EXPERT HELPING-HAND™

Operator's Manual

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www.labriegroup.com

Liability

Labrie Environmental Group reserves the right to make design changes or improvements in its products without imposing any obligation upon itself to change or improve previously manufactured products.

In no event shall Labrie Environmental Group assume liability for any incidental, consequential or special risks or damages arising from the use or misuse of the information provided herein, breach of warranty, breach of contract, negligence, strict tort liability or any other legal theory and/or hypothesis. Such damages include but are not limited to: loss of profits, savings, capital or revenue, loss of use of refuse body, parts, components or assemblies, cost of rental equipment, facilities or services resulting from downtime, claims from third parties (including customers) of injury or damage of property, cost of towing, transporting or storing equipment, cost of lodging and transportation for any persons.

All risks and damages, incidental or otherwise, are entirely the responsibility of the user. Labrie Environmental Group will not assume responsibility for errors or omissions or subsequent design changes with regard to the materials provided.

October 2023

Standard Limited Product Warranty

Subject to the other provisions hereof, LABRIE ENVIRONMENTAL GROUP, hereinafter called "Labrie Group" 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 Group, 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 Group or of an authorized Labrie Group distributor;
- Repairs which are not completed or otherwise expressly authorized by Labrie Group or an authorized Labrie Group distributor;
- Repairs or modifications which have been authorized by Labrie Group or an authorized Labrie Group 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 Group 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 Group, such failure or defect results from Labrie's material or workmanship, the part or component shall be repaired or replaced by Labrie Group 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 Group or an authorized Labrie Group 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 Group or by an authorized Labrie Group distributor or other than in accordance with a specific authorization and instructions from Labrie Group or from an authorized Labrie Group distributor or ii) if parts and components of any other manufacturer are used as substitutes for genuine Labrie parts and components.

LABRIE GROUP 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 GROUP SHALL NOT BE LIABLE FOR ANY SPECIAL OR CONSEQUENTIAL DAMAGES OF ANY KIND OR NATURE. NO OTHER PERSON, FIRM, CORPORATION, INCLUDING THE LABRIE GROUP DISTRIBUTOR, CAN BIND LABRIE GROUP TO ANY WARRANTY OTHER THAN THIS WARRANTY OR OTHERWISE MODIFY SAID WARRANTY.

Labrie Group 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 Group is notified in writing within the said fifteen (15) day period.

Warranty Registration Form

Do not forget to complete the owner registration form and to send it to Labrie Environmental Group. Make sure to fill out the in-service date. This date will be used as the start date of the warranty period. If the in-service date is not indicated, the warranty period will start 30 days after the delivery date.

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 Environmental Group recommends to keep record of the information found on the VIN plate, which is located in the cab.

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Reward!

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

If you find what you believe to be an error in any of our publications please complete the requested information and return the form to us by email. If you are the first, you will receive a hat by return mail.

I believe I found an error:

In the _____ manual | Part No. _____ | Page(s) _____

It should say: _____

Name: _____ Address: _____

labrie

THANKS FOR YOUR HELP!

MANUALS@LABRIEGROUP.COM

Part # 200273 (rev.00.10.2023)

1

Introduction

The purpose of this manual is to introduce operators to the procedures for operating the EXPERT properly. For information regarding maintenance procedures, refer to the EXPERT Maintenance Manual.

Pre-Operating Instructions

It is imperative that you carefully review this manual prior to operating and/or servicing your new EXPERT.

Upon receipt of your new EXPERT unit, perform a complete lubrication. Mechanisms must be properly lubricated (see lubrication chart on the right side of the body for details). Factory lubrication is adequate for production and transport purposes only. In addition, the return filter element must be replaced after 50 hours of use. Refer to the maintenance manual for instructions.

Warning!

EXPERT units *must be operated by only one person*.

Important Note about the Warranty

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

Mission Statement

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

Introducing the EXPERT

IMPORTANT: Read and thoroughly understand this Operator's Manual before using the vehicle.

The EXPERT is a side-loading refuse collection vehicle designed and built to aid *one operator only* in the collection of different types of refuse.

Depending on the type of collection for which it is intended, the EXPERT is offered in three main collection configurations: fully automated, semi-automated, and manual.

EXPERT vehicles to be used for automated collection are equipped with a lifting arm called HELPING-HAND™ (see Figure 1-1), which is designed to allow *a single person* to collect waste in roller carts without exiting the cab. This automated arm can extend up to 10 ft. and lift up to 400 lb when fully extended.

Vehicles to be used for semi-automated collection are equipped with cart tippers, and vehicles to be used for manual collection benefit from the lowered hopper area.

All models can also be configured with a split-body option called "COMINGLE" that allows collection of two different types of refuse. In this configuration, refuse collection is slightly different from a standard body vehicle. Comingle-specific options and operations are explained starting on page 111.

All other major options and body configurations are explained in the following pages.

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

Figure 1-1 HELPING-HAND™ automated arm

Product Overview

The body of the EXPERT is composed of the following main components: the hopper (see Figure 1-3), the packer (see Figure 1-2), and the tailgate (see Figure 1-2).

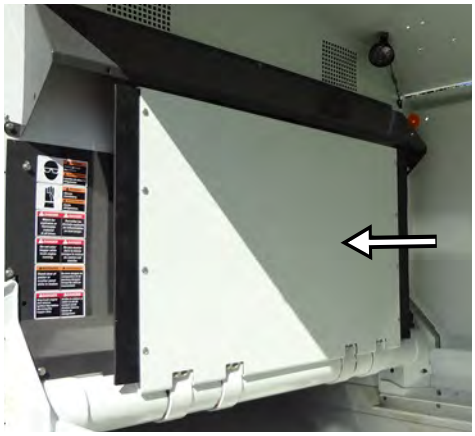
It may also be equipped with the optional crusher panel (see Figure 1-4).

The hopper is the area of the body where refuse is dumped. The packer is the piece of equipment that pushes refuse into the body. The crusher panel is used to crush bulky items and can be used concomitantly with the packer blade for a more powerful crushing effect. The tailgate is the rear pivotal door that prevents refuse from exiting the body during collection. At landfill, the tailgate is raised to enable the discharge of refuse.

Figure 1-2 Packer panel (left); tailgate (right)

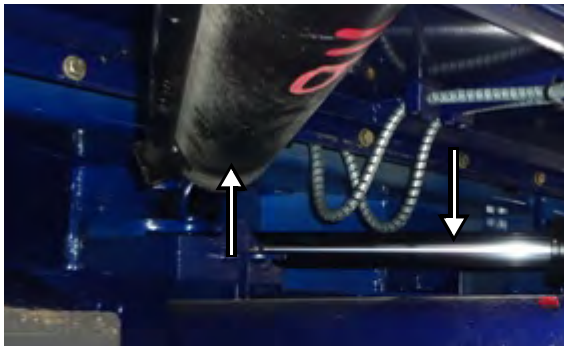
Figure 1-3 Hopper

Figure 1-4 Crusher panel (optional)



The packer ram of the EXPERT is equipped with two operating cylinders (see Figure 1-5).

Figure 1-5 Packer operating cylinders



In the cab, you will find the arm joystick (see Figure 1-7) and the control panel on which the auto-pack and hydraulic pump switches are located (see Figure 1-6).

