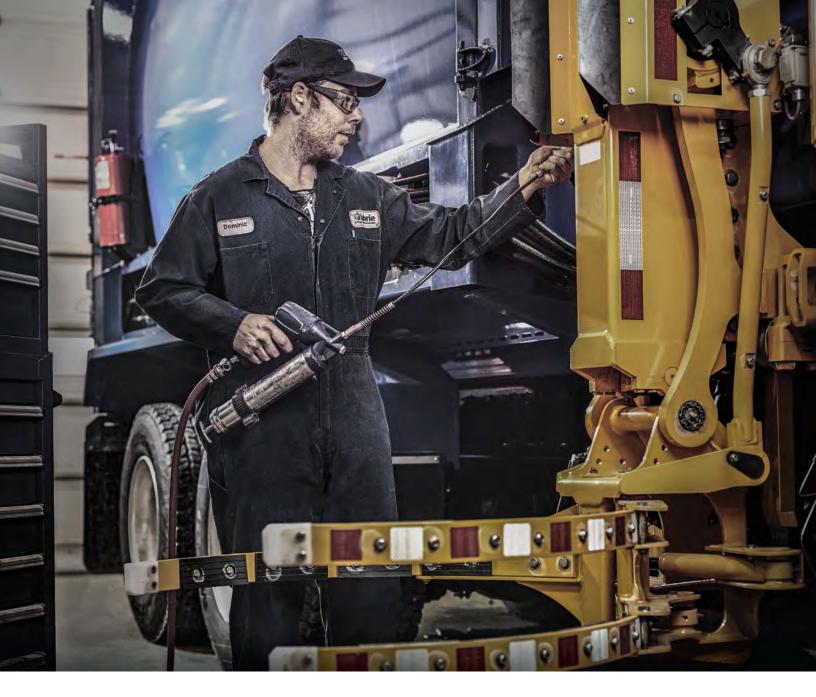




OPTIMIZER

Operator Manual





labrie plus

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MANUALS@LABRIEGROUP.COM

CAPSCREW MARKING AND TORQUE VALUES

Usage	Much Used	Used at Times	Used at Times
Capscrew Diameter & Minimum Tensile Strength PSI	To ¾ - 120,000 To 1 - 115,000	To ⁵ / ₈ - 140,000 To ³ / ₄ - 133,000	150,000
Quality of Material	Min. Commercial	Med. Commercial	Best Commercial
SAE Grade Number	5	6 or 7	8
CAPSCREW HEAD MARKII Manufacturers marks may va These are all SAE Grade 5 (ary.	\bigcirc	
Capscre w Bod y Size (Inches) - (Thread)	Torque Ft-Lb (kg m)	Torque Ft-Lb (kg m)	Torque Ft-Lb (kg m)
¹ /4 - 20 - 28 ⁵ /16 - 18	8 (1.11) 10 (1.38) 17 (2.35)	10 (1.38) 19 (2.63)	12 (1.66) 14 (1.94) 24 (3.32)
- 24 ³ / ₈ - 16 - 24 ⁷ / ₁₆ - 14	19 (2.63) 31 (4.29) 35 (4.84) 49 (6.78)	34 (4.70) 55 (7.61)	27 (3.73) 44 (6.09) 49 (6.78) 70 (9.68)
- 20 ¹ / ₂ - 13 - 20 ⁹ / ₁₆ - 12	55 (7.61) 75 (10.37) 85 (11.76) 110 (15.21)	85 (11.76) 120 (16.60)	78 (10.79) 105 (14.52) 120 (16.60) 155 (21.44)
- 18 ⁵ / ₈ - 11 - 18	120 (16.60) 150 (20.75) 170 (23.51)	167 (23.10)	170 (23.51) 210 (29.04) 240 (33.19)
³ / ₄ - 10 - 16 ⁷ / ₈ - 9 - 14	270 (37.34) 295 (40.80) 395 (54.63) 435 (60.16)	280 (38.72) 440 (60.85)	375 (51.86) 420 (58.09) 605 (83.67) 675 (93.35)
1 - 8 - 14	590 (81.60) 660 (91.28)	660 (91.28)	910 (125.85) 990 (136.92)

NOTES:

- 1. Always use the torque values listed above when specific torque values are not available.
- 2. The above is based on use of clean, dry threads.
- 3. Reduce torque by 10% when engine oil is used as a lubricant.
- 4. Reduce torque by 20% if new plated capscrews are used.
- 5. General Formula for calculating Torques is as follows: Torque in Inch Lbs. = .2 x Nominal Diameter of Screw x Loads in Lbs., where Load = 80% of Yield Strength, expressed in Lbs., not pounds per square inch.

