



SPLIT REAR

Operator Manual

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Introduction

The purpose of this manual is to introduce operators to the operational procedures of the SPLIT REAR LOADER™ garbage truck. For information regarding maintenance procedures, refer to the related SPLIT REAR LOADER™ *Maintenance Manual*.

Pre-Operating Instructions

It is imperative that you carefully review this manual prior to operating your new SPLIT REAR LOADER™ unit.

Upon receipt of your new SPLIT REAR LOADER™ unit, perform a complete lubrication. Mechanisms must be properly lubricated. Factory lubrication is adequate for production and transport purposes only. In addition, the return filter element must be replaced after 50 hours of use.

A Note about Warranty

Do not forget to complete the owner's registration form and to send it to Labrie Enviroquip Group. Also, make sure you indicated the "In service" date on that form. This date will be used to start the warranty period. Otherwise, the date of delivery from the factory will be used instead.

Mission Statement

Labrie Environmental Group is dedicated to providing innovative designs, customized quality equipment and elite customer service.

Vision Statement

The Labrie Environmental Group Team will successfully lead the way the world views waste management. We will excel at enhancing our community and protecting the global environment. We are committed to being a profitable company for our customers, shareholders and employees.

Introducing the SPLIT REAR LOADER™

SPLIT REAR LOADER™ units are rear-load refuse collection vehicles used for residential garbage pickups. They are configured with a split-body, called “comingle”, that allows collection of two different types of refuse. When full, trucks are unloaded at a waste management landfill or other appropriate site (e.g. transfer station, incinerator, recycling station).

Depending on the type of collection for which it is intended, the SPLIT REAR LOADER™ is offered in two main collection configurations: semi-automated and manual. Vehicles destined for semi-automated collection are equipped with one or two cart tippers.

SPLIT REAR LOADER™ units have been designed to improve every aspect of your garbage collection operation, and they use a series of hydraulic, mechanical, and electrical systems to perform their work routine.

SPLIT REAR LOADER™ units are equipped with many useful features as standard: two tailgates with low loading sills for easy loading, each tailgate moving independently of one another and having its own set of controls and hydraulic system. Other features include side guards on both sides of the truck, practical carrier and packer control levers, large sump box for liquid drainage, emergency stop button on each side of the truck, service access doors, heavy-duty telescopic ejection cylinders, fire extinguishers, chromium carrier shoes, automatic tailgate latches, adjustable riding steps and zinc-plated hydraulic tubing. SPLIT REAR LOADER™ units may also be equipped with an optional four-camera system.

The SPLIT REAR LOADER™ is the result of concerted efforts to develop a cost effective solution for those seeking the most from their waste transportation systems. The SPLIT REAR LOADER™ is a very functional yet very simple-to-maintain truck.

Product Overview

The SPLIT REAR LOADER™ is a tough, reliable and user-friendly collection truck. It has everything you need to perform your work efficiently: two independent tailgates and hydraulic systems, fast packing cycles, an efficient open-and-eject process, great payload capacity and powerful hydraulics: all these combined to optimize your operations in residential waste collection and recycling services.

The SPLIT REAR LOADER™ is offered in two split body configurations: 60/40 and 40/60, and two body sizes are available: 25 yd³ and 32 yd³ bodies. Each tailgate has its own control rods which can be located on its outside wall or can all be located on curbside. Control rods can be mechanical or electric. The hydraulic system is powered by a high-efficient dual pump.

Figure 1-1 The SPLIT REAR LOADER™



Body's main components are the hoppers (see Figure 1-3), the packers (see Figure 1-3), the tailgates (see Figure 1-2), the pushout panels (see Figure 1-4), and the carrier panels (see Figure 1-4).

The hopper is the area of the body where refuse is dumped. The packer is the piece of equipment that pushes refuse into the body. The pushout (or ejection) panel is the piece of equipment that is used to eject garbage at landfill sites. The tailgate is the rear pivotal door that prevents refuse from exiting the body during collection. At landfill, the tailgate is raised to enable the discharge of refuse.

Figure 1-2 Tailgates



Figure 1-3 Hoppers (left); packer panels (right)



Figure 1-4 Pushout panels (left); carrier panels (right)



In the cab, you will find the console on which the engine speed-up and hydraulic pump switches are located (see Figure 1-5).

Figure 1-5 Inside SPLIT REAR LOADER™ cab



Control rods for packer and carrier panels are located curbside (see Figure 1-6).

Figure 1-6 Control rods (packer and carrier panels)



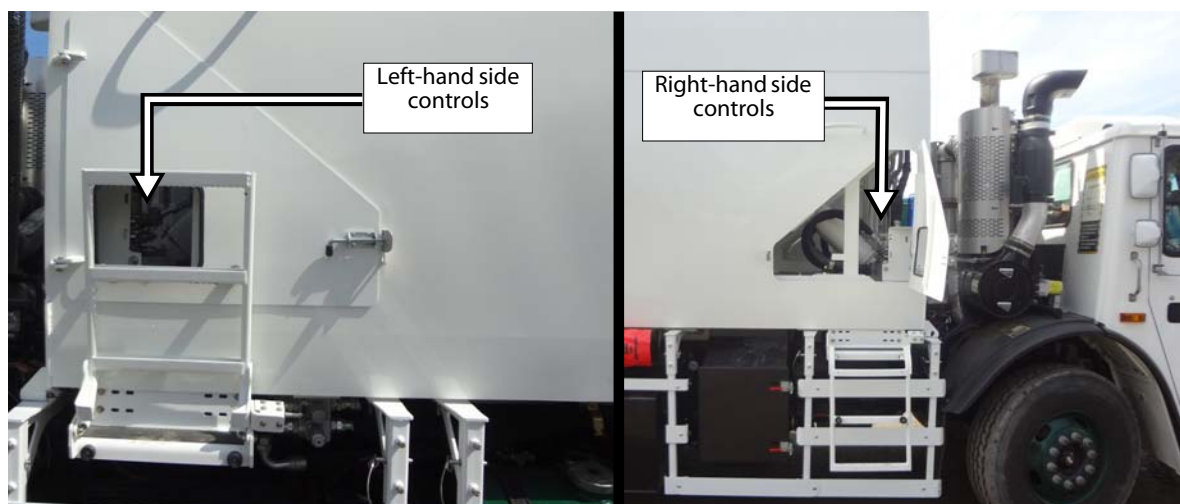
If your vehicle is equipped with one or two optional cart tippers, control levers are found on the curbside and/or streetside tailgates (see Figure 1-7).

Figure 1-7 Tipper control levers



Operating controls for the left-hand side pushout panel and tailgate are located on the left-hand side front body corner. As for the right-hand side pushout panel and tailgate, controls are located on the opposite side (see Figure 1-8).

Figure 1-8 Operating controls for pushout panels and tailgates



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.



Safety

IMPORTANT: This manual contains safety information that could prevent accidents. Read and thoroughly understand it before using the vehicle.

To us all at Labrie Enviroquip Group, the safety of vehicle operators is one area of great importance.

Thus, this vehicle was built in accordance with the American National Standards Institute (ANSI) standard for Mobile Refuse Collection and Compaction Equipment – Safety Requirements, ANSI Z245.1 – 1999.

Also, since SPLIT REAR LOADER™ vehicles are heavy duty pieces of equipment, they require that a certain number of safety precautions be taken.

As with any industrial machinery, especially those that are large and apply forces through hydraulic pressures, the ultimate responsibility for safety rests with you, the operator.

An alert, conscientious attitude, and observance of all known safe operating practices are the best ways to prevent accidents. It is your responsibility to be familiar with those practices and to ensure that you operate the vehicle safely in accordance with safety requirements and codes including all applicable Occupational Safety & Health Act (OSHA) and ANSI regulations.

Additional safety precautions along with all the necessary instructions and conventions are presented in the following pages.

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 or property/product damage**.

The word “NOTE” is also used throughout the manual. It precedes information that provides special emphasis or clarification on a specific operation or procedure.

Basic Safety Notions

The following safety notions are related to the use of the SPLIT REAR LOADER™. 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 on the decals placed 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 SPLIT REAR LOADER™.

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 37).

Warning!



Always wear safety glasses, gloves and proper footwear while collecting waste. Explosive objects, pressurized cans, and fluorescent tubes can be present and pose a danger. *Be alert!*

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 Responsibilities

It is the responsibility of the employer:

- ♦ 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 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 Responsibilities

It is the responsibility of the employee:

- ♦ To enforce all safety measures to meet the requirements established by the employer.
- ♦ To operate the SPLIT REAR LOADER™ 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.
- ♦ To know where to get assistance in the event of an emergency.

IMPORTANT: Do not use damaged equipment.

Things to Do

- ♦ Inspect the body and all systems at the beginning of each day.
- ♦ Make sure that the area is clear of people or possible 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 and packing refuse.
- ♦ Check mirrors, windows, lights, and monitor equipment are clean and adjusted properly.
- ♦ Check for explosive trash (e.g. television sets, paint cans, fluorescent light tubes, etc.).
- ♦ Use caution when driving with an unevenly distributed load.
- ♦ Inspect for overhead hazards (e.g. power lines) prior to raising tailgate(s).
- ♦ Always use the tailgate safety prop before entering the area between the main body and the tailgate.
- ♦ 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 the parking brake is applied.
- ♦ Do not enter any of the hoppers or body compartments 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 37).
- ♦ Do not drive with the tailgate(s) fully open unless it is to unload refuse at landfill sites.

Safety Precautions

Danger!



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

Prior to Start-Up

- ♦ Never operate machinery while wearing jewelry or loose clothing. These items may become caught by or entangled in the machinery causing serious injury. Wear proper safety equipment as required by your employer.

- ◆ Never operate machinery while under the influence of alcohol, narcotics or other mood altering substances. Workers who operate machinery while under the influence are a hazard to themselves and others.
- ◆ Perform a pre-operation “walk around” inspection of the truck chassis in accordance with the chassis manufacturer’s guidelines. Perform a “walk around” inspection of the refuse packers. Never start or operate any equipment found to have malfunctions.
 - Report any malfunctions immediately to the proper authorities.
 - Prior to leaving any malfunctioning unit, the parking brakes must be set, the PTO system disengaged, the engine turned off, the ignition key removed, and using a nonreusable fastening device, place a sign on the steering wheel indicating the unit is inoperative. For more information, see *Locking Out and Tagging Out the Vehicle* on page 37.
- ◆ Proper servicing requires specialized tools and procedures. Service must be performed by authorized personnel.
- ◆ Walk around the vehicle to make sure all persons and obstructions are clear before starting the unit.
- ◆ Before operating the vehicle the driver must be thoroughly familiar with the employer’s safety program concerning traffic rules, warning devices and hand signals.
- ◆ Be sure to know where to get assistance in the event of an emergency.
- ◆ Know your machine. Know the location and function of all controls, gauges, instruments and protective devices.
- ◆ Should the height of a refuse collection vehicle be altered by installing a container handling system, be sure the overall height is rechecked and overall height plus 3 inches is noted on the decals.

General Operation

- ◆ It is the employer’s responsibility to ensure that *only* qualified employees are assigned to operate this vehicle.
- ◆ It is the operator’s responsibility to ensure that operation of the unit is in accordance with the guidelines contained in the Operator’s manual and in accordance with all applicable codes including Occupational Safety and Health Act (OSHA) and American National Standards Institute (ANSI) regulations.
- ◆ Do not attempt to operate this equipment without proper training.
- ◆ Read and make sure that you fully understand this manual and all the safety decals on the unit before operating 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.
- ◆ Move the vehicle as slowly as possible without stalling when traveling in reverse.
- ◆ Always make sure the area behind the unit is clear before traveling in reverse.
- ◆ Do not travel in reverse for distances greater than those dictated by local ordinances. If reverse travel exceeds 10 feet, use a “spotter” or move the vehicle in 10 foot increments only, and then check to make sure the area behind the unit is clear between increments.

