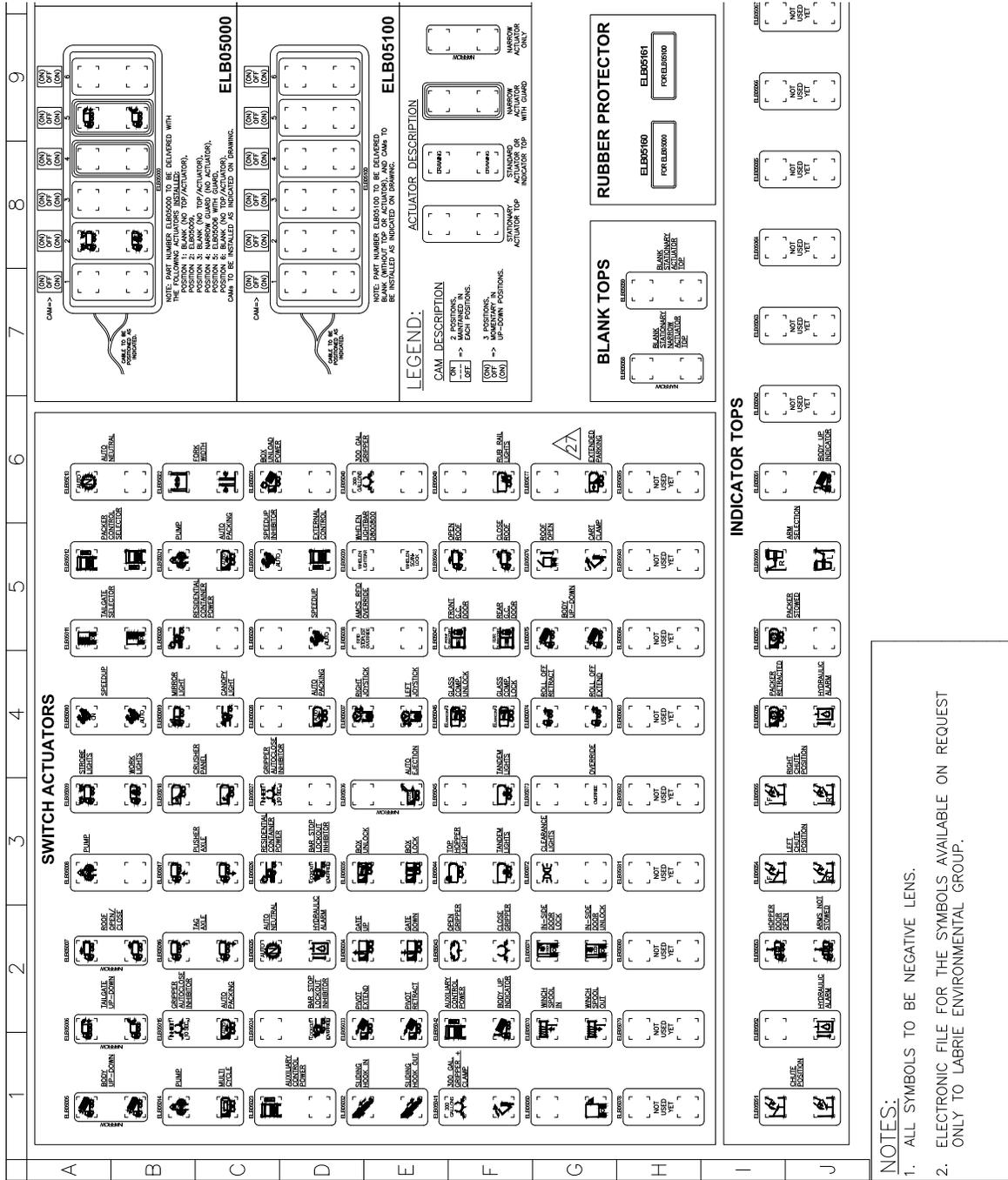
79891



183198

Multiplex Switch Actuators

NOTE: Multiplex switch actuators and their location on the control panel vary according to the options installed on the unit.



Safety Features

Back Up Alarm

The back up alarm sounds when the transmission is put into reverse.

Camera System

The WITTKER TWIN AUGER™ is equipped with five (5) cameras. One is located on the chassis back end (Figure 2-2, left), one on the chassis right side near the back end (see Figure 2-2, right), one inside the pod (see Figure 2-3, left), one in the hopper (see Figure 2-3, right) and one in the cab facing the road (see Figure 2-4).

The operator can switch from one camera to the other using a selector switch located on the 7" LCD color monitor installed in the cab.

Refer to the camera manufacturer's manual for more information.

Figure 2-2 Camera on chassis back end (left), on chassis right-side (right)



Figure 2-3 Access to in-pod camera (left), camera in hopper (right)

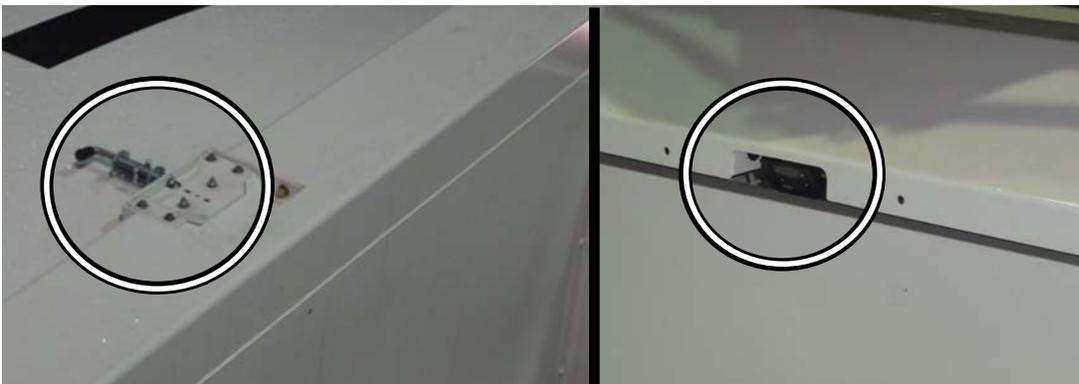


Figure 2-4 In-cab camera



Safety Lockout Tests

The safety lockout tests are part of your daily inspection. Successful completion of these tests ensures that your unit is safe to operate. If any of these tests fail, do not operate your unit until the appropriate adjustment or service has been completed.

IMPORTANT: Your front loader unit may be equipped with other safety lockout options not mentioned herein. Consult your supervisor and/or maintenance department if you have questions or you are in doubt.

Arms and Forks Fully Retracted Proximity Switches

Successful completion of this test ensures that the Arms Not Stowed button on the control panel turns red when the arms and forks are moved away from their parked position.

Caution! Check for sufficient clearance above the vehicle before operating both the arms and forks.



For this test, proceed as follows:

1. Lower the arms and forks.
The Arms Not Stowed button on the control panel should become red.
2. Fully raise the arms without parking the forks.
The Arms Not Stowed button should still be red.
3. Park the forks.
The Arms Not Stowed button should no longer be red.
4. If the Arms Not Stowed button on the control panel is still red, the related proximity switches (one located on the left-hand side fork, the other on the left side of the arm tube) may need to be adjusted or replaced. Refer to the *Limit and Proximity Switches* section in the *Maintenance Manual*.

Cleanliness

Cleanliness is part of safety. Clean all the lights and safety decals so you and the surrounding pedestrians and drivers will be aware of the truck at all times.

Locking Out and Tagging Out the Vehicle

For any inspection, repair or general maintenance being done on the vehicle, whether on the road or at the shop, it is the employer's responsibility to establish a proper lockout/tagout procedure and see to the application of this procedure.

To lock out and tag out your WITTKE TWIN AUGER™ vehicle:

1. Park the vehicle on safe level ground, and apply the parking brake (see Figure 2-5).

Figure 2-5 Parking brake button



2. Make sure the pod is empty.
3. Switch OFF the hydraulic pump.
4. Turn OFF the engine, remove the key from the ignition, store it in a safe and controlled area (preferably on yourself), and tape over the ignition switch.
5. Turn OFF and lock the master switch.

IMPORTANT: The battery set of the WITTKE TWIN AUGER™ is equipped with a master switch (see Figure 2-6) that must be turned OFF.

Figure 2-6 Master switch



6. Chock all wheels.
7. Put an “OFF SERVICE” tag on the driver’s wheel and on the front windshield.
8. Drain all air tanks.
9. Verify and inspect any security device and/or mechanism to make sure that there is no bypass and that they are all functional.

Shutting Down the Vehicle

If the vehicle has to be stored for an extended period of time, follow the chassis manufacturer’s shutdown and maintenance requirements.

Also:

1. Park the vehicle on a hard level surface, and apply the parking brake (see Figure 2-5).
2. Make sure that all moving parts are in their home position (arms, forks, etc.).
3. Turn OFF, in sequence, the hydraulic pump (see Figure 2-10), the electrical system, the engine and the master switch (see Figure 2-6).
4. Drain all air tanks and water trap.

Figure 2-7 Drain valves (left), water trap (right)



Starting the Vehicle

To start the vehicle:

1. Make sure no system will engage and/or start to operate as you start the engine.
2. Make sure the shut-off valve on the hydraulic tank is fully open before starting the vehicle (see Figure 2-8).

Figure 2-8 Suction line shut-off valve



Warning!



Failure to fully open the shut-off valve will cause immediate damage to the pump, even if the pump is turned off.

3. Start the truck.

Once the engine is started, wait for air pressure to build up to *at least* 70 PSI.

Figure 2-9 Air pressure indicator



IMPORTANT: Do not operate or move the vehicle until air pressure has reached 70 PSI.

4. Engage the hydraulic system by switching ON the Pump ON/OFF switch on the control panel (see Figure 2-10).

Figure 2-10 Hydraulic pump ON/OFF switch



3

Controls and Indicators

The WITTKÉ TWIN AUGER™ has a series of controls and indicators that allow easier operation of the different functions that come with the vehicle. These controls and indicators are mainly located on the in-cab control panel and on the dashboard. Other controls are found outside the cab, just above the front left-hand side tire guard and another near the retractable ladder.

Labrie's Multiplexed System

Labrie has equipped your WITTKÉ TWIN AUGER™ unit with a CAN bus-based multiplexed system, which integrates a monitor, a control panel and a set of electronic controllers. This whole system has been designed to help you operate your unit in an efficient and easy way. Labrie's multiplexed system is reliable and safe, and it requires less wiring harnesses to operate. It can also monitor various function status of the truck and display warning and caution messages.

