



MINI REAR

Operator Manual

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Introduction

The purpose of this manual is to introduce operators to the operational procedures of the MINI REAR LOADER garbage truck. Through the following pages you will find a lot of useful material about the truck itself but also about the safety precautions that need to be taken during your day-to-day normal tasks. Take the time to read this manual thoroughly; it will show you how to get the most out of your garbage truck.

Introducing the MINI REAR LOADER

MINI REAR LOADER units are rear-load refuse collection vehicles used for trash pickups in university campuses, parks, alleys and very narrow streets. Once the body is full, all its content is unloaded at a waste management landfill or other appropriate site (e.g. transfer station, incinerator, recycling station). These units are 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.

MINI REAR LOADER units are offered in two main categories based on the sizes of their waste body and chassis: small-sized and mid-sized units. Within each of these size categories a choice of body capacities is offered: small-sized units have bodies with capacities of 8 and 10.5 yd³ and mid-sized units have bodies with capacities of 13 and 17 yd³. The 8 and 10.5 yd³ configurations can be mounted on most non-CDL¹ type of chassis.

MINI REAR LOADER units may also come with an electrically operated chassis as an option. These units are zero-emission vehicles that can help reduce overall air pollution levels. They are perfect alternatives to fossil fuel-powered vehicles.

Because of their small size, MINI REAR LOADER units go where full-sized garbage trucks don't go. They are compact, light and highly manoeuvrable.

1. Commercial Driver's License

However, despite of their small waste body, MINI REAR LOADER units have a large hopper which is wide enough to handle commercial containers.

A number of options are available for the MINI REAR LOADER (see later in this Section).

Product Overview

The MINI REAR LOADER is a small, reliable and user-friendly collection truck. It has everything you need to perform your work efficiently: a powerful hydraulic system, a large hopper, a tough packing system able to yield a compaction ratio of 800 lbs per yd³, a flat body floor, polymer wear shoes on the packer and an efficient open-and-eject process.

Figure 1-1 The MINI REAR LOADER (mid-sized unit shown)



Figure 1-2 The MINI REAR LOADER (small-sized unit shown)



Body's main components are the hopper (see Figure 1-4), the packer (see Figure 1-3), the tailgate (see Figure 1-3), the pushout panel (see Figure 1-5), and the carrier panel (see Figure 1-4).

Some trucks may be equipped with a cart tipper (see Figure 1-1) or a push bar. If the latter is installed, a reeving cylinder or a winch is provided.

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 1-3 Tailgate (left), packer (right)



Figure 1-4 Hopper (left), carrier panel (right)

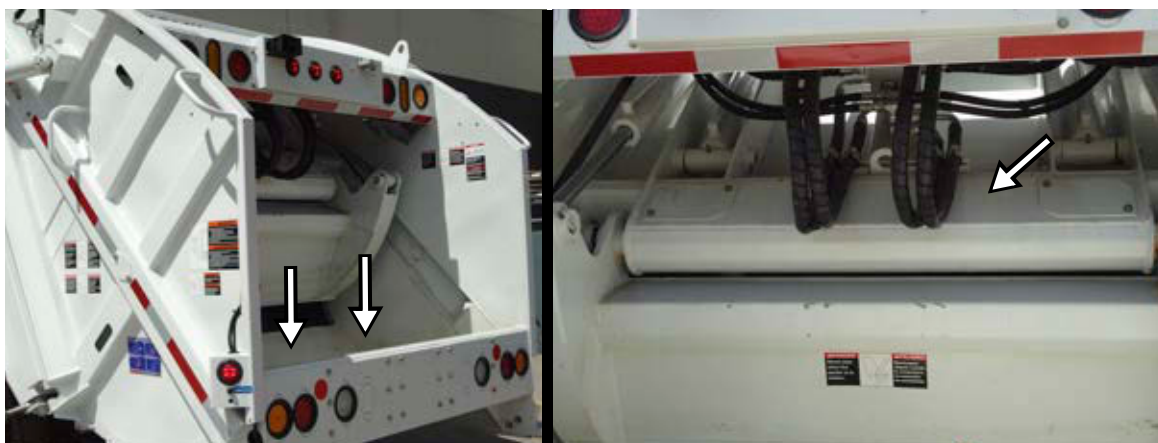
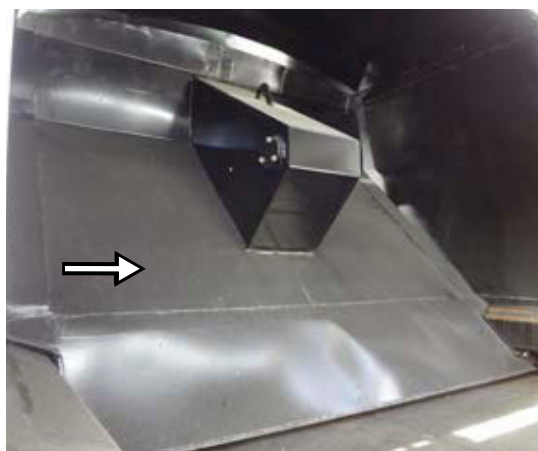


Figure 1-5 Pushout panel



In the cab, you will find most light indicators and control switches, such as the ENGINE SPEED-UP and HYDRAULIC PUMP ON/OFF switches, on the optional console (see Figure 1-7) or on the dashboard (see Figure 1-6).

NOTE: In-cab switches on MINI REAR LOADER units with an electrically powered chassis are different from those on units with a fuel/CNG-powered chassis.

Figure 1-6 Switches and light indicators on dashboard



Figure 1-7 Switches and light indicators on optional console



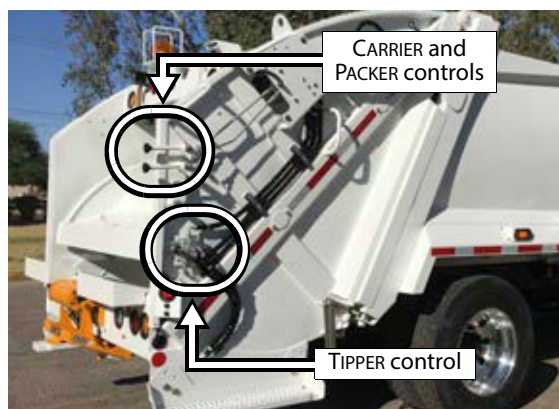
Figure 1-8 Switches and light indicators (optional layout)



NOTE: The number of switches may vary according to the options installed on the truck.

Operating controls for the packer panel, carrier panel, container handling system (optional), and tipper (optional) are located on the right side of the tailgate.

Figure 1-9 Operating controls



Operating controls for the pushout panel and the tailgate are located near the front streetside corner of the body.

Figure 1-10 Operating controls (pushout panel, tailgate)



MINI REAR LOADER units are also equipped with 2 SPEED-UP buttons: one at the rear of the body near both PACKER and CARRIER control levers (see Figure 1-11), the other on the front left-hand side corner of the body near both PUSHOUT and TAILGATE control levers (see Figure 1-11).

NOTE: On MINI REAR LOADER units with an electrically operated chassis these 2 buttons are used instead as hydraulic enablers.

Figure 1-11 SPEED-UP buttons (HYDRAULIC ENABLE buttons on electrically powered units)



Available Options

- ♦ Tippers
- ♦ Winch and reeving cylinder
- ♦ CNG systems (behind-the-cab and roof-mounted)
- ♦ Work lights and strobes
- ♦ Push bar
- ♦ Hydraulic auto-latch system
- ♦ Electrically powered chassis

Figure 1-12 MINI REAR LOADER with electrically powered chassis



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.

Office Addresses and Phone Numbers

In the U.S.

Address:	1198 Shattuck Industrial Blvd. LaFayette, GA 30728
Toll Free:	1-800-231-2771
Telephone:	1-706-591-8764
General Fax:	1-706-639-9275
Oshkosh General Fax:	1-706-591-8766
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:	455 1st Avenue Levis, QC G6W 5M6
Toll Free:	1-877-452-2743
Customer Service Phone:	1-877-452-2743
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 MINI REAR LOADER vehicles are heavy duty pieces of equipment, they require that a 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, and ensure that operation is 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 MINI 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 affixed to 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 MINI 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 49).

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 provincial/state and federal safety standards.
- ♦ To supply operators with adequate knowledge and skills so that they can 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 all 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 MINI 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 any 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.
- ♦ 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 work brake or parking brake is applied.
- ♦ Do not enter the hopper or main body 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 49).
- ♦ Do not drive with the tailgate fully open unless it is to unload refuse at the landfill.

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 packer. 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 (if vehicle is so equipped), the engine turned off, the ignition key removed, and using a non-reusable 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 49.
- ◆ Proper servicing requires specialized tools and procedures. Service must be performed by authorized personnel.
- ◆ Walk completely around the vehicle to make sure all persons and obstructions are clear before starting the unit.
- ◆ The container handling system (optional) is a critical component of the unit. Use only proper replacement parts.
- ◆ Inspect all hooks, chains and cables daily (if equipped) to ensure serviceable condition. Replace damaged or worn parts.
- ◆ 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 or a set of CNG tanks, be sure the overall height is rechecked and the 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 safety decals before operating this vehicle. Maintenance personnel must also read and understand this manual. 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.
- ♦ Before operating the vehicle the driver must be thoroughly familiar with the employer’s safety program concerning traffic rules, warning devices and hand signals.
- ♦ 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.
- ♦ Do not use the pushout panel to compact waste while the tailgate is closed.
- ♦ 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 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, protective glasses and protective 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.
- ♦ Ride only in the cab or on riding platforms designed for that purpose. Riding steps shall not be used when speeds are expected to exceed 10 mph (16 km) or when distance traveled without stopping will exceed 2/10 of one mile. Do not get on/off riding step when vehicle is in motion.
- ♦ Never allow anyone to ride on the steps when the vehicle is backing up.
- ♦ Stop the vehicle immediately if the TAILGATE OPEN warning light comes 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. 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 raised except during unloading and then only as necessary to clear the load before lowering.
- ◆ Stand clear when the tailgate is 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 the 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 control levers to shift back automatically.
- ◆ To avoid possible bodily injury or equipment damage, lower the tailgate slowly.
- ◆ Never enter the body unless the telescopic ejection cylinder pressure is released, PTO disengaged (if unit is so equipped) and ignition key removed and placed in your pocket. For more information, see *Locking Out and Tagging Out the Vehicle* on page 49.
- ◆ The speed-up switch on the console (units with a fuel/CNG-powered chassis only) must be “OFF” between pickups or when parked. This prevents inadvertent engine speed-up if the carrier panel control lever is shifted.
- ◆ The tailgate clamps (see Figure 2-3) must be tightened securely before starting to load.
- ◆ Do not step on the throttle pedal while the speed-up system is engaged (units with a fuel/CNG-powered chassis only).
- ◆ Never use a rear loader to transport a container.
- ◆ Follow all safety directions listed in the Operator Manual under SAFETY PRECAUTIONS.
- ◆ Never use container handling chains or cable (if installed) for towing or pulling.
- ◆ When not handling containers, keep the container attachment closed or latched (if installed).
- ◆ Do not operate the rear loader’s packing mechanism with a container off the ground (units with a container handling system).
- ◆ If it is necessary to manually free debris from the container, use a long metal probe while the container is on the ground, and DO NOT place yourself between the container and the packer body (units with a container handling system).
- ◆ Secure the drum winch or reeving cylinder hook to the tailgate and take up the excess slack when not in use (units with a container handling system).
- ◆ Take up excess cable slack before moving the vehicle (units with a container handling system).
- ◆ Check overhead clearance before dumping a container (units with a container handling system).
- ◆ Do not move the vehicle with a container attached (units with a container handling system).
- ◆ Always set the vehicle parking brake before attaching or lifting a container (units with a container handling system).
- ◆ Never lift a container which is non-compatible with the Leach container attachment (units with a container handling system).
- ◆ Never lift a container without first latching both container latch arms (units with a container handling system).
- ◆ Raise the container with a smooth even movement. Do not bounce the container (units with a container handling system).
- ◆ Do not slam the container against the packer tailgate or bump bar (units with a container handling system).

- ♦ Do not attach the hook to any open loop lift attachment feature with the safety latch closed. The hook must be secured to a closed loop lifting feature. Do not remove the hook safety latch. (Units with a container handling system.)
- ♦ Read and obey all container decals issued by the container manufacturer.
- ♦ Read and follow container manufacturer's information on accepted use practices.
- ♦ Do not attempt to lift overloaded containers (units with a container handling system).
- ♦ Center the container on the attachment (units with a container handling system).
- ♦ All containers should be inspected for serviceability and repaired if not in safe usable condition.
- ♦ Do not use non-standard or damaged trunnion bar (units with a container handling system).
- ♦ Never cross under a raised container (units with a container handling system).
- ♦ Stand clear when dumping containers (units with a container handling system).
- ♦ Before attempting to lift a container below 32 °F (0 °C) make sure it is not frozen to the ground (units with a container handling system).
- ♦ When using an eye type container attachment point, the base of the hook must be positioned to lift on the inside of the eye (units with a container handling system).
- ♦ Place the container on a flat, level surface (units with a container handling system).
- ♦ Do not get into the hopper compartment or try to repair anything on the packer when it is moving or when the HYDRAULIC PUMP ON/OFF switch is activated. Personnel authorized to get into the hopper *must* first lock out and tag out the vehicle, as required by the employer. For more information, see *Locking Out and Tagging Out the Vehicle* on page 49.

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: MINI 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 and a triangle kit are provided with the truck.

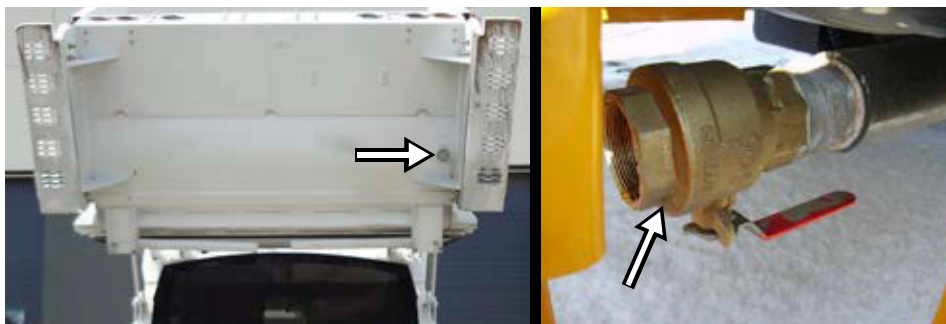
Figure 2-1 5-lb fire extinguisher



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 decals 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, use a pole while standing to the side.
- ◆ If you need to drain water and other liquids out of the tailgate, use the NPT plug which is at the bottom of the tailgate, on the curbside (see Figure 2-2) or the optional drain located under the curbside of the tailgate (see Figure 2-2).