- ◆ Do not attempt to dislodge any material above waist level unless wearing eye protection such as “approved” side shielded safety glasses or a full face shield.
- ◆ Never use the unit to push or tow another vehicle.
- ◆ Never unload uphill or against a pile of refuse or into the bank of a hill.
- ◆ Never place head, body, fingers or any limbs into a scissors point or pinch point on the equipment.
- ◆ 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.
- ◆ Start the engine following the manufacturer’s recommended procedure.
- ◆ Wear your seat belt.
- ◆ When driving the vehicle, keep both hands on the steering wheel at all times.
- ◆ *Never* drive this vehicle with the tailgate(s) unlocked.
- ◆ Always set the parking brake before leaving the cab.
- ◆ When the vehicle is parked, the parking brake *must* be applied.
- ◆ Turn on appropriate warning lights, put on a safety vest, and protective glasses and shoes.
- ◆ All service opening covers and access doors must be maintained and latched in place while operating equipment.
- ◆ Ensure all co-workers are in view before operating or moving any controls or the unit.
- ◆ Ensure that there is sufficient overhead clearance before operating the unit.
- ◆ Stop the vehicle immediately if the warning lights for the TAILGATE AJAR system come on.
- ◆ Never use controls or hoses for hand holds when getting on/off. Controls and hoses are movable. They do not provide proper support and may cause accidental equipment movement.
- ◆ Make sure the backup alarm is working properly.
- ◆ Always ensure that all persons are clear before raising or lowering the tailgate(s). It is the operator’s responsibility to warn all persons not to stand or cross under a raised tailgate.
- ◆ Do not move the vehicle with the tailgate(s) raised except during unloading and then only as necessary to clear the load before lowering.
- ◆ Stand clear when either or both tailgates are being raised or lowered and during the unloading cycle. If it is necessary to manually clear the debris from the hopper, use a long metal probe and DO NOT stand under a tailgate.
- ◆ Never load the hopper above the loading sill.
- ◆ Never allow material to extend outside of the hopper when packing.
- ◆ Allow the packer and carrier panel control levers to shift back automatically.
- ◆ To avoid possible bodily injury or equipment damage, lower the tailgate slowly.
- ◆ Never enter a body compartment unless the telescopic ejection cylinder pressure is released, PTO disengaged and ignition key removed and placed in your pocket. For more information, see *Locking Out and Tagging Out the Vehicle* on page 37.
- ◆ Check equipment that is attached to the vehicle, such as snowplow.
- ◆ During waste collection, do occasional walkarounds to check for problems (tires, lights, etc.) and listen for air leaks.

- ♦ The speed-up switch on the control panel must be “OFF” between pickups or when parked. This prevents inadvertent engine speed-up if the carrier panel control lever is shifted.
- ♦ Do not step on the throttle pedal while the speed-up system is engaged.
- ♦ Never use a rear loader to transport a container.
- ♦ Follow all safety directions listed in the refuse body Operator and Maintenance Manual under SAFETY PRECAUTIONS.
- ♦ Do not get into either hopper compartment or try to repair anything on the packer when it is moving or when the hydraulic pump is still running. Personnel authorized to get into either 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 37.

Hydraulics

- ♦ Hydraulic fluid operates under high temperatures. Avoid contact with piping, hoses or cylinders to prevent burns.
- ♦ Never use hands to check for leaks. Hydraulic fluid escaping under pressure may cause injury.
- ♦ In case of injury seek proper medical treatment immediately.

Fire Protection

- ♦ Anytime a loaded vehicle is *brought inside a garage*, fire extinguishers shall be close at hand.
- ♦ The employer must inform employees of an appropriate place to unload the body near the maintenance facility (preferably away from traffic, surface drains, and ditches).
- ♦ Keep a fire extinguisher accessible at all times.
- ♦ Never use lighted smoking materials, open flame or sparks around when working with flammable materials such as fuel tanks or storage batteries.
- ♦ Never have an open flame as a light source.
- ♦ Never load ashes or other materials which might be smoldering. These materials could ignite refuse in the waste body.

NOTE: SPLIT REAR LOADER™ 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.

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

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



Housekeeping

Good housekeeping habits are a major factor in accident prevention.

- ♦ Keep handrails and steps clean and free of grease or debris.
- ♦ Do not store brooms or other equipment where they could inadvertently activate the packer controls.
- ♦ Rubbish, scrap paper and litter are highly combustible. Such material should be stored in metal containers entirely clear of sparks and flames.
- ♦ Clean all lights and safety stickers so you and the surrounding pedestrians and drivers will be aware of the truck at all times.
- ♦ Ensure that the equipment works properly by removing any compacted garbage in the packer area after each body unloading.
- ♦ If you need to clean debris from the edges of the tailgate(s), use a pole while standing to the side.
- ♦ Use the drain underneath the right-hand side tailgate to let water and other liquids out of the tailgate.

Figure 2-2 Tailgate drain



- ♦ Use the truck's streetside sump box drain to let water and other liquids out of the container (see Figure 2-3).

Figure 2-3 Sump box drain



Location of Safety and Informative Decals

Pay careful attention to all safety, warning and informative decals while working in and around the SPLIT REAR LOADER™. 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 Body



104059
104058 - French | 104060 - Spanish



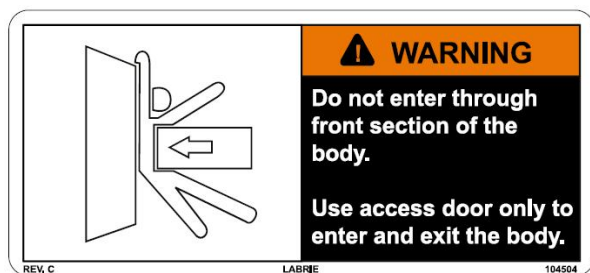
104035
104036 - Spanish
104034 - French



104549
104056 - French | 104057 - Spanish



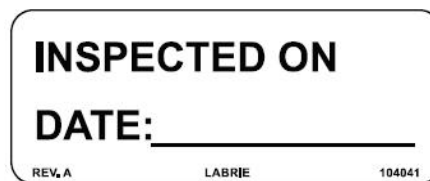
32272



104504

84278 - English/Spanish

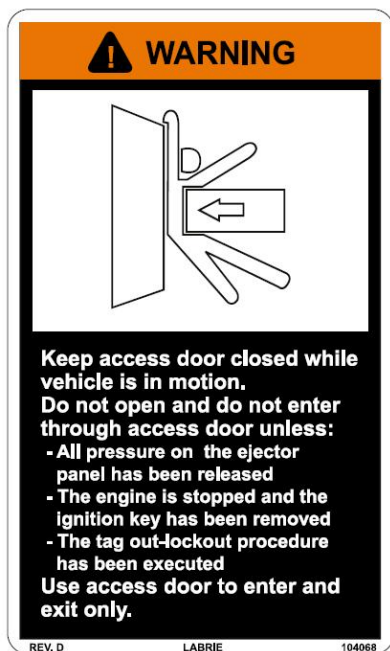
84277 - English/French



104041

104042 - Spanish

104040 - French



104068

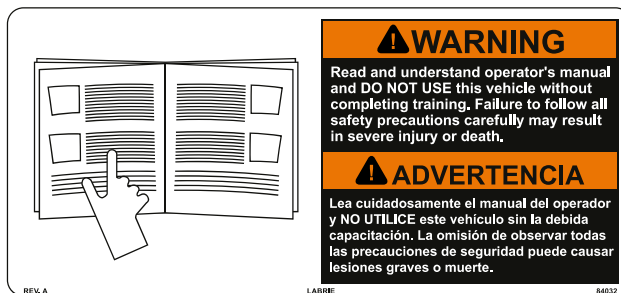
84166 - English/Spanish

84165 - English/French



173657

173656 - English/French



84032

84031 - English/French

104539 - English/French/Spanish

UNLOADING INSTRUCTIONS FOR PUSHOUT SYSTEM

TO OPEN TAILGATE

1. Activate the hydraulic pump. (Cab controls not shown).
2. Turn solenoid to "ON" position (Cab controls not shown).
3. Always set brake before leaving cab.
4. Remove the safety pin of the lock mechanism of the tailgate. Do not operate the lever on the tailgate with the safety pin installed. (See figure A).
5. Press speed up button and hold (See figure B).
6. Move tailgate lever rearward and hold until tailgate is fully open then release both lever and speed up button.
7. Never leave unit unattended when tailgate is open

NOTE: Do not allow anyone to stand or cross under the open tailgate.

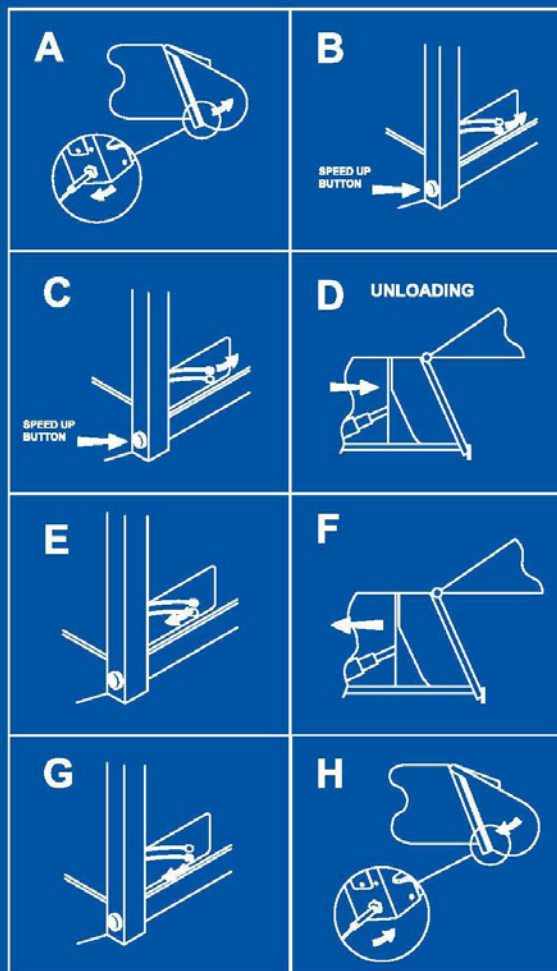
TO UNLOAD BODY

1. Press speed up button and hold. (See figure C).
2. Move ejection lever rearward keep it in this position until the ejector panel stops moving. (See figure D).
3. Release speed up button
4. Move ejection lever forward (See figure E) and hold until pushout plate is fully retracted for transport (See figure F).
5. Before reloading repeat 1 and 2. Then move ejection lever forward until pushout panel is moved forward approximately 30 inches.

TO CLOSE THE TAILGATE

1. Disengage pump.
2. Move unit forward slowly until tailgate is clear of the expelled load. Do not move unit more than necessary with tailgate raised. (See figure G).
3. Replace the safety pin on the tailgate after each unloading. (See figure H).

NOTE: Do not travel with tailgate manual latches unlatched or loose or optional remote latches unlatched



WARNING

Ensure that all persons stay clear of the tailgate before using the levers

REV. 0

LABRIE

188666

188666

188667 - Spanish

188662 - French

LUBRICATION CHART - REAR LOADER

The diagram shows a side profile of a Leach truck with a rear-mounted loader. Numbered callouts point to specific lubrication points: 1 points to the tailgate hinge area; 2 points to the packer/cylinder pins; 3 points to the carrier cylinder pins; 4 points to the auto-latch cylinder pins; 5 points to the pillow blocks of the auto-latch system; 6 points to the ejector cylinder pins; 7 points to the pump drive shaft 'U' joint; 8 points to the packer/carrier control rod; 9 points to the tipper cylinder pins (if equipped); and 10 points to the tailgate hinges. Detailed inset drawings provide close-up views of these components.

LUBRICATION CHART *

NO.	DESCRIPTION	FREQUENCY
1	TAILGATE CYLINDER PINS	WEEKLY
2	PACKER CYLINDER PINS	TWICE A WEEK
3	CARRIER CYLINDER PINS	TWICE A WEEK
4	AUTO-LATCH CYLINDER PINS	WEEKLY
5	PILLOW BLOCKS AUTO-LATCH SYSTEM	WEEKLY
6	EJECTOR CYLINDER PINS	WEEKLY
7	PUMP DRIVE SHAFT "U" JOINT	TWICE A WEEK
8	PACKER/CARRIER CONTROL ROD	WEEKLY
9	TIPPER CYLINDER PINS (IF TRUCK EQUIPPED)	TWICE A WEEK
10	TAILGATE HINGES	WEEKLY

*SEE REAR LOADER MAINTENANCE MANUAL FOR PROPER LUBRICANT

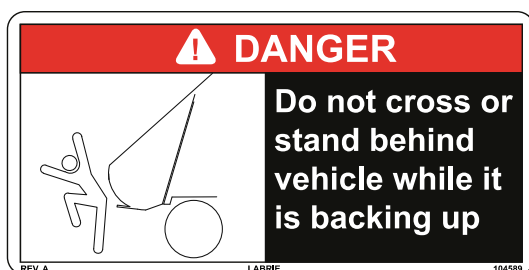
REV. 0

LABRIE

188661

188661
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188664 - French





104589

84286 - English/Spanish

84285 - English/French



104569

84294 - English/Spanish

84293 - English/French

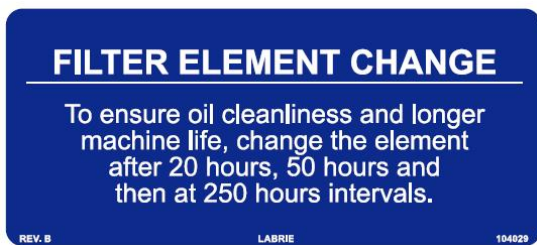


104519

84284 - English/Spanish

84283 - English/French

Decals on Chassis



104029

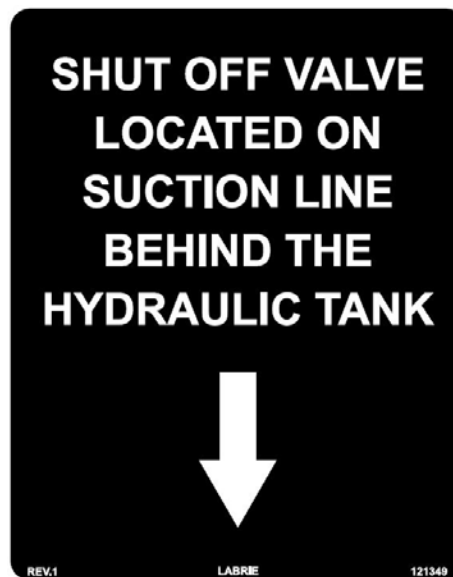
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104028 - French