Through its monitor (see Figure 3-1), Labrie's multiplexed system informs you of any malfunction that may occur during the use of the truck. Various caution and warning messages can be displayed on the monitor, depending on the seriousness of the situation. Yellow-highlighted messages indicate that caution should be used while red-highlighted messages indicate a warning situation that must be dealt with quickly.

Figure 3-1 Monitor



Each time the operator turns the ignition key on, a complete bit test of the multiplexed system is conducted. This test takes about 5 seconds to complete.

NOTE: A flashing green light on the monitor indicates that the power is on. This light should be blinking steadily at 2 Hz during normal operation. If it blinks at a faster rate, it is a sign of a problem with the monitor. A flashing red light on the monitor is also a sign of a problem. Call *LabriePlus* for support.

The logo of Labrie Enviroquip Group appears momentarily on the monitor screen at the start of the system (see Figure 3-2).

Figure 3-2 Labrie logo on the monitor screen



NOTE: If the Welcome Screen with the Labrie logo stays on continuously, there may be a communication problem between the monitor and the master control module. Report this problem to the maintenance personnel.

NOTE: The monitor screen works even if the engine is not started. All it needs is electrical power. However, if you start the engine, the monitor will reboot to reflect the changes caused by the starting of the truck.

Main Page

The next page that comes up after the Welcome Screen is the Main Page (see Figure 3-3). Here you will find a link that will give you access to the Main Menu (see *Main Menu* on page 37). Any warning or error messages that may occur while the truck is being operated are also displayed on this page. The following optional indicators, when provided, are also found on the Main Page : Cart Counter, Time and Date Indicator and Hydraulic Oil Temperature Indicator.

Cart Counter (optional)

This indicator tells you how many carts have been emptied so far.

Figure 3-3 Cart counter


Press the far right button to reset the counter display to zero.

Time and Date Indicator (optional)

A time and date indicator may be found on the upper left-hand side corner of the screen. The availability of this indicator is based on the chassis on which the body is mounted. If the chassis provides real-time clock information through J1939 bus, time and date will appear on the screen. To set the Time and Date indicator, go to the Main Menu and choose Time Adjust.

Hydraulic Oil Temperature Indicator (optional)

This optional indicator, when provided, shows you the current hydraulic oil temperature. This indicator is found on the upper right-hand side corner of the screen.

Warning and Caution Messages

On the monitor screen, yellow-highlighted messages indicate that caution should be used and red-highlighted messages indicate a warning situation that must be dealt with quickly.

Figure 3-4 Warning and caution messages on monitor


See Table 1 for a list of warning and caution messages. Please note that this list is not exhaustive.

Table 1 Warning messages

Warning and Caution Messages	Solution
Control is External	Disable External Control
ESTOP:Aux Emergency Stop	Pull Up Aux EStop Button
ESTOP:Cab Emergency Stop	Pull Up Cab EStop Button
ESTOP:Ext Emergency Stop	Pull Up Ext EStop Button
Fork:Arm Above MidHeight	Lower Arms Below MidHeight
Fork:Pump Not Started	Engage Pump
High Hydraulic Oil Temp	Turn OFF Engine and Refer to Maintenance Personnel
J1939:Network NOT OK	Call <i>LabriePlus</i>
Low Hydraulic Oil	Add Hydraulic Oil
Miss 1 Scan with Master	Refer to Maintenance Personnel or <i>LabriePlus</i>
Pump Stop:Main Air Pressure	Let the Air Build Up to Required Pressure
Pump:Aux EStop	Pull Up Aux EStop Button
Pump:Cab EStop	Pull Up Cab EStop Button
Pump:Deadman Switch ON	Call <i>LabriePlus</i> (Switch Must be OFF to Engage Pump)
Pump:Ext EStop	Pull Up Ext EStop Button
Pump:Fork Width Decr. Switch ON	Call <i>LabriePlus</i> (Switch Must be OFF to Engage Pump)
Pump:Fork Width Incr. Switch ON	Call <i>LabriePlus</i> (Switch Must be OFF to Engage Pump)
Pump:Main Air Pressure	Let the Air Build Up to Required Pressure
Pump:PTO Not OK	Refer to Maintenance Personnel or <i>LabriePlus</i>
Pump:RPM too High	Engine Must Be at Idle Speed to Engage Pump

Table 1 Warning messages (cont'd)

Warning and Caution Messages	Solution
Pump:SpeedUpAuto Switch ON	Call LabriePlus (Switch Must be OFF to Engage Pump)
Pump:SpeedUpON Switch ON	Call LabriePlus (Switch Must be OFF to Engage Pump)
Pump:Trans. Not OK	Refer to Maintenance Personnel or LabriePlus
Service Oil Filter #1	Replace Oil Filter #1
Service Oil Filter #2	Replace Oil Filter #2

Table 2 Error messages

Error Messages	Solution
Button Pack 12 is disconnected	Refer to Maintenance Personnel or LabriePlus
Button Pack 13 is disconnected	Refer to Maintenance Personnel or LabriePlus
Button Pack 14 is disconnected	Refer to Maintenance Personnel or LabriePlus
Button Pack 15 is disconnected	Refer to Maintenance Personnel or LabriePlus
CAN Error Level 1	Refer to LabriePlus
CAN Error Level 2	Refer to LabriePlus
CAN Error Level 3	Refer to LabriePlus
Comm. Lost with Master	Refer to Maintenance Personnel or LabriePlus
Module 11 is disconnected	Refer to Maintenance Personnel or LabriePlus
Module 11 not Connected	Refer to Maintenance Personnel or LabriePlus
Module 25 is disconnected	Refer to Maintenance Personnel or LabriePlus

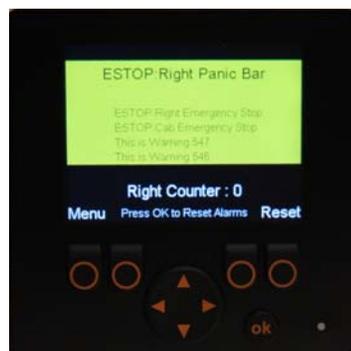
Table 2 Error messages (cont'd)

Error Messages	Solution
Module 25 not Connected	Refer to Maintenance Personnel or LabriePlus
Module 50 is disconnected	Refer to Maintenance Personnel or LabriePlus
Module 50 not Connected	Refer to Maintenance Personnel or LabriePlus
Module 60 is disconnected	Refer to Maintenance Personnel or LabriePlus
Module 60 not Connected	Refer to Maintenance Personnel or LabriePlus

Should the system issue a warning or caution message, it will appear on the Main Page.

For example, if the following caution message “Pump Not Started: Main Air Pressure” is issued by the system, it will appear on the Main Page of the monitor. An action that could be taken by the operator, when faced with such a situation, would be to wait until the required main air pressure level is reached.

For a specific problem or condition that requires special attention, the multiplexed system can alert the operator to a possible cause, which appears in bold and large print on the monitor screen (active cause). The operator should check if the problem stems from the highlighted or active cause. One possible cause is highlighted at a time. What is shown in light and small print in the lower part of the screen are causes that have already been dealt with (non active causes) [see Figure 3-5].

Figure 3-5 Example of a possible cause

NOTE: If the system detects a problem, a beep will sound and a message will appear on the monitor screen.

NOTE: To go back to the Main Page or Main Menu, press “Esc” as needed until the desired page is displayed.

Main Menu

To access the Main Menu, press the far left button when the Main Page is displayed.

When the Main Menu is displayed, you can have access to the following sections:

- ◆ I/O Status
- ◆ Program Version
- ◆ Pump Usage (optional)
- ◆ Time Adjust (available according to chassis)

Displayed in the lower center of the screen is an indicator that monitors traffic on the network. This indicator is called Network Load, and it shows values that reflect such traffic.

NOTE: The higher the network load value is, the heavier the traffic is on the network.

To exit this page and return to the Main Page, press “Esc”. To choose a section from the Main Menu, highlight the desired section using the up/down arrows and press the “OK” button.

I/O Status

In this section, you will find helpful information to troubleshoot pod-related problems that you may face during your day-to-day tasks. These problems can be of any nature, from hydraulic to mechanical, electrical or pneumatic.

Select the control module corresponding to the part of the truck that needs to be checked.

For example, if you want to check all functions that are found in the cab, choose module #10. For all functions that pertain to the chassis, choose module #20, etc.

To choose a particular module, use the up/down arrows to select it and press “OK”.

NOTE: Pressing “OK” can be done two ways: either press the far right button or the “OK” button.

Press “Esc” to return to the preceding page.

Figure 3-6 Module I/O Status page



Input Status

The Input Status page is accessible from the Module I/O Status page. After selecting the desired module and pressing “OK”, the Input Status page of the selected module is displayed (see Figure 3-7).

Figure 3-7 Input Status page



The Input Status page contains a set of rectangles. Each of these rectangles represents input elements, which in turn correspond to a particular function of the truck. For example, if you select rectangle I00, a short description appears in the lower part of the screen, which indicates that this rectangle relates to the input element coming from the service brake pressure switch.

NOTE: Each rectangle is numbered and relates to a specific function of the truck. However, for a given number, the related function may vary from truck to truck.

Table 3 Colored rectangles

Rectangles (inputs)	Function Status
Blue	Inactive
Green	Active

Press “Esc” to return to the preceding page.

Press the “Output” button to display the Output Status page.

Output Status

The Output Status page (Figure 3-8) is accessible from the Input Status page.

Figure 3-8 Output Status page

The rectangles on this page are used to check the status of different outputs.

NOTE: Each rectangle is numbered and relates to a specific function of the truck. However, for a given number, the related function may vary from truck to truck.

Table 4 Colored rectangles

Rectangles (outputs)	Function Status
Blue	Inactive
Green	Active
Red	Closed short-circuit
Yellow	Open circuit

Press “Esc” to return to the preceding page.

Press the “Force” button to display the Force page.

NOTE: To go back to the Main Page or Main Menu, press “Esc” as needed until the desired page is displayed.

Force

The Force page is accessible from the Output Status page. Just press the corresponding button to access the Force page.

But before the Force page is displayed, a warning message appears on the monitor screen (see Figure 3-9).

Figure 3-9 Warning message



This message stays on for 15 seconds. Then an “OK” prompt appears on the lower right-hand side corner of the screen.

IMPORTANT: It is very important to read this message entirely before accessing the next page.

Figure 3-10 Warning message w/ “OK” prompt



Press “OK” to go to the Force page or “Esc” to return to the preceding page.