Figure 2-2 NPT plug (left), optional drain (right)

Safety and Informative Decals

Pay careful attention to all safety, warning and informative decals while working in and around the MINI 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 - Spanish
104060 - French



47304
120989 - English/Spanish
79846 - English/French



104549
104057 - Spanish
104056 - French



104504
84278 - English/Spanish
84277 - English/French



104589

84286 - English/Spanish

84285 - English/French



104029

104030 - Spanish

104028 - French



104035

104036 - Spanish

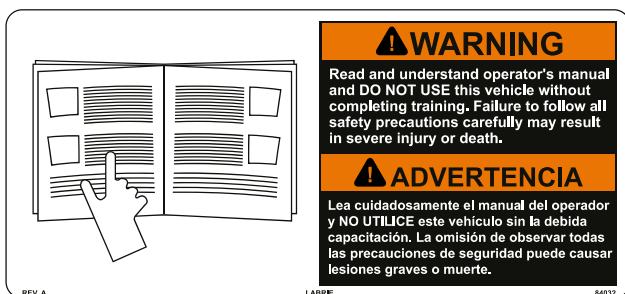
104034 - French



104569

84294 - English/Spanish

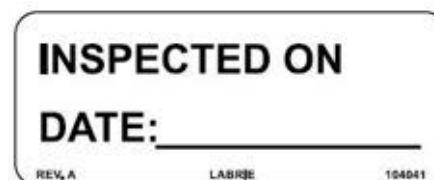
84293 - English/French



84032

84031 - English/French

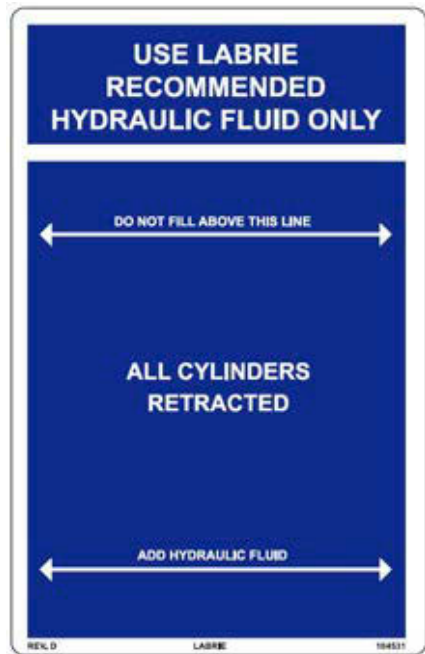
104539 - English/French/Spanish



104041

104042 - Spanish

104040 - French



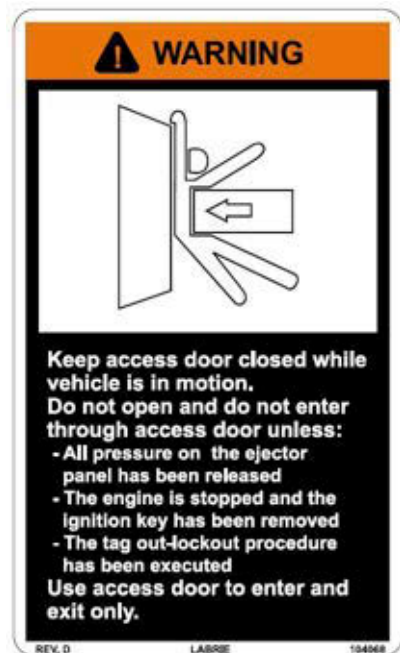
104531
104532 - Spanish
104530 - French



104566
104567 - Spanish
104565 - French
Optional



84488



104068
84166 - English/Spanish
84165 - English/French



207583
Optional - Units w/ electrically powered chassis only



32272

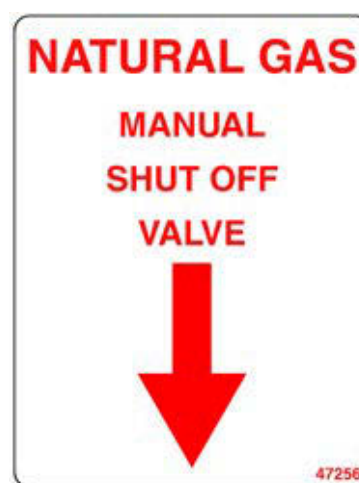


170414 Optional



47520

47521 - French



47256

84419 - Spanish

159761 - French

Optional



32411

Optional

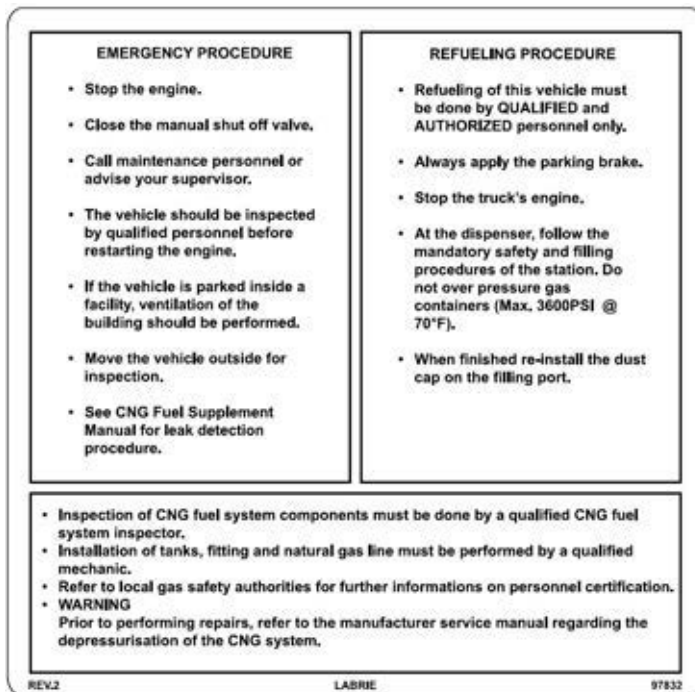


121344



159828

Optional



97832

84447 - Spanish
159759 - French

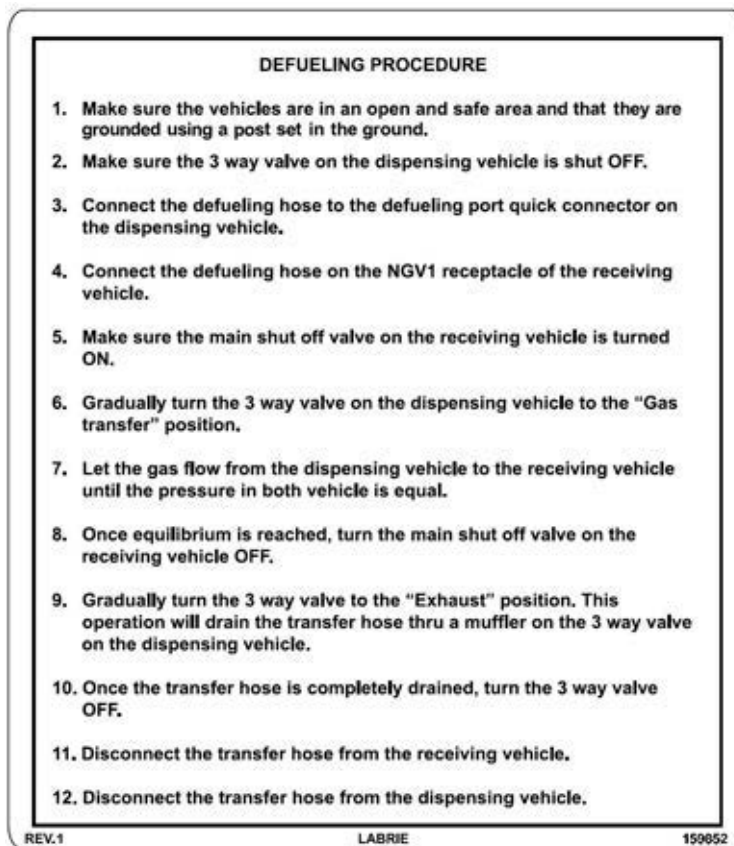
Optional



159805

159807 - Spanish
159806 - French

Optional



159852

58704 - French

Optional

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. A. Manual latch: Loosen tailgate latches and swing clear (See figure A).

4. B. Remote latch (optional): Press latch unlock button until both latches are released. (See figure B).

5. Press speed up button and hold (See figure C).

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 D).

2. Move ejection lever rearward keep it in this position until the ejector panel stops moving. (See figure E).

3. Release speed up button

4. Move ejection lever forward (See figure F) and hold until pushout plate is fully retracted for transport (See figure G).

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.

3. Move tailgate lever gently forward to allow tailgate to close. Do not allow tailgate to slam shut. (See figure H).

4. A. Manual latch: Swing both tailgate latches back to latch position and tighten evenly and securely (See figure I).

4. B. Remote latch (optional): Engage pump and press tailgate lock button and hold until both latches are locked (See figure J).

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

A

B

C

D

E

F

G

H

I

J

WARNING

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

REV. B

LABRIE

104560

!

DANGER

Stand clear when tailgate is in motion and during unloading cycle.

Do not stand under or cross under raised tailgate unless:

- lockout-tag out procedures are in effect

- the tailgate props are in place.

REV. C

LABRIE

104519

104560
104561 - Spanish
104559 - French

104519
84284 - English/Spanish
84283 - English/French

!

WARNING

The transmission shaft is dangerous.

Do not go near the transmission shaft and do not go under the chassis, unless the engine is off and the ignition key has been removed.

REV. C

LABRIE

104501

104501
104502 - Spanish
104500 - French

LUBRICATION CHART - REAR LOADER

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 (IF TRUCK EQUIPPED)	WEEKLY
5	MANUAL LOCKING MECHANISM	WEEKLY
6	PUSH BAR CYLINDER PINS (IF TRUCK EQUIPPED)	WEEKLY
7	PUMP DRIVE SHAFT "U" JOINT	TWICE A WEEK
8	FOLLOWER CARRIER ROLLERS	TWICE A WEEK
9	PACKER/CARRIER CONTROL ROD	WEEKLY
10	PACKER/CARRIER BEARING POINTS	TWICE A WEEK
11	EJECTOR CYLINDER PINS	WEEKLY
12	REEVING SHEAVE PINS (IF TRUCK EQUIPPED)	WEEKLY
13	TIPPER CYLINDER PINS (IF TRUCK EQUIPPED)	TWICE A WEEK
14	TAILGATE HINGES	WEEKLY

*SEE REAR LOADER MAINTENANCE MANUAL FOR PROPER LUBRICANT

REV. 0

LABRIE

84388

84388
84389 - French

This vehicle conforms to all ANSI Z 245.1
safety requirements effective on the
manufacturing date.

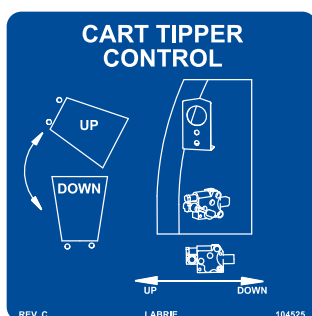
104044
104045 - Spanish
104043 - French

Decals on Tailgate



32411

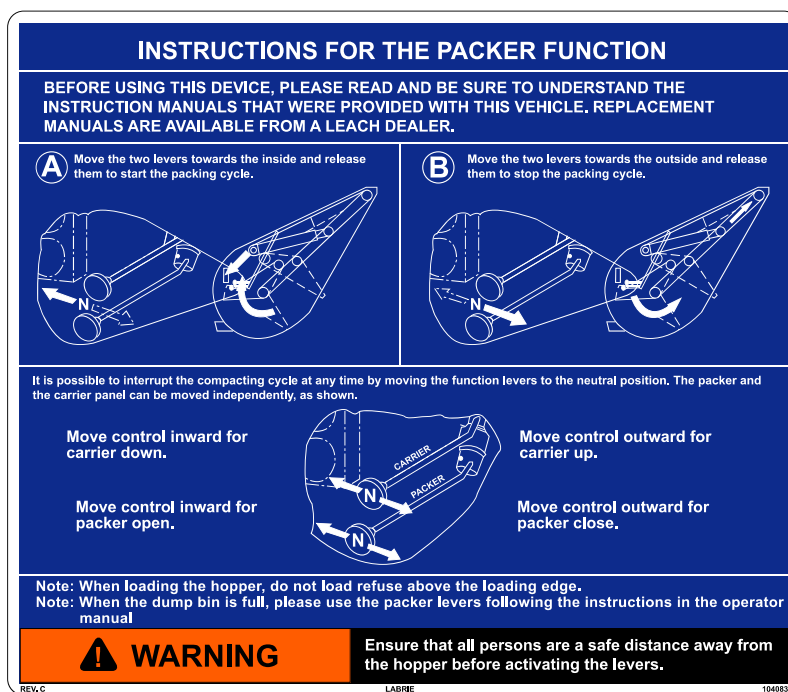
Optional



104525 Optional

104526 - Spanish

104524 - French



104083

104084 - Spanish

104082 - French



104032

104033 - Spanish

104031 - French



104035

104036 - Spanish

104034 - French



104048

104049 - Spanish

104047 - French

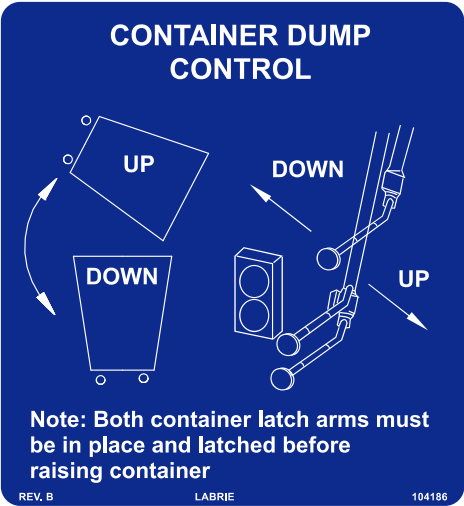
Optional



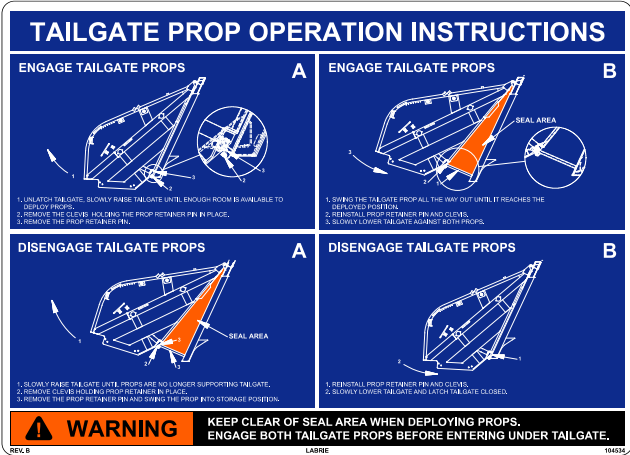
104054

104055 - Spanish

104053 - French



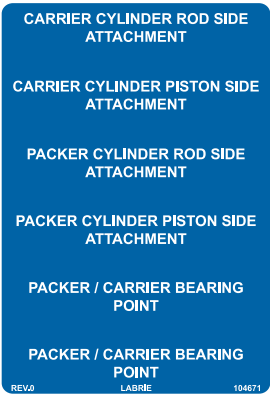
104186
104187 - Spanish
104185 - French



104534
104535 - Spanish
104533 - French



104098
104099 - Spanish
104097 - French



104671
104672 - French



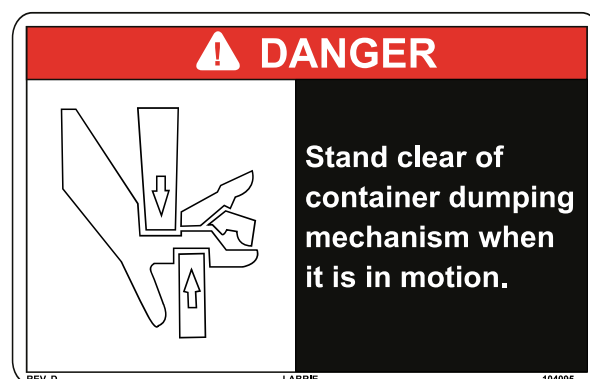
104519
84284 - English/Spanish
84283 - English/French