Figure 1-6 In-cab control panel

NOTE: The design of the in-cab control panel may vary from one unit to another. Also, the layout of the controls and indicators may differ from the one illustrated above.

Figure 1-7 Arm joystick

Multiplexed System

The EXPERT is equipped with an electronic monitoring system called the *Multiplexed System*.

The multiplexed system used by Labrie is a CAN-based system that integrates a monitor, a control panel and a number of electronic modules. This whole system has been designed to help you operate your unit in an efficient and easy way. See *Labrie's Multiplexed System* on page 47 for more details.

IMPORTANT: EXPERT units must be operated *by only one person*.

2

Safety

IMPORTANT: Read and thoroughly understand this Operator's Manual before using the vehicle.

EXPERT vehicles are heavy duty pieces of equipment, and as such require that a certain number of safety precautions be taken. Such precautions, along with all the necessary instructions and conventions, are presented in this manual.

The EXPERT automated side loader is to be operated by *a single person.* If, however, Labrie Environmental Group customers elect to operate their EXPERT vehicles with more than one person, additional safety items shall be installed. In such cases, Labrie Environmental Group must be informed of every and all vehicles that are intended for operation by more than one person.

Labrie Environmental Group will then determine and supply, at the customer's expense, the required safety items. Please contact Labrie *Plus* (see the *Office Addresses and Phone Numbers Page* at the beginning of the manual) for additional information on available safety items.

Danger!

Failure to contact Labrie Environmental Group to report two-operator use of any vehicle may result in vehicle and /or property damage, personal injury, or even death.

As an example of additional equipment, Labrie Environmental Group shall provide additional sets of sustained manual pressure controls for each additional worker. To operate the equipment, the actuation of the controls shall take place concurrently. The sustained manual pressure controls shall be located so that the coworker pressing it is not in the path of the lifting arm and has a clear and full view of the point of operation.

Conventions

Danger! Indicates an *imminently* hazardous situation which, if not avoided, *will* result in serious injury or death.

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

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

General Notions

The following safety notions are related to the use of the EXPERT. 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 found on the vehicle.

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

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 31).

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!*

Warning! Respect the established legal speed limit for collection driving: 32 km/h (20 mph).

Responsibilities

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

Employer's Responsibilities

It is the responsibility of the employer:

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

- To instruct operators on awareness to road hazards such as other people, obstructions and dimensional constraints which include familiarity with the vehicle width and height, both while at rest and during operation.

IMPORTANT: Do not allow operation of the EXPERT if damaged or malfunctioning. Have all repairs performed immediately.

Employee's responsibilities

It is the responsibility of the employee:

- To enforce all safety measures to meet the requirements established by the employer.
- To operate the EXPERT only after having received instruction and training.
- To carefully read this manual.
- To ensure, prior to and during operation of equipment, the following:
  - During all phases of dumping or packing process, area is clear of persons, including time when tailgate is open and/or closed. Operator is to instruct persons NOT to cross under an open tailgate.
  - Manufacturer's recommended operating and safety instructions are taken into account.
- To use the vehicle only as intended.
- To obey proper operating procedures, safety guidelines and warning decals.
- To perform a daily vehicle inspection that includes all operating systems, all vehicle safety equipment (parking brake, lights, back-up alarm, horns, tires, safety interlock switches, etc.) and safety decals.
- To immediately report any malfunction or damage to the vehicle to the employer or supervisor.

IMPORTANT: Under no circumstances should you operate damaged or malfunctioning equipment. Report all malfunctions to your supervisor immediately.

- To ensure that all mirrors, windows and lights are clean and properly adjusted prior to operating the vehicle.
- To ensure that all cameras and monitors, if installed, are properly adjusted and function correctly.
- 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 use extreme caution when operating machine in dangerous areas such as: slopes, overhangs, high walls, ridges or ditches.
- To always utilize the vehicle's safety features, such as tailgate props.
- To wear all safety equipment prescribed by your employer.
- To know where to get assistance in the event of an emergency.

IMPORTANT: Safety is always of prime importance when operating any type of equipment. All operators working with the EXPERT must be aware of the safety practices and features detailed in this section.

IMPORTANT: Do not use damaged equipment.

Things to Do

- Inspect the body and all systems at the start of each day.
- Make sure that the area is clear of people or obstructions.

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

- Wear safety glasses and footwear, gloves, and any other safety equipment when loading and packing refuse.
- Check if mirrors, windows, lights, and monitor equipment are clean and properly adjusted.
- Check for explosive trash (e.g. television sets, paint cans, fluorescent light tubes, etc.).
- Drive carefully when carrying an unevenly distributed load.
- Inspect for overhead hazards (power lines) prior to hoisting the body, using the arm, or climbing onto the main body.
- Always use the body safety prop when servicing under the body.
- Always use the tailgate safety prop before entering the area between the main body and the tailgate.
- Obey all warning and operation stickers.
- Make sure all safety interlock systems are functioning properly.
- Keep hands, floors, and controls free from water, grease, and mud to assure non-slip control.
- Listen for strange or above normal sounds when machine is being moved or operated. Shut down machine when safe to do and report any problems or concerns to your supervisor.

Things to Avoid

- Do not operate any vehicle while under the influence of alcohol, narcotics or other intoxicants.
- Do not talk on a cell phone or listen to loud music while driving.
- Do not wear jewelry or loose clothing.
- Do not leave the vehicle before it is brought to a complete stop and the work or parking brake is engaged.
- 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 31).
- Do not hoist the body or raise the tailgate if the vehicle is standing on uneven ground.
- Do not back up the vehicle when the body is raised.
- Do not drive with the tailgate fully open unless it is to unload refuse at landfill.
- Do not back up the vehicle with the tailgate fully open.
- Do not proceed with unloading operations when the truck is on uneven ground.

- Do not use the body safety prop to prop a *loaded* body.
- Do not operate machine in an unsafe manner.
- Do not leave equipment in dangerous positions unattended without taking proper parking precautions.
- Do not operate unit if gauges and/or indicator lights are not functioning properly.
- Do not drive with the tailgate open or raised.

Warning!

Prior to its first use, your EXPERT *must be completely lubricated*, as shown on the Lube Chart sticker located on the body curbside, near the hopper.
Initial lubrication carried out by Labrie Environmental Group is sufficient for production and transport purposes *only*.

General Precautions

Danger!

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

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

- 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 pump switch disengaged, 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 31.
- Walk around the vehicle to make sure all persons and obstructions are clear before starting the unit.
- Before operating the vehicle the driver must be thoroughly familiar with the employer's safety program concerning traffic rules, warning devices and hand signals.
- Know your machine. Know the location and function of all controls, gauges, instruments and protective devices.