After pressing “OK”, the Force page appears on the screen.

Figure 3-11 Force page (input)



As no input function can be forced to be active or inactive, the operator must press the “Output” button to go to the following page (see Figure 3-12).

Figure 3-12 Force page (output)



The Force page allows the operator to force a function to be overridden, that is, to make an inactive function active and an active function inactive.

This page contains a set of rectangles. Each of these rectangles is numbered and corresponds to a specific function of the truck.

Colors are used to indicate whether the corresponding function is active or not:

- ◆ a blue rectangle means the corresponding function is inactive
- ◆ a green rectangle means the corresponding function is active

Also:

- ◆ a red rectangle means there is a closed short-circuit
- ◆ a yellow rectangle means there is an open circuit

A white-bordered rectangle means that this rectangle is selected. Use the directional arrows to select a specific rectangle or function. When a rectangle is selected, a short description of the corresponding function appears at the bottom of the screen.

After selecting a rectangle:

- ◆ press “ON” to activate the corresponding function (rectangle turns from blue to green)
- ◆ press “OFF” to deactivate the corresponding function (rectangle turns from green to blue)
- ◆ press “RESET” to have the software to control the status of the corresponding function

NOTE: To cancel changes made in this page and restore the default values, all you have to do is cut power to the multiplexed system by turning OFF the ignition key.

NOTE: To go from one module to another (e.g. from module 10 to 20), the operator has to go back to the Module I/O Status page (see Figure 3-6) and select module 20.

Press “Esc” to return to the preceding page.

J1939

The J1939 page is useful when you need some specific information (e.g. current gear, road speed, brake status).

Figure 3-13 J1939 page



Your vehicle is equipped with 2 different CAN-based communication buses:

- ◆ the **J1939 bus**, which is used for the chassis equipment; and
- ◆ the **CANopen bus**, which is used for the pod.

These 2 communication buses are completely independent of one another, except for some specific data that are transferred from the chassis J1939 bus to Labrie's multiplexed system in which they are used. These specific data are the following:

- ◆ selected gear
- ◆ current gear
- ◆ road speed
- ◆ engine RPM
- ◆ brake
- ◆ parking brake

Press "Esc" to return to the preceding page.

Module Software Version

On the Module Software Version page, you will find the software version currently used by each of the modules installed on the truck and by the master control module.

Figure 3-14 Program Version page



With the information on this page it is possible for the operator or maintenance personnel to determine the electrical schematic number pertaining to a specific vehicle. Looking at Figure 3-14 above you will notice the following digit string 8-6-5-1 between, for example, 10 and R1. As all Labrie electrical schematics begin with ZS00, you simply add those digits to that base number to get the corresponding electrical schematic number. So, in this case, the electrical schematic number is ZS008651.

Press “Esc” to return to the preceding page.

Pump Usage

This section contains an optional hour meter that tracks pump usage for maintenance purposes.

Press “Esc” to return to the preceding page.

Time Adjust

This section allows you to set the Time and Date indicator.

Press “Esc” to return to the preceding page.

NOTE: To go back to the Main Page or Main Menu, press “Esc” as needed until the desired page is displayed.

Control Panel

The control panel is located in the middle of the cab for easy access during collection and operation. Here is a description of all the switches and indicators found on the control panel.

Figure 3-15 Control panel (part 1)

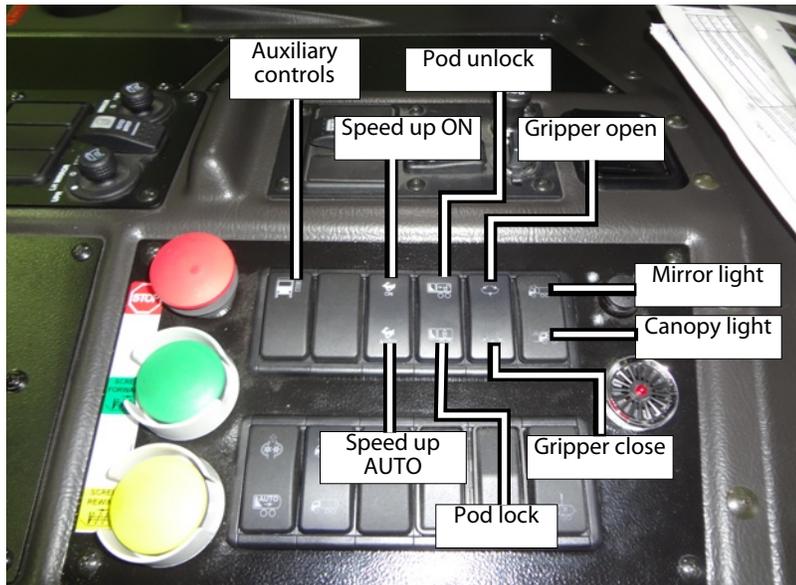
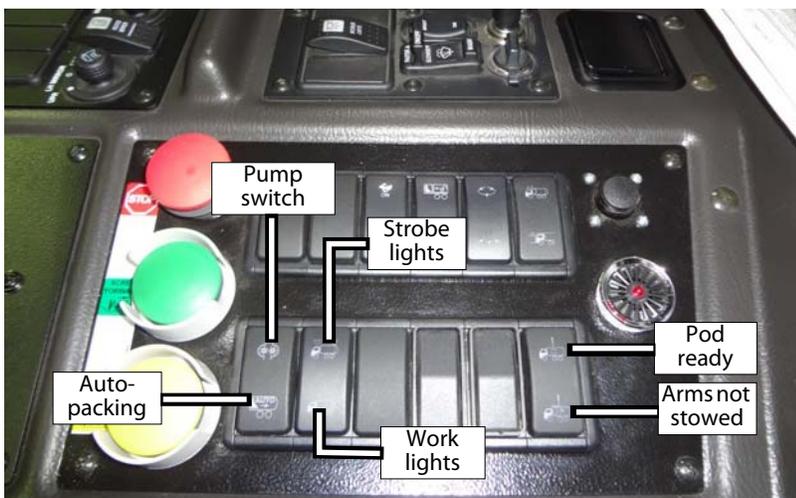


Figure 3-16 Control panel (part 2)



NOTE: The switches and indicators that are on the control panel vary according to the options installed on the vehicle.

Pump Switch

This switch (see Figure 3-16), also known as PTO switch, engages and disengages the hydraulic pump to supply operating pressure for moving the arms and forks, the gripper and both pod screws.

- ◆ Press the switch to activate the hydraulic pump (switch turns green).
- ◆ Press the same switch again to deactivate the hydraulic pump (switch turns blue).

NOTE: If a safety interlock stops the hydraulic system from running, the pump switch flashes red and an error message appears on the multiplexed monitor.

IMPORTANT: If the main shut-off valve is closed (see Figure 3-17), the operator has to open it before starting the vehicle. Do not keep the main shut-off valve closed even if the pump/PTO switch is turned off. The pump is always turning whatever the engine RPM. It is very important not to let the pump run dry or without oil. Otherwise, the pump will be seriously damaged or even destroyed.

Figure 3-17 Main shut-off valve



IMPORTANT: In case of a leak in the hydraulic system, and if the vehicle has to be driven somewhere else, take off the drive shaft between the pump and the engine. Call maintenance facility and refer to the *Maintenance Manual*.

Mirror Light Switch (optional)

This switch (see Figure 3-15) turns on/off the light that is fixed above the left-hand side rearview mirror if installed on your vehicle.

- ◆ Press the switch once to turn ON the mirror light (switch turns green).
- ◆ Press the switch again to turn OFF the mirror light (switch turns blue).

Figure 3-18 Mirror light

Canopy Light Switch (optional)

This switch (see Figure 3-15) turns on/off the canopy light if installed on your vehicle.

- ◆ Press the switch once to turn ON the canopy light (switch turns green).
- ◆ Press the switch again to turn OFF the canopy light (switch turns blue).

Strobe Light Switch (optional)

This switch (see Figure 3-16) turns on/off the strobe light if installed on your vehicle.

- ◆ Press the switch once to turn ON the strobe light (switch turns green).
- ◆ Press the switch again to turn OFF the strobe light (switch turns blue).

Work Lights Switch (optional)

This switch (see Figure 3-16) turns on/off work lights if installed on your vehicle.

- ◆ Press the switch once to turn ON work lights (switch turns green).
- ◆ Press the switch again to turn OFF work lights (switch turns blue).

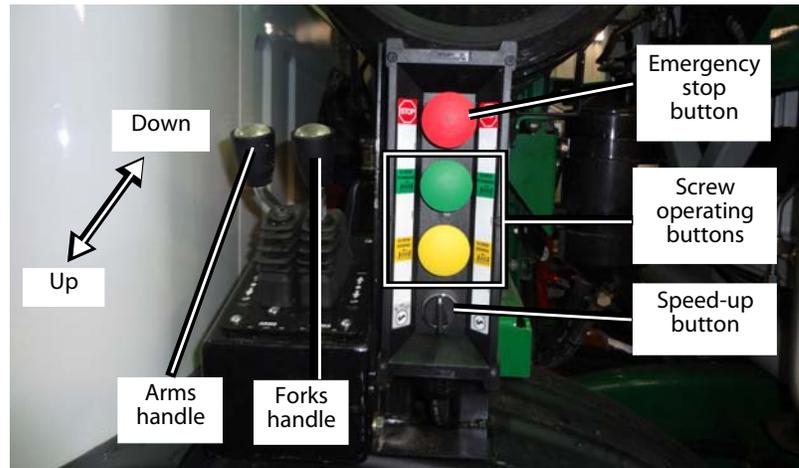
Auxiliary Controls Switch (optional)

Auxiliary controls, if installed on your unit, are located outside, directly on the front left-hand side tire guard (see Figure 3-19). For these controls to be enabled, the operator must press the Auxiliary Controls switch on the control panel (see Figure 3-15).

- ◆ A green switch means these controls are enabled.
- ◆ A blue switch means these controls are disabled.

Auxiliary controls include a dual handle joystick (see Figure 3-19) to operate both the forks and the arms and a screw control station to operate both pod screws (see Figure 3-19). A speed-up switch is also provided to speed up the rotating speed of both screws and the raising/lowering of the arms (see Figure 3-19).

Figure 3-19 Auxiliary controls



Auto-Packing Switch (optional)

The auto-packing switch (see Figure 3-16) enables both screws to automatically start rotating when the arms pass the canopy on their way down. They will rotate for 30 seconds and then stop.