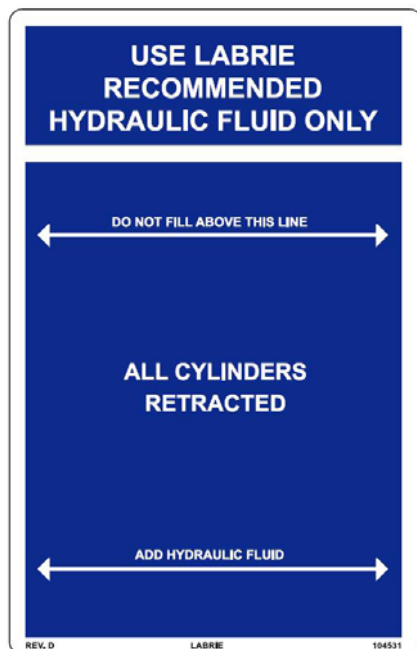


159828

Optional



121349



104531

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104530 - French



47304

120989 - English/Spanish

79846 - English/French



121344

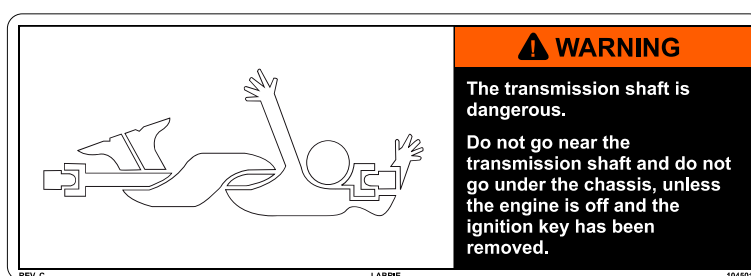


188660

104501

104502 - Spanish

104500 - French



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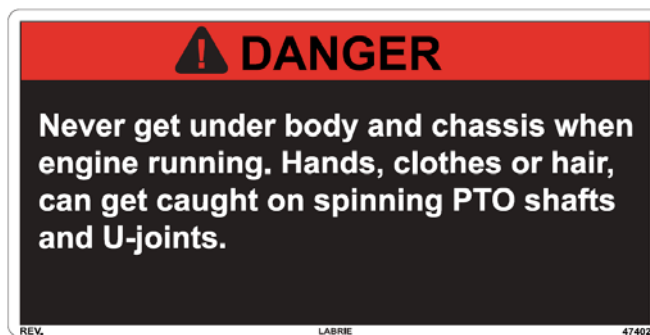
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79848 - English/French

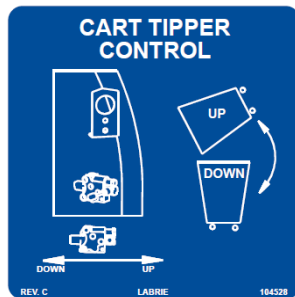
47402

84155 - English/Spanish

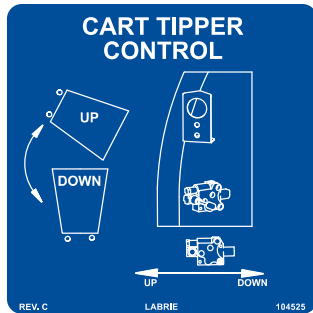
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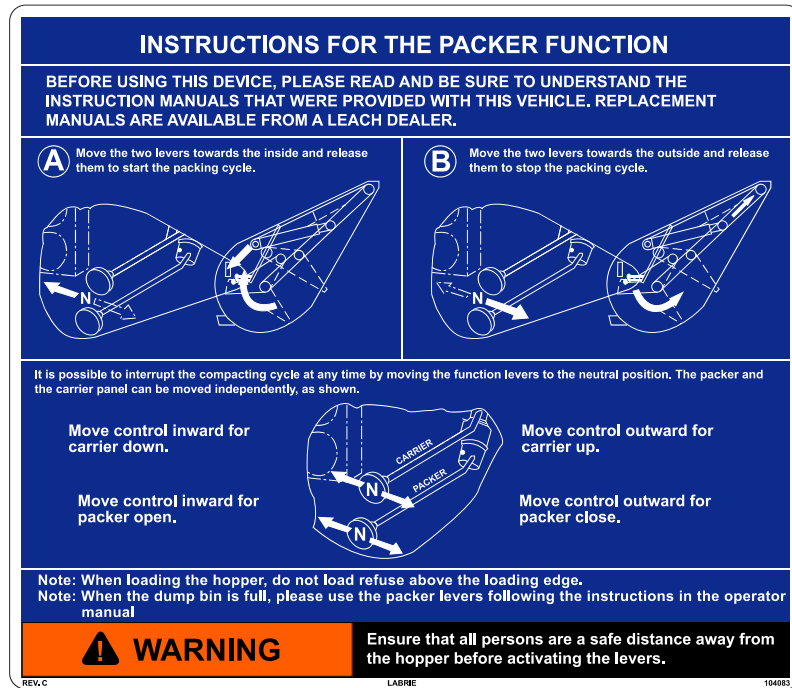
Decals on Tailgates



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104529 - Spanish
104527 - French



104525
104526 - Spanish
104524 - French



104083
104084 - Spanish
104082 - French



104032
104033 - Spanish
104031 - French



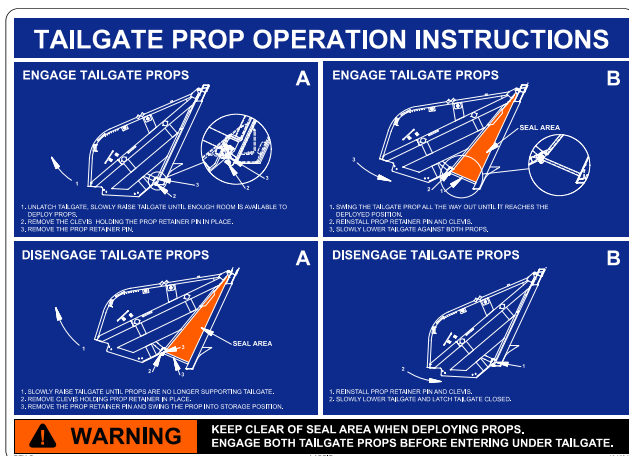
104035 Optional
104036 - Spanish
104034 - French



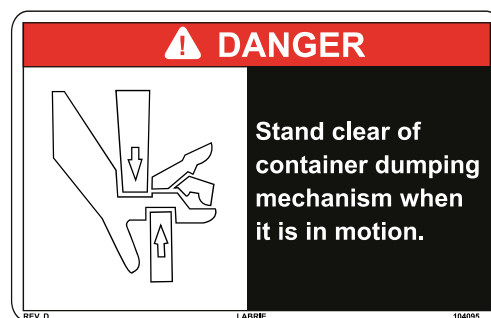
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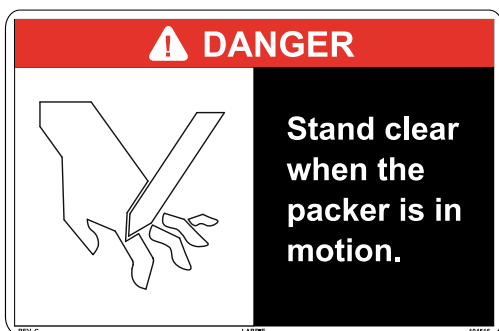
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104534
104535 - Spanish
104533 - French



104095
84290 - English/Spanish
84289 - English/French



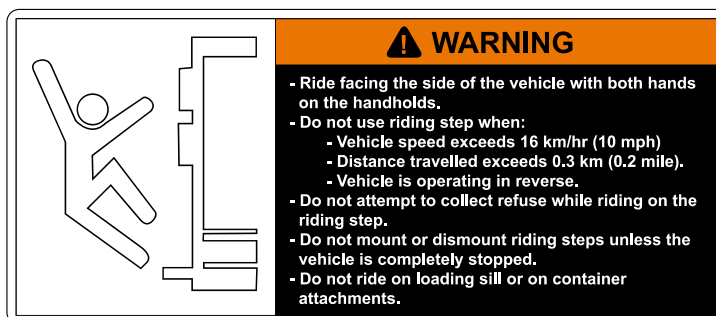
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84291 - English/French



104589
84286 - English/Spanish
84285 - English/French



104149



104513
84282 - English/Spanish
84281 - English/French



104089

84177 - English/Spanish

84176 - English/French



47422

188659 - English/Spanish

188658 - English/French



104519

84284 - English/Spanish

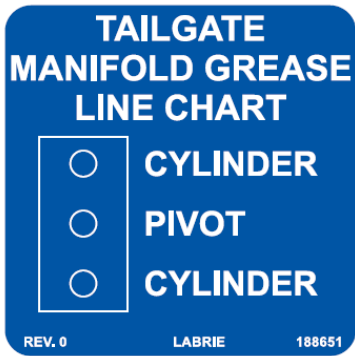
84283 - English/French



195358



195359



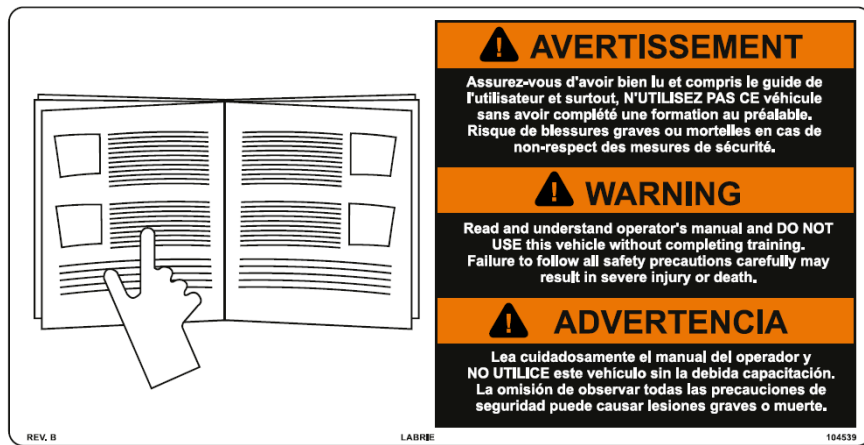
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47266
120973 - English/Spanish
79835 - English/French

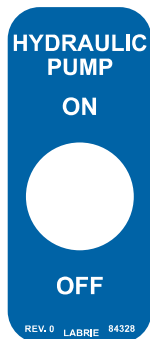


170414 Optional



104539

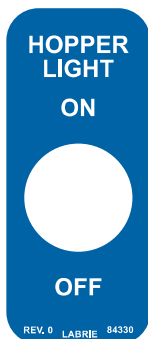
Decals inside Cab



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175990 - Spanish
104665 - French



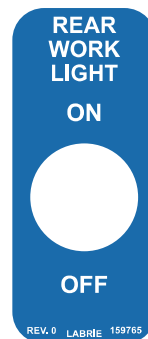
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84330
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104666 - French



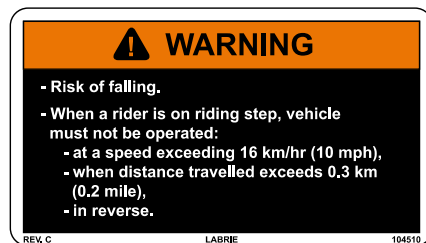
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173541 - French



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175989 - Spanish
104670 - French



104001
104002 - Spanish
104000 - French



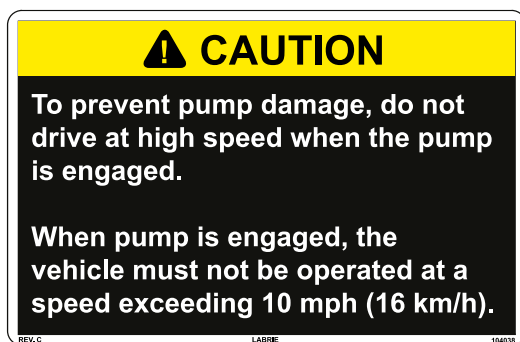
104510
84280 - English/Spanish
84279 - English/French



170414 Optional



104071
84171 - English/Spanish
84170 - English/French



104038
84164 - English/Spanish
84163 - English/French



173657
173656 - English/French

Safety Features

Back Up Alarm

The back up alarm sounds when the transmission is put into reverse or when one of the tailgates opens.

Emergency Pump Shutoff Buttons

The SPLIT REAR LOADER™ unit is equipped with 2 emergency pump shutoff buttons, one on each tailgate (see Figure 2-4).

In case of an accident, injury or any emergency situation that requires stopping the hydraulic system of the truck, push one of these buttons. The hydraulic pump will then stop immediately. To put it back on, you will need to pull out the same button you pushed.