- 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 all applicable codes.
- Read and make sure that you fully understand this manual and all safety decals before operating this vehicle. Maintenance personnel must also read and understand the Maintenance Manual for this vehicle. In case of doubt, ask a supervisor for clarifications.
- Before every work day, inspect the body, the packing system, and any system that might compromise public and/or operator safety.
- Verify that the accelerator pedal, the steering wheel, mirrors, brakes, and turn signals are in good working order.
- Do not operate this vehicle if there are any signs of damage or incomplete repairs.
- Start the engine following the manufacturer's recommended procedure.
- When driving, wear your seat belt.
- Turn on appropriate warning lights, put on a safety vest, and protective glasses and shoes.
- When driving the vehicle, keep both hands on the steering wheel at all times.
- Stop the vehicle completely and put on the parking brake before leaving the driving position.
- When the vehicle is parked, the parking brake *must* be applied.
- *Never* drive this vehicle with the tailgate unlocked.
- Before activating the automated arm, operators shall make sure that people and obstructions are far away from the vehicle. Operators must be able to stop the arm at all times.
- EXPERT vehicles are primarily designed to be operated *by only one person.* However, if Labrie Environmental Group customers elect to operate the vehicle with more than one worker, additional safety items shall be installed *to protect the co-worker* from hazardous situations.

IMPORTANT: In such cases, Labrie Environmental Group *must be informed* of every and all units that will be operated by more than one worker. Labrie Environmental Group will then determine and supply, at the customer's expense, the required safety items. For additional information, please contact Labrie*Plus* at 1-800-231-2771 in the U.S. or 1-877-452-2743 in Canada.

- Report any doubts that you might have and any safety service requirements regarding this vehicle to a supervisor.
- Never place head, body, fingers or any limbs into a scissors point or pinch point on the equipment.
- When removing nylon lock nuts, *always* replace them with new ones.
- During waste collection, do occasional walkarounds to check for problems (tires, lights, etc.) and listen for air leaks.
- For any work (including inspection and cleaning) that has to be done between the body and the chassis, *always* use the body safety prop. Also, the vehicle *must* be on level ground.
- Ensure all co-workers are in view before operating or moving the unit or any of its controls.
- Make sure the backup alarm is working properly.
- Before opening and closing the tailgate and/or raising the body, make sure no one is behind the vehicle.
- Maintenance personnel must read and understand this manual before doing any repair work. In case of doubt, ask a supervisor for clarifications.

- 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 tailgate, use a long metal probe and DO NOT stand under the tailgate.
- Do not get into the hopper compartment or try to repair anything behind the packer when it is moving or when the hydraulic pump is still running. Personnel authorized to get into the hopper *must* first lock out and tag out the vehicle, as required by the employer. For more information, see *Locking Out and Tagging Out the Vehicle* on page 31.
- If unit is equipped with a ladder, apply the following safety measures:
  - Do not use the ladder if it is defective or in poor condition.
  - Do not use the ladder if you have a medical condition that prevents you from climbing.
  - Always inspect the ladder before climbing.
  - Make sure the ladder is clear and free of any substance that could make it slippery.
  - Always use the 3-points of contact rule when climbing or descending the ladder.
- *Never* stand near or underneath a raised arm or grabber, since no arm cylinder is equipped with a holding valve.
- Follow all safety directions listed in both Operator and Maintenance Manuals under SAFETY.
- *Never, under any circumstances* (maintenance or otherwise), stand underneath a *loaded* body.

Warning!

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

Warning!

Make sure that all people and obstructions are sufficiently cleared from the automated arm before moving it. Failure to do so may result in unit and/or property damage, personal injury or death.

Warning!

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

Danger!

Never drive this vehicle if the lifting arm is not fully retracted to its home position. The unit would be simply too wide to be driven safely. Failure to fully retract the arm will result in unit and /or property damage, severe injury or even death. Warning red lights on dashboard flash when the arm is not completely retracted to its home position.

Warning!

Remove all control levers from the proportional valve. These levers should be used only for maintenance purposes.

Warning!

Units with two driving positions: Prior to changing driving position, stop the vehicle, apply the parking brake, push the emergency button and stop the engine. Properly adjust mirrors and set driving control switches including arm control joystick (if applicable) to the new driving position before starting the engine. This will ensure that the automated arm is completely inoperative.

Caution!

Always obey local speed and traffic laws. Do not forget that the speed limit while right-hand side driving, if permitted, is 20 mph or 32 km/h. But this may differ in other area. Check with your local authorities to be sure of the exact speed limit while right-hand side driving. Also, bear in mind that right-hand side driving must be limited to collection routes only. Switch to left-hand side driving when not on collection routes.

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.

Welding

Danger!

Remove paint before welding or heating. Do not weld near lines that are pressurized or contain flammable fluids.

Caution!

Disconnect all batteries and electronic modules prior to welding on packer body.

Fire Protection

Take note of the following:

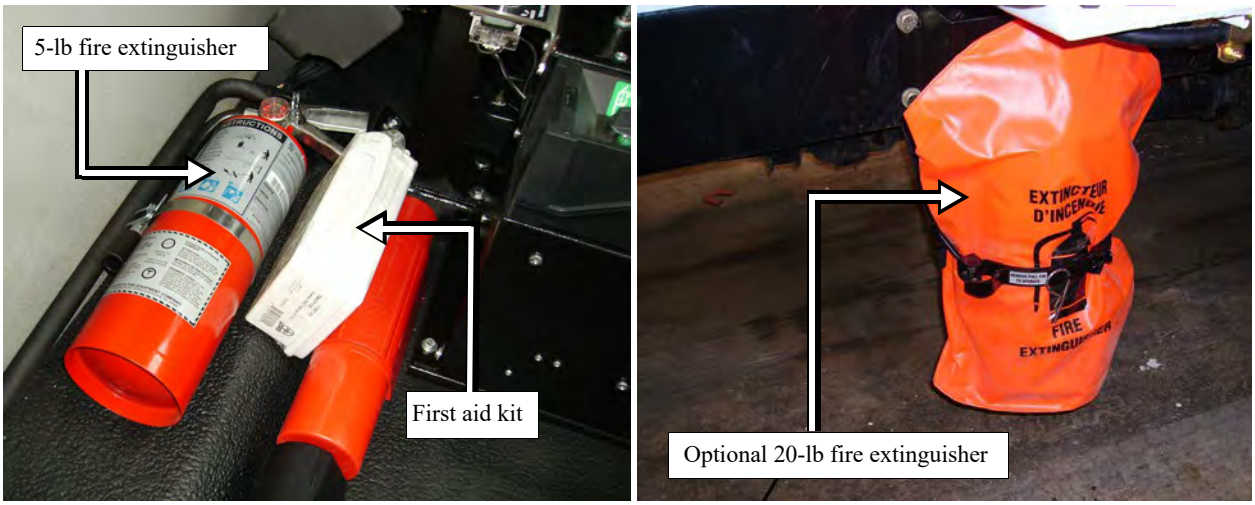
- The employer must inform and train all personnel on the measures that must be taken in case of a vehicle and/or a loaded body catching fire.
- Anytime a loaded vehicle is *brought inside a garage,* fire extinguishers shall be close at hand.

Danger! Do not perform any repair or maintenance on a vehicle that has not been unloaded.

- The employer must also inform their employees of an appropriate place near the maintenance facility to unload the body (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 body.

NOTE: EXPERT vehicles are equipped with a 5-lb fire extinguisher, which is found inside the cab. A 20-lb fire extinguisher may be installed on the truck as an option (see Figure 2-1). Each fire extinguisher must be checked regularly by qualified personnel.

Figure 2-1 Fire extinguishers and first aid kit



Safety Kits

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

Housekeeping

Good housekeeping habits are a major factor in accident prevention.