- ◆ Press the switch to initiate the automatic packing cycle (switch turns green).
- ◆ Press the switch again to disable this feature (switch turns blue).

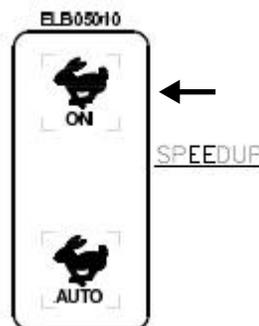
Speed-Up Switches (optional)

These switches (see Figure 3-15) engage/disengage the optional speed-up feature which is used to increase the engine speed up to 1500 RPM whenever a pack or an auto-pack cycle is initiated.

- ◆ The upper switch is used to engage the speed-up function which increases the engine speed to 1500 RPM until disengaged.

Press this switch to engage the speed-up function (switch turns green).

Figure 3-20 Speed-up "ON"

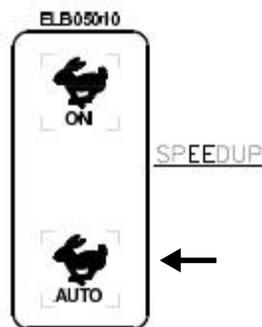


Press this switch again to disengage the speed-up function (switch turns blue).

NOTE: The unit transmission must be in neutral before this speed-up switch can be turned on.

- ◆ The lower switch is used to activate the auto setting for the speed-up function and increase the engine speed up to 1500 RPM during packing and auto-packing cycles.
Press this switch to engage the “AUTO” speed-up function (switch turns green).

Figure 3-21 “Auto” speed-up



Press this switch again to disengage the “AUTO” speed-up function (switch turns blue).

NOTE: The unit transmission must be in neutral before this speed-up switch can be turned on.

Pod Lock Switch

This switch (see Figure 3-15) is used to lock the pod preventing it from rolling on the chassis and ultimately from falling on the ground.

- ◆ Press this switch to lock the pod. The switch turns green, which means it has been activated.

IMPORTANT: The pod lock switch must always be activated when a pod is on the chassis for collection purposes.

Pod Unlock Switch

This switch (see Figure 3-15) is used to unlock the pod so it can be transferred to a trailer.

- ◆ Press this switch to unlock the pod. The switch turns green, which means it has been activated.

IMPORTANT: Use this switch only when transferring the pod to a trailer.

Gripper Open Switch

This switch (see Figure 3-15) is used to open the gripper in order to grab waste bins during collection.

- ◆ Press and hold this switch to open the gripper. As soon as you let go of the switch, the gripper stops moving.

NOTE: The gripper cannot be open when the loading arms are up.

Gripper Close Switch

This switch (see Figure 3-15) is used to close the gripper on the waste bin and lift it to the hopper.

- ◆ Press and hold this switch to close the gripper. As soon as you let go of the switch, the gripper stops moving.

Pod Ready Indicator Light

This indicator light is located on the in-cab control panel (see Figure 3-16).

- ◆ A green indicator light means the pod is well connected to the chassis and is ready for food waste collection operation.
- ◆ A blue indicator light means the pod is not well connected to the chassis and is therefore not ready for food waste collection operation.

Arms Not Stowed Indicator Light

This indicator light is located on the in-cab control panel (see Figure 3-16).

- ◆ If this indicator light is green, the arms and forks are adequately stowed.
- ◆ If this indicator light is red, the arms and forks are not adequately stowed.

IMPORTANT: Never drive this vehicle when this indicator light is red-lighted.

In-Cab Screw Control Station

The WITTKER TWIN AUGER™ has a screw control station on the in-cab console. Here is a short description of its three push-buttons.

Stop Push-Button (red)

The Emergency Stop button (see Figure 3-22) will stop all hydraulic functions on the truck (gripper open/close, loading arms up/down, screws, etc.). Pressing the red button will stop the loading arms where they are. The red button has to be manually pulled out and the pump switch pressed again to reactivate the hydraulic system.

Figure 3-22 Stop push-button


Screw Forward Push-Button (green)

This push-button (see Figure 3-23) is used to activate both screws in a forward direction for 30 seconds, after which they stop.

- ◆ Press this button to activate both screws in a forward direction and clear the hopper.

Figure 3-23 Screw forward push-button


NOTE: To stop both screws before the 30 seconds, press and quickly release the yellow push-button. Both screws will then stop immediately.

Screw Rewind Push-Button (yellow)

Sometimes during food waste collection one of the screw may get jammed and therefore may no longer move the waste into the pod. In such a situation, press the screw rewind push-button (see Figure 3-24) to correct it. By pressing this button both screws will go the opposite way momentarily to unjam the system. When the jamming is tough to be removed, pressing alternatively the green and yellow push-buttons may be required.

- ◆ Press this button once to rotate the screws momentarily in a backward direction to unjam the system.

Figure 3-24 Screw rewind push-button



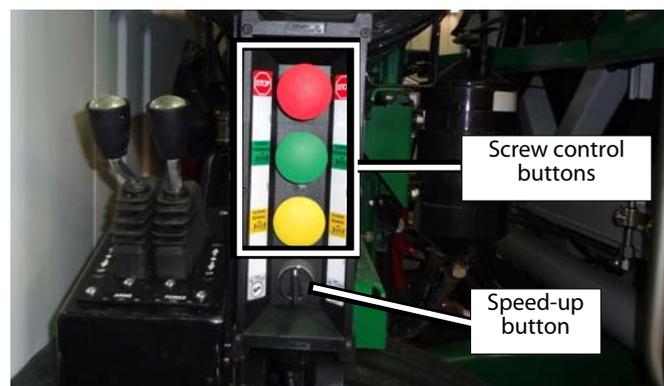
NOTE: To stop both screws from rotating in a forward direction, press and quickly release the yellow push-button.

NOTE: If you want both screws to rotate longer in a backward direction, press and hold the yellow push-button for as long as you want.

Outdoor Screw Control Station

The WITTKER TWIN AUGER™ also has an auxiliary screw control station outside the cab (see Figure 3-25), just above the front left-hand side tire guard. The main three push-buttons are the same as those on the in-cab screw control station. For a short description of these push-buttons, refer to *In-Cab Screw Control Station* on page 49.

Figure 3-25 Outdoor screw control station



Speed-Up Control Button (optional)

Located just below the yellow push-button, the speed-up control button (see Figure 3-25) engages/disengages the optional speed-up feature which is used to increase the engine speed up to 1500 RPM whenever a pack or an auto-pack cycle is initiated.

This button has three positions: OFF, ON, AUTO. The last two positions are explained in the section on the control panel. See *Speed-Up Switches (optional)* on page 47. The first position is self-explanatory.

Joystick Controls

Dual Handle Joysticks

The WITTKE TWIN AUGER™ is equipped with two dual handle joysticks for your convenience: one on the console inside the cab, the other on the front left-hand side tire guard. Both joysticks are identical except that the forks and arms operating functions are reversed.

In-Cab Dual Handle Joystick

This pneumatic joystick (see Figure 3-26) controls both the arms and forks. The left handle is for the forks whereas the right handle is for the arms. As the accompanying sticker indicates, pushing the corresponding handle away from you toward the front will lower the arms or forks, whereas pulling the corresponding handle toward you will raise the arms and forks.

Each handle operates independently. So, it is possible to activate both controls simultaneously.

Figure 3-26 In-cab joystick

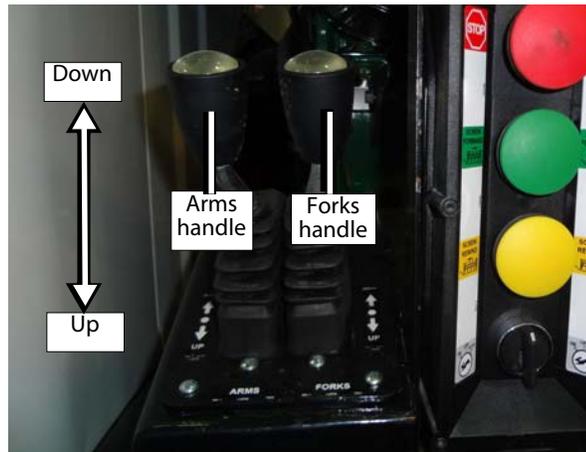


NOTE: Joystick functions are reversed depending on which joystick is used. Please take note of the accompanying label plate/sticker to avoid any confusion.

Outside Dual Handle Joystick

This pneumatic joystick (see Figure 3-27) uses two handles to control the arms and forks: the right handle controls the forks whereas the left handle controls the arms. While these are separate controls, you may still perform two functions at the same time. For example, you can lower the arms and forks simultaneously.

Figure 3-27 Outside joystick



NOTE: Joystick functions are reversed depending on which joystick is used. Please take note of the accompanying label plate/sticker to avoid any confusion.

Pod Control Button

This button (see Figure 3-28) is used to move the pod forward or backward on the chassis during the pod transferring process.

- ◆ Turn the button to the left and hold it to move the pod forward.
- ◆ Turn the button to the right and hold it to move the pod backward.

NOTE: As soon as you let go of the button, the pod stops immediately.

Figure 3-28 Pod control button



Cab Dashboard

The following is a description of the controls and buttons found on the dashboard.

Parking Brake

The parking brake must be used every time the WITKE TWIN AUGER™ is stopped on idle position other than at regular traffic stops (see Figure 3-29).

Figure 3-29 Parking brake button



4

Operating the WITTKE TWIN AUGER™

The different methods, procedures and necessary actions to operate the WITTKE TWIN AUGER™ are presented in this section.

Warning!



Always read and understand the *Operator's Manual* before operating the unit.

Before operating the WITTKE TWIN AUGER™, the operator must be completely familiar with all safety procedures, and the location, operation and functions of all controls and indicators related to the operation of the unit.

You must complete the daily inspection before starting the vehicle. It is your responsibility to report any malfunctions or concerns to your supervisor and maintenance personnel.

Consult with your supervisor for specific rules of driving the WITTKE TWIN AUGER™.

Obey all speed restrictions and regulations.

Daily Inspection

Approaching the Vehicle

As you approach the vehicle, look for any object under or against the vehicle and check the surroundings for people, other vehicles, as well as ground and overhead obstructions. Ensure that the truck is parked at the most convenient place where you will have all the clearance required to perform a complete start-of-the-day inspection. During the daily inspection, look for any structural damage. Inspect tires and check the hydraulic tank for air leaks.

Visual Inspection

Before starting the vehicle, the operator **MUST** perform a visual inspection of the truck. Ensure the engine is not running and the parking brake is set.