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iv Part #: 90320

INTRODUCTION

INTRODUCING THE OPTIMIZER™

The Optimizer[™] is a front load refuse collection vehicle. It picks up dumpsters from two to ten cubic yard volume and dumps their content into its body. Once the body is full, all its content is unloaded on a waste management landfil. This vehicle is conceived to be operated by only one person at a time and uses a series of hydraulic, pneumatic, mechanic, and electrical systems to perform its work routine.

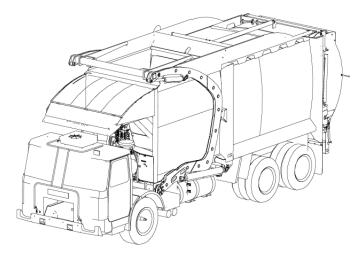


Figure 1. Optimizer™

Product Overview

The Optimizer[™] is made up of a 36 to 40 c.y. body, depending on the model, mounted on a chassis and a set of automated arms and forks to perform the collection of industrial and commercial waste.

The body's main components are the hopper, the packer and the tailgate. The hopper being the area of the body receiving the waste, the packer being the element that compresses the waste in the body and the tailgate being the component allowing waste to either stay in the body or to come out when unloading.

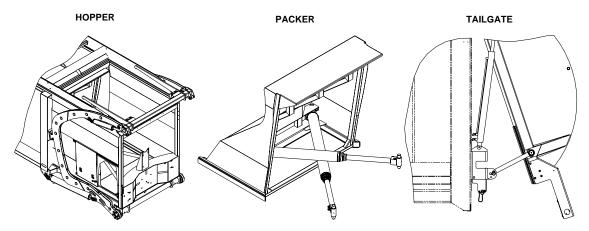


Figure 2. Body's main components

On the other hand, there is the chassis with its cab being the controls room. In the cab you find the controls console housing most of the switches, light indicators and levers that control most of the functions of the Optimizer[™]. Also in the cab, you find one or two joysticks to control the funtions of the arms and forks (See "Joystick" on page 10).

Then, there are the automated arms and forks which help you pick up solid refuse containers and dump their contents in the hopper of the Optimizer™.

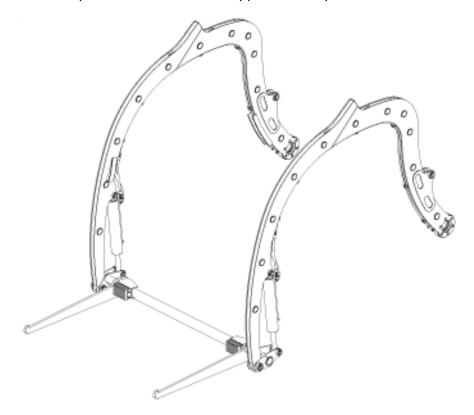


Figure 3. Arms and forks

CONTACTING LABRIE ENVIRONMENTAL GROUP

Plant information

Address 175 du Pont

St-Nicolas (Quebec) CANADA G7A 2T3

Phone: 1-800-463-6638

(418) 831-8250

Fax: Sales Dept.:

(418) 831-5255

Service & Warranty: (418) 831-1673

Parts:

(418) 831-7561

Labrie Customer Support Center

Address 3596 Stearns Drive

Oshkosh, WI 54904

Hot Line Technical Support, Service & Warranty:

24-Hour Service 1-800-231-2771

Parts:

8 am through 7 pm ET 1-800-231-2771

Web Site: 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 ENVIRONMENTAL GROUP RECOMMENDS TO KEEP RECORD OF THE INFORMATION FOUND ON THE VIN PLATE WHICH IS LOCATED IN THE CAB.