- Keep handrails and steps clean and free of grease or debris.
- Rubbish, scrap paper and litter are highly combustible. Such material should be stored in metal containers entirely clear of sparks and flames.
- Clean all lights and safety stickers so that 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.

Safety, Warning and Informative Decals

Pay careful attention to all safety, warning and informative decals while working in and around the EXPERT. Keep your decals clean and in good condition at all times. For replacement decals, please call Labrie*Plus*. Decals may vary from one unit to another depending on the options and features installed on the unit. For a list of all the decals and their placement on the truck, see the *EXPERT Parts Manual*.

Safety Features

Back Up Alarm

The back up alarm sounds when the truck is in reverse or when the body or tailgate is being raised.

Body Safety Prop

Safety props ensure that heavy body parts will not move inadvertently.

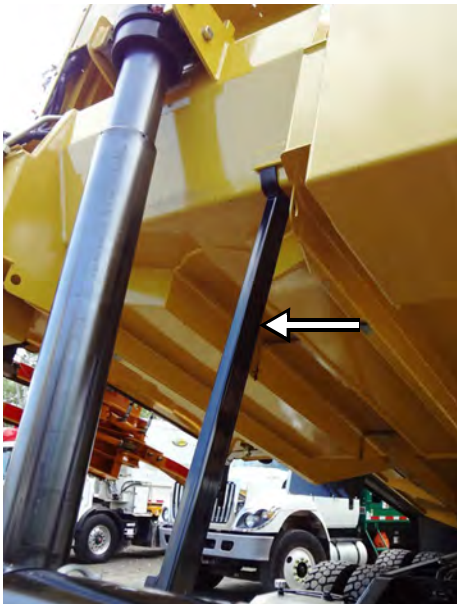
Setting the Body Safety Prop

The body safety prop ensures that an ***empty*** body will not lower when you are working underneath it.

Danger!

Always set the body safety prop when performing maintenance underneath a raised body. Failure to do so may result in severe injury, or even death.

Figure 2-2 Body safety prop



To set the body safety prop:

1. Make sure that there is enough clearance above the body to raise it safely.
2. Start the engine.
3. Turn ON the pump (see PUMP *SWITCH* on page 68).
4. With the BODY UP switch on the control panel (see BODY UP *SWITCH* on page 69), raise the body until the safety prop is free to tilt under it.
5. Release the safety prop using the safety prop handle and position it adequately.

Figure 2-3 Safety prop handle

6. With the BODY DOWN switch on the control panel (see BODY DOWN *SWITCH* on page 69), lower the body until it rests on the safety prop.
7. Lock out and tag out the vehicle (see *Locking Out and Tagging Out the Vehicle* on page 31).

   You can now work safely underneath the body.

Putting the Body Safety Prop Back in Place

To put the body safety prop back in place:

1. Make sure that there is enough clearance above the body to raise it safely.
2. Start the engine.
3. Turn ON the pump (see PUMP *SWITCH* on page 68).
4. With the BODY UP switch on the control panel (see BODY UP *SWITCH* on page 69), raise the body until the safety prop can move freely.
5. Put the safety prop back in its place.
6. With the BODY DOWN switch on the control panel (see BODY DOWN *SWITCH* on page 69), lower the body until it rests on the chassis.

Tailgate Safety Prop (Standard Units)

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

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

Danger!

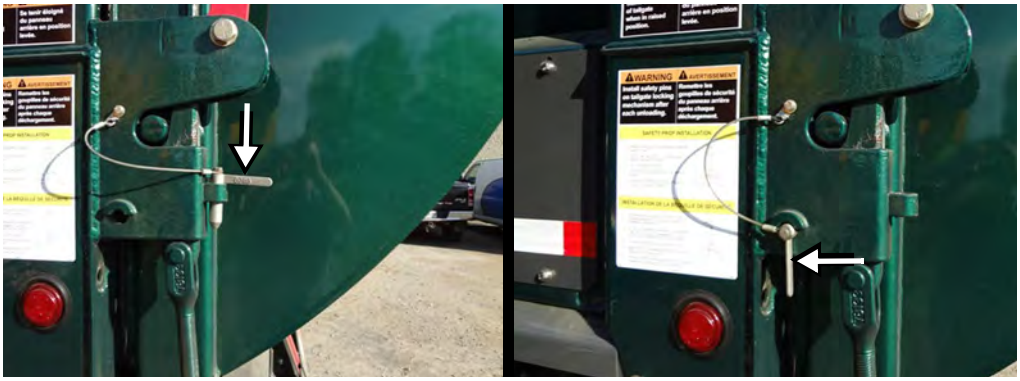
The tailgate safety prop shall be set each time the tailgate is open for inspection and maintenance purposes.

Setting the Tailgate Safety Prop

To set the tailgate safety prop:

1. Make sure that the body is empty.
2. Remove both safety pins.

Figure 2-4 Safety pin (in storage position, left; in locking position, right)



3. Start the engine.

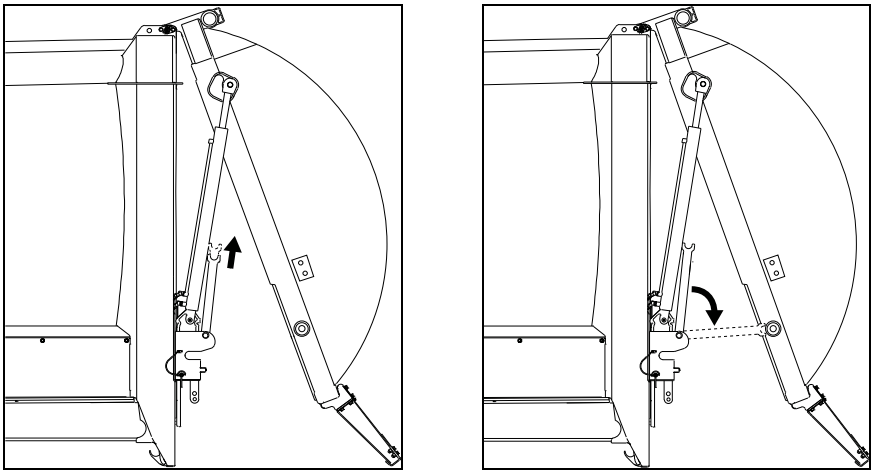
4. Turn ON the pump (see Figure 2-33).
5. With the TAILGATE UP switch on the control panel (see TAILGATE UP *SWITCH* on page 69), raise the tailgate high enough to be able to move the safety prop freely.

Danger!

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

6. Pull the safety prop upward and set it down (see Figure 2-5).

Figure 2-5 Pulling the safety prop upward (left) and setting it down (right)



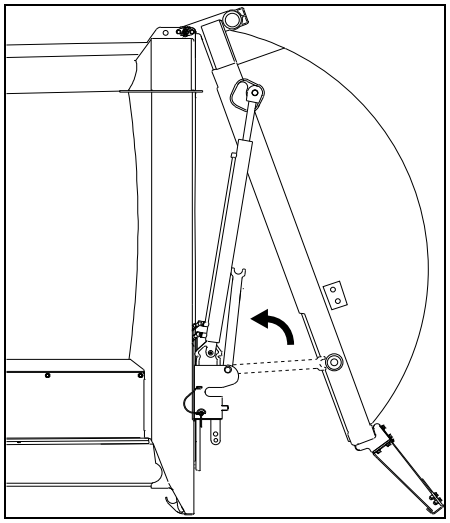
7. Lower the tailgate onto the safety prop using the TAILGATE DOWN switch on the control panel (see TAILGATE DOWN *SWITCH* on page 70).