As part of the visual inspection, you must:

- ◆ Ensure the cleanliness of lamps, safety decals, camera lenses, mirrors, windows, and the vehicle in general.
- ◆ Ensure that safety equipment is present (i.e. fire extinguisher, first aid kit).
- ◆ Ensure there is no structural damage.
- ◆ Ensure that pod mounts to chassis are tight and that there are no cracks on it or on the structure around it.
- ◆ Ensure that there is no unusual wear, distortion, cracking, leaning, leaking on the vehicle.
- ◆ Ensure that hydraulic oil level (sight gauge on tank) is as recommended (cylinders must be collapsed).
- ◆ Ensure that the hydraulic cylinders do not leak and that mounting pins are secure.
- ◆ Ensure the hydraulic tank shut-off valve is fully open.
- ◆ Ensure there are no mechanical problems: structure, rollers, hinges, door locks, wear items, etc. Report any defective system to the maintenance personnel.
- ◆ Ensure there are no leaks, cracks or other types of problems on the frame area, fuel tank, hydraulic tank, air tanks (air tanks must be drained every day) and wheels.

Once the visual inspection is over, you must start the engine to check if the systems are working properly.

Starting the Vehicle

To start the WITTKÉ TWIN AUGER™:

1. Before starting the engine, check the following items:
 - 1 a. Transmission shifter is on neutral.
 - 1 b. Parking brake is on (see *Parking Brake* on page 54).
 - 1 c. Hydraulic system is off (see *Pump Switch* on page 45).
2. Start the vehicle as stated in the chassis manufacturer's manual.
3. Switch **ON** the pump switch to engage the hydraulic system (see Figure 3-16).

NOTE: The air pressure has to be at a minimum of 70 PSI before switching ON this switch.

4. Turn ON all light switches.
5. If required, move the truck to an appropriate area to perform the daily inspection.
6. Report any defective system to the maintenance personnel.

Pod Inspection Procedure

Exit the cab to continue your inspection. Bring a rag along to clean all accessible lights, labels, camera lenses, etc. Check for mechanical problems: rollers, hinges, door latches, wear items, etc. Report any defective system to the maintenance personnel.

Pod inspection procedure:

1. Check the dumping doors for proper latching (see Figure 4-1).

Figure 4-1 Dumping doors



2. Press the green push-button on the in-cab/outside screw control station (see Figure 3-19 and Figure 3-23) to make both screws rotate in a forward direction.
Both screws should be working properly while rotating in that direction.

NOTE: Pressing the green push-button will make both screws rotate for 30 seconds.

Figure 4-2 Twin screws



3. Press the yellow push-button on the in-cab/outside screw control station (see Figure 3-19 and Figure 3-24) to make both screws rotate in a backward direction.

Both screws should be working properly while rotating in that direction.

NOTE: Pressing the yellow push-button will make both screws rotate momentarily in a backward direction; pressing and holding it will make both screws rotate longer in that direction.

4. Use the in-cab dual-handle joystick (see Figure 3-26) to check for proper operation of the arms and forks.
5. Check the pod hydraulic hoses and electrical connectors on the street side of the truck are properly connected.
6. As you walk along the side of the truck, clean all safety decals.
7. Check the frame area, fuel tank and air tanks (air tanks must be drained every day) and wheels for leaks, cracks or other type of problems.
8. At the front end, check lights and mirrors.
9. Go around and check lights, clean camera lenses, decals, lights, etc.
10. Check for hydraulic leaks.

Danger!

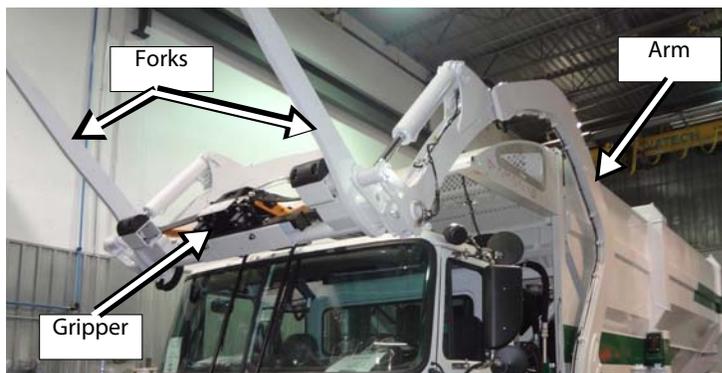


Never get in the hopper area when the engine is running. Only authorized personnel may do so following a lockout/tagout procedure (see *Locking Out and Tagging Out the Vehicle* on page 26).

Arm Inspection Procedure

On a daily basis, perform a visual inspection of the lifting arms, forks and gripper, looking for leaks, cracks or premature wear of the moving parts. Refer to the *Lubrication* section in the *Maintenance Manual* for detailed greasing points.

Figure 4-3 Arms, forks and gripper



Danger!



Ensure no one is standing directly in the path of the arms while performing the inspection.

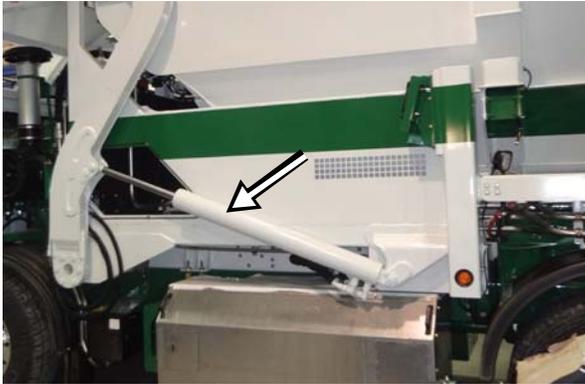
Warning!

Apply the lockout/tagout procedure at all times. See *Locking Out and Tagging Out the Vehicle* on page 26.



Apply the following inspection procedure:

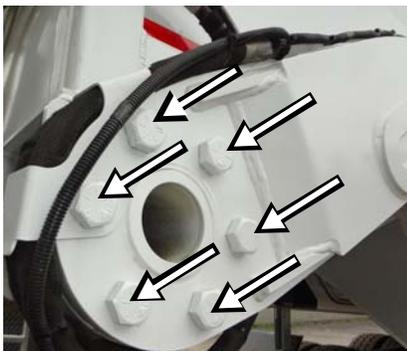
1. Make sure to park the vehicle on safe, level ground.
2. Start the engine and engage the hydraulic pump (see *Pump Switch* on page 45).
Wait for the air pressure to reach 70 PSI before engaging the hydraulic pump.
3. Fully lower both lifting arms and extend both forks.
4. Turn OFF the hydraulic pump (see *Pump Switch* on page 45) and the engine.
5. Ensure that the parking brake is applied and the vehicle is tagged out for maintenance purposes (see *Locking Out and Tagging Out the Vehicle* on page 26).
6. Perform a visual inspection of the following items:
 - cylinders



- pivots



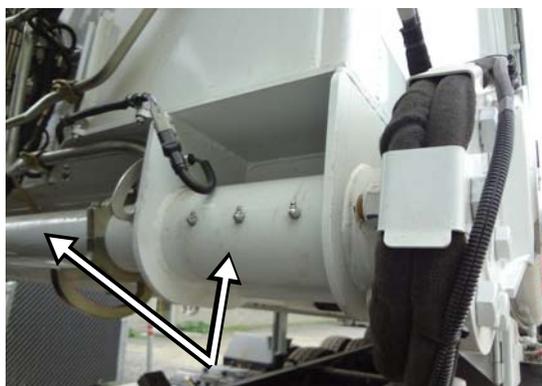
- mounting bolts



- hoses and connections



- nuts and bolts
- torque tube support and shaft



7. Perform an inspection of the gripper with its fingers open (see Figure 4-4), including all its related parts (bolts, pivots, hoses, etc.).
8. Perform an inspection of the gripper with its fingers closed (see Figure 4-5), including all its related parts (bolts, pivots, hoses, etc.). To do this:
 - 8 a. Start the engine and engage the hydraulic pump (see *Pump Switch* on page 45).
Wait for the air pressure to reach 70 PSI before engaging the hydraulic pump.

- 8 b. Close the gripper.

Danger!

Ensure no one will be caught between both gripper fingers when operating the gripper.



-
- 8 c. Turn OFF the hydraulic pump (see *Pump Switch* on page 45) and the engine.
- 8 d. Ensure that the parking brake is applied and the vehicle is tagged out for maintenance purposes (see *Locking Out and Tagging Out the Vehicle* on page 26).
9. Report any system malfunction, leak, defect to the maintenance personnel.

Figure 4-4 Open gripper



Figure 4-5 Closed gripper



Inspection Sheet

The following is an example of an inspection sheet. The operator **MUST** follow the inspection sheet provided by his employer. If the employer does not have any, ask for his permission before using this example sheet.

VEHICLE CONDITION REPORT

Date: _____ Unit: _____
 Driver: _____ Demo: _____
 Engine Hrs in: _____ Engine Hrs out: _____
 Mileage in: _____ Mileage out: _____
 Start Time: _____ Finish Time: _____

FLUID LEVELS							
PRE	POST		Amount Added	PRE	POST		Amount Added
<input type="checkbox"/>	<input type="checkbox"/>	Engine Oil	Qt. _____	<input type="checkbox"/>	<input type="checkbox"/>	Fuel	Gal. _____
<input type="checkbox"/>	<input type="checkbox"/>	Hydraulic Oil	Qt. _____	<input type="checkbox"/>	<input type="checkbox"/>	Transmission	Qt. _____
<input type="checkbox"/>	<input type="checkbox"/>	Coolant	Qt. _____	<input type="checkbox"/>	<input type="checkbox"/>	Water	Qt. _____

CAB INSPECTIONS				TIRES	
If items need repair, check below and describe.				Indicate any defects.	
PRE	POST		PRE	POST	
<input type="checkbox"/>	<input type="checkbox"/>	All gages/gage lights	<input type="checkbox"/>	<input type="checkbox"/>	Cab horn
<input type="checkbox"/>	<input type="checkbox"/>	Low oil pressure	<input type="checkbox"/>	<input type="checkbox"/>	Exterior back-up horn
<input type="checkbox"/>	<input type="checkbox"/>	Low oil warning light/buzzer	<input type="checkbox"/>	<input type="checkbox"/>	Windshield cracks
<input type="checkbox"/>	<input type="checkbox"/>	Seat and seat belt	<input type="checkbox"/>	<input type="checkbox"/>	Windshield wipers
<input type="checkbox"/>	<input type="checkbox"/>	Clutch free play (Juggler)	<input type="checkbox"/>	<input type="checkbox"/>	Heat/Defrost
<input type="checkbox"/>	<input type="checkbox"/>	License/registration papers	<input type="checkbox"/>	<input type="checkbox"/>	Reflective triangles
<input type="checkbox"/>	<input type="checkbox"/>	Service brakes adjusted	<input type="checkbox"/>	<input type="checkbox"/>	Steering play
<input type="checkbox"/>	<input type="checkbox"/>	Parking brakes operational	<input type="checkbox"/>	<input type="checkbox"/>	Radio
<input type="checkbox"/>	<input type="checkbox"/>	Low air warning light/buzzer	<input type="checkbox"/>	<input type="checkbox"/>	Camera
<input type="checkbox"/>	<input type="checkbox"/>	Air compressor adequate			