NOTE: Also, the hydraulic packer and carrier panel levers must be in neutral position for the pump to operate again.

Figure 2-4 E-stop buttons



Tailgate Safety Props

Tailgate safety props are used to support and keep the tailgates open during inspection or maintenance procedures. It is mandatory to set the safety props every time the tailgates are opened for such purposes.

NOTE: A safety prop is located on the lower portion of the exterior wall of each tailgate.

IMPORTANT: Make sure the body is empty before setting the safety props.

Danger!

The tailgate safety props shall be set each time the tailgates are opened for inspection or maintenance purposes.

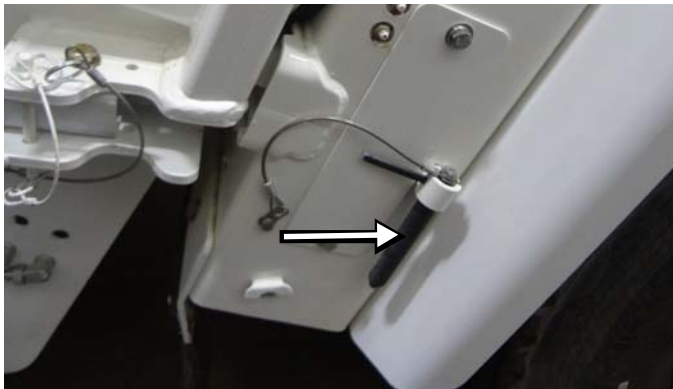
Setting Tailgate Safety Props

NOTE: The following procedure can be applied to either tailgate. Each tailgate has its own safety prop.

To set the tailgate safety props:

1. Make sure the body compartment to which is attached the tailgate that you intend to raise is empty.
2. Remove the safety pin.

Figure 2-5 Safety pin (in stored position)



3. Start the engine.
4. Turn the pump switch ON (see Figure 3-2).
Wait for the air pressure to reach 70 PSI before engaging the pump.

Danger!

Prior to raising the tailgate, make sure that no one is standing behind the vehicle and that the body compartment is empty.

5. Using the TAILGATE lever (see Figure 2-6) raise the tailgate by about 3 feet (enough to swivel the safety prop into position) [see Figure 2-7].

NOTE: Use the appropriate TAILGATE lever. There is one on each side of the truck. Each lever controls a specific tailgate. To raise the LH tailgate, use the LH lever; to raise the RH tailgate, use the RH lever.

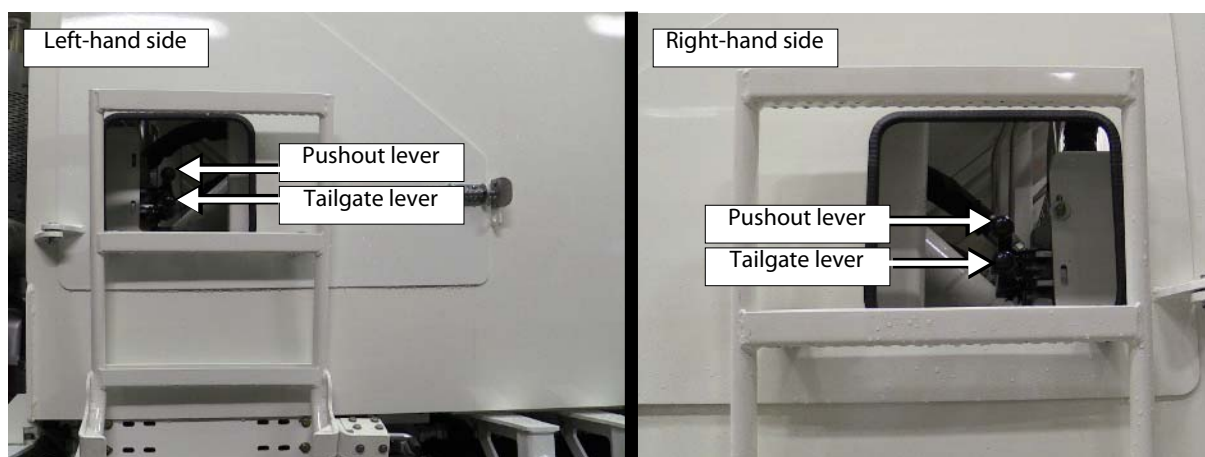
6. Unlatch the prop from its stored position and swivel it towards the body (see Figure 2-7).
-

Danger! Stand clear of tailgate path while setting the safety prop.



7. Lower the tailgate until the safety prop leans against the body base (see Figure 2-8) using the appropriate TAILGATE lever.
-

Figure 2-6 TAILGATE/PUSHOUT levers



NOTE: If you want to use the speed-up button on the front body corner (see Figure 3-12), you will first have to turn ON the speed-up switch on the in-cab control panel (see *ENGINE SPEED-UP Switch* on page 42).

Figure 2-7 Prop in stored position (left), in service position (right)



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

Figure 2-8 Prop leaned against body base



Putting Tailgate Safety Props Back in Place

To put the tailgate safety props back in their stored position:

1. Start the engine.
2. Turn the pump ON (see Figure 3-2).
Wait for the air pressure to reach 70 PSI before engaging the pump.
3. Raise the tailgate by about 3 feet using the appropriate TAILGATE lever (see Figure 2-6).

NOTE: The SPLIT REAR LOADER™ unit has two TAILGATE levers, one on each side of the truck. Each lever controls a specific tailgate. To raise the LH tailgate, use the LH lever; to raise the RH tailgate, use the RH lever.

4. Swivel back the safety prop and latch it into place alongside the tailgate (see Figure 2-9 and Figure 2-10).

Danger! Stand clear of tailgate path while putting the safety prop back in its stored position.

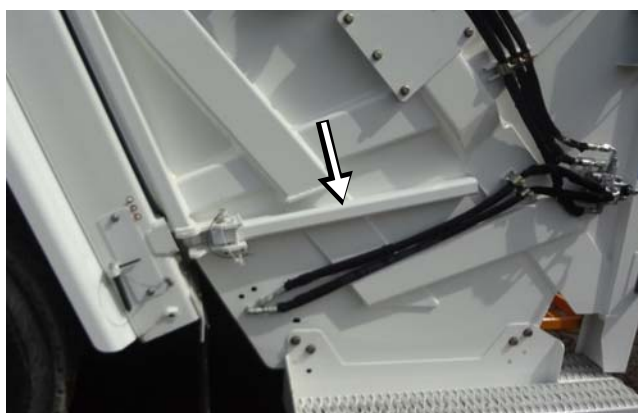


IMPORTANT: Secure the prop using the provided latch.

Figure 2-9 Putting back prop in stored position



Figure 2-10 Prop in stored position



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

5. Using the TAILGATE lever (see Figure 2-6), fully close the tailgate.
The TAILGATE OPEN light indicator should turn off (see Figure 2-11).

NOTE: If you want to use the speed-up button on the front body corner (see Figure 3-12), you will first have to turn ON the speed-up switch on the in-cab control panel (see *ENGINE SPEED-UP Switch* on page 42).

Figure 2-11 TAILGATE OPEN light indicator

6. Put the safety pin back in locked position.

Limit/Proximity Switch Tests

IMPORTANT: Your rear loader unit may require other safety tests not mentioned herein. Consult your supervisor and/or maintenance department if you have questions or you are in doubt.

Tailgate Open Proximity Switch Test

The Tailgate Open Proximity Switch Test should be part of your daily inspection. Successful completion of this test ensures that your unit is safe to operate. If this test fails, do not operate your unit until the appropriate adjustment or service has been completed.

NOTE: Both tailgates of the SPLIT REAR LOADER™ are equipped with a Tailgate Open proximity switch (see Figure 2-12).

For this test, proceed as follows:

1. Make sure both body compartments are empty.
2. Remove both safety pins.
3. Start the truck.
4. Engage the pump (see Figure 3-2).

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

5. Using one of the TAILGATE levers (see Figure 2-6), raise the tailgate by a few feet.

Danger!

Prior to raising the tailgate, make sure that no one is standing behind the vehicle and that the corresponding body compartment is empty.

NOTE: You can open either tailgate and repeat this procedure for the other tailgate. Always close one tailgate before opening the other one. Bear in mind that each tailgate has its own set of controls, hydraulic circuit and proximity switch. Both tailgates are independent of one another.

Figure 2-12 Open Tailgate proximity switch



6. Visually inspect the tailgate to make sure it is open.
7. Check the in-cab TAILGATE OPEN indicator light is lit.
The in-cab buzzer and the backup alarm should be sounding.
8. Once the inspection is done, lower and close the tailgate using the TAILGATE lever (see Figure 2-6).
The in-cab buzzer and the backup alarm should stop sounding, and the TAILGATE OPEN indicator light should go off.
9. Repeat Steps 6 to 9 for the other tailgate.
10. Once both tailgates have been checked, disengage the pump (see Figure 3-2).
11. Turn OFF the engine.
12. Put the safety pins back in place.

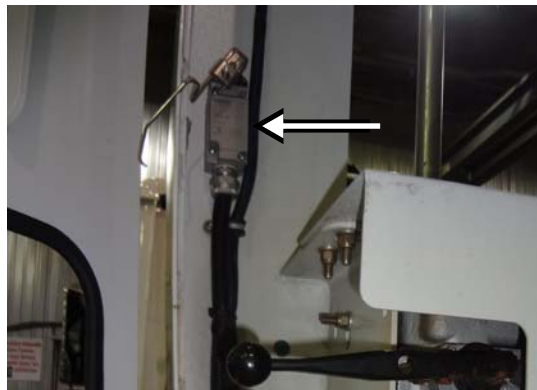
Side Access Door Limit Switches

Successful completion of this test ensures that both Side Access Door limit switches are working properly (see Figure 2-13). If you open any of the two side access doors, all hydraulic functions should then become inoperative.

Warning! Injury or death may occur if you attempt to enter the body while the hydraulic system is powered.



Figure 2-13 Access Door limit switch



For this test, proceed as follows:

1. Start the truck.
2. Engage the pump (see Figure 3-2).
Wait for the air pressure to reach 70 PSI before engaging the pump.
3. Slightly open the left-hand side access door (see Figure 2-14).
To do so, slide the spring-loaded latch toward the left and slightly pull the access door open.
4. Verify the hydraulic system has been rendered inoperative by activating one of the controls, such as the tailgate lever.

IMPORTANT: Do not forget to remove the safety pin before doing so.

5. If the hydraulic system is still operative, the left-hand side Access Door limit switch may need to be adjusted or replaced. Refer to the *Limit and Proximity Switches* section in the *Maintenance Manual* for proper procedure.
6. Close the left-hand side access door.
7. Now slightly open the right-hand side access door (see Figure 2-14).
To do so, slide the spring-loaded latch toward the right and slightly pull the access door open.

Figure 2-14 RH access door (left), LH access door (right)



8. Verify the hydraulic system has been rendered inoperative by activating one of the controls, such as the tailgate lever.

IMPORTANT: Do not forget to remove the safety pin before doing so.

9. If the hydraulic system is still operative, the right-hand side Access Door limit switch may need to be adjusted or replaced. Refer to the *Limit and Proximity Switches* section in the *Maintenance Manual* for proper procedure.
10. Close the right-hand side access door.
11. Once both access doors have been checked, disengage the pump (see Figure 3-2).
12. Turn OFF the engine.

NOTE: Do not forget to put the safety pins back in place.

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 SPLIT REAR LOADER™ unit:

1. Park the vehicle on safe level ground, and apply the parking brake (see Figure 2-15).

Figure 2-15 Parking brake knob

2. 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.
3. Turn OFF the system disconnect switch (see Figure 2-16).

Figure 2-16 System disconnect switch

4. Chock all wheels.
5. Put an “OFF SERVICE” tag on the driver’s wheel and on the front windshield.
6. Use the safety prop to block an open tailgate to prevent movement due to gravity.
7. Drain all air tanks.
8. Verify and inspect any security device and/or mechanism to make sure there is no bypass and 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 2-15).
2. Make sure that all moving parts are in their home position (tailgates, pushout panel, etc.).
3. Turn OFF, in sequence, the hydraulic pump (see Figure 2-20), the electrical system, the engine and the system disconnect switch (see Figure 2-16).
4. Drain all air tanks.

Figure 2-17 Drain valve on air tank



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 2-18).

Figure 2-18 Suction line shut-off valve



NOTE: The hydraulic tank model may vary according to the options installed on the vehicle.

Warning!

Failure to fully open the shut-off valve before starting the truck will cause immediate damage to the pump, even if the pump is not activated.

3. Start the truck.

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

Figure 2-19 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 in-cab control panel (see Figure 2-20).

Figure 2-20 Hydraulic pump ON/OFF switch



NOTE: If you want to use the speed-up feature available on your truck, you will first have to turn ON the speed-up switch on the in-cab control panel (see *ENGINE SPEED-UP Switch* on page 42).

3

Controls, Indicators and Processes

The SPLIT REAR LOADER™ has a series of controls and indicators that allow easier operation of the different functions that come with the vehicle. The indicators and switches are mainly located on the in-cab control panel, while the operating controls are mostly located on the right-hand side rear corner of the truck and some through both access doors.