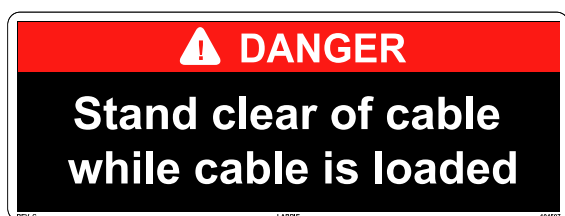
104080
104081 - Spanish
104079 - French



104089
104090 - Spanish
104088 - French



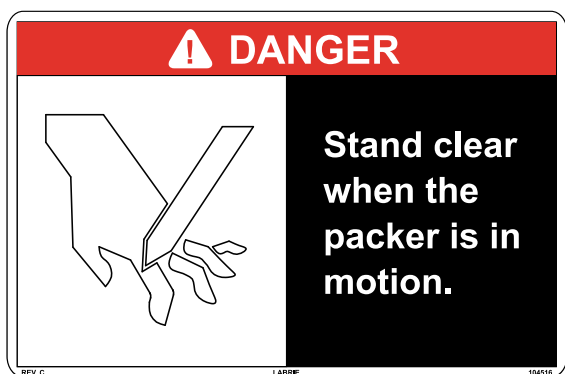
104095
84290 - English/Spanish
84289 - English/French



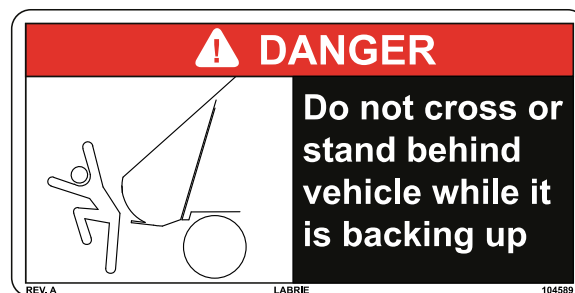
104507
104508 - Spanish
104506 - French



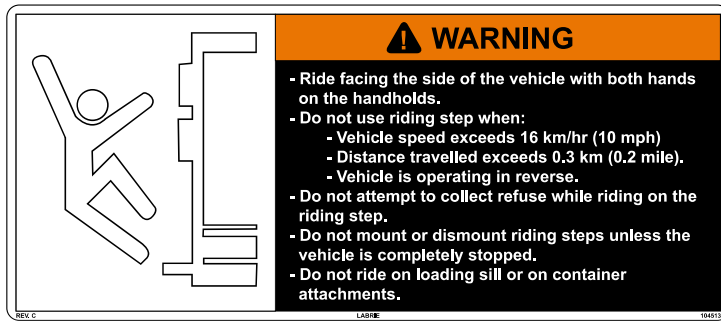
47266
120973 - English/Spanish
79835 - English/French



104516
84292 - English/Spanish
84291 - English/French



104589
84286 - English/Spanish
84285 - English/French



104513

84282 - English/Spanish

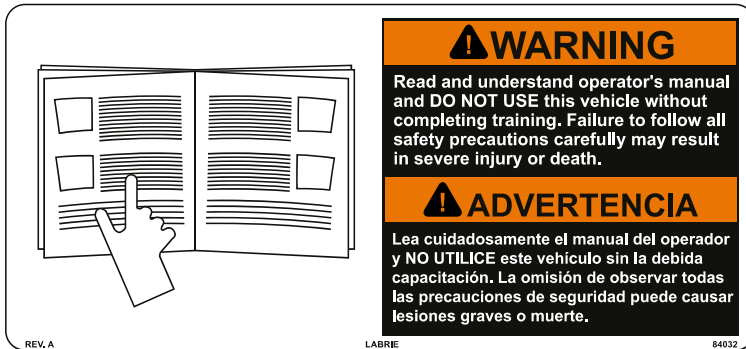
84281 - English/French



104051

104052 - Spanish

104050 - French



84032

84031 - English/French

104539 - English/French/Spanish



104510

84280 - English/Spanish

84279 - English/French



104641



170414

Optional



32414

84418 - Spanish

159760 - French

Optional



104149
 104150 - Spanish
 104148 - French



207583
 Optional - Units w/ electrically powered chassis only

Decals Inside Cab



204541
 204517 - English/French



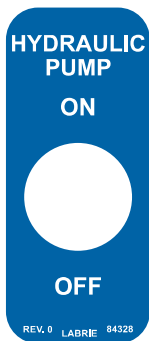
204522
 195248 - English/French



176994 Optional



204536
 204512 - English/French



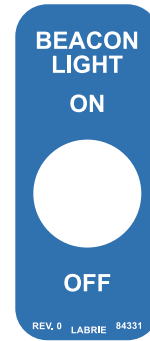
84328
104665 - French



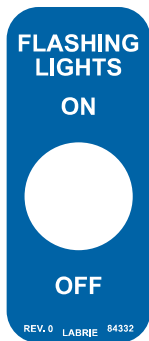
84329



84330
104666 - French



84331



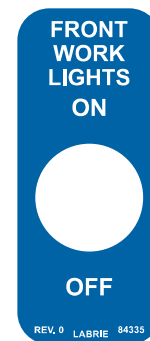
84332
104667 - French



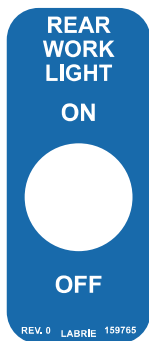
84333
173541 - French



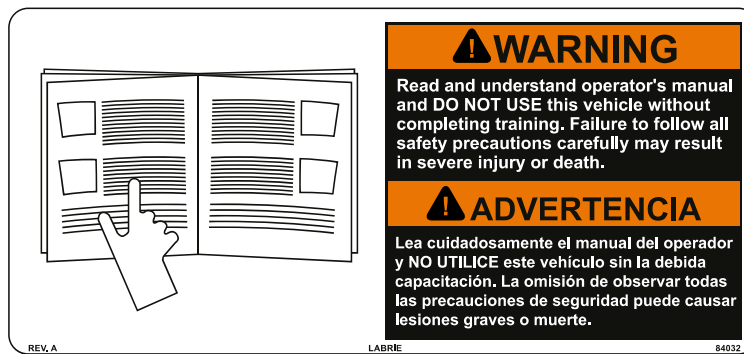
84334
104668 - French



84335
104669 - French



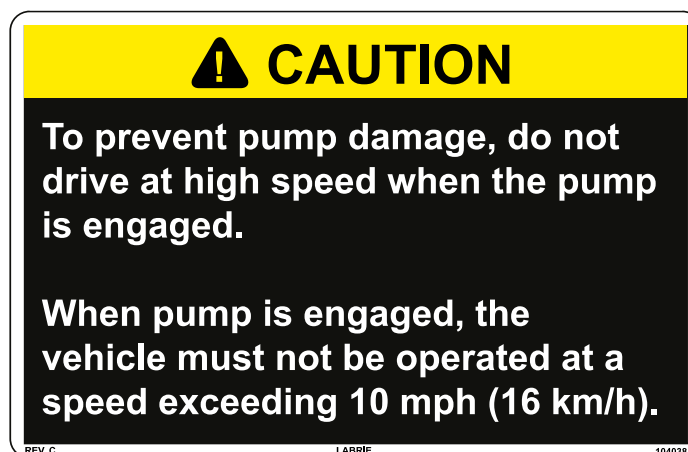
159765
104670 - French



84032
84031 - English/French
104539 - English/French/Spanish



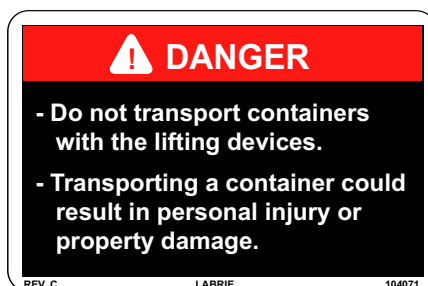
84189
84188 - English/French



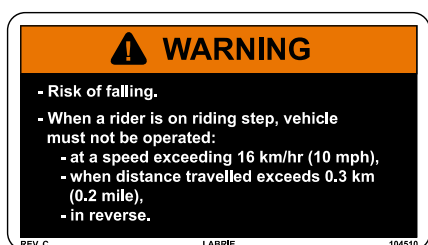
104038
84164 - English/Spanish
84163 - English/French



104001
104002 - Spanish
104000 - French



104071
104072 - Spanish
104070 - French



104510
84280 - English/Spanish
84279 - English/French



104089

104090 - Spanish

104088 - French



207152



47420

84420 - Spanish

159755 - French

Optional



104074

104075 - Spanish

104073 - French



104166

104167 - Spanish

104165 - French



170414

Optional



204543
204519 - English/French



204532
204502 - English/French



204530
204510 - English/French

Safety Features

Back Up Alarm

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

Tailgate Safety Props

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

The tailgate safety props are located under the tailgate, one on each side.

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

Danger!



The tailgate safety props shall be set each time the tailgate is open for inspection or maintenance purposes.

Setting the Tailgate Safety Props (for units w/ a fuel/CNG-powered chassis)

NOTE: For units with an electrically powered chassis, go to page 40.

To set the tailgate safety props:

1. Make sure that the body is empty.
2. Remove the tailgate clamps. To do so:
 - 2 a. Loosen the clamp.
 - 2 b. Swing the clamp away from the body.

Figure 2-3 Tailgate clamp



3. Start the engine.

4. Turn ON the pump.

Danger!

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

5. Using the TAILGATE lever (see Figure 2-4) raise the tailgate by about 3 feet (enough to swivel both safety props towards the body).

Figure 2-4 TAILGATE/EJECTION levers



6. Unlatch each prop from its stored position (see Figure 2-5) and swivel it towards the body.

Danger!

Stand clear of the tailgate path while setting the safety props.

Figure 2-5 Props in stored position



7. Lower the tailgate until both safety props lean against the body base using the TAILGATE lever.

Figure 2-6 Props set against body base



Putting the Tailgate Safety Props Back in Place (for units w/ a fuel/CNG-powered chassis)

NOTE: For units with an electrically powered chassis, go to page 42.

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

1. Start the engine.
2. Turn ON the pump.
3. Raise the tailgate by about 3 feet using the TAILGATE lever (see Figure 2-4).
4. Swivel back each safety prop and latch it into place under the tailgate (see Figure 2-7 and Figure 2-8).

Danger! Stand clear of the tailgate path while putting the safety props back into their stored position.



Figure 2-7 Putting back props into stored position



Figure 2-8 Prop securely latched



IMPORTANT: Secure each prop using the provided latch.

5. Using the TAILGATE lever (see Figure 2-4), fully close the tailgate.
The TAILGATE OPEN light indicator (see Figure 2-9) should turn off.

Figure 2-9 TAILGATE OPEN light indicator (on dashboard, left, on optional console, right)



6. Put the tailgate clamps back in place (see Figure 2-3). To do so:
 - 6 a. Swivel back the clamp against the body.
 - 6 b. Tighten the clamp properly.

Setting the Tailgate Safety Props (for units w/ an electrically powered chassis)

NOTE: For units with a fuel/CNG-powered chassis, go to page 36.

To set the tailgate safety props:

1. Make sure that the body is empty.
2. Remove the tailgate clamps. To do so:
 - 2 a. Loosen the clamp.
 - 2 b. Swing the clamp away from the body.

Figure 2-10 Tailgate clamp



3. Start the engine.
4. Turn ON the HYDRAULIC PUMP ON/OFF switch on the dashboard.

Danger!



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

Figure 2-11 HYDRAULIC PUMP ON/OFF switch



5. Press the HYDRAULIC ENABLE push-button on the front left-hand side corner of the body.

Once he presses this push-button, the operator will have 60 seconds to activate either the tailgate up/down function or the pushout in/out function. The operator must activate either function within that time period. If he does not, the hydraulic pump will stop functioning and the operator will then have to press the push-button again to reactivate the hydraulic system with either function becoming available.

Figure 2-12 HYDRAULIC ENABLE push-button



6. Using the TAILGATE lever (see Figure 2-13) raise the tailgate by about 3 feet (enough to swivel both safety props towards the body).

Figure 2-13 TAILGATE/EJECTION levers



7. Unlatch each prop from its stored position (see Figure 2-14) and swivel it towards the body.

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



Figure 2-14 Props in stored position

8. Lower the tailgate until both safety props lean against the body base using the TAILGATE lever. Be sure to press the HYDRAULIC ENABLE push-button (see Figure 2-12) first and then use the TAILGATE lever.

Figure 2-15 Props set against body base

Putting the Tailgate Safety Props Back in Place (for units w/ an electrically powered chassis)

NOTE: For units with a fuel/CNG-powered chassis, go to page 38.

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

1. Start the engine.
2. Turn ON the HYDRAULIC PUMP ON/OFF switch on the dashboard (see Figure 2-11).
3. Press the HYDRAULIC ENABLE push-button on the front left-hand side corner of the body (see Figure 2-12).
4. Raise the tailgate by about 3 feet using the TAILGATE lever (see Figure 2-13).

5. Swivel back each safety prop and latch it into place under the tailgate (see Figure 2-7 and Figure 2-8).

Danger! Stand clear of the tailgate path while putting the safety props back into their stored position.



Figure 2-16 Putting back props into stored position



Figure 2-17 Prop securely latched



IMPORTANT: Secure each prop using the provided latch.

6. Press the HYDRAULIC ENABLE push-button on the front left-hand side corner of the body (see Figure 2-12).
7. Using the TAILGATE lever (see Figure 2-4), fully close the tailgate.

The TAILGATE OPEN light indicator (see Figure 2-18) should turn off.

Figure 2-18 TAILGATE OPEN light indicator on dashboard



8. Put the tailgate clamps back in place (see Figure 2-10). To do so:
 - 8 a. Swivel back the clamp against the body.
 - 8 b. Tighten the clamp properly.

Camera System (optional)

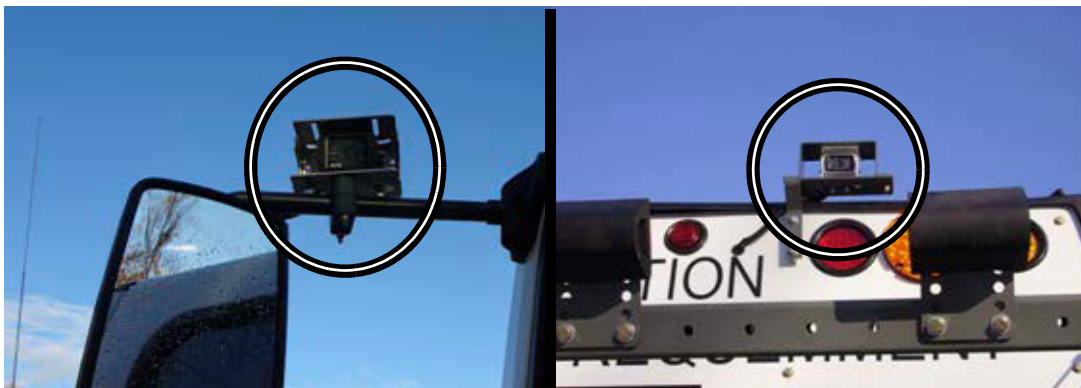
MINI REAR LOADER units can be equipped with up to two (2) cameras. These cameras can be installed:

- ♦ on the upper part of the tailgate [see Figure 2-19, right], and
- ♦ on the left-hand side mirror [see Figure 2-19, left].