VISUAL BODY WALK-AROUND					
PRE	POST		PRE	POST	
<input type="checkbox"/>	<input type="checkbox"/>	Battery disconnect	<input type="checkbox"/>	<input type="checkbox"/>	Electrical wiring
<input type="checkbox"/>	<input type="checkbox"/>	Body damage	<input type="checkbox"/>	<input type="checkbox"/>	Fire Extinguisher
<input type="checkbox"/>	<input type="checkbox"/>	Cab damage	<input type="checkbox"/>	<input type="checkbox"/>	Fuel tank/lines
<input type="checkbox"/>	<input type="checkbox"/>	Air lines	<input type="checkbox"/>	<input type="checkbox"/>	Exhaust
<input type="checkbox"/>	<input type="checkbox"/>	Air compressor	<input type="checkbox"/>	<input type="checkbox"/>	Engine
<input type="checkbox"/>	<input type="checkbox"/>	Air dryer	<input type="checkbox"/>	<input type="checkbox"/>	Starter
<input type="checkbox"/>	<input type="checkbox"/>	Head lights	<input type="checkbox"/>	<input type="checkbox"/>	Turn signal
<input type="checkbox"/>	<input type="checkbox"/>	Marker lights	<input type="checkbox"/>	<input type="checkbox"/>	Camera
<input type="checkbox"/>	<input type="checkbox"/>	Brake lights	<input type="checkbox"/>	<input type="checkbox"/>	Cable/Hooks
<input type="checkbox"/>	<input type="checkbox"/>	Suspension	<input type="checkbox"/>	<input type="checkbox"/>	Arm
<input type="checkbox"/>	<input type="checkbox"/>	Hopper clean	<input type="checkbox"/>	<input type="checkbox"/>	Body clean
<input type="checkbox"/>	<input type="checkbox"/>	Tailgate	<input type="checkbox"/>	<input type="checkbox"/>	Packer
<input type="checkbox"/>	<input type="checkbox"/>	Safety Interlock switches			

PRE POST
 No Defects – Vehicle Condition Satisfactory

DEFECT DESCRIPTION

- Above defects corrected
- Above defects need not be corrected for the safe operation of vehicle.

DRIVER'S SIGNATURE **DATE**

DISTRIBUTOR SIGNATURE **DATE**

DRIVER'S REVIEW SIGNATURE **DATE**

Mechanic's Comments :

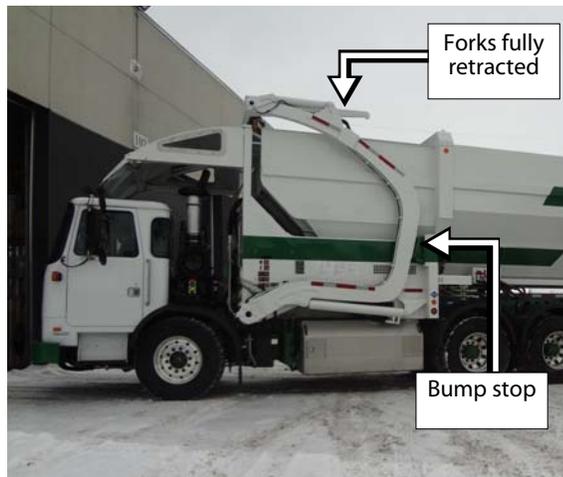
Position of the Lifting Arms

When In Collection Mode

To correctly position the arms between two pick-ups:

1. Raise the arms until they rest on the rubber bump stops.
2. Fully retract the forks (see illustration below).

Figure 4-6 Arms correctly positioned



En Route

Consult with your supervisor for specific rules of driving the WITTKE TWIN AUGER™ in your location.

IMPORTANT: Always obey speed restrictions and road regulations.

Overheight Caution

In some locations, the WITTKE TWIN AUGER™ may be overheight when the arms are in the full up travel position. Consult local regulations or confer with your supervisor if unsure.

NOTE: Before passing under an overpass, be aware of the required clearance.

When Not In Collection Mode

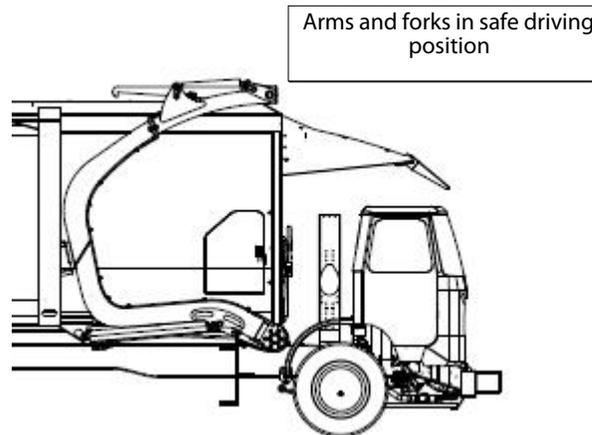
To correctly position the arms, do the following:

1. Raise the arms until they rest on the rubber bump stops (see Figure 4-7).

Figure 4-7 Rubber bump stop


NOTE: Be aware of the required overhead clearance at all times.

2. Retract the forks fully until the Arms Not Stowed indicator light on the control panel turns green (see Figure 3-16).
3. Turn OFF the hydraulic pump (see *Pump Switch* on page 45) to reduce the engine load between stops.



NOTE: Switch the hydraulic pump to OFF if your route destination is more than 1 mile (1.6 km) away.

Exhaust Regeneration Process

To get more details about exhaust regeneration process, please refer to the chassis manufacturer's documentation.

NOTE: During the exhaust regeneration process, the operator must raise the arms until they rest on the rubber bump stops. Failure to do so will cause damage that are not covered by warranty.

Collecting Food Waste

You should carefully follow the instructions below to ensure a safe and efficient collection. All the safety notions mentioned herein are of outmost importance and you should obey them at all times.

Danger!



Be sure there is enough clearance to handle the container safely from the way up to the way down. Make sure nobody is near the vehicle.

Planning your Route

It is important to plan your route in order to be efficient. Planning your route will shorten your collection time and prevent you from being caught in a traffic jam.

Checking Procedure Prior To Collecting Food Waste

Before starting collecting food waste, you must apply the following procedure:

1. Start the engine and engage the hydraulic pump (see *Pump Switch* on page 45).
Wait for the air pressure to reach 70 PSI before engaging the hydraulic pump.
2. Check the pod ready indicator light (see Figure 3-16).
This indicator light must be green-lighted, which means the pod is adequately placed on the chassis.

NOTE: For the pod ready indicator light to be green-lighted, the pod must reach the front end of the chassis rails so that it can trigger the limit switch fixed to the hopper floor, near the left-hand side chassis rail (see Figure 4-9).

3. Ensure the pod lock switch on the control panel is activated (green-lighted) [see Figure 4-8].
This switch controls the air-actuated hooks that securely hold the pod.

Figure 4-8 Green-lighted pod lock switch

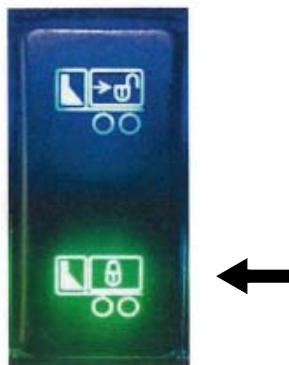
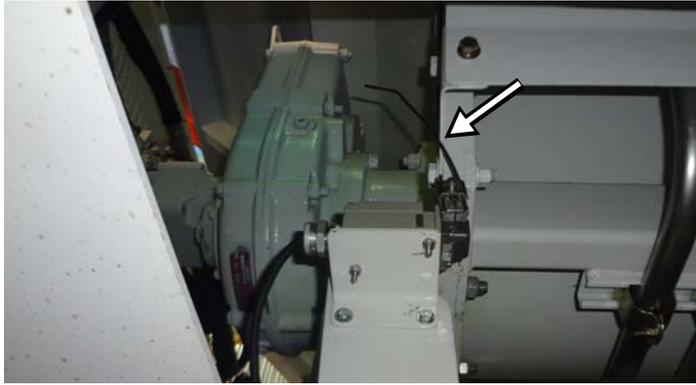
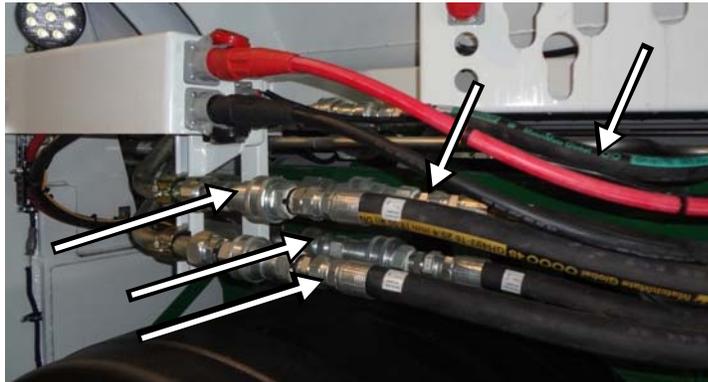


Figure 4-9 Limit switch against pod



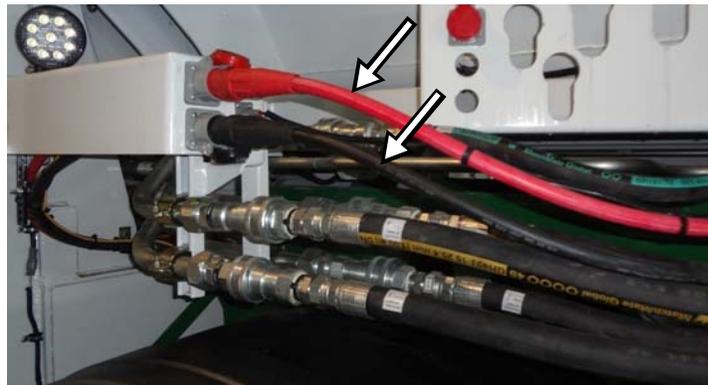
4. Check all 5 hydraulic hoses are well connected.