Putting the Tailgate Safety Prop Back in Place

To put the tailgate safety prop back in its home position:

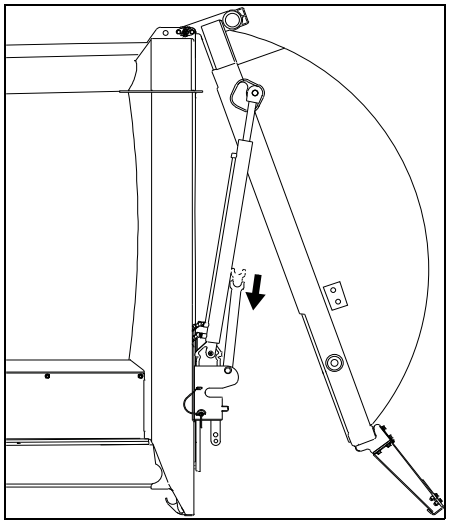
1. Start the engine.
2. Turn ON the pump (see PUMP *SWITCH* on page 68).
3. With the TAILGATE UP switch on the control panel (see TAILGATE UP *SWITCH* on page 69), raise the tailgate high enough to be able to move the safety prop freely.
4. Raise the tailgate safety prop.

Figure 2-6 Raising the tailgate safety prop



5. Release your grip on the safety prop to set it in its home position.

Figure 2-7 Setting the safety prop in its home position



6. With the TAILGATE DOWN switch on the control panel (see TAILGATE DOWN *SWITCH* on page 70), fully close the tailgate.

   The TAILGATE OPEN message on the monitor screen should disappear.

7. Put the safety pins back in place.

Tailgate Safety Prop (Comingle Units)

The tailgate safety props are used to support and keep the tailgates open during inspection or when maintenance is carried out on the vehicle. It is mandatory to set the safety prop each time the corresponding tailgate is open for such purposes.

The safety props can be easily set when the tailgates are slightly open.

Danger! Always use the appropriate tailgate safety prop when working under a raised tailgate. The prop must be installed even if the tailgate is in fully raised position.

Setting the Tailgate Safety Prop

To set either tailgate safety prop on a co-mingle unit, apply the following procedure:

1. Make sure the corresponding body compartment is empty.
2. Remove the corresponding tailgate safety pin (see Figure 2-4).

Danger! Make sure no one is standing behind the truck and there is no waste material left in the body compartment prior to raising the tailgate.

3. Start the engine.
4. Turn ON the PUMP switch (see Figure 2-33).

Danger! Make sure no one is standing behind the truck prior to raising the tailgate.

5. Select the tailgate you want to open using the TAILGATE SELECTOR switch on the in-cab control panel (see Figure 2-8).

IMPORTANT: Be sure the corresponding body compartment is empty and the safety pin is removed.

NOTE: On full ICC bumper-equipped co-mingle units, always open the tailgate to which the full ICC bumper is attached before opening the other tailgate. For example, if the ICC bumper is installed on the left-hand side tailgate (see top illustration on next page) and you want to open the other tailgate, you will have first to open the left-hand side tailgate then the other tailgate. In this case, be sure all compartments are empty and safety pins are removed.

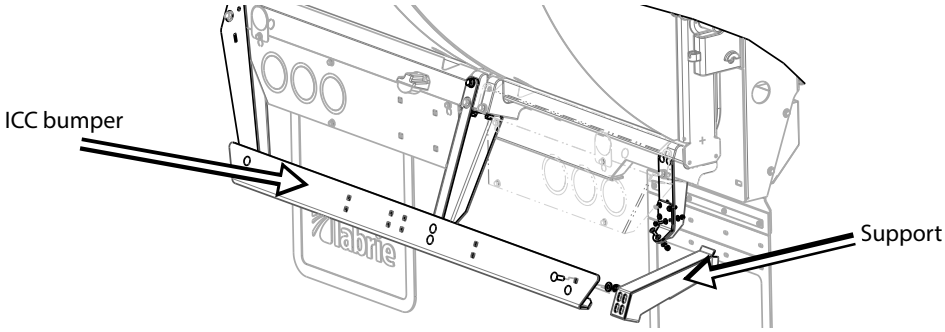
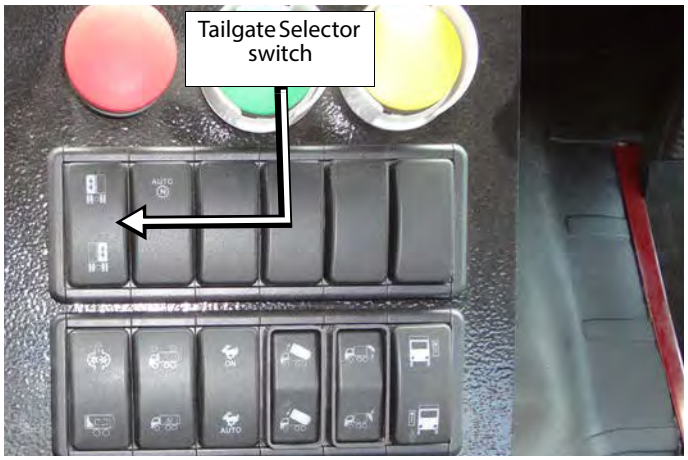


Figure 2-8 TAILGATE SELECTOR switch



6. With the TAILGATE UP switch on the in-cab control panel (see Figure 3-19), raise the selected tailgate about 3 feet (enough to lift and rotate the safety prop).
7. Pull the safety prop upward and set it down (see Figure 2-5).
8. Slowly lower the tailgate onto the safety prop using the TAILGATE DOWN switch on the in-cab control panel (see Figure 3-19).

NOTE: If the tailgate is not resting properly on the safety prop, have this fixed by the maintenance people.

Putting the Tailgate Safety Prop Back in Place

To put the tailgate safety prop back in its home position:

1. Start the engine.
2. Turn ON the pump (see Figure 2-33).
3. Raise the tailgate by about 3 feet using the TAILGATE UP switch on the in-cab control panel (see Figure 3-19).
4. Raise the tailgate safety prop (see Figure 2-6).
5. Release your grip on the safety prop to set it in its home position (see Figure 2-7).
6. With the TAILGATE DOWN switch on the in-cab control panel (see Figure 3-19), close the tailgate completely.

The TAILGATE OPEN light indicator should turn OFF.