SAFETY

Being a heavy duty vehicle, the use of the Optimizer[™] entitles a number of safety issues. Such issues, along with all necessary safety instructions and conventions, are presented in this section of the Operator Manual.

SAFETY CONVENTIONS

A DANGER

INDICATES AN IMMINENTLY HAZARDOUS SITUATION WHICH, IF NOT AVOIDED, **WILL** RESULT IN DEATH OR SERIOUS INJURY.

AWARNING

INDICATES A POTENTIALLY HAZARDOUS SITUATION WHICH, IF NOT AVOIDED, **COULD** RESULT ON DEATH OR SERIOUS INJURY.

ACAUTION

INDICATES A POTENTIALLY HAZARDOUS SITUATION WHICH, IF NOT AVOIDED, MAY RESULT IN MINOR OR MODERATE INJURY.

Responsibilities of the Employer

It is the responsibility of the employer:

- To ensure the operation of the Optimizer™ is 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 the employees are qualified for the operation of the equipment and take all safety measures before working with this equipment.
- To properly maintain all mobile equipment to meet all provincial/state and federal safety standards.
- To supply adequate instructions and training for the safe use of the vehicle before assigning the employee to such equipment.

- To keep the vehicle maintained and properly adjusted to meet the manufacturer's standards and recommendations. For help or more information, contact the manufacturer or any authorized representative.
- To keep record of any breakdowns or malfunctions of the vehicle as well as any inspection and maintenance.
- To ensure the repair of any failures or malfunctions that may affect the safe use of the vehicle, always before it is used again.
- To meet the appropriate lighting requirements for night shift work (if permitted).
- To regularly accompany the operator of the vehicle and take measures to ensure the smooth and safe operation of the vehicle.
- To make sure that the backup alarm works properly while the vehicle is in reverse.
- To take the necessary measures that follow a damage or malfunction report from any employee.
- To establish and ensure the application of a "Lockout/Tagout Procedure" at the time of any inspection, repair or maintenance to the vehicle, whether it takes place on the road or in the garage.

Responsibilities of the Employee

It is the responsibility of the employee:

- To enforce all safety measures to meet the requirements established by the employer.
- To operate the Optimizer[™] only after having received instructions and training.
- To immediately report to the employer or supervisor about any damage or malfunction of the vehicle.

To make sure that there is nobody near the vehicle before activating any of the controls and be prepared to stop everything upon the existence of possible danger.

LOCKOUT/TAGOUT

The Lockout/Tagout procedure must be applied to render the vehicle out of service and thus ensure its safety and that of those who will be around it.

To lock out and tag out the Optimizer™:

- 1. Apply the parking brake.
- 2. Turn off the hydraulic system and the engine.



Figure 4. Parking brake

- 3. Remove the key from the ignition switch.
- 4. Place the key in a safe and controlled area.
- 5. Cover the ignition switch with tape.

Note: If the Optimizer™ is equipped with a master switch on the battery set, you must turn it off.

- 6. Put an OFF SERVICE tag on the driver's wheel.
- 7. Put an OFF SERVICE sign on the front windshield.
- 8. Use a safety prop to block any system that could move by gravity. (Open tailgate, etc.)
- 9. Drain all air tanks.
- 10. Move all control levers to release any residual pressure in the system.

PROTECTION AGAINST FIRE

It is mandatory to have an ABC-type fire extinguisher easily accessible from both, outside and inside the cab.



Figure 5. Fire extinguisher

LOCATION OF SAFETY LABELS

In the event safety labels need to be ordered and installed on the vehicle, the following guide will help you with their corresponding part numbers and location.