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

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

Figure 2-19 Camera on left-hand side mirror (left), on tailgate (right)



MOL Safety Operation System (optional)

Labrie option “Packer Protection – 2nd-hand enable buttons and guard (MOL 2004)” is mandatory in certain locations. However, it can also be installed as an additional safety system if requested.

This option is composed of four buttons:

- ♦ A rotary switch for selecting the number of operators, located in the cab (Figure 2-21).
- ♦ A Driver enable button, located in the cab (Figure 2-20).
- ♦ A Tailgate enable button (Figure 2-20).
- ♦ A Mid-Body enable button (Figure 2-21).

Logic of operation is as follows:

If the rotary switch is set to one operator, the Tailgate enable button is the only interlock that must be pressed to activate the packer in the protected zone¹.

If the rotary switch is set to two operators, the Tailgate enable and Driver enable buttons must be pressed for activating the packer in the protected zone.

If the rotary switch is set to three operators, the Tailgate enable, Driver enable and Mid-Body enable buttons must be pressed for activating the packer in the protected zone.

NOTE: For additional safety, the rotary switch can be locked (Figure 2-21) to prevent operator from lowering the number of operators to bypass the system.

If the packer is stopped by the interlocks, correct number of enable switches must be pressed according to the number of operators, then the packer return lever needs to be pushed.

Each worker riding on a MINI REAR LOADER unit must depress and hold an enable button for the packer to operate effectively. If one of the enable buttons is not depressed, the packer will not complete a full cycle and no packing will occur. The purpose of this system is to protect all workers from injury.

The MOL Safety Operation System allows the packer to pack only when all enable buttons are depressed and held simultaneously. If one of the buttons is released while the packer is within the protected zone, the packer will stop immediately. This minimizes the risk of the workers getting injured by the equipment.

Figure 2-20 Driver enable button (left), Tailgate enable button (right)



1. The protected zone is defined as the last travel portion of the packer detected by two proximity sensors.

Figure 2-21 Mid-Body enable button (left), rotary switch (right)



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.

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 are in doubt.

For this test, proceed as follows:

1. Make sure that the body is empty.
2. Remove both tailgate clamps (see Figure 2-3). To do so:
 - 2 a. Loosen the clamp.
 - 2 b. Swing the clamp away from the body.
3. Start the truck.
4. Turn ON the HYDRAULIC PUMP ON/OFF switch on the dashboard (see Figure 2-11).
5. Using the TAILGATE lever (see Figure 2-4), raise the tailgate by a few feet.

If your vehicle is built on an electrically powered chassis, be sure to press the HYDRAULIC ENABLE push-button (see Figure 2-12) first and then use the TAILGATE lever.

Danger!



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

When the tailgate is raised, the in-cab buzzer and the backup alarm should sound and the TAILGATE OPEN light indicator (see Figure 2-9 or Figure 2-18 if the chassis of your unit is electrically powered) should turn on. Check they are all working. If for some reason any of these elements are not activated, report this to your supervisor or maintenance personnel.

The HYDRAULIC ENABLE push-button, only on units w/ an electrically powered chassis, allows the operator to activate a specific hydraulic function when needed. Once the operator presses this push-button, he will have 60 seconds to activate either the tailgate up/down function or the pushout in/out function. The operator must activate either function within that time period. If he does not, the hydraulic pump will stop functioning and the operator will then have to press the push-button again to reactivate the hydraulic system with either function becoming available.

6. Using the TAILGATE lever, lower and close the tailgate.

If your vehicle is built on an electrically powered chassis, be sure to press the HYDRAULIC ENABLE push-button (see Figure 2-12) first and then use the TAILGATE lever.

The in-cab buzzer and the backup alarm should stop sounding, and the TAILGATE OPEN light indicator should go off.

7. Put both tailgate clamps back to their locked position.

ACCESS DOOR OPEN Limit Switch Test

Successful completion of this test ensures that the ACCESS DOOR OPEN limit switch is working properly (see Figure 2-22). If the access door is open, all hydraulic functions should be inoperative.

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



Figure 2-22 ACCESS DOOR limit switch



For this test, proceed as follows:

1. Open the access door.

To do so, lift the handle completely then pull the door open (see Figure 2-23).

Figure 2-23 Access door



2. Ensure that the ACCESS DOOR OPEN light indicator on the dashboard or on the optional console is lit.

Figure 2-24 ACCESS DOOR OPEN light indicator (on dashboard, left, on optional console, right)



Figure 2-25 ACCESS DOOR OPEN light indicator (optional switch/indicator layout)



3. Verify that the hydraulic system has been rendered inoperative by activating one of the control levers, such as the EJECTION lever (see Figure 2-4).

The operator of a unit w/ an electrically powered chassis must first press the HYDRAULIC ENABLE push-button (see Figure 2-12) before activating either the EJECTION lever or the TAILGATE lever. If he does not, the pump will not supply the required oil to either hydraulic function.

4. If the hydraulic system is still operative, the ACCESS DOOR OPEN limit switch may need to be adjusted or replaced. Report this problem to your supervisor or maintenance personnel.

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 and see to the application of a proper lockout and tagout procedure.

To lock out and tag out a MINI REAR LOADER unit:

1. Park the vehicle on safe level ground and apply the parking brake (see Figure 2-26).

Figure 2-26 Parking brake knob/pedal



2. Make sure that the body is completely unloaded.
3. Turn OFF the HYDRAULIC PUMP ON/OFF switch.
4. Turn OFF the engine, remove the key from the ignition, store it in a safe and controlled area (preferably on yourself), and tape over the ignition switch.
5. Turn OFF and lock the master switch (if installed).

IMPORTANT: The battery set of the MINI REAR LOADER may be equipped with a master switch (see Figure 2-27) that must be turned off.

NOTE: On units with an electrically operated chassis, the master switch is located next to the charging unit (see Figure 2-28). Other master switches may be installed on the chassis. Refer to the chassis manufacturer's manual for the number of master switches installed and their location on the chassis (if any).

Figure 2-27 Master switch (optional)



Figure 2-28 Master switch (on units w/ an electrically powered chassis)



6. Chock all wheels.
7. Put an “OFF SERVICE” tag on the driver’s wheel and on the front windshield.
8. Secure an open tailgate with the provided safety props to prevent movement due to gravity.
9. Drain all air tanks.
10. Verify and inspect any security device and/or mechanism to make sure that there is no bypass and that they are all functional.

NOTE: Other steps may be required to complete the lock out/tag out procedure for a unit equipped with an electrically powered chassis. Refer to the chassis manufacturer’s manual and complete the lock out/tag out procedure provided in that manual.

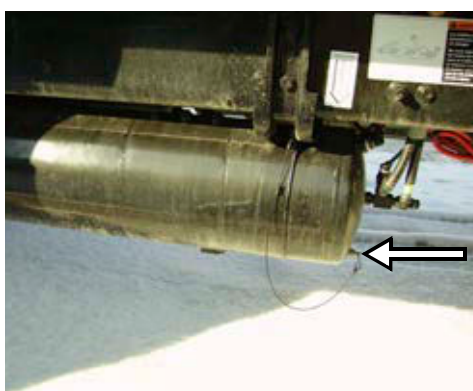
Shutting Down the Vehicle

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 2-26).
2. Make sure that all moving parts are in their home position (tailgate, packer, etc.).
3. Turn OFF, in sequence, the hydraulic pump (see Figure 2-31), the electrical system, the engine and the master switch (if equipped) [see Figure 2-27 and Figure 2-28].
4. Drain all air tanks (if so equipped).

Figure 2-29 Drain valve on air tank



Starting Up the Vehicle

Follow this procedure to ensure a trouble-free start-up:

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 2-30).

Figure 2-30 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 will cause immediate damage to the pump, even if the pump is turned off.

3. Start the engine.
4. Wait for the air pressure to build up to *at least* 70 psi.
5. Once the air pressure has reached 70 psi, engage the hydraulic system by switching ON the HYDRAULIC PUMP ON/OFF switch (see Figure 2-31).

Figure 2-31 HYDRAULIC PUMP ON/OFF switch (on dashboard, left, on optional console, right)



Figure 2-32 Air pressure indicator



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

3

Controls, Indicators and Processes

The MINI REAR LOADER has a series of controls and indicators that allow easier operation of the different functions that come with the vehicle. The indicators are mainly located on the dashboard or on the optional console, while the operating controls are mostly located on the right side of the tailgate and some on the front left side corner of the body near the access door.

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

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

In-Cab Controls

While most of the controls of the MINI REAR LOADER are located on the tailgate and on the body, a few are found inside the cab.

The following are the in-cab controls:

Parking Brake

The parking brake must be used every time the MINI REAR LOADER is stopped on idle position other than at regular traffic stops.

Figure 3-1 Parking brake knob/pedal



HYDRAULIC PUMP ON/OFF Switch

This 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 HYDRAULIC PUMP ON/OFF switch (on dashboard, left, on optional console, right)

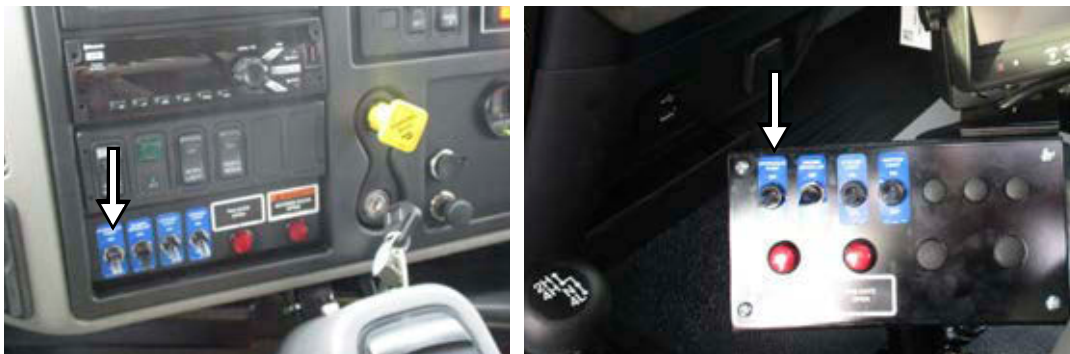


Figure 3-3 HYDRAULIC PUMP ON/OFF switch (optional switch/indicator layout)



NOTE: Even if the HYDRAULIC PUMP ON/OFF switch is turned off, the pump may still be turning whatever the engine's rpm. This is particularly the case 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.

Warning!

Do not close the main valve on the hydraulic tank even if the HYDRAULIC PUMP ON/OFF switch is turned off. If you do it may seriously damage or even destroy the pump.



NOTE: In some units, light indicators and controls are integrated into an optional console (see Figure 3-2, right).

ENGINE SPEED-UP Switch (Units w/ Fuel/CNG-Powered Chassis Only)

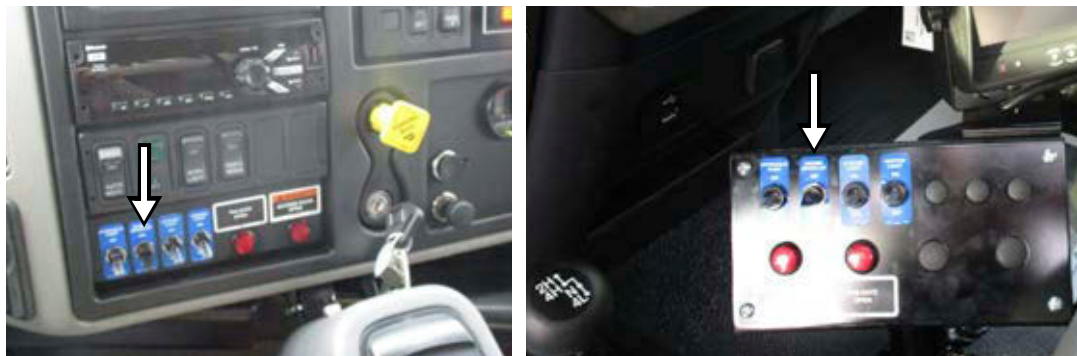
This switch energizes the engine speed-up system. It is located either on the in-cab console or on the dashboard (see Figure 3-4).

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.

NOTE: Not all units are equipped with a speed-up switch.

Figure 3-4 SPEED-UP switch (on dashboard, left, on optional console, right)



AUTO-NEUTRAL Switch (optional)

The auto-neutral system is available on units equipped with an Allison electronic transmission. The auto-neutral allows the driver to shift from “drive” to “neutral” automatically without touching the shifter lever. For more information on this, refer to the chassis manufacturer’s manual.

- ♦ To activate the auto-neutral function, push the top of the AUTO-NEUTRAL switch.
- ♦ To deactivate the auto-neutral function, push the bottom of the AUTO-NEUTRAL switch.

Figure 3-5 AUTO-NEUTRAL switch (on dashboard)



WORK LIGHT Switch (optional)

This switch (see Figure 3-6 and Figure 3-7) turns on/off the work light if installed on your MINI REAR LOADER.

- ♦ Pushing the top of the switch will turn the work light on.
- ♦ Pushing the bottom of the switch will turn the work light off.

Figure 3-6 WORK LIGHT switch



Figure 3-7 WORK LIGHT switch (optional switch/indicator layout)



STROBE LIGHT Switch (optional)

This switch (see Figure 3-8 and Figure 3-9) activates and deactivates the strobe light mounted on the tailgate.

- ♦ Toggle the switch up to turn ON the strobe light.
- ♦ Toggle the switch down to turn OFF the strobe light.

Figure 3-8 STROBE LIGHT switch (on dashboard, left, on optional console, right)



Figure 3-9 STROBE LIGHT switch (optional switch/indicator layout)

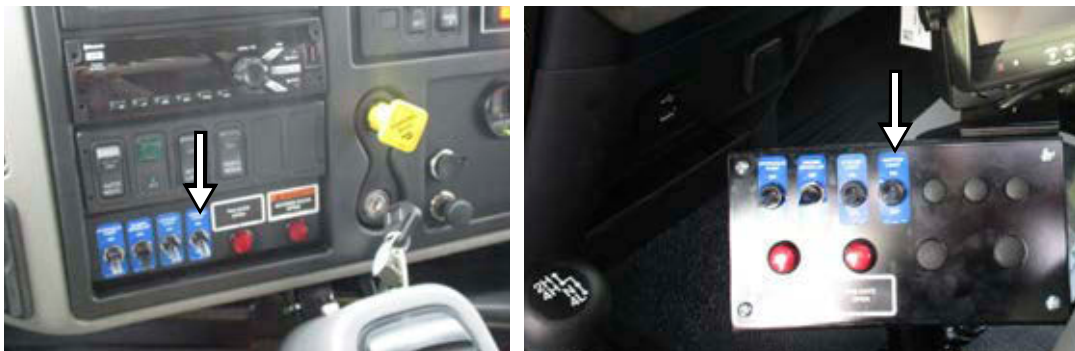


HOPPER LIGHT Switch (optional)

This switch (see Figure 3-10) turns on/off the hopper light if installed on your MINI REAR LOADER.