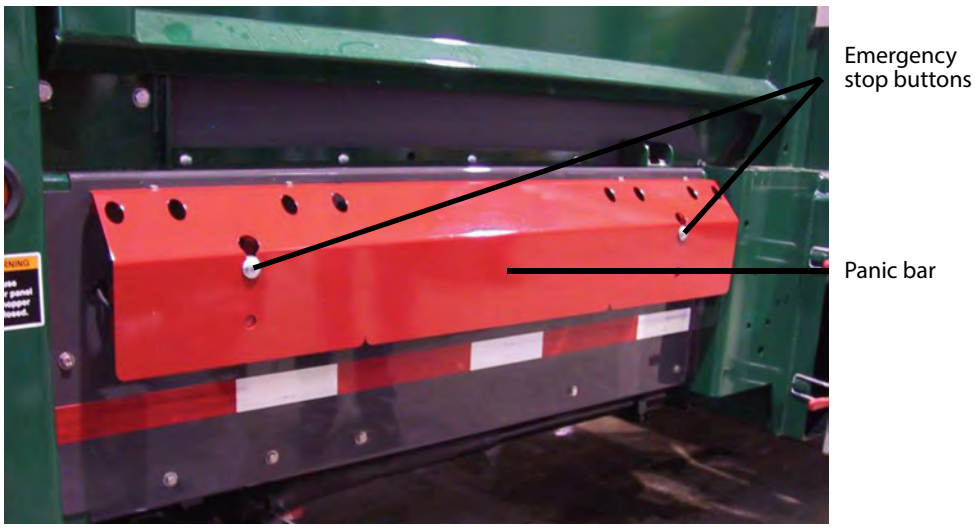
7. Put the corresponding safety pin back in place.

If the other tailgate needs to be open, select it using the TAILGATE SELECTOR switch on the in-cab control panel (see Figure 2-8), then repeat the last 2 procedures: *Setting the Tailgate Safety Prop* on page 19 and *Putting the Tailgate Safety Prop Back in Place* on page 20.

Panic Bar (optional)

The panic bar is an *optional* emergency device that can be installed on the EXPERT. If installed, it is located outside the hopper, on the streetside and/or curbside. It is made up of a steel board and has one or two red emergency stop buttons located between the board and the hopper wall.

Figure 2-9 Red panic bar



In the event of an emergency, the area covered by the panic bar is much larger than the one covered by the emergency button, thus providing easier and faster access to the emergency stop function.

When the vehicle is equipped with a cart tipper, smaller panic bars may be installed on both sides of the tipper (see Figure 2-10). Each panic bar has its own emergency stop button.

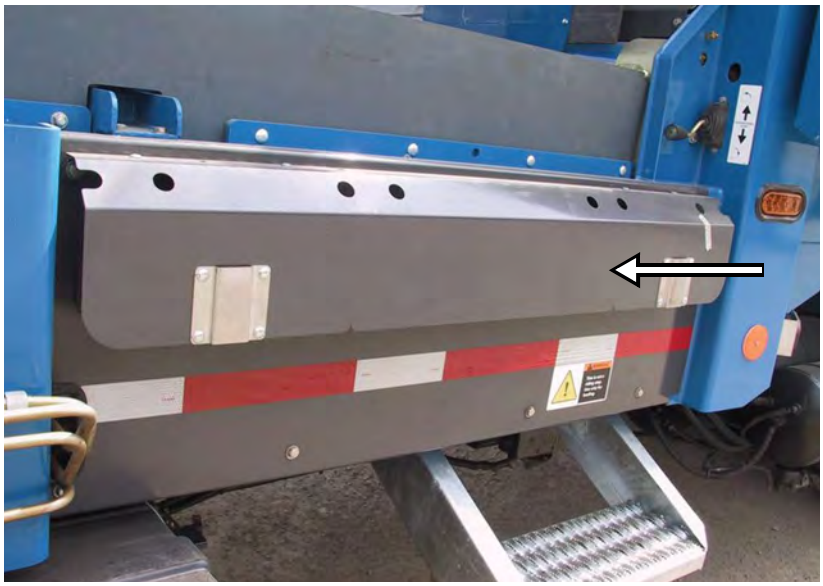
Figure 2-10 Panic bar on each side of a cart tipper

Circumstances leading to the use of the panic bar are many. Being able to stop all moving parts under any of these circumstances can be crucial for your safety or someone else's. For more information, see *Stopping all Hydraulic Functions Instantly* on page 102.

To use the panic bar:

1. In an emergency situation, especially when access to the different emergency stop buttons is limited, push hard on the panic bar. It will instantly stop all hydraulic activity on the vehicle.

Figure 2-11 Panic bar

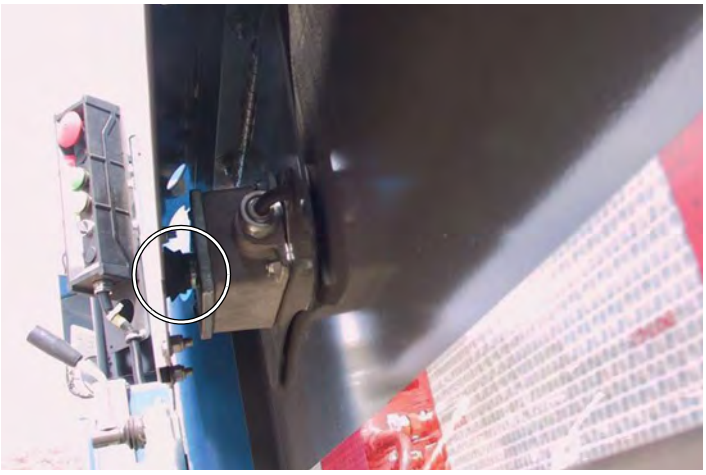


2. Secure the emergency situation.
3. Once you are ready to restore the EXPERT functions, pull the panic bar.

   If the vehicle is equipped with red panic bars, pull both emergency stop buttons located directly underneath the bar.

   Then, press the PUMP switch to reactivate all hydraulic functions.

Figure 2-12 Emergency stop button underneath panic bar



Door Locks and Safety Slings

For maximum safety, the hopper doors on the EXPERT are equipped with robust safety locks. They may also be equipped with safety slings depending on the vehicle. If the door mechanism breaks, it may cause the door to unlock. If the safety sling is properly attached, it will prevent the door from opening and causing damage and/or accidents.

Warning! Always lock the hopper doors whether they are open or closed, and use the safety slings at all times (if equipped).

Figure 2-13 Standard door lock when no arm or Dutch door is installed

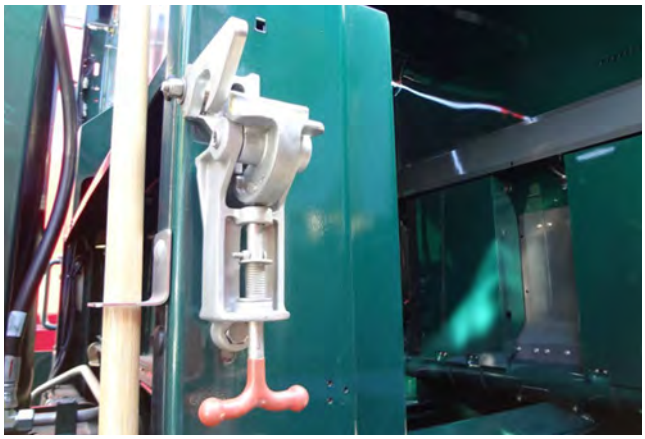


Figure 2-14 Door lock on vehicles equipped with Helping Hand™ and Dutch door options