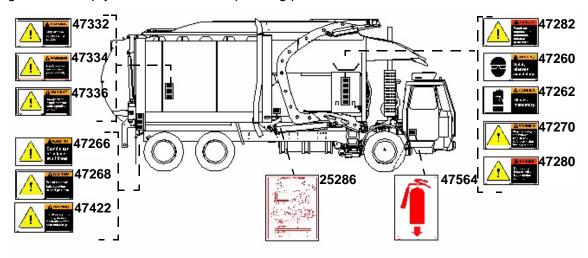


Figure 6. Labels on the right-hand side

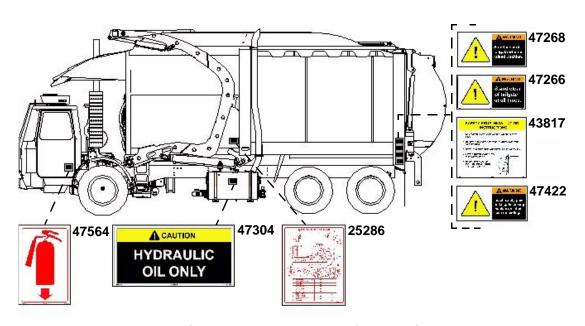


Figure 7. Labels on the left-hand side

CONTROLS ON THE OPTIMIZER™

The Optimizer[™] has a series of controls that allow the user to more easily operate the different functions installed on the vehicle. Such controls are mainly located in the cab and the following is a description of each one of them.

PARKING BRAKE

The parking brake located in the cab, usually on the dashboard center, must be used every time the Optimizer $^{\text{TM}}$ is stopped on idle position other than the regular traffic stops.



Figure 8. Parking brake

PUMP SWITCH

The pump switch turns on and off the hydraulic system of the OptimizerTM. It is located on the console and is accompanied by a red light to indicate when the hydraulic system is on. Such red light denotes a condition where the user must be aware that the hydraulic functions on the OptimizerTM are available.

DANGER

ALWAYS BE AWARE OF THE SURROUNDINGS AND SURE OF THE TASKS TO ACCOMPLISH WHILE THE RED LIGHT INDICATING PUMP ENGAGED IS ON. ANY ACCIDENTAL PUTTING INTO MOTION OF THE HYDRAULIC COMPONENTS WILL CAUSE SERIOUS INJURY OR DEATH IF YOU DO NOT COMPLY WITH THIS SAFETY NOTION.



Figure 9. Pump switch on the console

JOYSTICK

The joystick is used to control the arms and forks of the Optimizer[™]. It is located to the right-hand side of the driver. It is also possible to have two joysticks inside the cab. One is used to control the forks and the other one is used to control the arms.



Figure 10. Joysticks



Figure 11. Single Joystick

PACKER CONTROLS

Three buttons located on the console control the different packer functions.

Red Button

The red button is an emergency feature. When pressed, it instantly cuts off all hydraulic functions. Therefore, none of the systems such as the packer, tailgate or arms, just to mentioned a few, moves at all avoiding thus injuries and damages.

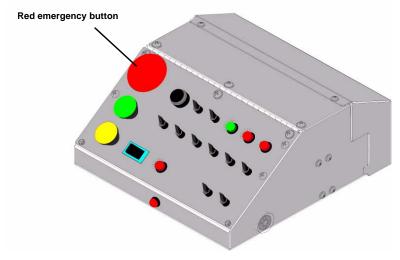


Figure 12. Red emergency button on the console

Green Button

The green button has two functions depending on the circumstances the packer is used.

- To start the packer for a full extend/retract cycle to pack refuse on the body. For such use, you press it once and the cycle is automatically completed.
- To start the packer for a complete extension stroke to eject the refuse from the body. For such use, you press and hold it until you feel the packer has reached the end of its stroke.

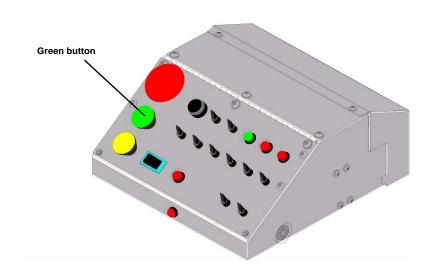


Figure 13. Green button on the console

Yellow Button

The yellow button has two functions.

- To start the packer for a complete retraction stroke after refuse has been ejected from the body. For such use, you press and hold it until you feel the packer has reached the end of its stroke.
- To retract the packer during the packing cycle when it doesn't reach the end of its normal stroke.