Figure 4-10 Hydraulic hoses



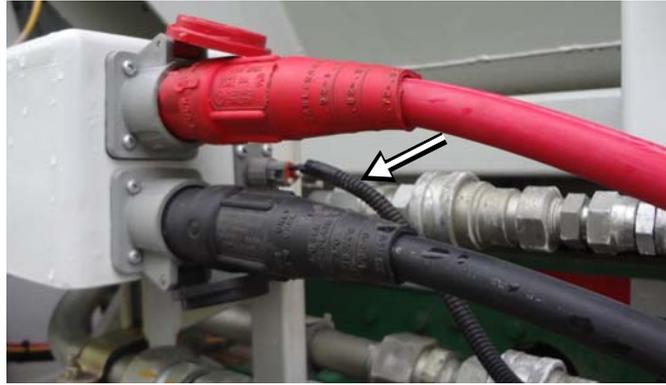
5. Check both red and black electrical connectors are properly connected.

Figure 4-11 Electrical connectors



6. Check the small electrical connector is well connected (see Figure 4-12).

Figure 4-12 Small electrical connector



7. Check the camera cable is connected.

Figure 4-13 Camera cable



8. Ensure both manual locks are in locked position.

Figure 4-14 Manual lock handle



9. Ensure the rear safety lock is attached to the pod (see Figure 4-15).

Figure 4-15 Rear safety lock

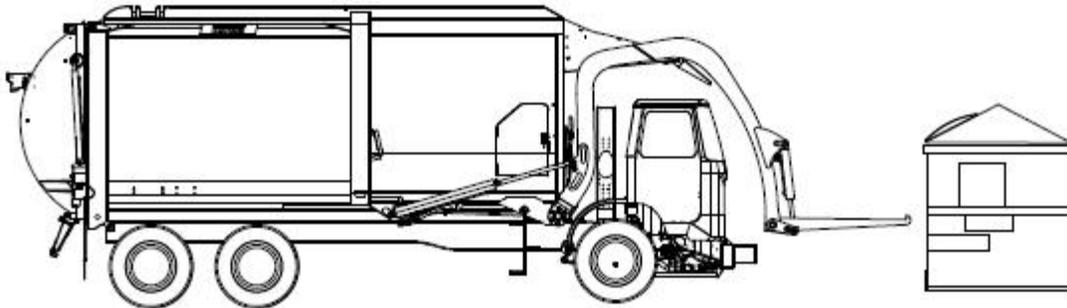

Food Waste Collecting Procedure (1)

NOTE: This procedure deals with handling food waste containers. See next section for roller carts/bins handling.

After completing the necessary checks, you are now ready to proceed with food waste collection.

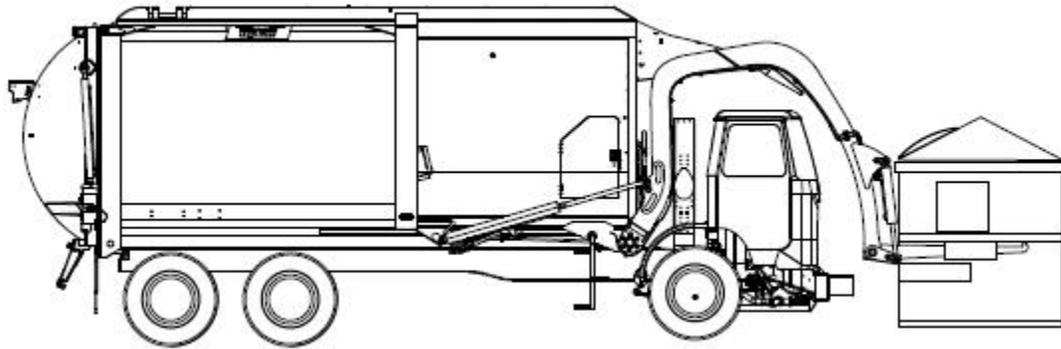
To collect food waste:

1. Turn ON the hydraulic system (See *Pump Switch* on page 45).
2. Position the WITTKE TWIN AUGER™ to approach the front of the container (see illustration below).



NOTE: The illustrations used in this section are for reference only and may differ from actual truck appearance.

3. Adjust the arms and forks as required to securely engage the container.



4. Put the transmission to neutral and apply the parking brake (See *Parking Brake* on page 54).
5. Raise the container while adjusting the forks to ensure the container clears the cab guard and canopy, and food waste does not spill before it reaches the hopper. Raise the container until the arms rest on the rubber bump stops.

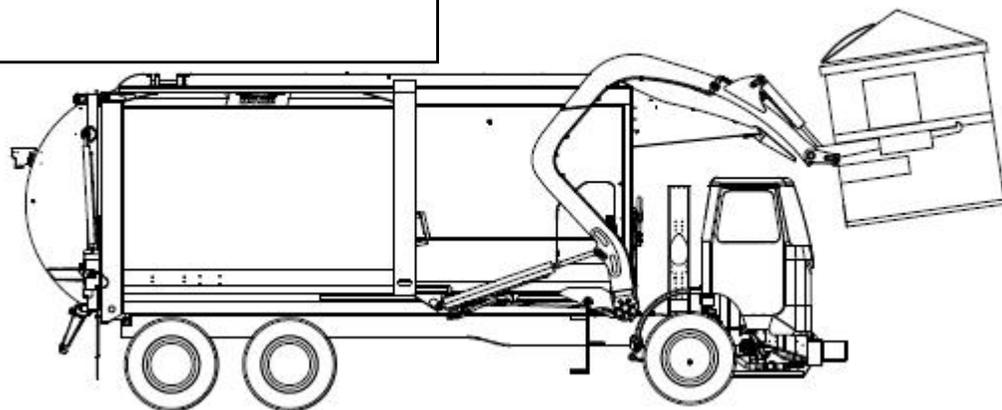
IMPORTANT: Do not tip the container much more than 45 degrees. The container may slip off the forks and fall into the hopper.

NOTE: The forks may be cycled up and down in short movements to help empty the container.

6. Adjust the forks to a 45-degree angle to dump the container into the hopper.

NOTE: While raising the arms and consequently the container, the operator should adjust the forks to make sure the container clears the cab and canopy and he does not prematurely spill or dump food waste over the cab.

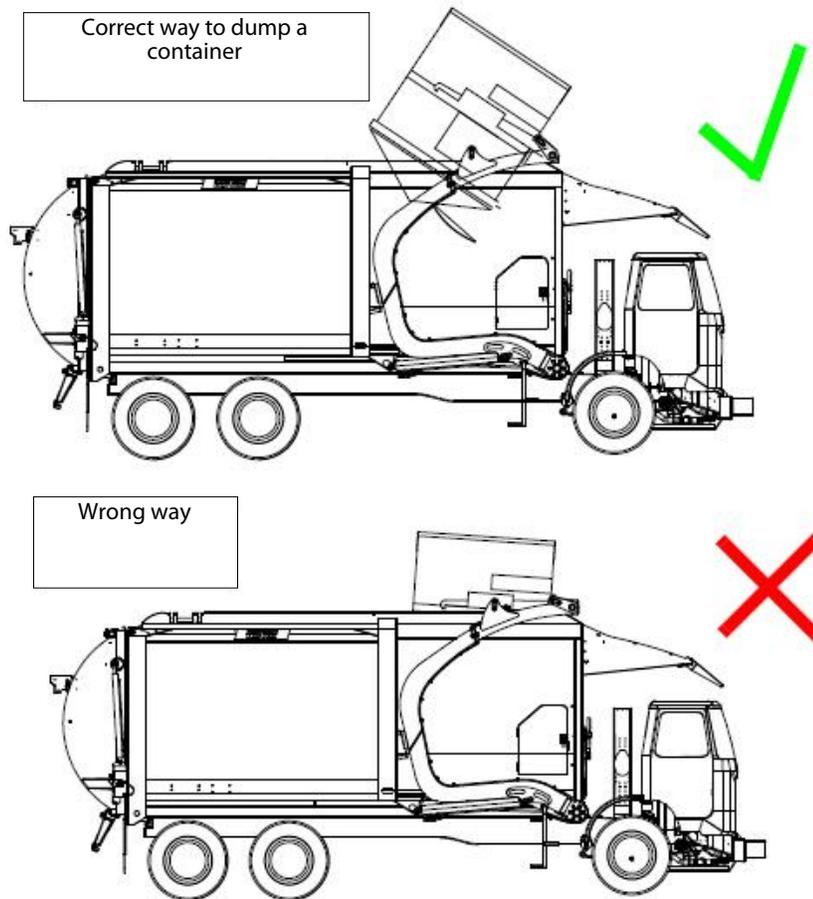
At this height, you must adjust the forks



7. Tilt the container out of the hopper, lower the arms and return the container to the ground.

Danger!

Be sure there is enough clearance to dump the container's contents into the hopper. Make sure nobody is near the vehicle during the operation.



8. Once the container has been emptied and put back on the ground, fully raise the arms and retract the forks.

NOTE: At this point you can press the green push-button to activate both screws. This will clear the hopper by pushing food waste into the pod.

NOTE: You may also use the auto-packing feature to automate the packing process in which both screws will automatically start rotating for a 30-second duration after each container is emptied of its contents. For more information on this feature, see *Auto-Packing Switch (optional)* on page 47.

NOTE: If the screws has difficulties rotating or are no longer able to rotate due to jamming at the pod opening, press the yellow push-button (see Figure 3-24) to make both screws rotate in a backward direction. Backward rotation helps solve jamming problems.

Food Waste Collecting Procedure (2)

NOTE: This procedure deals with handling food waste carts/bins. See previous section for containers/dumpsters handling.

After completing the necessary checks (see *Checking Procedure Prior To Collecting Food Waste* on page 65), you are now ready to proceed with food waste collection.

To collect food waste:

1. Turn ON the hydraulic system (See *Pump Switch* on page 45).
2. Fully lower the arms.
3. Position the WITTKE TWIN AUGER™ to approach the front of the cart/bin.
4. Keep your truck moving slowly forward until the cart/bin touches the center of the gripper.
5. Put the transmission to neutral and apply the parking brake (See *Parking Brake* on page 54).
6. Press the GRIPPER CLOSE button (see Figure 3-15) on the control panel and keep it pressed until the cart/bin is firmly held by the gripper.
7. Lift the cart/bin and empty its contents into the hopper using the in-cab arm lever.