It is imperative that the operator familiarize himself with the layout and function of all the controls required to operate the SPLIT REAR LOADER™.

Also, at the end of this section, you will find basic information on the waste handling processes as well as terms that are commonly used in this field.

In-Cab Controls

While most of the controls of the SPLIT REAR LOADER™ are located on the body and on the right side tailgate, or on both tailgates, a few are found inside the cab.

The following are the in-cab controls:

Parking Brake

The parking brake, located on the console, must be used every time the SPLIT REAR LOADER™ is stopped at idle except at regular traffic stops.

- ♦ Pull the parking brake control knob out to apply the parking brakes, push it in to release them.

Figure 3-1 Parking brake knob



Pump Switch

This switch, which is also called PTO switch, engages and disengages the hydraulic pump that powers all body and tailgate functions.

- ♦ Turn ON this switch to activate the hydraulic pump.
- ♦ Turn OFF this switch to deactivate the hydraulic pump.

Figure 3-2 Pump switch



Warning!



Do not close the shut-off valve on the hydraulic tank even if the PTO switch is turned off. The pump may still be turning whatever the engine's RPM, especially when the pump is mounted at the front end of the truck. It is very important not to let the pump run dry or without oil. Otherwise, the pump will be seriously damaged or even destroyed

ENGINE SPEED-UP Switch

This switch energizes the engine speed-up system. It is located on the in-cab control panel (see Figure 3-3).

The speed-up feature is used to rev up the pump providing additional flow to the hydraulic features and reducing cycle times.

- ♦ Toggle this switch UP to activate the engine speed-up system.
- ♦ Toggle this switch DOWN to deactivate the engine speed-up system.

Figure 3-3 SPEED-UP switch



NOTE: If you want to use the speed-up button (see Figure 3-12) next to either side access door or the speed-up feature when operating either carrier control lever, you will first have to turn this switch ON.

NOTE: Truck transmission must be in neutral for this feature to work.

HOPPER LIGHT Switch

This switch (see Figure 3-4) turns ON/OFF the hopper light on your SPLIT REAR LOADER™ unit.

- ♦ Toggle the switch UP to turn ON the hopper light.
- ♦ Toggle the switch DOWN to turn OFF the hopper light.

Figure 3-4 HOPPER LIGHT switch



STROBE LIGHT Switch

This switch (see Figure 3-5) activates and deactivates the strobe light mounted on the left hand tailgate.

- ♦ Toggle the switch UP to turn ON the strobe light.
- ♦ Toggle the switch DOWN to turn OFF the strobe light.

Figure 3-5 STROBE LIGHT switch



REAR WORK LIGHT Switch (optional)

This switch (see Figure 3-6) turns ON/OFF the rear work light on your SPLIT REAR LOADER™ unit.

- ♦ Pressing the toggle upward will turn the rear work light ON.
- ♦ Pressing the toggle down will turn the rear work light OFF.

Figure 3-6 REAR WORK LIGHT switch



Packer Enable Button (if equipped)

This button (see Figure 3-7) acts as a two-hand operation deadman. In some jurisdiction (state/province/city), it must be pushed and kept in this position for the packer to move.

- ♦ Push this button and keep it pushed when required to enable the packer.
- ♦ Release this button to disable the packer.

Figure 3-7 Packer Enable Button



The number of deadman buttons that need to be pushed is based on the number of workers assigned to a given truck on a given day. It can also depend on the type of garbage collected and the type of collection run. On some trucks, there is an optional operator selector switch on the dashboard (see Figure 3-8) that can be used to set the number of deadman buttons that need to be pushed and held in place for a specific piece of equipment to work or move.

If your unit is equipped with such a selector switch:

- ♦ Turn it to position 1, 2, 3 or 4 according to the number of operators that are assigned to the truck (for example, if there are 2 operators on the truck, select 2; if there are 3 operators, select 3 and so on).

Figure 3-8 Operator selector switch



NOTE: This is only valid to some jurisdiction and may not apply to yours.

Operating Position Switch

Located on the in-cab console, this switch (see Figure 3-9) allows the driver to switch from one driving position to the other.

- ♦ Move the switch to the right for driving from the right-hand side seat.
- ♦ Move the switch to the left for driving from the left-hand side seat.

Figure 3-9 Operating position switch



Labrie Enviroquip Group recommends driving the SPLIT REAR LOADER™ from the left-hand side driving position. However, you can use the right-hand side driving position when collecting refuse door-to-door, but only in such a case.

Warning! Driving from the right-hand side position is subject to strict regulation by the city or state/province, especially as regards to the maximum speed allowed. Operators/drivers must comply with all applicable rules for driving from the right-hand side position.



There are several safety issues involved when changing driving positions. Labrie Enviroquip Group recommends the following procedure.

To change the driving position:

1. Stop the vehicle and apply the parking brake.
2. Turn OFF the hydraulic pump (see Figure 3-2).
3. Move to the desired driving position (left or right).
4. Place the OPERATING POSITION switch to the desired position (LH or RH).
5. If moving to the right-hand side, remove the pedal cover (if so equipped).
6. Adjust the mirrors to ensure an adequate field of view from the selected driving position.
7. Start the engine.
8. Turn ON the hydraulic pump (see Figure 3-2).

Indicators

TAILGATE OPEN Light

This warning light, located on the in-cab control panel, will illuminate if one of the tailgates opens. Opening either or both tailgates will also sound the backup alarm and illuminate the backup lights.

Figure 3-10 TAILGATE OPEN light



Warning! Operation of the unit with an illuminated or defective warning system can result in personal injury and/or equipment damage.



Access Door Open Light

When illuminated, this warning light tells you that one of the side access doors is open.

Figure 3-11 Access Door Open light



NOTE: There is no hydraulic function at all when a side access door is open.

Outside Controls

Engine Speed-Up Buttons

When depressed, these push-buttons (see Figure 3-12) will cause the engine to speed-up and provide additional flow to the hydraulic system. Located on both front body corners, these buttons are depressed by the operator when operating either the ejection (pushout) lever or the tailgate lever.

NOTE: As the SPLIT REAR LOADER™ has tailgate/pushout panel control levers on both sides of the body, there are two outside engine speed-up buttons, one on each side of the truck.

Figure 3-12 Engine Speed-Up buttons



NOTE: For these buttons to work, the SPEED-UP switch on the in-cab control panel (see Figure 3-3) must be turned ON and the truck transmission must be in neutral.

Front Control Valves

The SPLIT REAR LOADER™ has two tailgate/pushout panel control valves, one behind the left hand side access door, the other on the opposite side (see Figure 3-13). The control levers for this valve extend out through a cutout in the door. These valves allow the ejection (pushout) panel to move and the tailgate to rise.

Figure 3-13 Front control valves

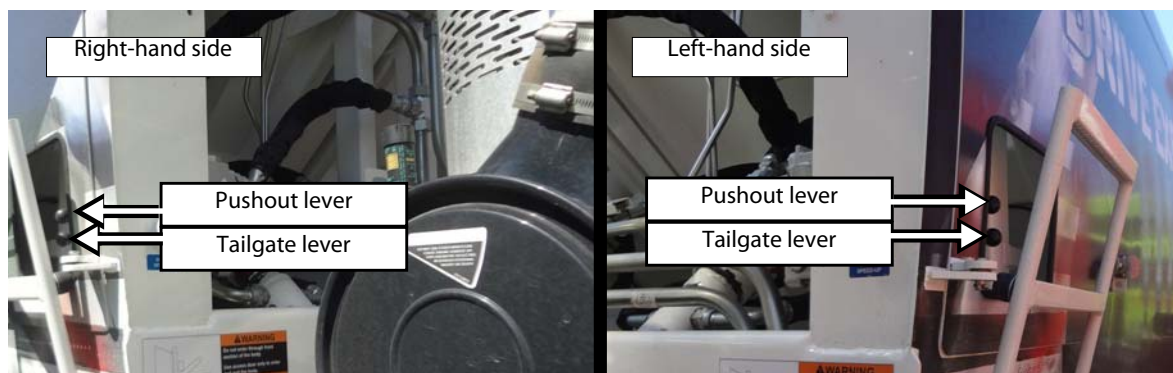


Ejection (Pushout) Levers

The ejection lever (see Figure 3-14) controls the movement of the pushout panel. On the SPLIT REAR LOADER™, there are two pushout panel control levers, one for each pushout panel.

- ♦ Moving the lever backward (toward the tailgate) will move the pushout panel to the rear.
- ♦ Moving the lever forward (toward the cab) will move the pushout panel to the front.

Figure 3-14 Ejection and tailgate control levers



Tailgate Levers

The tailgate lever (see Figure 3-14) controls the up/down movement of the tailgate. On the SPLIT REAR LOADER™, there are two tailgate control levers, one for each tailgate.

- ♦ Moving the lever backward (toward the back of the truck) will raise the tailgate.
- ♦ Moving the lever forward (toward the front of the truck) will lower the tailgate.

IMPORTANT: The safety pin must be removed before attempting to raise the tailgate.

Driver Signal Push Buttons

Your SPLIT REAR LOADER™ unit is equipped with two Driver Signal push-buttons, one on each tailgate. These buttons (see Figure 3-15) are connected to a buzzer mounted under the driver's seat or under the dash in the chassis cab. The operator depresses one of these push-buttons to signal the driver when the loading operation is completed and the truck is ready to go.

Figure 3-15 Driver signal buttons



Emergency Pump Shutoff Buttons

Two emergency pump shutoff buttons are provided on your SPLIT REAR LOADER™ unit, one on each tailgate (see Figure 3-16). When depressed, any of these two buttons stops all hydraulic functions on the truck, which causes the packer to stop immediately no matter where it is in the hopper. To reactivate the hydraulic pump, and so the hydraulic system, the depressed button has to be pulled out and the packer and carrier panel levers must be in neutral position.

Figure 3-16 Emergency pump shutoff buttons

2-Hand Operation Deadman Button (optional)

The SPLIT REAR LOADER™ may be equipped with a two-hand operation deadman button located on the right-hand side tailgate, not far from the carrier and packer control levers (see Figure 3-17). This deadman button is used as a safety device to ensure that every movement of the packer and the carrier is absolutely wanted and controlled by the operator. That is, if the operator is not pressing the deadman button while trying to move the packer or the carrier with the control levers, no movement will occur. With such a safety feature, an accidental movement of the control levers will not be transmitted to the packer or the carrier.

In some jurisdiction, the 2-hand operation deadman button must be pushed and kept in this position for the packer or carrier to move.

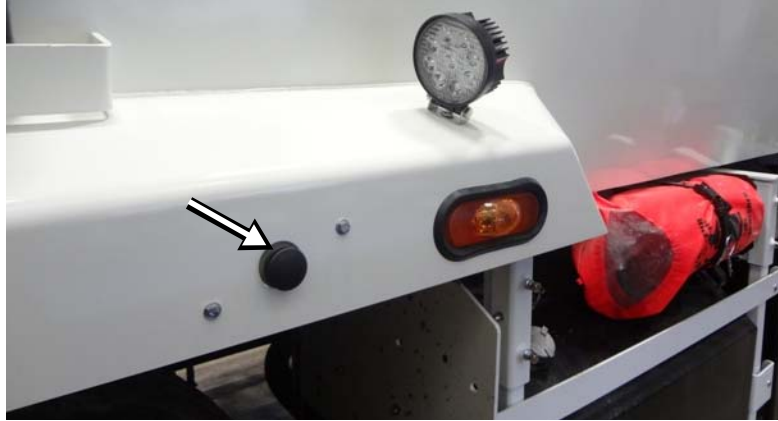
Figure 3-17 Deadman button

2nd-Operator Deadman Button (optional)

On some trucks a second-operator deadman button may be installed as an option. Located on the right-hand side rear fender, this button (see Figure 3-18) is used as a safety precaution for the second operator.

In some jurisdiction, this optional second-operator deadman button must be pushed and kept in this position for the packer or carrier to move, provided that the other operator also pushes the deadman button on the right-hand side tailgate.

Figure 3-18 Second-operator deadman button



Packer and Carrier Panel Levers

Packer Panel Levers

There are two packer panel control levers on your SPLIT REAR LOADER™ unit, one for the streetside packer, the other for the curbside packer. Both of these levers can be located on the RH tailgate (see Figure 3-19) or they can be located separately on opposite sides of the truck. These levers are used by the operator to move the packer panel into position either open or closed during the compaction cycle.

IMPORTANT: If installed, the 2-hand operation deadman button (see Figure 3-17) and the 2nd-operator deadman button (see Figure 3-18) must be pushed and kept in this position to enable both packer levers.

NOTE: The engine speed-up system does not engage if only the packer panel lever is shifted. The carrier panel lever must also be shifted to engage the engine speed-up system (the SPEED-UP switch on the control panel (see Figure 3-3) must first be turned ON and the truck transmission put in neutral).