- ♦ Toggle the switch up to turn ON the hopper light.
- ♦ Toggle the switch down to turn OFF the hopper light.

Figure 3-10 HOPPER LIGHT switch (on dashboard, left, on optional console, right)



OPERATING POSITION Switch (optional)

NOTE: This switch is found only in modified cabs.

Use this switch to change your driving position from the right side to the left side of the cab or vice-versa.

- ♦ Move the switch to the left to drive from the left side of the cab (sitting position).
- ♦ Move the switch to the right to drive from the right side of the cab (standing position).

Figure 3-11 OPERATING POSITION switch (on dashboard)



Driver Enable Button (optional)

If a Driver enable button is installed on the cab dashboard (see Figure 3-12), it must be pressed and held, along with any outside enable button on the truck's body, for the packer to run a complete cycle.

NOTE: This button is part of the optional MOL Safety Operation System required in some locations.

Figure 3-12 Driver enable button



Rotary Selector Switch (optional)

This selector switch (see Figure 3-13) is used to select the number of enable buttons that need to be pressed and held simultaneously to activate the packer in the protected zone¹. This number is based on the number of workers that are riding on the truck. For example, if there are two workers on the truck, set the selector switch to two. Accordingly, two enable buttons will have to be pressed and held simultaneously to activate the packer in the protected zone.

See *MOL Safety Operation System (optional)* on page 45 for more information.

NOTE: This selector switch is part of the optional MOL Safety Operation System required in some locations.

Figure 3-13 Rotary selector switch



Indicators

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



TAILGATE OPEN Light

This warning light, located either on the dashboard or on the optional console, will illuminate if the tailgate is ajar. Having the tailgate ajar will also sound the backup alarm and illuminate the backup lights.

1. The protected zone is defined as the last travel portion of the packer detected by two proximity sensors.

Figure 3-14 TAILGATE OPEN light (on dashboard, left, on optional console, right)



Figure 3-15 TAILGATE OPEN light (optional switch/indicator layout)



ACCESS DOOR OPEN Light

This light indicator, located either on the dashboard or on the optional console, is used to warn the operator that the access door is open or not properly closed.

- ♦ If this light indicator is lit, this indicates that the access door is not closed.
- ♦ If this light indicator is off, this indicates that the access door is correctly closed.

Figure 3-16 ACCESS DOOR OPEN Light (on dashboard, left, on optional console, right)



Figure 3-17 ACCESS DOOR OPEN light (optional switch/indicator layout)



NOTE: No hydraulic function is possible when the access door is not closed.

Outside Controls

ENGINE SPEED-UP Push-Buttons

When depressed, these push-buttons will cause the engine to speed up and provide additional flow to the hydraulic system. One of these buttons is located on the lower front left side corner of the body (see Figure 3-18) and is depressed by the operator when operating either the EJECTION (PUSHOUT) lever or the TAILGATE lever. Another SPEED-UP push-button is located on the right side of the tailgate (see Figure 3-19). For both SPEED-UP push-buttons to be activated, the in-cab SPEED-UP switch must be toggled up and the truck must be put in neutral.

NOTE: Additional speed-up control buttons may be installed on the MINI REAR LOADER with optional winches and container handling attachments.

Figure 3-18 Controls on body left side corner

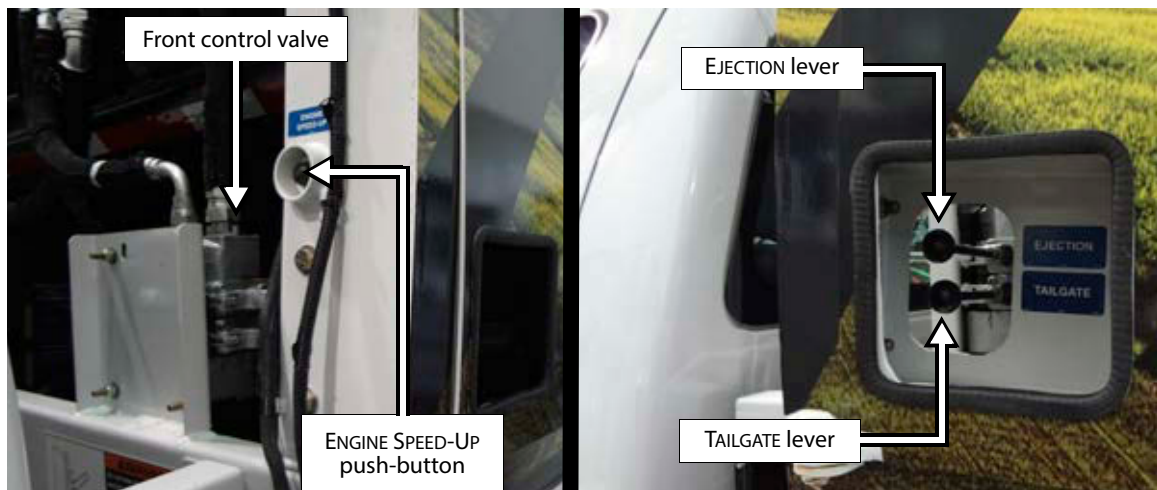
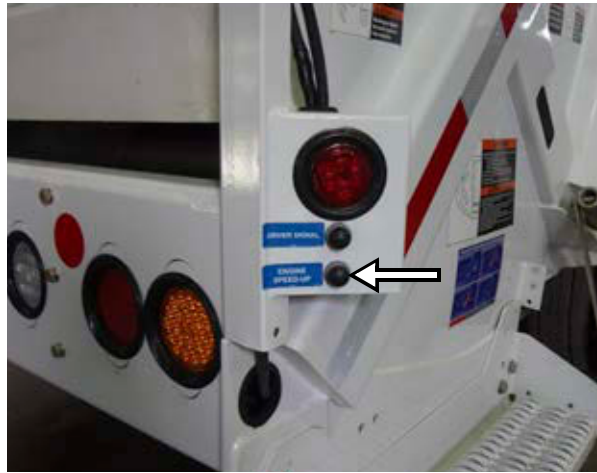


Figure 3-19 ENGINE SPEED-UP push-button on tailgate right side

NOTE: There are no ENGINE SPEED-UP push-buttons nor in-cab SPEED-UP switch on a unit w/ an electrically operated chassis because the pump is mounted to an ePTO and is therefore independent of the propelling engine(s).

HYDRAULIC ENABLE Push-Buttons (Units w/ an Electrically Powered Chassis)

Pressing one of these push-buttons (see Figure 3-20) will force the pump to rotate and supply hydraulic oil to control valves for 60 seconds. During this time, the operator may activate any function using the corresponding lever. Using those buttons is simple: you press and let go, no need to keep them pressed.

The 60-second delay starts at the moment one of those push-buttons is depressed. The pump will rotate to supply oil continuously throughout the hydraulic system and will stop automatically when that delay is over.

However, some hydraulic functions, such as packer open/close or carrier up/down, can be electrically detected and do not need to be induced by one of these HYDRAULIC ENABLE push-buttons, because at the upper end of both PACKER and CARRIER levers are proximity switches that act as those push-buttons. So, the operator does not have to press the HYDRAULIC ENABLE push-button to engage the packing cycle, but the efficiency of the packing cycle will be increased if he presses that push-button a few seconds before shifting the Packer/Carrier control levers, since full pressure and flow will be immediately available.

Functions related to the operation of the tailgate, ejector panel (or pushout panel), winch or reeving cylinder, push bar and cart tipper act differently in that they are not electrically detected, and the operator needs to press the HYDRAULIC ENABLE push-button to make those functions work.

Every time an electrically detected function is activated (packer open/close, carrier up/down), the 60-second delay starts anew, and functions not electrically detected may be activated within that time range without having to press the HYDRAULIC ENABLE push-button. When the 60-second delay is over, the pump stops rotating and the hydraulic system becomes unavailable.

The MINI REAR LOADER is equipped with 2 HYDRAULIC ENABLE push-buttons: one is located at the rear of the truck near the PACKER/CARRIER control levers, the other on the left-hand side corner of the body near the PUSHOUT/TAILGATE control levers.

Figure 3-20 HYDRAULIC ENABLE push-buttons



Front Control Valve

The front control valve is located behind the access door on the front left side corner of the body (see Figure 3-18). The control levers for this valve are accessible through a cutout in the door. This valve allows the ejection (pushout) panel to move and the tailgate to rise.

EJECTION (PUSHOUT) Lever

The upper lever (see Figure 3-18) controls the movement of the pushout panel. Moving the control lever rearward (toward the tailgate) will move the pushout panel to the rear. Moving the control lever forward (toward the cab) will move the pushout panel to the front.

TAILGATE Lever

The lower lever (see Figure 3-18) controls the tailgate. Moving the lever rearward (toward the tailgate) will raise the tailgate. Moving the lever forward (toward the cab) will lower the tailgate.

IMPORTANT: You must first unlock the tailgate before attempting to raise it. To know how to unlock the tailgate, see Step 2 on page 36. If your unit is built on an electrically powered chassis, see Step 2 on page 40.

Tailgate Clamps

Tailgate clamps are located on each side of the tailgate at the bottom where the tailgate rests against the body (see Figure 3-21). They are used to secure the tailgate to the body during operation. These clamps must be manually loosened and swung away from the body before raising the tailgate.

Figure 3-21 Tailgate clamp



Caution! Before attempting to loosen the tailgate clamps, pressure against the tailgate must be relieved by opening the packer panel to the “interrupted cycle” stop position.



DRIVER SIGNAL Push-Buttons

The standard push-button is located on the curbside of the tailgate. An optional push-button may also be located on the streetside of the tailgate. These buttons (see Figure 3-22) 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 3-22 DRIVER SIGNAL push-buttons



PACKER and CARRIER PANEL Levers

PACKER PANEL Lever

The PACKER PANEL control lever is located on the right side of the tailgate (see Figure 3-23). It is used by the operator to move the packer panel into position either open or closed during the compaction cycle.

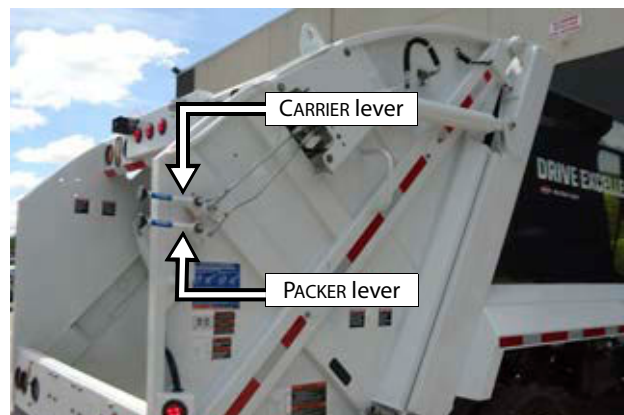
NOTE: The engine speed-up system does not engage if only the PACKER PANEL lever is shifted. The CARRIER PANEL lever must also be shifted to engage the engine speed-up system. (The engine speed-up system is only available on a fuel/CNG-powered unit.)

CARRIER PANEL Lever

The CARRIER PANEL control lever is located on the right side of the tailgate (see Figure 3-23). It is used by the operator to move the carrier panel into position either up or down during the compaction cycle.

NOTE: The engine speed-up system automatically engages any time the CARRIER PANEL lever is shifted (fuel/CNG-powered units only).

Figure 3-23 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 (fuel/CNG-powered units only). The packing cycle may be stopped at any point by moving both operating levers to neutral. The packer and carrier panels can be moved independently.

NOTE: On some trucks, the packer and carrier levers are shifted upward/downward instead of inward/outward.

CONTAINER HANDLING CONTROL Levers (optional)

These control levers are provided when container handling attachments (drum winch, reeving cylinder or container push bar) are added to the unit. They are used to raise and lower the container causing the refuse to be deposited into the hopper for compaction. The levers are located on the right side of the tailgate near the PACKER and CARRIER control levers. A refuse vehicle may have none or one or two control levers, depending on the configuration of the unit.

TIPPER Levers (optional)

If one or two cart tippers are installed on the hopper sill (see Figure 3-24), a tipper control valve is provided and mounted on the right side of the tailgate near the hopper (see Figure 3-25). A second control valve may also be mounted on the left side of the tailgate.

Tipper Control on Tailgate Right Side

- ♦ 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 Tailgate Left Side

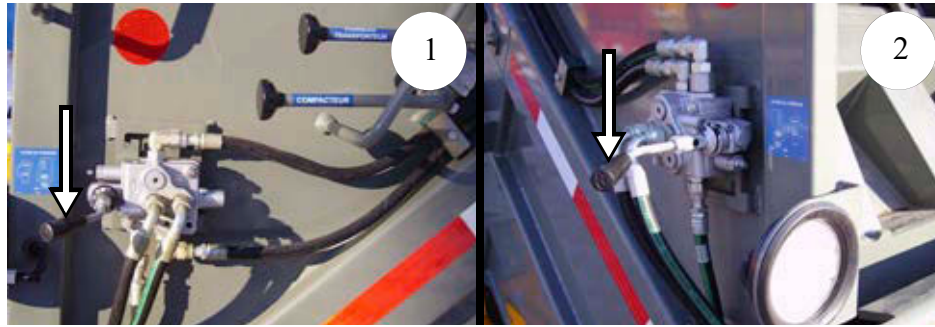
- ♦ Move the TIPPER lever to the right to lift the cart.
- ♦ Move the TIPPER lever to the left to lower the cart.

Figure 3-24 Tipper on hopper sill



NOTE: On units with an electrically powered chassis, the HYDRAULIC ENABLE push-button must be pressed in order to activate any TIPPER control lever.

Figure 3-25 TIPPER lever on tailgate right side (1), on tailgate left side (2)



Tailgate and Mid-Body Enable Buttons (optional)

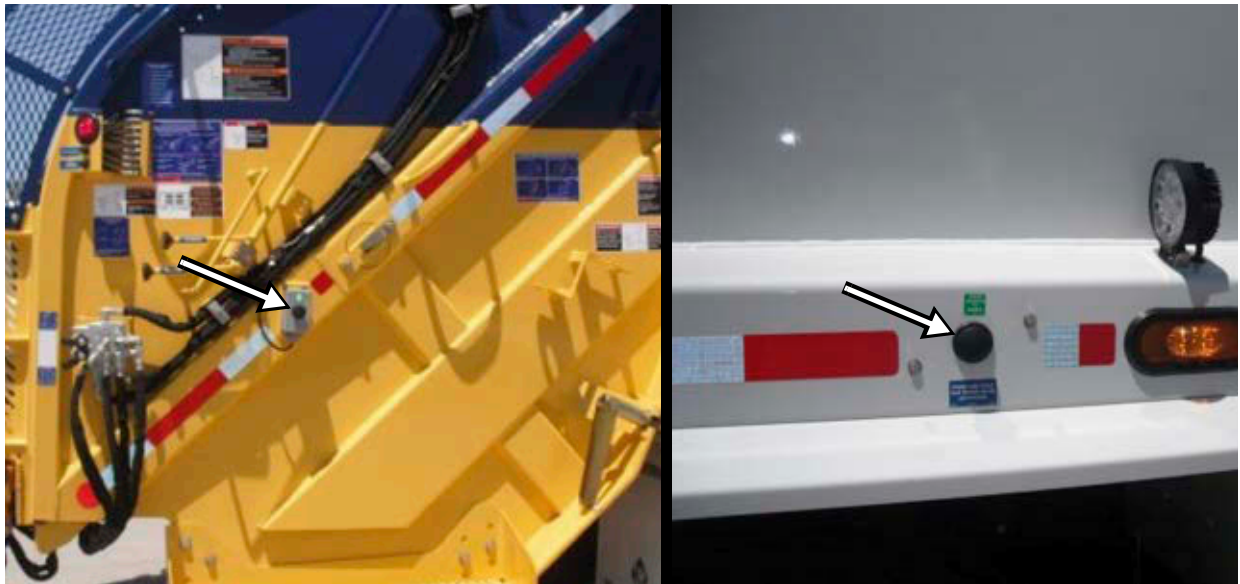
These optional buttons (see Figure 3-26) are part of the MOL Safety Operation System which is mandatory in certain locations (see *MOL Safety Operation System (optional)* on page 45 for more details on this system).