Danger!



Be sure there is enough clearance to dump the cart's/bin's contents into the hopper. Ensure that nobody is near the vehicle during the dumping operation.

-
8. Once the contents of the cart/bin have been emptied completely, bring it back to the ground using the in-cab arm lever.
 9. Release the cart/bin using the GRIPPER OPEN button (see Figure 3-15) on the control panel and keep it pressed until the gripper is completely open.
 10. Fully raise the arms.

NOTE: At this point you can press the green push-button to activate both screws. This will clear the hopper by pushing food waste into the pod.

NOTE: You may also use the auto-packing feature to automate the packing process in which both screws will automatically start rotating for a 30-second duration after each cart/bin is emptied of its contents. For more information on this feature, see *Auto-Packing Switch (optional)* on page 47.

NOTE: If the screws has difficulties rotating or are no longer able to rotate due to jamming at the pod opening, press the yellow push-button (see Figure 3-24) to make both screws rotate in a backward direction. Backward rotation helps solve jamming problems.

Transferring Pod to Trailer

When the pod is full, it has to be transferred to a trailer and transported to an appropriate disposal facility where it will be unloaded.

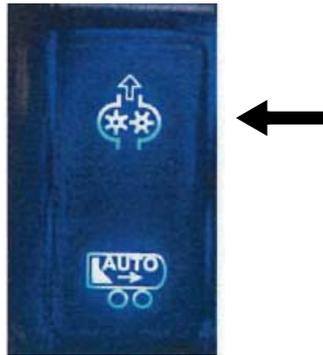
Preparing Pod for Transfer

The following procedure must be applied prior to transferring the pod to a trailer:

NOTE: Order is important.

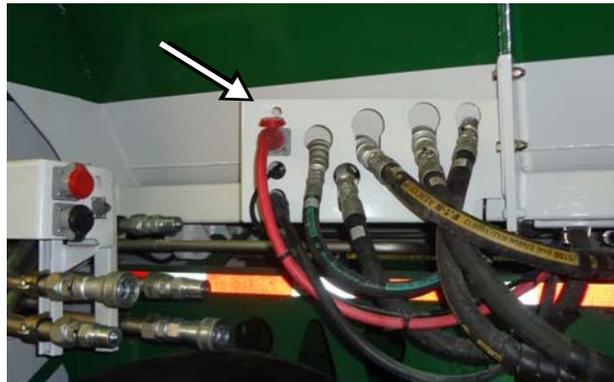
1. If it is not already done, turn OFF the hydraulic pump.

Figure 4-16 Hydraulic pump switch



2. Disconnect all 5 hydraulic hoses and place them in the bracket holes as illustrated in the picture below.

Figure 4-17 Bracket holes



3. Disconnect the black electrical connector and place it in the appropriate bracket hole (see Figure 4-18).

Figure 4-18 Black electrical connector in bracket hole



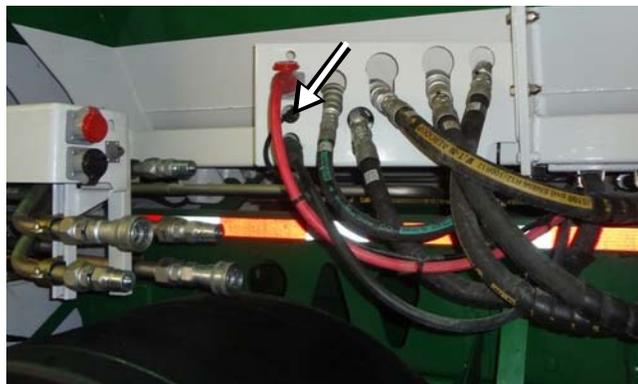
4. Disconnect the red electrical connector and place it in the appropriate bracket hole (see Figure 4-19).

Figure 4-19 Red electrical connector in bracket hole



5. Disconnect the small electrical connector and place it in the appropriate bracket hole.

Figure 4-20 Small electrical connector in bracket hole



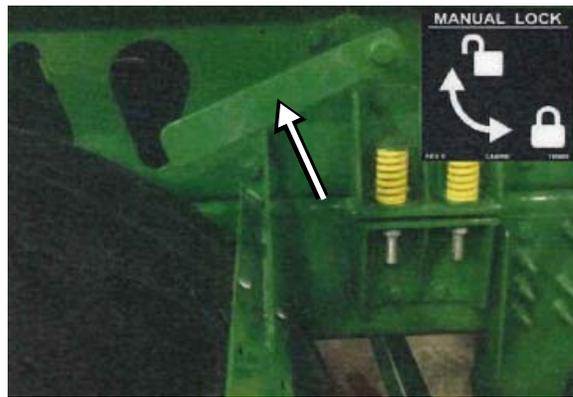
6. Disconnect the camera cable (see Figure 4-21).

Figure 4-21 Camera cable disconnected



7. Set both manual locks to the unlocked position (see Figure 4-22).

Figure 4-22 Manual lock in unlocked position



8. Unlatch the rear safety lock from the pod.

Figure 4-23 Rear safety lock unlatched



9. Deactivate the air-actuated hooks. To do so:
 - 9 a. Start the engine and engage the hydraulic pump (see *Pump Switch* on page 45).

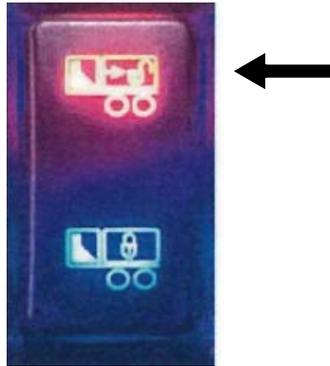
Wait for the air pressure to reach 70 PSI before engaging the hydraulic pump.

- 9 b. Press the pod unlock switch on the in-cab control panel (see Figure 3-15).

This switch should turn red (see Figure 4-24).

10. Turn OFF the hydraulic pump and the engine.

Figure 4-24 Red-lighted pod unlock switch



You are now ready to transfer the pod to an adjacent trailer.

Cleaning of the WITTKÉ TWIN AUGER™

In order to ensure the continued good working condition of the WITTKÉ TWIN AUGER™ and its components, the unit has to be cleaned after each working day.

Clean-Up Procedure

To clean up your WITTKÉ TWIN AUGER™ unit, do the following:

1. Drive the unit to an appropriate clean-out area.
2. Set the parking brake.
3. If it is not already done, turn OFF the hydraulic pump.
The hydraulic pump switch should now be blue.
4. Stop the engine.
5. Complete the lockout/tagout procedure (see *Locking Out and Tagging Out the Vehicle* on page 26).
6. With a hose wash the pod all over.

NOTE: Pressurized water can be used if necessary. However, take care not to spray pressurized water directly at connectors on the street side of the pod.

7. Wash the hopper and screws.

To do so, you can climb up on the top of the pod using the ladders provided.

Caution! Be very careful when climbing up on the top of the pod. Always wear your safety harness.



Shut-Down Procedure

To shut down your WITTKE TWIN AUGER™ unit, do the following:

1. Park the vehicle on hard, level ground.
2. Set the parking brake.
3. Ensure all hydraulic cylinders are collapsed (arms up, forks down).
4. Turn OFF the hydraulic pump.

The pump switch on the control panel will turn blue, indicating that the hydraulic system is disabled.

5. Turn OFF all lights (work lights, strobe light, etc.).
6. Shut the unit OFF following the chassis manufacturer's recommendations.
7. Drain air from all air tanks.
8. Turn OFF the master switch (see Figure 4-25).

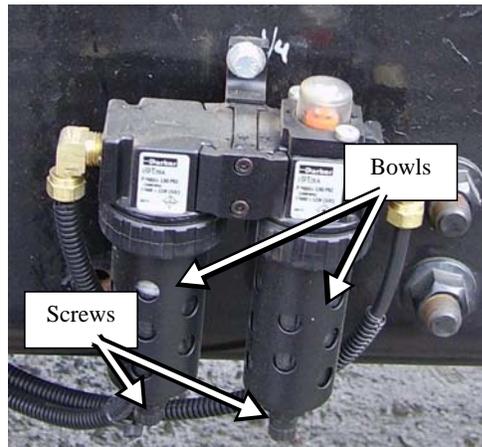
Figure 4-25 Master switch



Water Trap Bleed

Usually located on the right-hand side truck frame, near mid-section, the water trap (see Figure 4-26) must be drained at the end of every working day. Just slacken off both water trap bleed screws under the bowls and catch the water and oil that flow out with a rag. The water trap helps keep moisture out of the air system.

Figure 4-26 Water trap



Emergency Actions

Hydraulic Spill

In case of a hydraulic spill, do the following:

1. Press the emergency red button (see Figure 3-22).
2. Turn OFF the truck engine.
3. Close the main shut-off valve on the hydraulic tank (see Figure 2-8).
4. Carefully inspect and find the cause of the leak.
5. Call the maintenance facility and report your findings.
6. If the leak cannot be repaired on site, and the vehicle cannot be towed, remove the pump drive shaft before restarting the engine.
7. When it is time to restart the pump after repair, ensure that the shut-off valve on the hydraulic tank (see Figure 2-8) is fully open and that there is sufficient oil in the tank.

labrie *plus*

Our office in the U.S.

1198 Shattuck Industrial Blvd.
LaFayette, GA 30728

Toll Free: 1-800-231-2771
Telephone: 1-920-233-2770
General Fax: 1-920-232-2496
Sales Fax: 1-920-232-2498

Mailing Address

P.O. Box 530
LaFayette, GA 30728

Parts and Warranty

During business hours:
8:00 AM to 6:00 PM Eastern Standard Time

Technical Support Service

Toll Free: 1-800-231-2771
(24 hours)

E-mail (Sales Dept.): sales@labriegrup.com

E-mail (Customer Service): service@labriegrup.com

Part# 177704 (rev. 0)

Our office in Canada

175A Route Marie-Victorin
Levis, QC G7A 2T3

Toll Free: 1-877-831-8250
Telephone: 1-418-831-8250
Service Fax: 1-418-831-1673
Parts Fax: 1-418-831-7561

Mailing Address

175A Route Marie-Victorin
Levis, QC G7A 2T3

Parts and Warranty

During business hours:
8:00 AM to 5:00 PM Eastern Standard Time

Technical Support Service

Toll Free: 1-877-831-8250
(24 hours)