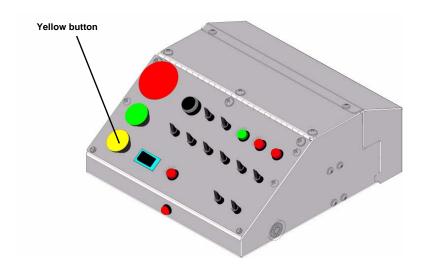


Figure 14. Yellow button on the console

Hopper Roof Gate Switch

The Hopper roof gate switch controls the opening and closing of the hopper roof gate. It is located on the console and accompanied by a green light to indicate when the hopper roof gate is fully open. Such a green light indicates a condition that has to be met to be able to use the arms. In other words, if the roof gate is not fully open, the arms and forks will be inoperable.

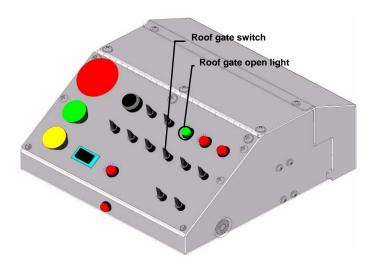


Figure 15. Roof gate switch on the console

Tailgate Switch

The tailgate switch controls the opening and closing of the tailgate. It is located on the console and accompanied by a red light to indicate when the tailgate is fully open and a red light to indicate when the taigate is unlocked.

The red light indicating the tailgate is fully open denotes a condition that has to be met
when unloading the body of the Optimizer™. That is, the packer will not extend to eject
the refuse unless the tailgate has been fully open.

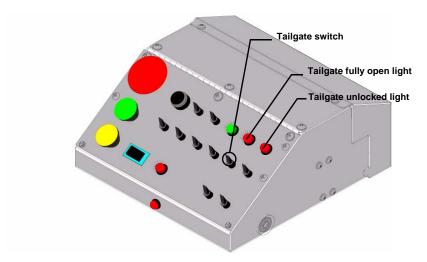


Figure 16. Tailgate switch on the console

 The red light indicating the tailgate is NOT locked denotes a condition that has NOT been met and therefore, an alarm is sent out. Other hydraulic functions on the Optimizer[™], such as the paker, will be disabled while the tailgate has not been fully closed and locked.

AWARNING

DO NOT DRIVE THE VEHICLE IF THE TAILGATE IS NOT FULLY CLOSED.

OPERATING THE OPTIMIZERTM

The different methods, procedures and necessary actions to operate the Optimizer[™] are presented in this section of the Operator Manual.

AWARNING

ALWAYS READ AND UNDERSTAND THE USER'S GUIDE BEFORE OPERATING THE EQUIPEMENT.

APPROACHING THE VEHICLE

As you approach the vehicle, look for any foreign object around or under it. Check the surroundings for people, other vehicles, and overhead obstructions. Ensure that the Optimizer™ is in an safe area where you will have all the clearance required to perform the complete start-of-the-day inspection.

STARTING THE VEHICLE

Before starting the vehicle, the operator MUST perform a visual inspection of the truck.

Visual inspection

- 1. Look around the vehicle for accessible lights, safety labels, camera lenses, etc. and clean them with a dry cloth.
- 2. Look for any structural damage.
- 3. Check for mechanical problems, rollers, hinges, door locks, wear items, etc. Report any defective system to maintenance personnel.
- 4. Make sure that the tailgate safety pins are in place.

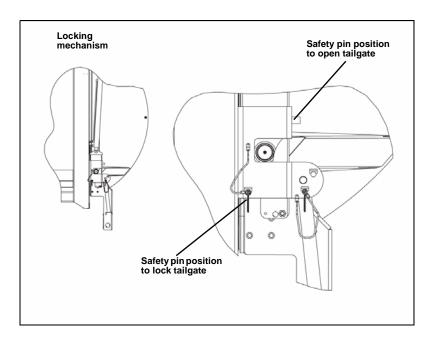


Figure 17. Tailgate safety pins

- 5. Check the frame area, fuel tank, hydraulic tank, air tanks (air tanks must be drained every day), cleaning trap and wheels for leaks, cracks or other types of problems.
- 6. Once the visual inspection is over, you must start the engine to check if the systems are working properly.