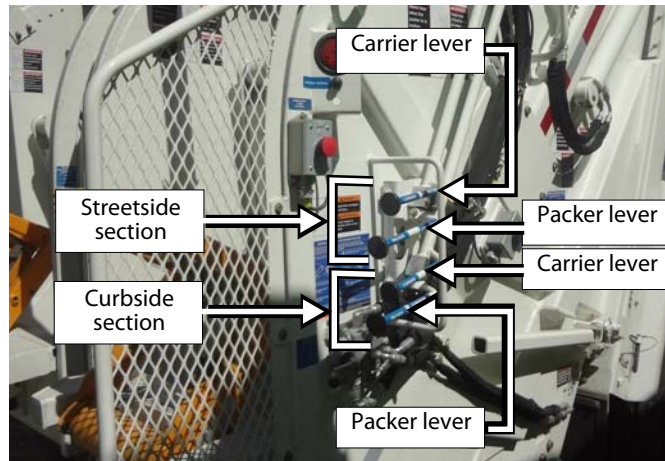
Carrier Panel Levers

There are two carrier panel control levers on your SPLIT REAR LOADER™ unit, one for the streetside carrier, the other for the curbside carrier. Both of these levers can be located on the RH tailgate (see Figure 3-19) or they can be located separately on opposite sides of the truck. These levers are used by the operator to move the carrier panel into position either up or down during the compaction cycle.

IMPORTANT: If installed, the 2-hand operation deadman button (see Figure 3-17) and the 2nd-operator deadman button (see Figure 3-18) must be pushed and kept in this position to enable both carrier levers.

NOTE: The engine speed-up system automatically engages any time the carrier panel lever is shifted, provided that the SPEED-UP switch on the control panel (see Figure 3-3) is turned ON and the truck transmission is in neutral.

Figure 3-19 Packer and carrier panel levers



Compaction Cycle

Both the packer panel lever and the carrier panel lever are shifted simultaneously inward to open the packer panel and lower the carrier panel to the “interrupted cycle” position. Both levers are shifted outward to sweep the load from the hopper and pack it against the pushout panel. Any time the carrier panel lever is shifted, the engine speed-up automatically engages. The packing cycle may be stopped at any point by moving both operating levers to neutral. The packer or carrier panel can be moved independently.

Tipper Levers (optional)

Each tailgate may have a cart tipper installed on its hopper sill. To operate the tipper, a dedicated control valve complete with a lever handle is provided and mounted on the tailgate to which is attached the tipper (see Figure 3-20). If the second tailgate has its own cart tipper, another control valve with its lever handle is also provided and fixed to same tailgate (see Figure 3-20).

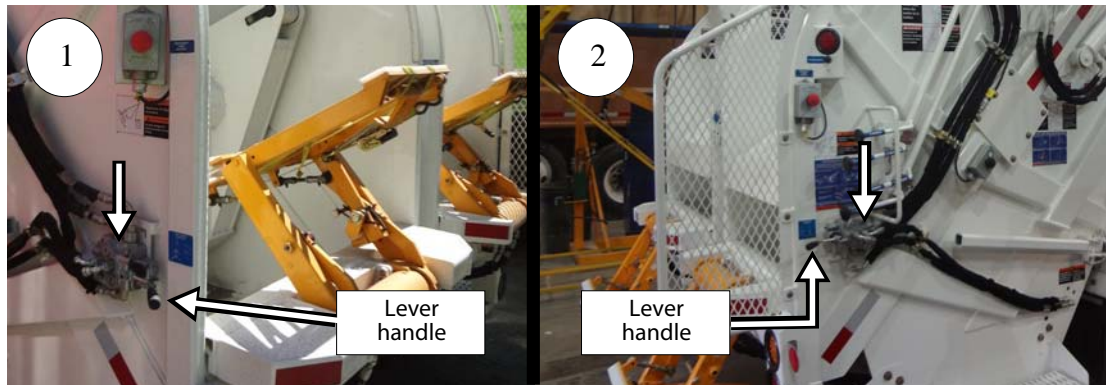
Tipper Control on Right-Hand Tailgate

- ♦ Move the tipper lever to the left to lift the cart.
- ♦ Move the tipper lever to the right to lower the cart.

Tipper Control on Left-Hand Tailgate

- ♦ Move the tipper lever to the right to lift the cart.
- ♦ Move the tipper lever to the left to lower the cart.

Figure 3-20 Tipper control valve on streetside tailgate (1), on curbside tailgate (2)

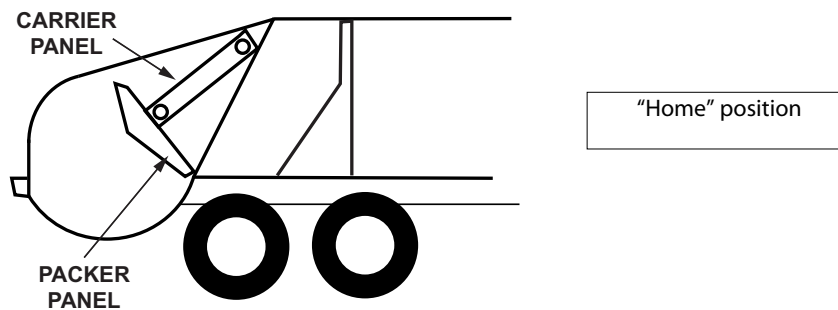


Waste Handling Process

The main purpose of the SPLIT REAR LOADER™ is to safely and efficiently load, pack, transport and unload refuse. Before going further, take a look at the following illustrations. They will help you understand the fundamentals of the waste handling process and how they relate to one another.

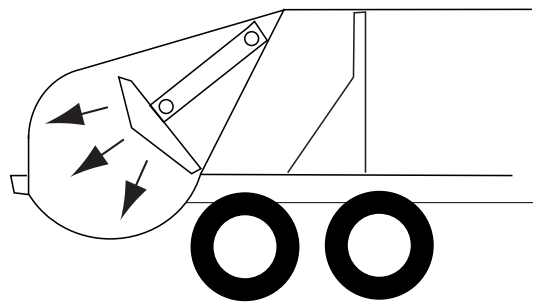
Loading

Refuse is first loaded into the hopper of the tailgate assembly. The carrier and packer panels, which sweep up and pack the refuse from the hopper, will be in the “home” position.



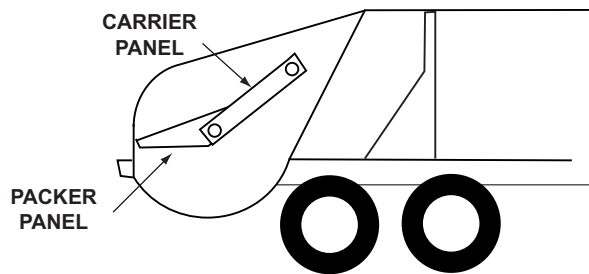
Packing

When the operator starts the packing cycle, the carrier and packer panels move rearward over the load.



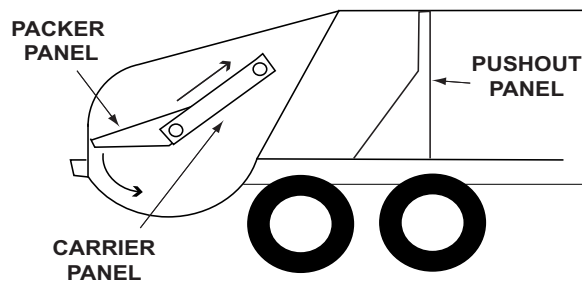
Carrier and packer panels move over load

Next, the carrier and packer panels automatically stop at the “interrupted cycle” position.



“Interrupted cycle”

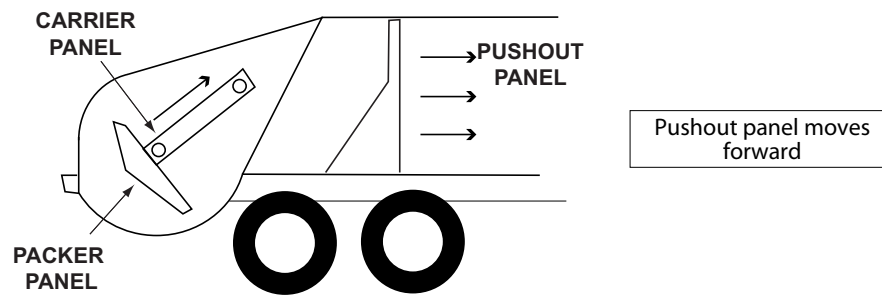
The operator again activates the packing cycle. The carrier and packer panels move forward and sweep the refuse from the hopper up into the body and pack it against the pushout panel. Having completed a cycle, the carrier and packer panels are back into the “home” position and the hopper is cleared for more refuse.



Packing position

Also, during the packing cycle, considerable hydraulic pressure is applied to the cylinders which control movement of the carrier and packer panels. This causes the refuse to be compacted tightly allowing for a large carrying capacity.

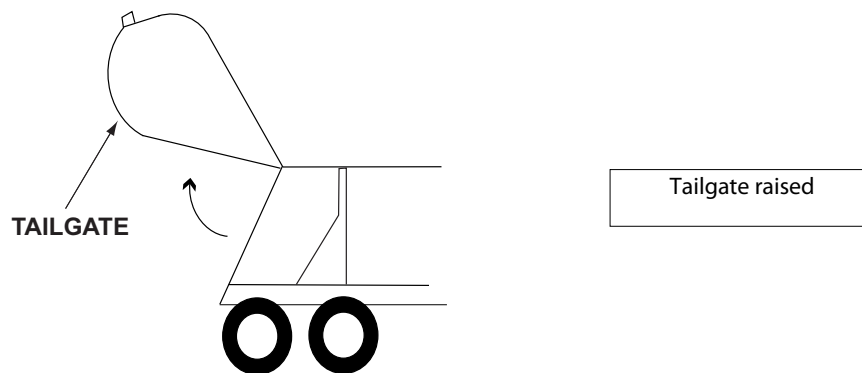
Once the body is full, the SPLIT REAR LOADER™ can be moved to the dumpsite for unloading.



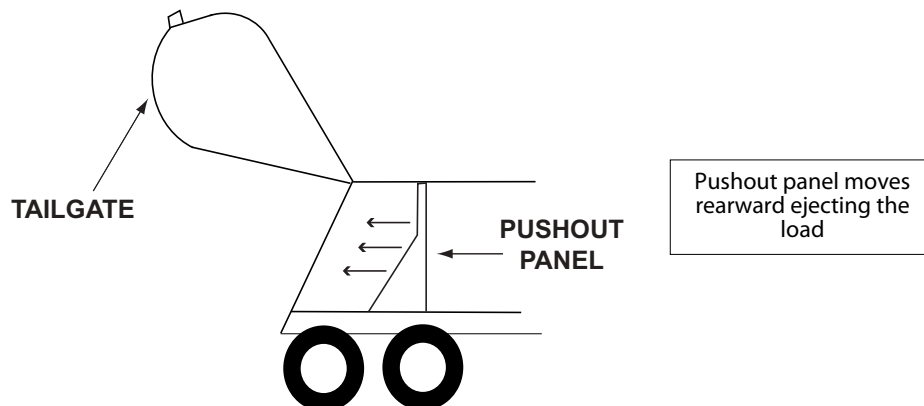
Unloading

At the dumpsite, the unit is unloaded in two easy steps:

1. The tailgate is raised by the operator.
2. The pushout panel is moved to the rear of the body, pushing out the load.



After unloading, the tailgate is lowered and “latched” to the body.



4

Operating the SPLIT REAR LOADER™

The different methods, procedures and necessary actions to operate the SPLIT REAR LOADER™ are presented in this section.

Warning!



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

Before operating the SPLIT REAR LOADER™, 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 SPLIT REAR LOADER™.

Obey all speed restrictions and regulations.

Pre-Operating Walk-Around Inspection

Each day, before starting the unit, perform the following “walk-around” inspection.

- ♦ Make sure all decals are in place and readable. Replace any decals that are not. Refer to “Location of Safety and Informative Decals” on page 17 for a list of unit specific decals.

NOTE: A decal kit is available from your local authorized Labrie distributor.

- ♦ As you are checking for decals, also look for fluid leaks on and around the unit. Check for fluid leaks at the hydraulic cylinders, valves and fittings.

- ♦ Check capscrews and fasteners for looseness, visible welds for cracks and control levers for each movement.
- ♦ Make sure the hooks that secure both tailgates to the body have been engaged to the locked position.
- ♦ Ensure both safety pins are in position.
- ♦ Check the hydraulic tank gauge to make sure the fluid is in the “safe” range. Add fluid, if necessary. The pushout cylinder must be retracted, the tailgates down, the carrier and packer panels in the “interrupted cycle” position to check the hydraulic fluid level.
- ♦ Make sure all operating levers are in neutral position.

Check:

- Packer panel levers (see Figure 3-19)
- Carrier panel levers (see Figure 3-19)
- Pushout levers (see Figure 3-14)
- Tailgate levers (see Figure 3-14)

Caution! Never operate the SPLIT REAR LOADER™ with any part of the control system or levers removed or serious damage will result.



Warning! Never under any circumstances enter the body if the truck is running. Open the packer panel and release the pushout panel cylinder pressure before entering the body. Always make sure the truck engine is off and the keys are in your pocket before entering the body (see *Locking Out and Tagging Out the Vehicle* on page 37).