The use of these buttons depends on what number the in-cab rotary switch (Figure 3-13) is set to:

- ♦ If the rotary switch is set to one operator, the Tailgate enable button is the only interlock that must be pressed to activate the packer in the protected zone¹.
- ♦ If the rotary switch is set to three operators, the Tailgate enable and Mid-Body enable buttons, as well as the in-cab Driver enable button (Figure 3-12) must be pressed for activating the packer in the protected zone.

Releasing any of the enable buttons while the packer is within the protected zone will immediately stop the packer.

Figure 3-26 Tailgate enable button (left), Mid-Body enable button (right)



1. The protected zone is defined as the last travel portion of the packer detected by two proximity sensors.

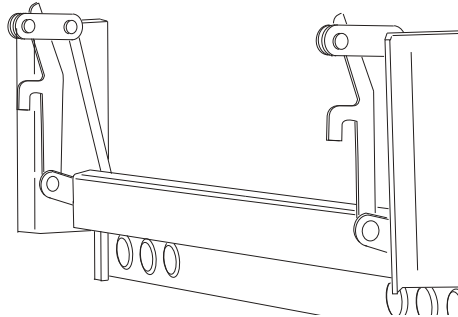
Container Handling Process

If your unit is equipped with a container handling system, here are the 3 basic operation steps involved in this process:

Attaching

The first step in container handling is to attach the container to the rear loader by securing it with the latch arms of the container attachment.

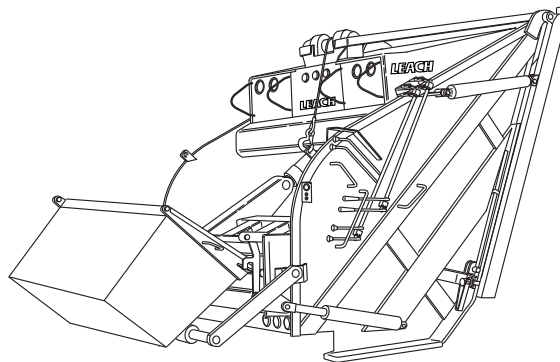
Attaching container



Dumping

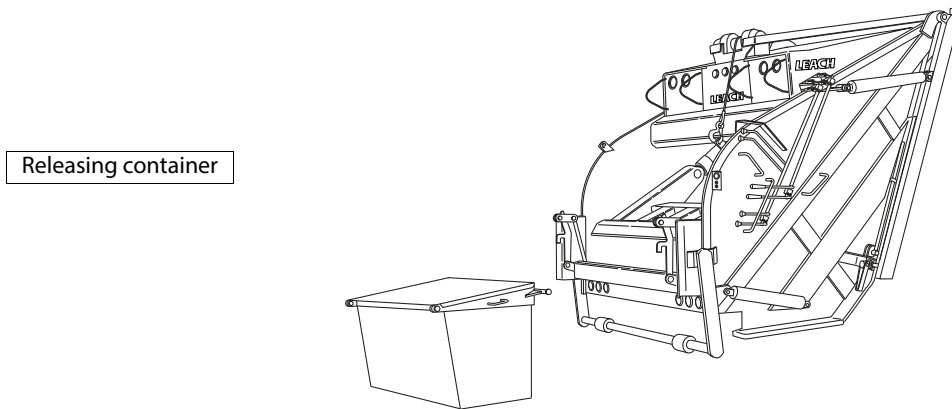
A container handling system is used to raise the container and empty its content into the hopper of the rear loader.

Dumping container



Releasing

When the container is empty, it is lowered to the ground, the latch arms are released and the truck is moved forward.

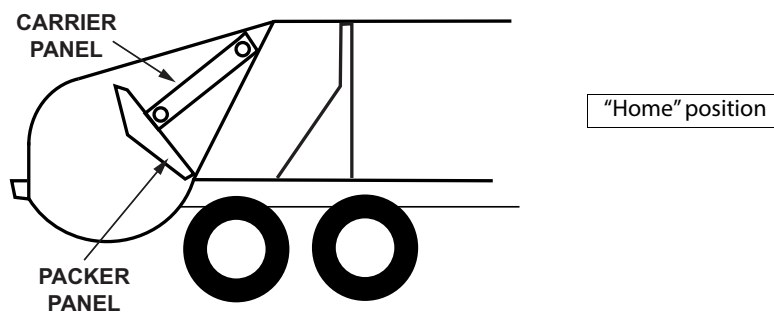


Waste Handling Process

The main purpose of the MINI 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.

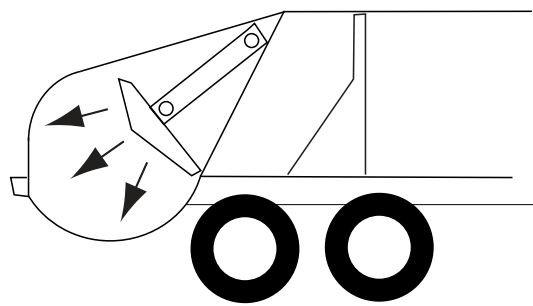
Loading

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.



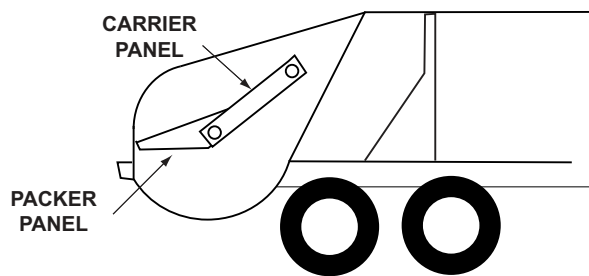
Packing

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



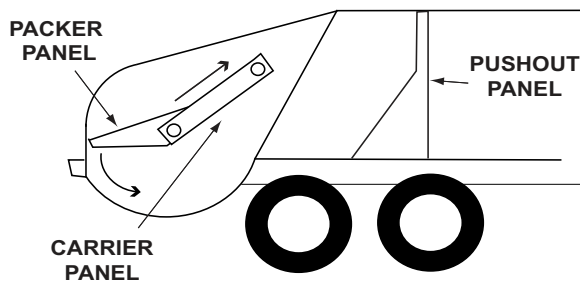
Carrier and packer panels move over load

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



“Interrupted cycle”

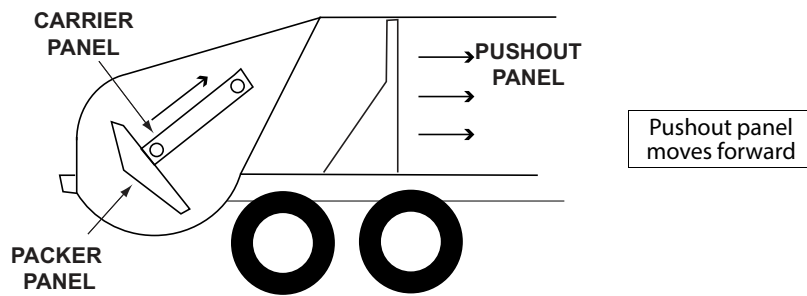
The operator again activates the packing cycle. The carrier and packer panels move forward and sweep the refuse from the hopper up into the body and pack it against the pushout panel. Having completed a cycle, the carrier and packer panels are back into the “home” position and the hopper is cleared for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

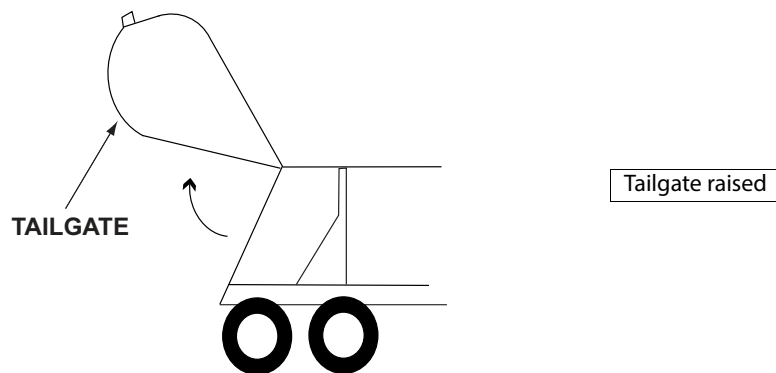
Once the body is full, the MINI REAR LOADER can be moved to the dumpsite for unloading.



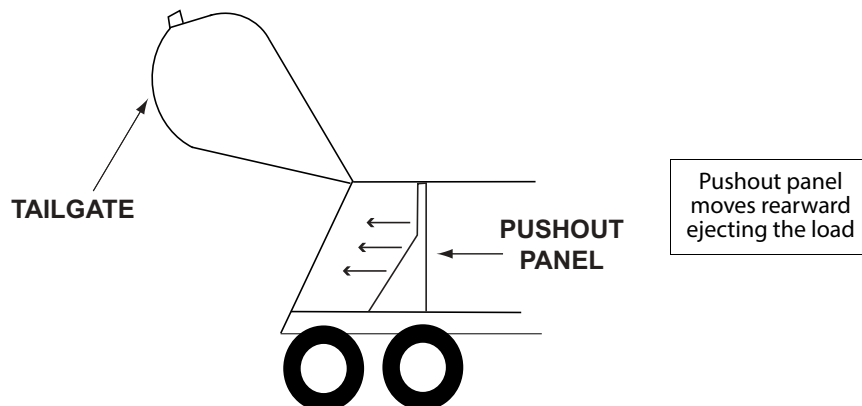
Unloading

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 MINI REAR LOADER

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

Warning!



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

Before operating the MINI 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 MINI 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 “Safety and Informative Decals” on page 20 for a list of 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.

- ♦ Inspect the attaching hardware. Make sure everything is tight and that there are no broken or excessively worn parts. Check capscrews and fasteners for looseness, visible welds for cracks and control levers for each movement.
- ♦ Make sure the tailgate clamps are in the closed position and securely tightened (see *Tailgate Clamps* on page 64).
- ♦ 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 tailgate down, the carrier and packer panels in the “interrupted cycle” position to check the hydraulic fluid level.
- ♦ Make sure all operating levers are in the neutral position.

Check:

- Packer panel lever (see Figure 4-1)
- Carrier panel lever (see Figure 4-1)
- Pushout lever (see Figure 3-18)
- Tailgate lever (see Figure 3-18)

Caution! Never operate the MINI 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 49).



-
- ♦ 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 hydraulic pump engaged, the in-cab SPEED-UP switch ON, the transmission in neutral and the brakes applied, depress the SPEED-UP push-button on the front left side corner of the body (see left picture in Figure 3-18). You should hear the engine speed-up.

NOTE: On units with an electrically powered chassis, there are no in-cab/body/tailgate SPEED-UP switches or push-buttons. The body/tailgate SPEED-UP push-buttons are replaced by HYDRAULIC ENABLE push-buttons.

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.*



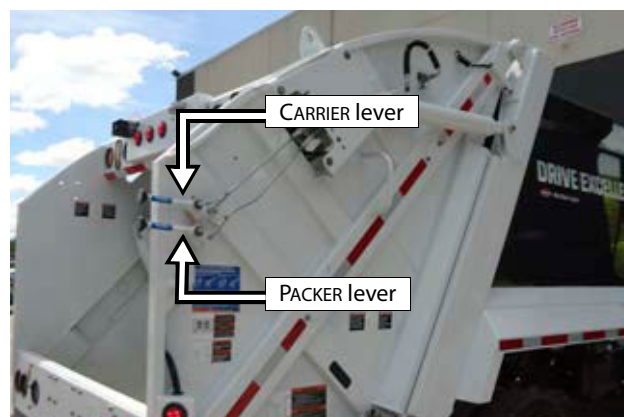
-
- ♦ Move both the PACKER PANEL lever and the CARRIER PANEL lever inward and let go. Check for the following:
 - Engaging the CARRIER PANEL lever will activate the engine speed-up system; you should hear the engine speed-up.

NOTE: On units with an electrically powered chassis, there is no engine speed-up system.

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

NOTE: On some trucks, the packer and carrier levers are shifted upward instead of inward.

Figure 4-1 **PACKER and CARRIER PANEL levers**



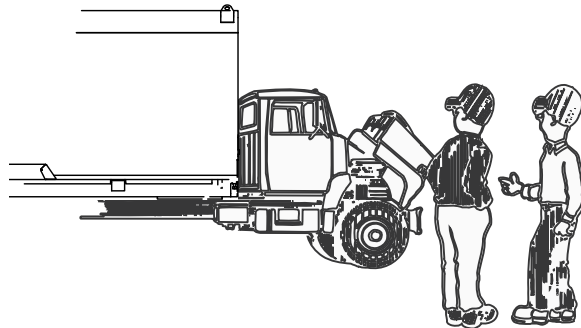
- ♦ Move both the PACKER PANEL lever and the CARRIER PANEL lever outward and let go.
 - Observe the carrier and packer panel movement; it should be smooth. The panels should stop automatically at the “home” position.

NOTE: On some trucks, the packer and carrier levers are shifted downward instead of outward.

- ♦ Depress the two DRIVER SIGNAL push-buttons located on both sides of the tailgate to make sure that the audible alarm located in the cab is working (see Figure 3-22).
- ♦ Back the unit up a few feet to ensure that the backup alarm is working properly.
- ♦ Loosen the tailgate clamps and swing them out. Raise the tailgate by about 6” and check to see if the TAILGATE OPEN light on the dash or console is on and if the backup alarm is audible. (Do not have the unit in reverse.)

NOTE: Operators of a unit w/ an electrically powered chassis, press the HYDRAULIC ENABLE button first before shifting the TAILGATE control lever.

- ♦ 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 49).