To start the Optimizer™:

- 1. Before starting the truck, check the following items:
 - Transmission shifter is on neutral.
 - Parking brake is on. See "Parking Brake" on page 9.
 - Hydraulic system is off. See "Pump Switch" on page 9.
- 2. Open the chassis manufacturer manual and start the vehicle as stated therein.
- 3. Turn **ON** the **Pump** switch on the control console to engage the hydraulic system (the air pressure has to be at a minimum of 70 PSI). See "Pump Switch" on page 9.
- 4. Turn on all light switches, (position, strobe, driving and work lights).
- 5. Report any defective system to the maintenance personnel.

INSPECTING THE BODY

After the vehicle visual inspection, there comes the inspection of the Optimizer™'s body.

To inspect the Optimizer™'s body:

1. Check the side hopper door for proper latching.

Note: If the side door (or hopper door) is open, the hydraulic pump won't work. The side door MUST be closed in order to start the hydraulic pump.

A DANGER

NEVER ATTEMPT TO REACH INSIDE THE HOPPER AREA WHEN THE PACKER IS IN MOTION. SEVERE INJURY OR DEATH WILL OCCUR.

2. Go in the truck, open the roof and press on the green button (console) to activate the packer one full cycle. See "Green Button" on page 12.

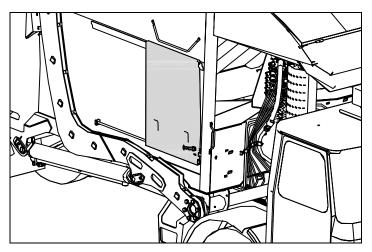


Figure 18. Hopper door

- 3. Activate the arms and forks to see if they are working properly.
- 4. Go around the back, check lights, camera, safety labels, etc. Report any defective systems to maintenance personnel.

Note: Some of the items mentioned herein may not be part of your Optimizer™.

They are optional and may or may not be included in the original Purchase Order.

COLLECTING REFUSE WITH THE OPTIMIZER™

You should carefully follow the following instructions 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.

AWARNING

INSURE TOTAL CLEARANCE OF PEDESTRIANS AND BYSTANDERS AT ALL TIMES.

To start collecting refuse with the Optimizer™:

1. Turn on the hydraulic system and open the hopper roof gate.

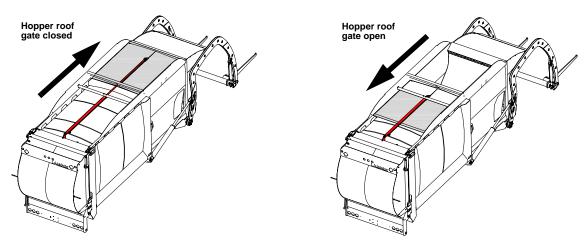


Figure 19. Hopper roof gate

- 2. Align the arms and forks with the container side pockets.
- 3. Cautiously drive forward to insert the forks in the container side pockets.

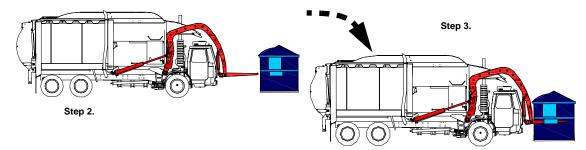


Figure 20. Arms and forks aligned with container

4. Put the transmission to neutral and apply the parking brake. See "Parking Brake" on page 9.

▲ DANGER

BEFORE MOVING THE ARMS, LOOK AGAIN ALL AROUND AND ON TOP OF THE VEHICLE TO MAKE SURE THERE IS NO OBSTRUCTIONS WHATSOEVER. SPECIAL ATTENTION TO ELECTRICAL WIRES AND TREE BRANCHES.

5. Retract the packer completely to avoid debris falling on or behind it. If the packer is not completely retracted, it is impossible to raise the arms.

Note: If the unit is equipped with the **ARM PARTLY RAISED** proximity switch, the operator will be able to raise the arms while the packer is retracting. But if the packer is not completely retracted when the **ARM PARTLY RAISED** proximity switch detects the arms, the arms will stop automatically.

6. Move the arms joystick towards you to raise the arms. See "Joystick" on page 10.

Tip: While raising the arms and consequently the container, you should adjust the forks to make sure the container does not prematurely spill or dump refuse over the cab.