-
- ♦ Start the truck according to the chassis manufacturer’s instructions and while it is warming up, continue the walk-around inspection.
 - ♦ Check all of the operating and running lights. Make sure none are missing and that there are no burned-out bulbs.

Warning! The TAILGATE OPEN warning light should be off. Do not operate the unit if the light is illuminated.



-
- ♦ With the engine running, the speed-up switch to ON, the PTO/pump switch engaged, the parking brake applied and the transmission in neutral, depress the speed-up push-button on the front left/right corner of the body, then do the same with the other speed-up button on the opposite side. You should hear the engine speed-up.

Danger! Never place hands in or near the packer panel during operation.



Caution! Never hold the packer or the carrier panel lever in position by hand. Always engage and let go immediately. The only exception is at the end of a load.

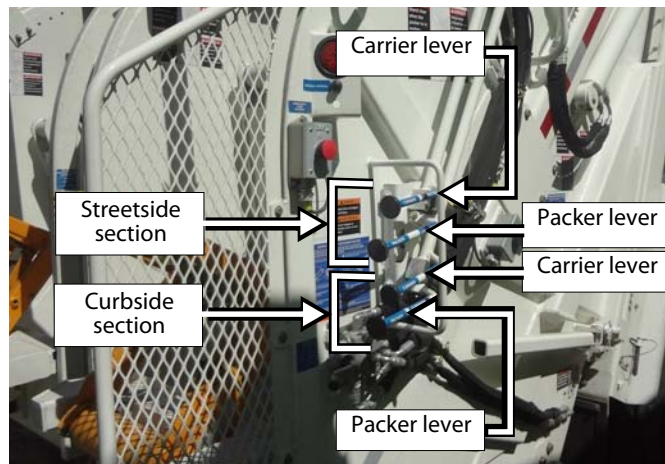


- ♦ Move both the packer panel lever and carrier panel lever of the streetside section (see Figure 4-1) inward and let go. Check for the following:
 - Engaging the carrier panel lever will activate the engine speed-up feature; you should hear the engine speed-up.

NOTE: For this to occur, the speed-up switch on the in-cab control panel (see Figure 3-3) must be turned ON and the truck transmission put in neutral.

- Observe the movement of the carrier and packer panels; it should be smooth. The panels should stop automatically at the “interrupted cycle” position.

Figure 4-1 Packer and carrier controls

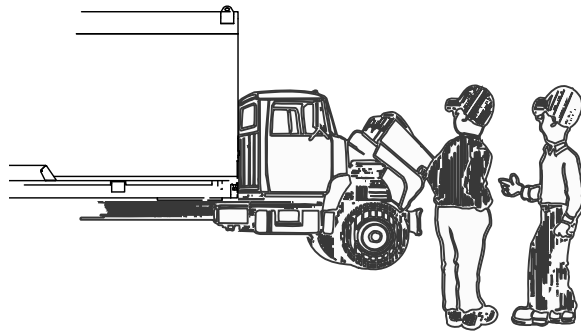


- ♦ Move both the packer panel lever and carrier panel lever of the streetside section (see Figure 4-1) outward and let go.
 - Observe the movement of the carrier and packer panels; it should be smooth. The panels should stop automatically at the “home” position.
- ♦ Move both the packer panel lever and carrier panel lever of the curbside section (see Figure 4-1) inward and let go. Check for the following:

- Engaging the carrier panel lever will activate the engine speed-up feature; you should hear the engine speed-up.

NOTE: For this to occur, the speed-up switch on the in-cab control panel (see Figure 3-3) must be turned ON and the truck transmission put in neutral.

- Observe the movement of the carrier and packer panels; it should be smooth. The panels should stop automatically at the “interrupted cycle” position.
- ♦ Move both the packer panel lever and carrier panel lever of the curbside section (see Figure 4-1) outward and let go.
 - Observe the movement of the carrier and packer panels; it should be smooth. The panels should stop automatically at the “home” position.
- ♦ Depress the two driver signal push-buttons — one on each tailgate — to make sure that the audible alarm located in the cab is working (see Figure 3-15).
- ♦ Disengage the parking brake and back the unit up a few feet to ensure that the backup alarm is working properly.
- ♦ Re-engage the parking brake, then exit the cab to remove both safety pins. Using one of the tailgate levers (see Figure 3-14) raise the corresponding tailgate a few feet and check the TAILGATE OPEN light on the in-cab control panel is on and the backup alarm is audible (do not have the unit in reverse). Once done, close the tailgate.
- ♦ Using the other tailgate lever on the opposite side (see Figure 3-14) raise the corresponding tailgate a few feet and check the TAILGATE OPEN light on the in-cab control panel is on and the backup alarm is audible (do not have the unit in reverse). Once done, close the tailgate and put both safety pins back in.
- ♦ Report any problems found during the pre-operation “walk-around” inspection to the maintenance supervisor for service or repair, place a tag on the steering wheel, using a non-reusable fastener, stating the unit is inoperative and remove the keys (see *Locking Out and Tagging Out the Vehicle* on page 37).



Warning! Do not operate a unit that is in need of service or repair.



Walk Around Inspection Checklist

- ♦ Decals in place and readable.
- ♦ Look for any fluid leaks.
- ♦ Mounting hardware tight and in place.
- ♦ Hydraulic fluid reservoir at correct level.
- ♦ All operating levers in neutral position.
- ♦ Pushout panel area clear of debris.
- ♦ Engine warmed up according to manufacturer's instructions.
- ♦ All operating and running lights functioning.
- ♦ Engine speed-up switch/button operational.
- ♦ Packing cycle operates properly.
- ♦ Driver signal alarm can be heard.
- ♦ Back-up alarm and TAILGATE OPEN light are operable.
- ♦ Both safety pins are in position.
- ♦ Report any problems to proper personnel.

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						
If items need repair, check below and describe.				TIRES		
PRE	POST		PRE	POST	Indicate any defects.	
<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"/>
<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"/>
<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"/>
<input type="checkbox"/>	<input type="checkbox"/>	License/registration papers	<input type="checkbox"/>	<input type="checkbox"/>	Reflective triangles	<input type="checkbox"/> <input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	Service brakes adjusted	<input type="checkbox"/>	<input type="checkbox"/>	Steering play	<input type="checkbox"/> <input type="checkbox"/>
<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		PRE	POST	
<input type="checkbox"/>	<input type="checkbox"/>	Battery disconnect	<input type="checkbox"/>	<input type="checkbox"/>	Electrical wiring	<input type="checkbox"/>	<input type="checkbox"/>	Compactor working
<input type="checkbox"/>	<input type="checkbox"/>	Body damage	<input type="checkbox"/>	<input type="checkbox"/>	Fire Extinguisher	<input type="checkbox"/>	<input type="checkbox"/>	Hydraulic leaks
<input type="checkbox"/>	<input type="checkbox"/>	Cab damage	<input type="checkbox"/>	<input type="checkbox"/>	Fuel tank/lines	<input type="checkbox"/>	<input type="checkbox"/>	Hydraulic pressure
<input type="checkbox"/>	<input type="checkbox"/>	Air lines	<input type="checkbox"/>	<input type="checkbox"/>	Exhaust	<input type="checkbox"/>	<input type="checkbox"/>	Hydraulic hoses
<input type="checkbox"/>	<input type="checkbox"/>	Air compressor	<input type="checkbox"/>	<input type="checkbox"/>	Engine	<input type="checkbox"/>	<input type="checkbox"/>	Wheel/Rims
<input type="checkbox"/>	<input type="checkbox"/>	Air dryer	<input type="checkbox"/>	<input type="checkbox"/>	Starter	<input type="checkbox"/>	<input type="checkbox"/>	Seals
<input type="checkbox"/>	<input type="checkbox"/>	Head lights	<input type="checkbox"/>	<input type="checkbox"/>	Turn signal	<input type="checkbox"/>	<input type="checkbox"/>	Transmission
<input type="checkbox"/>	<input type="checkbox"/>	Marker lights	<input type="checkbox"/>	<input type="checkbox"/>	Camera	<input type="checkbox"/>	<input type="checkbox"/>	Mirrors
<input type="checkbox"/>	<input type="checkbox"/>	Brake lights	<input type="checkbox"/>	<input type="checkbox"/>	Cable/Hooks	<input type="checkbox"/>	<input type="checkbox"/>	Radiator
<input type="checkbox"/>	<input type="checkbox"/>	Suspension	<input type="checkbox"/>	<input type="checkbox"/>	Arm	<input type="checkbox"/>	<input type="checkbox"/>	Safety devices
<input type="checkbox"/>	<input type="checkbox"/>	Hopper clean	<input type="checkbox"/>	<input type="checkbox"/>	Body clean	<input type="checkbox"/>	<input type="checkbox"/>	Safety decals
<input type="checkbox"/>	<input type="checkbox"/>	Tailgate	<input type="checkbox"/>	<input type="checkbox"/>	Packer	<input type="checkbox"/>	<input type="checkbox"/>	Cart tipper
<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**

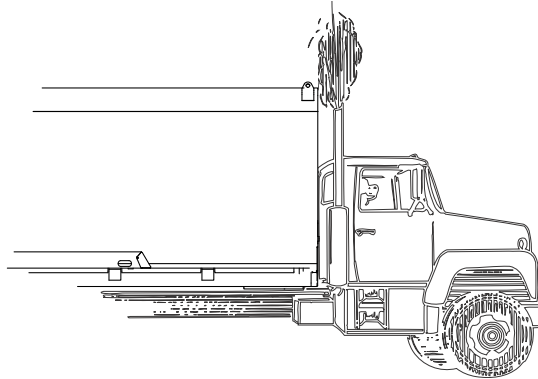
DRIVER'S REVIEW SIGNATURE **DATE**

Mechanic's Comments :

Operating Instructions

Starting Up

1. Inspect and start the truck as described in the pre-operational “walk-around” inspection (see *Pre-Operating Walk-Around Inspection* on page 57).



2. Engage the Pump/PTO switch (see *Pump Switch* on page 42).
Wait for the air pressure to reach at least 70 PSI before engaging the pump.
3. Place the engine speed-up switch in the ON position (see *ENGINE SPEED-UP Switch* on page 42).

Positioning the Pushout Panels

NOTE: Unlike other Leach products, your SPLIT REAR LOADER™ unit has two tailgates, hence two pushout panels, two carrier panels and two packer panels. Each tailgate, pushout panel, carrier panel and packer panel have their own control lever. And each tailgate/panel assembly has its own hydraulic system.

To load the unit, both pushout panels must be positioned toward the rear of the body.

Caution! Make sure both tailgates are properly closed.
Also, make sure the tailgate safety pins are in place.

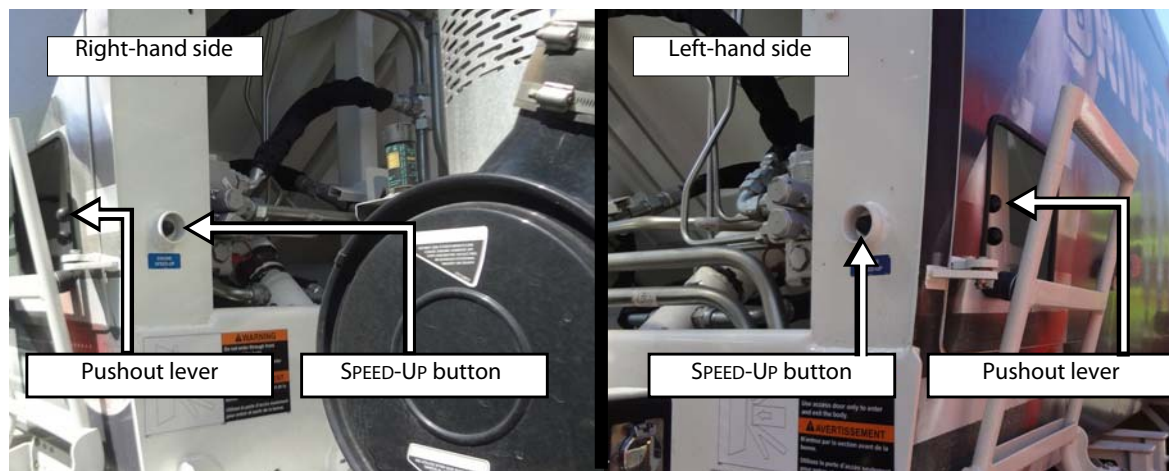


To position the streetside/curbside pushout panel correctly:

1. Set the in-cab SPEED-UP switch to ON (see *ENGINE SPEED-UP Switch* on page 42) and put the truck transmission in neutral.
Parking brake must be applied.
2. While pressing the SPEED-UP button on the body front corner, push the corresponding pushout lever rearward until the pushout cylinder is fully extended.
3. Release the SPEED-UP button.

4. Repeat Steps 2 and 3 for the other pushout panel.
5. Once both pushout panels have been properly positioned, set the in-cab SPEED-UP switch to OFF.