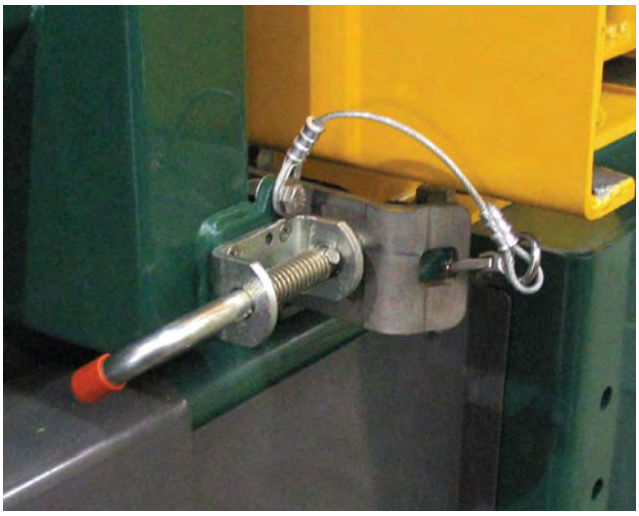
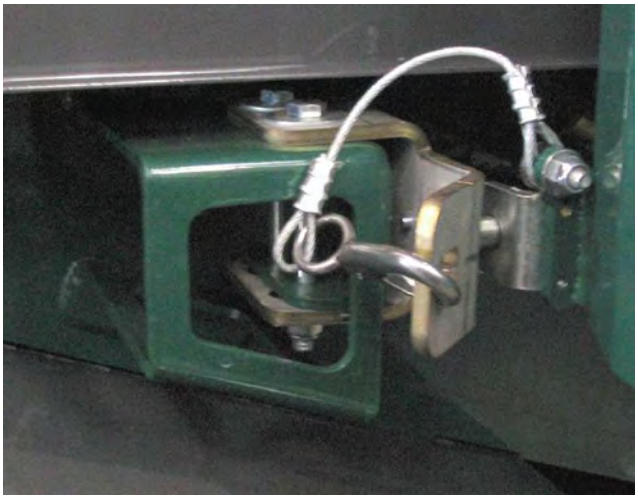


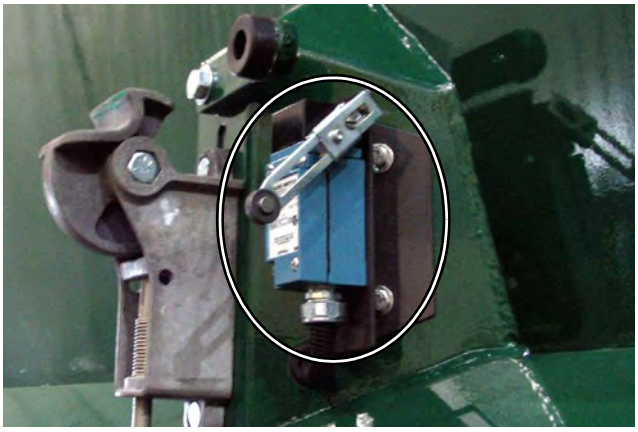
Figure 2-15 Safety sling on vehicles equipped with Helping Hand™ and Dutch door options



Hopper Door Interlock

The hopper door interlock prevents collisions between the lifting arm and the hopper top door if the door is not fully opened and locked. This interlock is controlled by a limit switch located right next to the door lock.

Figure 2-16 Hopper top door limit switch

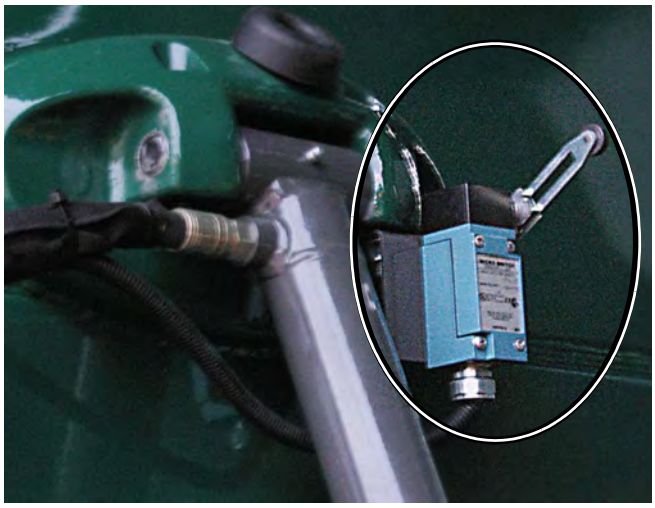


NOTE: The hopper bottom door (Dutch door option) can be left open or closed while operating the lifting arm.

Crusher Panel Interlock

On vehicles equipped with a crusher panel, an interlock prevents the lifting arm from moving if the crusher panel is not fully retracted. The interlock is controlled by a limit switch located right next to the cylinder base pin of the crusher panel.

Figure 2-17 Crusher panel limit switch



Deadman Switch

The deadman switch is used as a safety device to ensure that every movement of the joystick is absolutely wanted and controlled by the operator.

If you do not press the deadman switch while moving the joystick, the lifting arm will not move. You must be consciously pressing the deadman switch to operate the lifting arm. With such a safety feature, any accidental movement of the joystick will not be transmitted as a command signal to the lifting arm. Also, all buttons on the joystick are operational only if the deadman switch is depressed.

Figure 2-18 Deadman switch on joystick

Cameras and Monitors (optional)

The EXPERT can be equipped with cameras. A monitor is located in the cab while the cameras can be installed in the following locations:

- On the rear top side to view the tailgate and its surroundings

Figure 2-19 Tailgate camera

- On the hopper top to view the hopper, packer and crusher panel (if installed)

Figure 2-20 Hopper camera

- On the right top side of the body to view the lifting arm in action (see Figure 2-21)

Figure 2-21 Top right camera

- On the left-hand side mirror to view any operations on that side

Figure 2-22 Top left camera

The EXPERT is compatible with many types of cameras and monitors. Labrie Environmental Group recommends that you refer to the camera and monitor manufacturer's manuals that are provided with the vehicle for more details on these devices.

Figure 2-23 In-cab monitor

Two-Hand Safety System

In certain locations, EXPERT vehicles having an optional tipper, chute or crusher panel must be equipped with a two-hand safety system. The purpose of this system, which comprises two external controls (a button/handle set or two buttons), is to protect the operator from injury.

The two-hand safety system ensures that the optional tipper/chute/crusher panel becomes active only when both external controls are used simultaneously. If one of the controls is released, the tipper/chute/crusher panel stops immediately. This minimizes the risk of the operator getting injured by the equipment.

NOTE: The two-hand safety system is active only when the operator uses the external controls for the tipper, chute or crusher panel, no matter if the EXPERT is equipped with an automated arm or not.

Shutting Down the Vehicle

At the end of your work day, you have to shut down your vehicle in a safe manner, and clean it thoroughly so that it is ready for next day's start-of-the day inspection. These procedures are explained in the following pages.