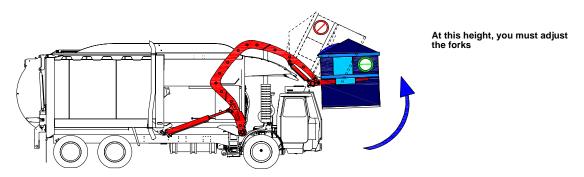


Figure 21. Container being lifted and forks adjusted

7. With the arms already on the top, pivot the forks to let all refuse come out of the container and into the hopper.

ACAUTION

DO NOT PIVOT THE FORKS ALL THE WAY TO UNLOAD THE CONTAINER, IT MAY CAUSE THE CONTAINER TO SLIDE OFF THE FORKS AND FALL IN THE HOPPER.

A DANGER

LOOK ALL AROUND AGAIN TO INSURE TOTAL CLEARANCE. MAKE SURE NO ONE IS NEAR THE VEHICLE.

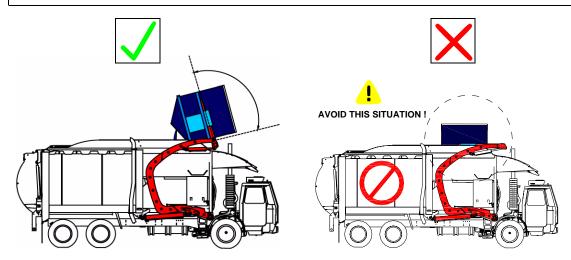


Figure 22. Dumping container

8. Lower the arms to put the container back on the ground.

Note: At this point you can press the green button on the console to start a packer cycle and pack the refuse in the body. It possible to pack when travelling from one point to another.

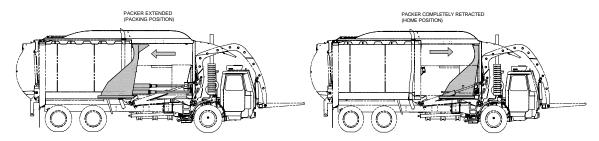


Figure 23. Packing cycle

- 9. Release the parking brake, put the transmission on reverse and look around again.
- 10. Drive on reverse 5 to 10 feet to free the container from the forks.
- 11. Pivot the forks (fully retracted) and completely raise the arms.

ARMS AND FORKS IN SAFE DRIVING POSITION

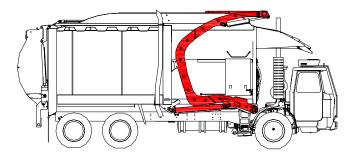


Figure 24. Safe driving position

12. Before going to the landfill or driving on a long distance, close the hopper roof gate and turn off the hydraulic system. See "Hopper Roof Gate Switch" on page 13 and "Pump Switch" on page 9.

Packing Refuse in the Body

When some containers have already been unloaded in the hopper, the packer of the Optimizer™ will help you clear the hooper area by packing the refuse in the body.

Note: Labrie Environmental Group recommends to perform this task while you move from one collection point to another.

To pack refuse in the body:

1. Turn on the hydraulic system. See "Pump Switch" on page 9.

Note: If the side door (or hopper door) is open, the hydraulic pump won't work. The side door MUST be closed in order to start the hydraulic pump.

- 2. Open the Hopper Roof.
- 3. Press the green button to start the packer cycle. See "Green Button" on page 12.

Unloading the Optimizer™

Once the body of the Optimizer™ is full, it is time to unload it at the corresponding landfill.

To unload the Optimizer™:

- 1. Drive it to the landfill.
- 2. Once you have chosen the area where to dump the refuse, park the vehicle on safe, level ground.
- 3. Get off the cab and check for overhead clearance or any kind of obstruction.
- 4. Remove the tailgate safety pins.

5. Back in the cab, push and hold the tailgate switch to **OPEN** position. Wait until the green light next to the switch turns on to indicate the tailgate is fully open.

Also, a TAILGATE UNLOCKED red light and a buzzer turn on as soon as you start opening the tailgate.