Figure 4-2 Pushout control levers and SPEED-UP buttons



Loading the Hopper

There are only a few but important points to remember during loading of refuse:

- ♦ Load the hopper evenly on both sides.
- ♦ Load heavy objects in the center of the hopper.
- ♦ Do not load refuse higher than the loading edge.

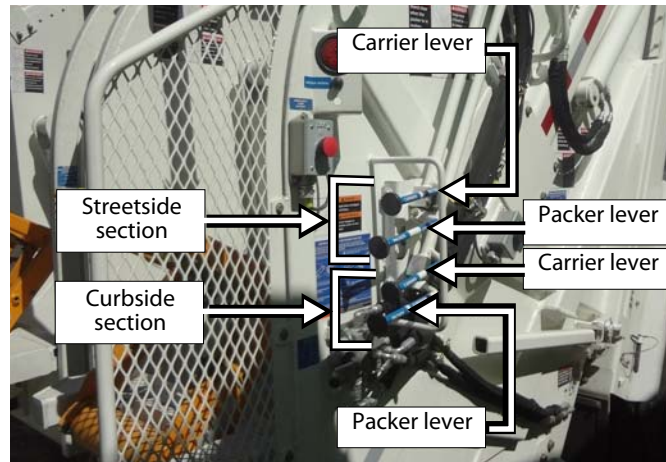
Warning! Always follow proper loading procedures.



Packing the Load

NOTE: The packing cycle can be stopped at any time by moving both the packer panel lever and the carrier panel lever to the center (neutral).

Figure 4-3 Packer and carrier panel levers



To pack the load:

NOTE: This procedure is applicable for both tailgates. Also, all packer and carrier control levers are located on the right side of the truck. They are organized into two sections: streetside section and curbside section (see Figure 4-3). On some units, each tailgate has its set of packer/carrier levers mounted on its outside wall.

1. Cycle the packer panel and the carrier panel by moving both the packer panel lever and the carrier panel lever inward, then let go.
The packer panel will open and the packer panel lever will automatically shift back to neutral. The carrier panel will then move down to above the loading edge, stop in the “interrupted cycle” position and the carrier panel lever will automatically shift back to neutral.
2. Move both the packer panel lever and the carrier panel lever outward, then let go to finish the cycle.
The packer panel will sweep the hopper and the packer panel lever will automatically shift back to neutral. The carrier panel will then move up into the body and stop in the home position and the carrier panel lever will automatically shift back to neutral.

Warning! Stand clear of the hopper area during the packing cycle.



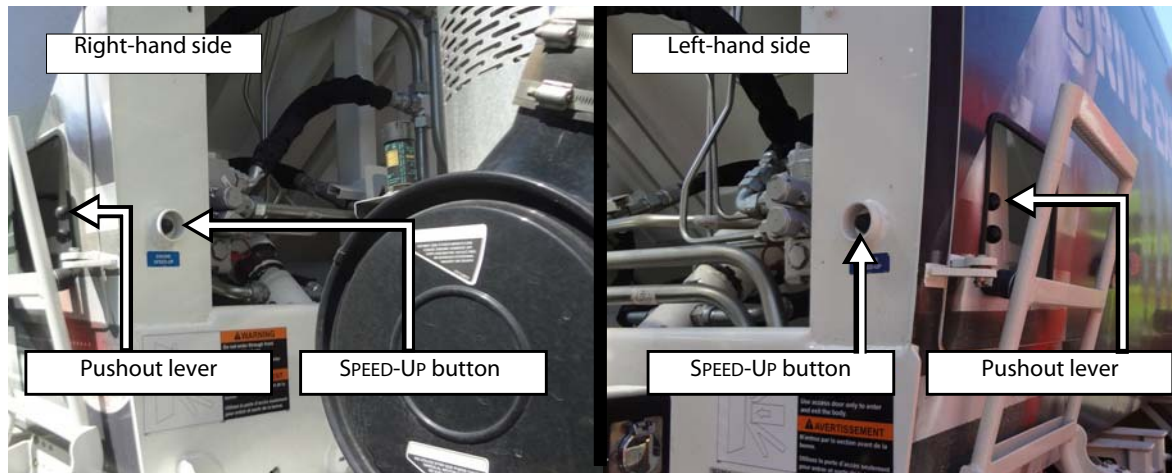
3. Repeat steps 1 and 2 each time the hopper is filled to, but not above, the loading edge.

Pushout Panel Operation During Packing

NOTE: The SPLIT REAR LOADER™ has two pushout panels, one in each body compartment.

Each pushout panel will normally move toward the front of the body automatically. When the resistance circuit is adjusted to produce maximum load density, it may become necessary to manually retract the telescopic pushout cylinder in order to allow the compacted refuse to move forward in the body. Also, if the packer panel stops short of the “home” position, the carrier panel operating lever may need to be held (overridden) to allow the refuse to move the pushout panel toward the front of the body. When the pushout panel has reached the front of the body, neither the packer panel operating lever nor the carrier panel lever should be overridden except to clear the final hopper load.

Figure 4-4 Pushout control levers and SPEED-UP buttons



Driving to Dumpsite

When the loading operation is over, apply the following:

1. Move the packer panel to lower position to prevent waste material from falling outside the hopper

NOTE: This step shall be applied to both tailgates.

2. Turn the SPEED-UP switch OFF (see Figure 3-3).
3. Turn the PTO/PUMP switch OFF (see Figure 3-2).
4. Drive to the appropriate landfill or dumping site.

Preparing for Unloading at Dumpsite

Caution! Do not unload uphill or against a pile of refuse.



Warning! Before opening either tailgate, always make sure that the vehicle is on safe, stable and level ground, and that overhead clearance is sufficient.



When the refuse starts to be ejected from the body, cautiously move the vehicle forward to cover the shortest distance possible. Always be aware of your surroundings when moving your SPLIT REAR LOADER™ unit.

To prepare the truck for unloading at the dumpsite:

1. Apply the parking brake.
2. Engage the hydraulic pump (see Figure 3-2).
3. Turn ON the SPEED-UP switch on the in-cab control panel (see Figure 3-3).
For the speed-up feature to work properly, the truck transmission must be in neutral.
4. Move the appropriate packer panel to the “interrupted cycle position” (see second illustration on Page 54).
5. Remove the appropriate tailgate safety pin.

NOTE: Each tailgate has its own safety pin which must be removed before attempting to raise the tailgate.

Lifting the LH/RH Tailgate

Danger! Stand clear when the tailgate is raised. If you need to clean debris from the edges, use a pole while standing to the side.



NOTE: Both tailgates of the SPLIT REAR LOADER™ are independent of one another. Each tailgate has its own control lever located on the same side of the truck as the tailgate it is connected to. Before attempting to raise either tailgate, you have to remove its safety pin.

To lift the tailgate:

1. Press and keep pressed the SPEED-UP button on the body front corner (see Figure 4-5).

2. While keeping pressed the SPEED-UP button, push the tailgate lever rearward and hold it in this position until the tailgate is fully raised.

Warning! The TAILGATE OPEN light and backup lights should illuminate. The backup alarm should also sound.



3. Release the SPEED-UP button.

Figure 4-5 Tailgate control levers and SPEED-UP buttons

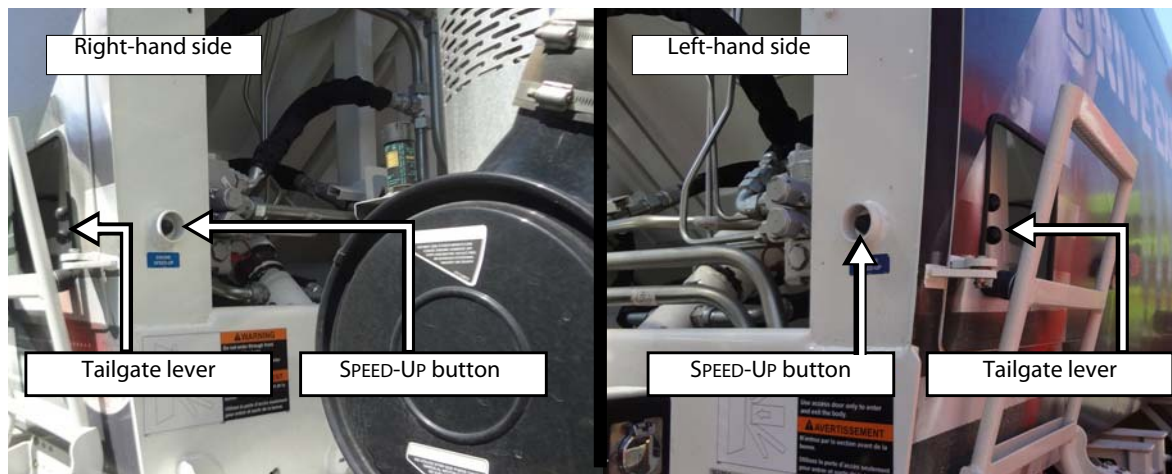


Figure 4-6 Raised LH/RH tailgate



Ejecting the Load

To eject the load:

1. Press and keep pressed the SPEED-UP button on the body front corner (see Figure 4-7).

2. While keeping pressed the SPEED-UP button, push the pushout lever rearward and hold it until the pushout panel stops.

NOTE: To eject the load out of the LH compartment use the LH pushout control lever. To eject the load out of the RH compartment use the RH pushout control lever.

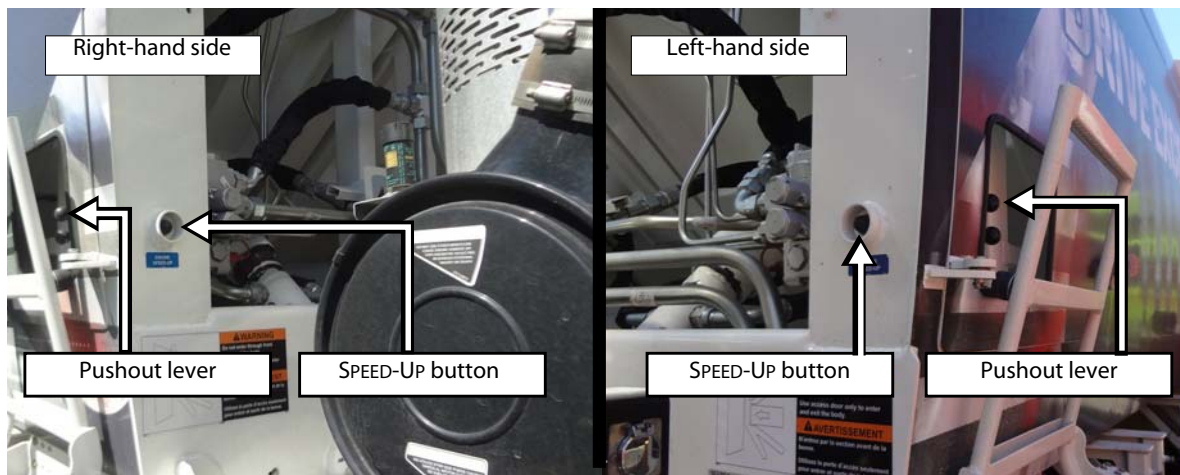
3. Release the SPEED-UP button.
 4. Enter the cab and release the parking brake.
 5. Slowly pull the unit ahead to clear the refuse pile.
-

Warning! Never drive the unit more than 10 feet with either or both tailgates raised.



6. Apply the parking brake.
 7. Clear debris from the edges with a pole while standing clear off to one side.
-

Figure 4-7 Pushout control levers and SPEED-UP buttons



Caution! After unloading, the pushout cylinder should be kept extended. If the unit is going to travel over one mile empty, completely retract the cylinder. When packing is about to resume, extend the cylinder and start packing.



Lowering the LH/RH Tailgate

To lower the tailgate:

1. Press and keep pressed the SPEED-UP button on the body front corner (see Figure 4-5).

For the speed-up feature to work properly, the truck transmission must be in neutral and the parking brake must be applied.

2. While keeping pressed the SPEED-UP button, pull forward on the tailgate lever slowly and in small increments to lower the tailgate a little at a time.
AVOID SLAMMING SHUT the tailgate.
3. Once the tailgate is completely closed, release the SPEED-UP button.

NOTE: The TAILGATE OPEN light, backup lights and backup alarm should be off once the tailgate is closed.

4. Put the safety pin back in.
5. Turn OFF the engine SPEED-UP switch (see Figure 3-3).
6. Turn OFF the PTO/PUMP switch (see Figure 3-2).

Shutting Down the Truck

To shut down the truck:

1. Apply the parking brake (see Figure 3-1).
2. Turn ON the PTO/PUMP switch (see Figure 3-2).
3. Turn ON the engine SPEED-UP switch (see Figure 3-3).

For the speed-up feature to work properly, the truck transmission must be in neutral.

4. Place the packer and carrier panels in the “home” position (packer open and carrier up).
5. Put all controls in neutral.
6. Turn OFF the engine SPEED-UP switch (see Figure 3-3).
7. Turn OFF the PTO/PUMP switch (see Figure 3-2).
8. Shut OFF the engine.
9. Remove the key.
10. Lock the truck.

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THANKS FOR YOUR HELP!

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