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.
- ♦ Tailgate clamps closed and tightened.
- ♦ Hydraulic fluid reservoir at correct level.
- ♦ All operating levers in neutral positions.
- ♦ Pushout panel area clear of debris.
- ♦ Engine warmed up according to manufacturer's instructions.
- ♦ All operating and running lights functioning.
- ♦ ENGINE SPEED-UP buttons operational (units w/ fuel/CNG-powered chassis).
- ♦ HYDRAULIC ENABLE buttons operational (units w/ electrically powered chassis).
- ♦ Packing cycle operates properly.
- ♦ Driver signal alarm can be heard.
- ♦ Back-up alarm and TAILGATE OPEN light are operable.
- ♦ Report any problems to maintenance 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 Indicate any defects.			
PRE	POST			PRE	POST		
<input type="checkbox"/>	<input type="checkbox"/>	All gages/gage lights		<input type="checkbox"/>	<input type="checkbox"/>	Cab horn	
<input type="checkbox"/>	<input type="checkbox"/>	Low oil pressure		<input type="checkbox"/>	<input type="checkbox"/>	Exterior back-up horn	<input type="checkbox"/> <input type="checkbox"/>
<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"/>	<input type="checkbox"/>	<input type="checkbox"/>	Compactor working
<input type="checkbox"/>	<input type="checkbox"/>	Body damage	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Hydraulic leaks
<input type="checkbox"/>	<input type="checkbox"/>	Cab damage	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Hydraulic pressure
<input type="checkbox"/>	<input type="checkbox"/>	Air lines	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Hydraulic hoses
<input type="checkbox"/>	<input type="checkbox"/>	Air compressor	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Wheel/Rims
<input type="checkbox"/>	<input type="checkbox"/>	Air dryer	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Seals
<input type="checkbox"/>	<input type="checkbox"/>	Head lights	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Transmission
<input type="checkbox"/>	<input type="checkbox"/>	Marker lights	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Mirrors
<input type="checkbox"/>	<input type="checkbox"/>	Brake lights	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Radiator
<input type="checkbox"/>	<input type="checkbox"/>	Suspension	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Safety devices
<input type="checkbox"/>	<input type="checkbox"/>	Hopper clean	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Safety decals
<input type="checkbox"/>	<input type="checkbox"/>	Tailgate	<input type="checkbox"/>	<input type="checkbox"/>	<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

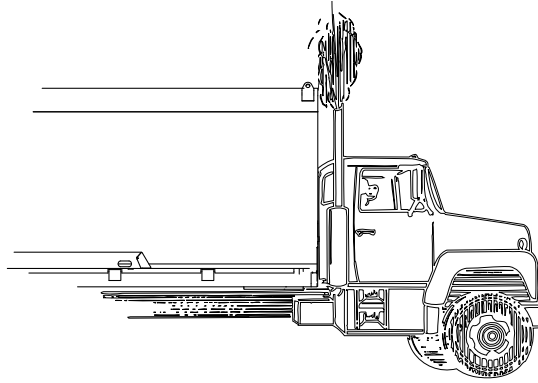
- ☐ Above defects corrected
☐ Above defects need not be corrected for the safe operation of vehicle.

DRIVER'S SIGNATURE	DATE	Mechanic's Comments :
DISTRIBUTOR SIGNATURE	DATE	
DRIVER'S REVIEW SIGNATURE	DATE	

Operating Instructions

Starting Up

1. Inspect and start the truck as described in the pre-operational “walk-around” inspection.



2. Wait for the air pressure to reach *at least* 70 psi.
3. Engage the HYDRAULIC PUMP ON/OFF switch (to start the hydraulic pump) [see *HYDRAULIC PUMP ON/OFF Switch* on page 54].
4. Place the ENGINE SPEED-UP switch in the ON position (see *ENGINE SPEED-UP Switch (Units w/ Fuel/CNG-Powered Chassis Only)* on page 55).

NOTE: On units with an electrically powered chassis, there is no in-cab SPEED-UP switch.

Positioning the Pushout Panel

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

Caution! Check the tailgate clamps to make sure both are securely tightened (see Figure 3-21).



To position the pushout panel correctly:

1. Depress and hold the SPEED-UP push-button (see Figure 4-2).

NOTE: Operators of a unit w/ an electrically powered chassis, press the HYDRAULIC ENABLE button (see Figure 4-3) first before shifting the PUSHOUT control lever.

2. Push the PUSHOUT lever rearward until the pushout cylinder is fully extended.

Figure 4-2 **ENGINE SPEED-UP button/PUSHOUT lever**

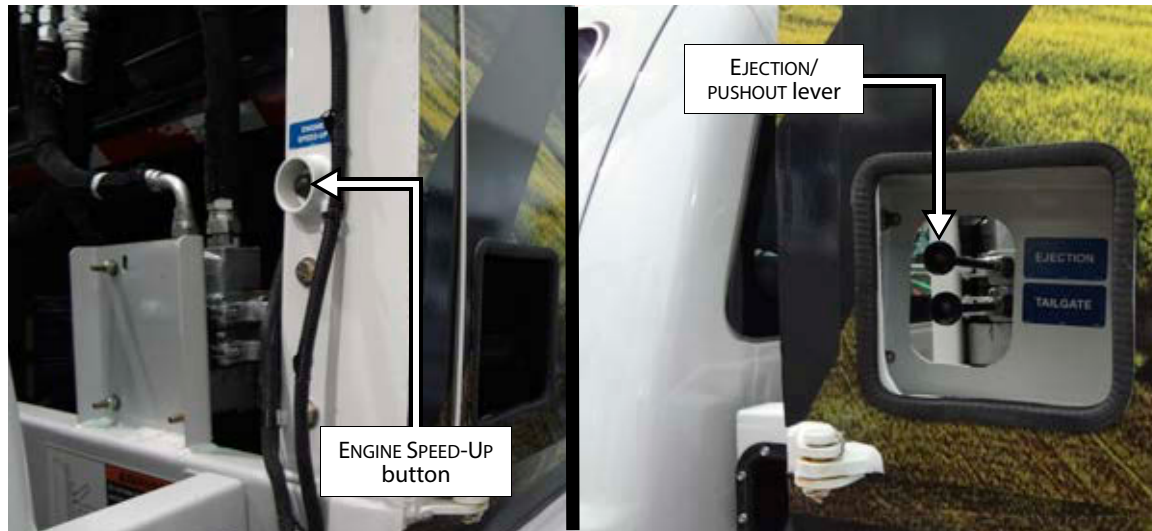


Figure 4-3 **HYDRAULIC ENABLE button**



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.

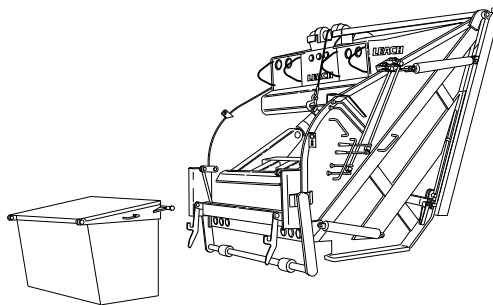


Attaching a Container to the Tailgate

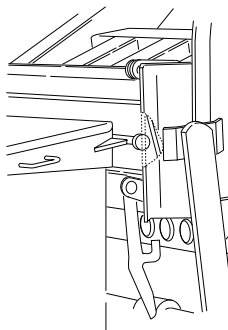
NOTE: This section only applies to units equipped with a container handling system.

Place the container on a flat, level surface. For large non-moveable containers the driver should back the unit toward the container following all vehicle and refuse body safety restrictions.

The vehicle should be backed with the latch arms open until the container trunnion bar is between the guide ears and within the latch assembly. Center the container on the attachment.

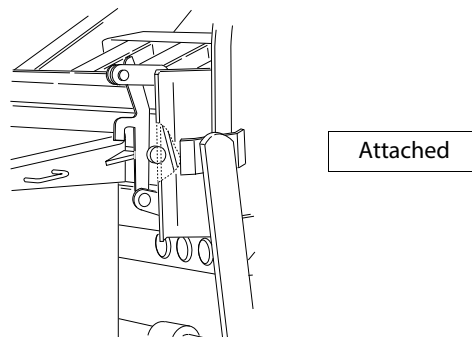


Attaching container



Arms unlatched

After setting the vehicle parking brake, the right and left container latch arms must be engaged.



Warning! Lifting a container without both latch arms properly secured can allow the container to swing away from the unit and cause severe injury or death.



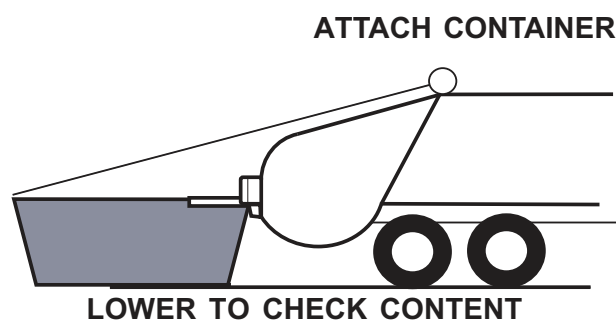
NOTE: If the container is equipped with wheels, it should be rolled into position only after the vehicle parking brake has been set.

NOTE: Even small containers must be secured to the tailgate with the latch arms.

Using the Optional Winch or Container Lifting Cylinder

NOTE: This section only applies to units equipped with a winch or a container lifting cylinder.

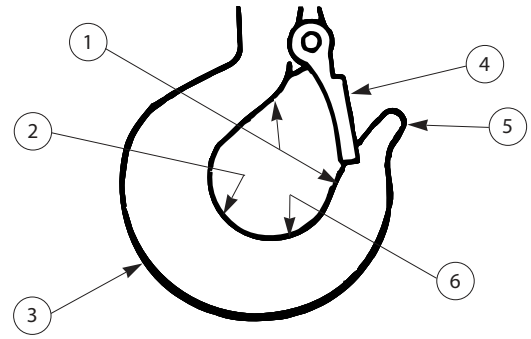
Once the container is secured within the latch assembly, the lifting cable should be attached.



Place the load in the base of the hook with the safety latch closing the throat opening.

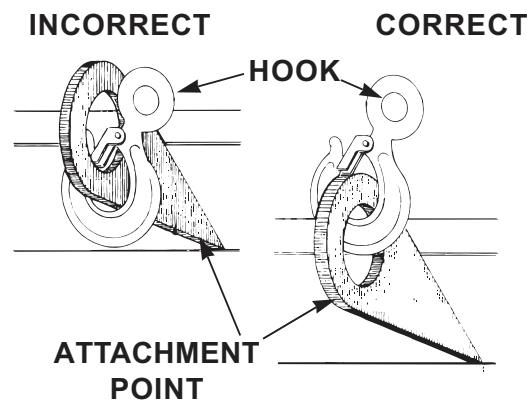
The Hook:

1. Throat Opening
2. Back
3. Heel
4. Hook Safety Latch
5. Tip
6. Base



IMPORTANT: Hooks must be used in a proper manner. Proper use of a lifting hook not only includes placing the load in the base of the hook, but also includes ensuring that the hook is lifting on the proper area of the attachment point.

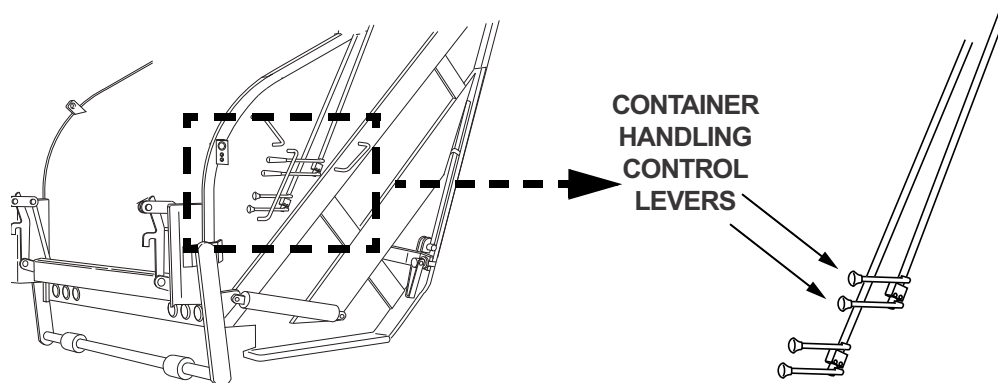
The hook must completely encircle the attachment point. Equally as important, at the time load is applied to the base of the hook, the positioning must be correct to prevent the hook from dislodging. When using an eye type attachment point the base of the hook must be positioned to lift on the inside of the eye. The following illustration shows both correct and incorrect positioning of the hook.



IMPORTANT: For safety reasons, make sure the hook is positioned properly so that any slack is removed from the cable before lifting.

Slack should be removed from the cable, without the use of the ENGINE SPEED-UP button by moving the winch control lever in the direction shown on the instruction decal to raise the container. When the cable is tight, the SPEED-UP button (see Figure 4-4) should be depressed (on units w/ fuel/CNG-powered chassis) and held to provide sufficient hydraulic power to lift the container.

NOTE: Operators of a unit w/ an electrically powered chassis, press the HYDRAULIC ENABLE button (see Figure 4-3) first before lifting the container.

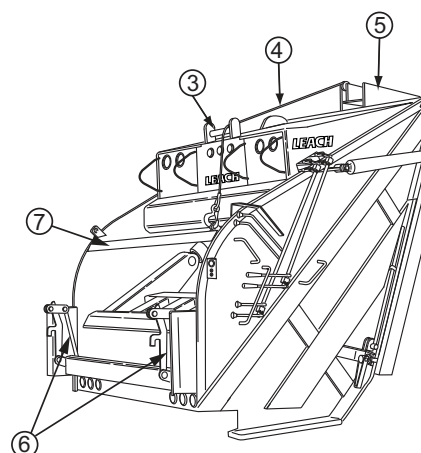
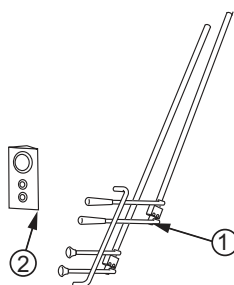


NOTE: The above illustration is used for reference only and may differ from actual appearance.

The container should be raised up to the stop bar to fully download the trash material (see next illustration).

Container Lifting Cylinder (CLC):

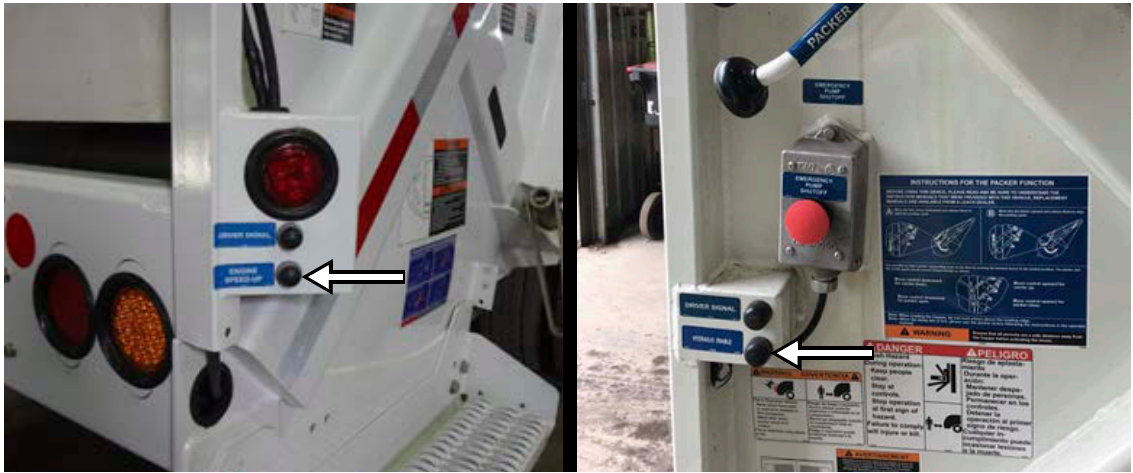
1. Control Levers
2. ENGINE SPEED-UP/
HYDRAULIC ENABLE Push-
Button
3. Cylinder Cable Roller Guide
4. Cylinder Cable
5. Lifting Cylinder Assembly
6. Container Attachment
7. Stop Bar/Lid Guard



NOTE: The illustration above is used for reference only and may differ from actual appearance.