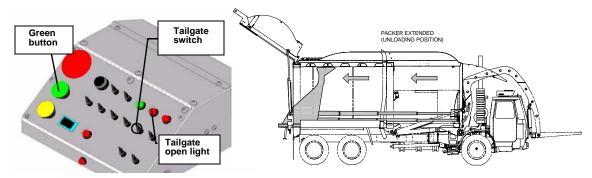


Figure 25. Control console and packer on Eject position

6. Press the green button to extend the packer all along the body and eject the refuse. See "Green Button" on page 12.

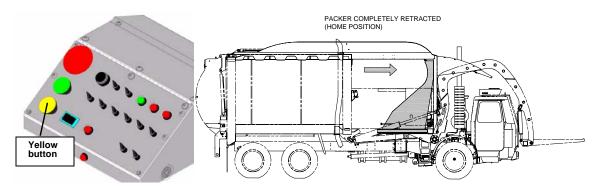


Figure 26. Packer completely retracted

- 7. Press the yellow button to retract the packer and bring it back to its home position. See "Yellow Button" on page 13.
- 8. Push and hold the tailgate switch to the **CLOSE** position. Wait for the **TAILGATE UNLOCKED** red light to turn off indicating the tailgate is fully closed and locked.

CLEANING THE HOPPER OF THE OPTIMIZER™

For an efficient and safe performance of the different functions of the Optimizer[™], it is necessary to daily clean the hopper area.

To clean the hopper area of the Optimizer™:

AWARNING

Make sure the $\mathsf{OPTIMIZER}^\mathsf{TM}$ is in an area with total clearance to perform cleaning and maintenance.

- 1. Turn on the engine and the hydraulic system.
- 2. Open the hopper roof gate.

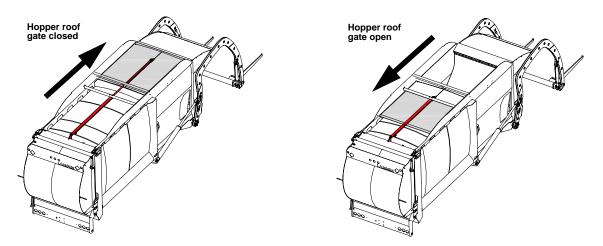


Figure 27. Hopper roof gate

- 3. Remove the tailgate safety pins.
- 4. Fully open the tailgate. A green light on the console turns on to prompt you about it.
- 5. Press and hold the green button on the console to move the packer all the way to the end of its stroke.

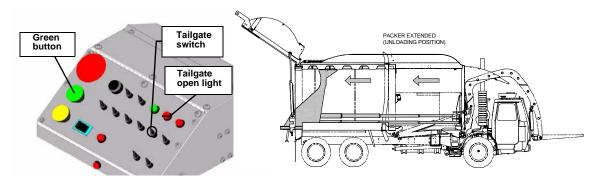


Figure 28. Control console and packer on Eject position

- 6. Apply the Lockout/Tagout procedure. See "Lockout/Tagout" on page 6.
- 7. Open the hopper door on the right side of the body.

▲ DANGER

NEVER CLOSE THE HOPPER DOOR BEHIND YOU WHILE YOU ARE INSIDE THE HOPPER AREA.

- 8. Get in the hopper area and remove any residual material. Use a high pressure water jet to complete the cleaning.
- 9. Get off the vehicle and close the hopper door.

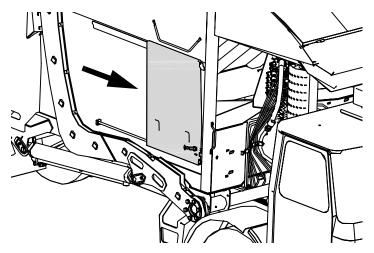


Figure 29. Hopper door closed

- 10. Back in the cab, turn on the engine and the hydraulic system.
- 11. Press and hold the yellow button on the console to retract the packer to its home position. See "Yellow Button" on page 13.

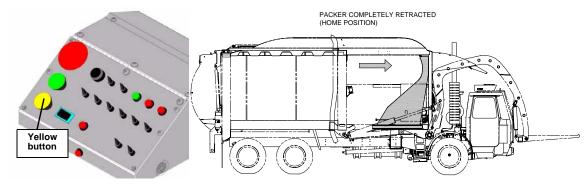


Figure 30. Packer completely retracted.

- 12. Close the hopper roof gate.
- 13. Close the tailgate, turn off the engine, and put the safety pins back into place.





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