Do not overfill the hopper. After assuring that all persons are standing clear lower the container to check the load condition of the container and the hopper. Lower the container enough to see between the container and the tailgate while standing on the ground without placing yourself between them.

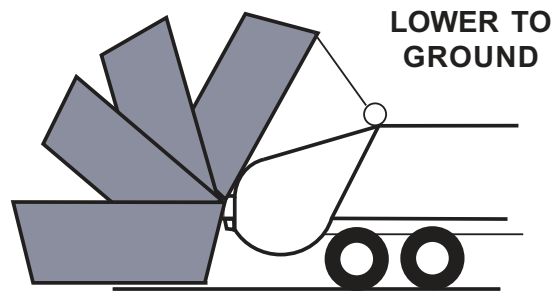
Figure 4-4 ENGINE SPEED-UP push-button (left), HYDRAULIC ENABLE push-button (right)



NOTE: On units with a roof-mounted container lifting cylinder, the speed of the device is limited during both the up and down movements. This speed reduction is for safety considerations.

When the hopper is full, lower the container to the ground, assure all persons are standing clear and then engage the packer mechanism (see *Collecting Refuse with a Cart Tipper* on page 87).

After the packer panel has passed the loading sill, the container may be raised to again fill the hopper. Repeat this process until the container is empty.

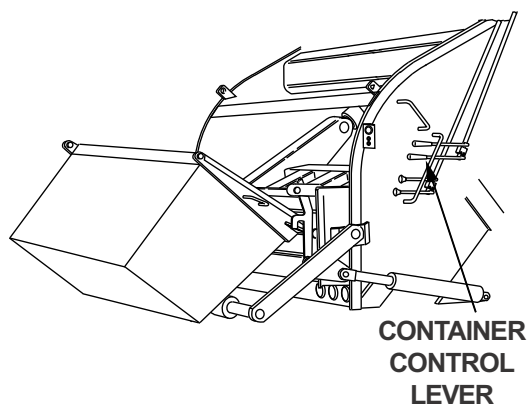


Using the Optional Container Push Bar (CPB)

NOTE: This section only applies to units equipped with a container push bar.

Once the container is secured within the latch assembly the container is ready to be dumped. After assuring that all persons are standing clear, the operator moves the CPB control lever in the direction shown on the instruction decal to raise the container. When raising a container with the push bar, it is normal for the container to first lift upward within the container latch assembly, then tip toward the hopper and finally lower or drop to the bottom of the latch slots.

NOTE: On units w/ an electrically powered chassis, operators need to press the **HYDRAULIC ENABLE** push-button to activate this feature.



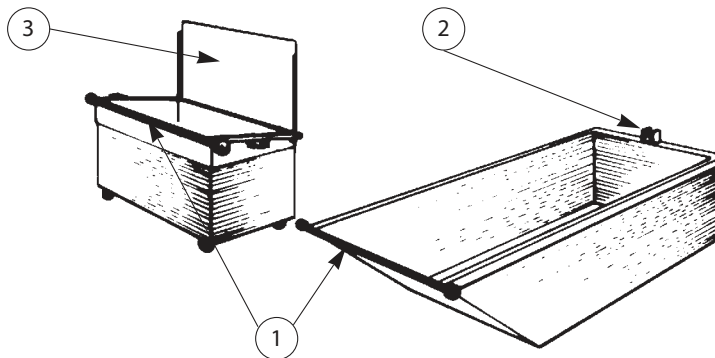
NOTE: The illustration above is used for reference only and may differ from actual appearance.

Do not overfill the hopper. After assuring that all persons are standing clear lower the container to check the load condition of the container and the hopper. Lower the container enough to see between the container and the tailgate while standing on the ground without placing yourself between them.

Releasing the CPB control handle when the container begins to tip will allow the container trunnion bar to lower within the latch slots with ease.

Container:

1. Trunnion Bar
2. Hook Attachment
3. Lid



Collecting Refuse with a Cart Tipper

NOTE: This section only applies to units equipped with a cart tipper.

To collect refuse using the cart tipper:

1. Roll the cart to the tipper in a way that it can be picked up.
2. Push the cart tipper lever (see Figure 4-6) until the tipper is in horizontal position.

NOTE: On units w/ an electrically powered chassis, operators need to press the **HYDRAULIC ENABLE** push-button (see Figure 4-4) before pushing the **CART TIPPER** lever. As this button activates the hydraulic system for a very short period of time, it may be required to press it again in between cart pickups.

3. Place the cart on the tipper (see Figure 4-5) and push the control lever to dump the cart's content into the hopper.

NOTE: If your truck is equipped with optional enable buttons, part of the MOL Safety Operation System, see the following sections: *MOL Safety Operation System (optional)* on page 45, *Driver Enable Button (optional)* on page 58, *Rotary Selector Switch (optional)* on page 59 and *Tailgate and Mid-Body Enable Buttons (optional)* on page 67. The MOL Safety Operation System, which aims to minimize the risk of the workers getting injured by the equipment, is mandatory in certain locations.

Figure 4-5 Tipper holding cart



Figure 4-6 **CART TIPPER control lever**

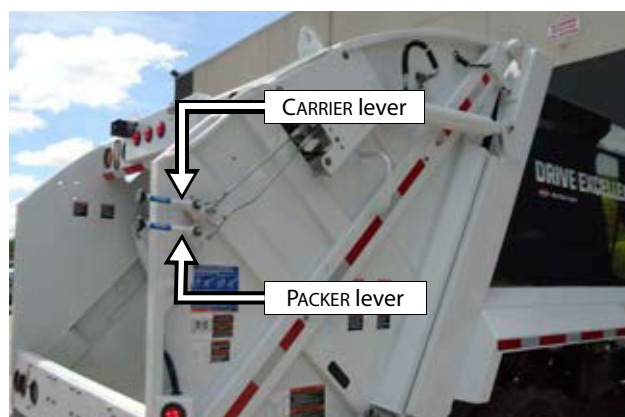
4. Once the cart is empty, bring the cart down by pulling the TIPPER lever.

NOTE: On some units, tipper controls are inverted upon request by the customer.

5. Put the cart back to its original location and fully close the tipper.

Packing the Load

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

Figure 4-7 **PACKER and CARRIER control levers**

To pack the load:

1. Cycle the packer panel and the carrier panel by moving both the PACKER lever and the CARRIER lever inward toward the tailgate, then let go.

The packer panel will open and the PACKER 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 lever will automatically shift back to neutral.

NOTE: On some trucks, the PACKER and CARRIER levers are shifted upward instead of inward.

2. Move both the PACKER lever and the CARRIER lever outward away from the tailgate, then let go to finish the cycle.

The packer panel will sweep the hopper and the PACKER 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 lever will automatically shift back to neutral.

NOTE: On some trucks, the PACKER and CARRIER levers are shifted downward instead of outward.

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

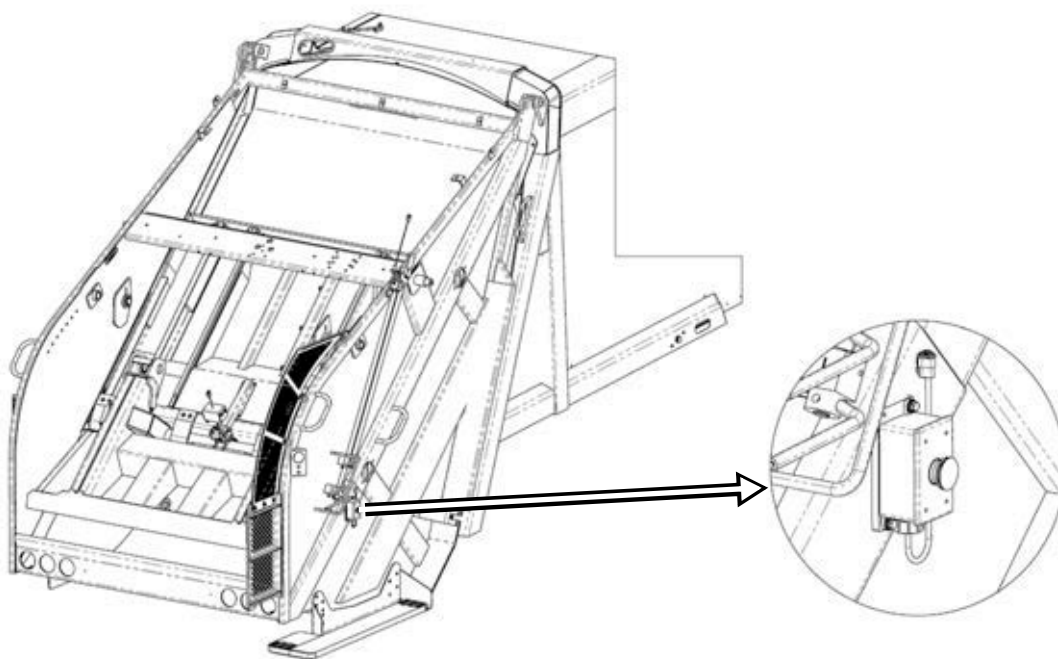


3. Repeat steps 1 and 2 each time the hopper is filled to, but not above, the loading edge.

TIP FOR WORKERS ON A UNIT W/ AN ELECTRICALLY POWERED CHASSIS: When collecting garbage, press the HYDRAULIC ENABLE push-button before picking up garbage bags or grabbing trash cans. This will speed up the garbage process. As soon as the worker presses the tailgate HYDRAULIC ENABLE push-button, he has 60 seconds to pick up the garbage, put it into the hopper and shift both PACKER/CARRIER control levers. If the worker shifts both control levers after that 60-second delay, he will have to press the HYDRAULIC ENABLE push-button again.

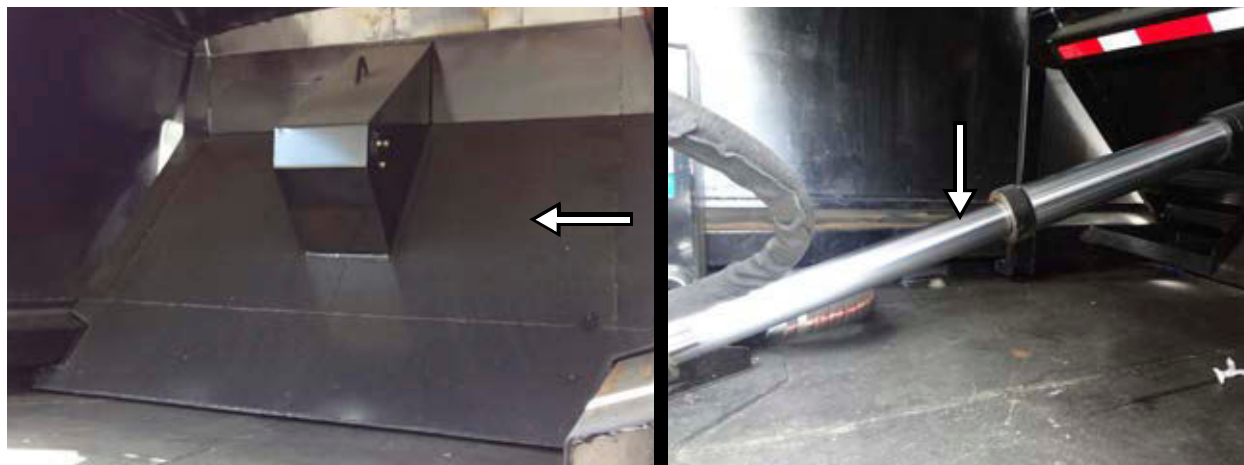
NOTE: In some locations, enable buttons are installed on the tailgate, body and in-cab dashboard to minimize the risk of the workers getting injured by the equipment. Some or all of these buttons (depending on the position of the in-cab rotary switch) must be depressed and held simultaneously to activate the packer in the protected zone¹. These buttons are part of the MOL Safety Operation System (see *MOL Safety Operation System (optional)* on page 45 for more details).

1. The protected zone is defined as the last travel portion of the packer detected by two proximity sensors.

Figure 4-8 **Tailgate enable button**

Pushout Panel Operation During Packing

The MINI REAR LOADER telescopic pushout cylinder 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 4-9 **Pushout panel/cylinder**

Releasing the Container

Once the container is empty, it should be lowered to the ground, the latch arms released and the cable disconnected.

Unloading at Dumpsite

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



-
1. Apply the brakes, engage the hydraulic pump and ensure the transmission is in neutral. Relieve the pressure on the tailgate by moving the packer panel to the “interrupted cycle position”.
 2. Loosen both tailgate clamps and swing them out.

Lifting the 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.



To lift the tailgate:

1. Depress and hold the ENGINE SPEED-UP push-button.

NOTE: On units with an electrically powered chassis, there is no SPEED-UP push-button, but a HYDRAULIC ENABLE push-button (see Figure 4-3) which needs to be depressed first before moving either the PUSHOUT lever or the TAILGATE lever. No need to keep the HYDRAULIC ENABLE push-button depressed.

2. Push the TAILGATE lift lever rearward and hold until the tailgate is fully raised.

Figure 4-10 ENGINE SPEED-UP push-button (left), TAILGATE lever (right)

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



Ejecting the Load

To eject the load:

1. Depress and hold the ENGINE SPEED-UP button, push the PUSHOUT lever rearward and hold it until the pushout panel stops.

NOTE: On units with an electrically powered chassis, there is no SPEED-UP push-button, but a HYDRAULIC ENABLE push-button (see Figure 4-3) which needs to be depressed first before moving either the PUSHOUT lever or the TAILGATE lever. No need to keep the HYDRAULIC ENABLE push-button depressed.

2. Slowly pull the unit ahead to clear the refuse pile.
3. Clear debris from the edges with a pole while standing clear off to one side.

Warning! Never drive the unit more than 10 feet with the tailgate raised.



Figure 4-11 ENGINE SPEED-UP button (left), PUSHOUT lever (right)



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 Tailgate

To lower the tailgate:

1. Pull forward on the TAILGATE lifting lever slowly and in small increments lower the tailgate a little at a time.
AVOID SLAMMING SHUT the tailgate.
2. Place the tailgate clamps in the closed position and tighten securely.

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

Figure 4-12 **TAILGATE lever**

Shutting Down the Truck

To shut down the truck:

1. Place the packer and carrier panels in the “home” position (packer open and carrier up).
2. Put all controls in neutral.
3. Set parking brake.
4. Turn OFF the ENGINE SPEED-UP switch.
On units with an electrically powered chassis, there is no SPEED-UP switch on the dashboard.
5. Disengage the hydraulic pump.
6. Shut off the engine.
7. Remove the key.
8. Turn OFF the battery master switch.

On units with an electrically powered chassis, the master switch is located next to the charging unit (Figure 2-28). There may also be other master switches on the chassis. Refer to the chassis manufacturer’s manual for more information.

9. Lock the truck doors.

Reward!

To the first person to notify us of an error in any of our publications!



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THANKS FOR YOUR HELP!

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