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 your EXPERT unit:

1. Park the vehicle on safe level ground and apply the parking brake (see Figure 2-24).

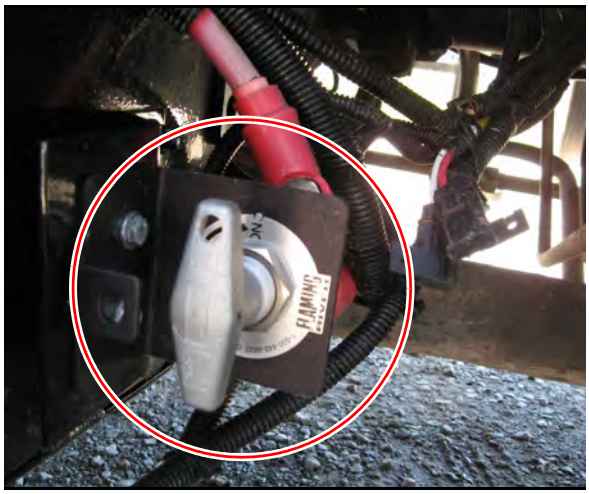
Figure 2-24 Parking brake button

2. Make sure that the body is completely unloaded.
3. Turn OFF the hydraulic pump (see PUMP *SWITCH* on page 68).
4. Turn OFF the engine, remove the key from the ignition, store it in a safe and controlled area (preferably on yourself), and tape over the ignition switch.
5. Turn OFF and lock the master switch.

IMPORTANT: Depending on the chassis model, the battery set of the EXPERT may be equipped with a master switch (see Figure 2-25) that must be turned off.

6. Chock all wheels.

Figure 2-25 Master switch



7. Put an "OFF SERVICE" tag on the driver's wheel and on the front windshield.
8. Use safety props to block any system that could move by gravity (open tailgate, raised body, etc.).
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.

Cleaning your EXPERT

The daily cleaning of the EXPERT ensures longer duration of equipment parts, better performance, and constitutes an important safety issue. It will minimize breakdowns and maintenance expenses. Daily cleaning of lights, reflectors, warning indicators and safety labels makes your vehicle more visible and safer for surrounding pedestrians and vehicles.

IMPORTANT: Before performing any cleaning on the vehicle, always make sure that it is parked on level ground, and that the parking brake is applied.

Basic Cleaning

Keeping the EXPERT clean is both a safety and optimization issue. Therefore, the following cleaning recommendations are useful:

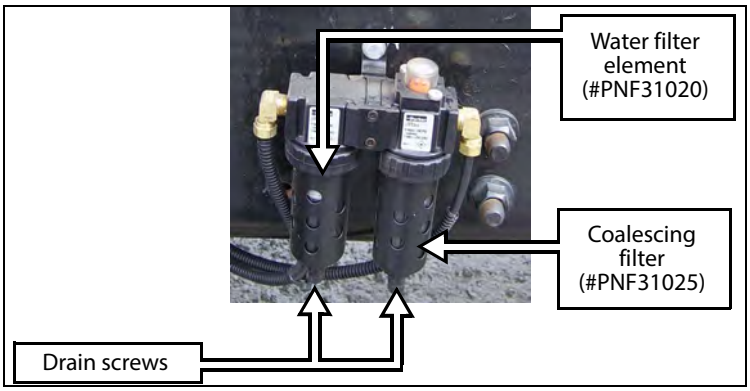
- Remove any waste or material from the hopper area.
- Remove any snow or mud from the floor riser in the cab (see Figure 4-7).
- Clean all lights on the vehicle.
- Clean all safety labels around the vehicle to render them visible at all times, not only to users, but also to pedestrians and other drivers.

Caution! To prevent any slipping or falling, both right- and left-hand side stand-on platforms should be kept clean.

Bleeding Air Tanks and Air Filter Assembly

Labrie Environmental Group strongly recommends bleeding the air tanks and air filter assembly at the end of each workday.

Figure 2-26 Air filter assembly



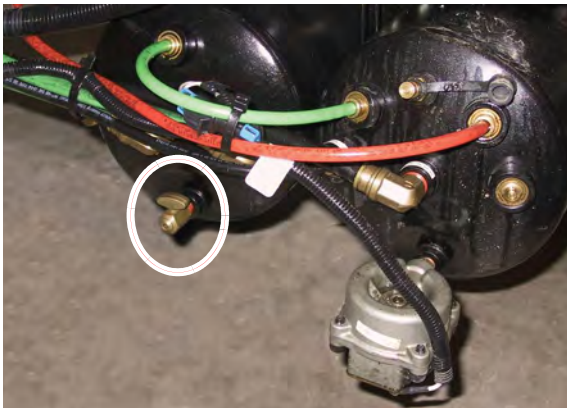
To bleed the air tanks and air filter assembly:

1. Put on your safety glasses.
2. While making sure that you stay away from the stream, open the valve and leave it open until no more water is coming out.

   For the air filter assembly, unscrew the drain screws partially and leave them as is until no more water is coming out, then screw them back tight.

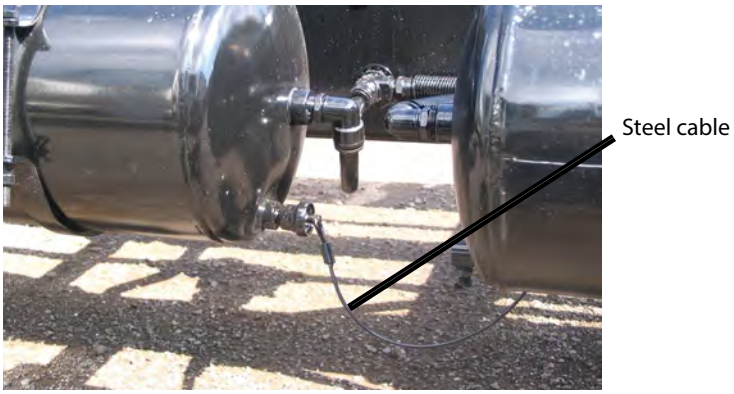
- *If the truck is equipped with the type of tank below (see Figure 2-27),* turn the valve a quarter of a turn.

Figure 2-27 Air tank and valve (encircled)



- *If valves are equipped with a steel cable (see Figure 2-28),* pull the cable to open the valve.

Figure 2-28 Air tank with steel cable on drain valve



If air tanks are not easily reachable, extension hoses join them to ball valves that allow remote bleeding (see Figure 2-29).

Figure 2-29 Ball valves with extension hoses

NOTE: In this case, you have to turn the valves a quarter of a turn to proceed with the bleeding.

3. Close the valve and repeat the procedure for all remaining valves (if there is more than one valve installed on the vehicle).

Warning! Always wear safety glasses before draining air tanks. Stay away from the stream.

Cleaning the Hopper

As part of a daily cleaning routine of the EXPERT, cleaning the hopper is of the utmost importance.

To clean the hopper:

1. Fully extend the lifting arm (if equipped) and the packer.
2. If equipped with a crusher panel and a chute, position the chute on the appropriate side of the hopper so that the crusher panel can be raised.
3. Fully raise the crusher panel (if equipped).
4. Lock out and tag out the vehicle (see *Locking Out and Tagging Out the Vehicle* on page 31).
5. On units with no lifting arms, pull the floating panels (see Figure 2-31) to get access to the rear area of the packer blade.
6. Remove any bulky piece of garbage in the area.
7. With a hoe (and a water jet, if necessary), clean any dirt under the cylinders and in the side tracks.

Caution!

Be careful with the limit/proximity switches when cleaning the hopper; hitting them can cause them to lose proper adjustment.

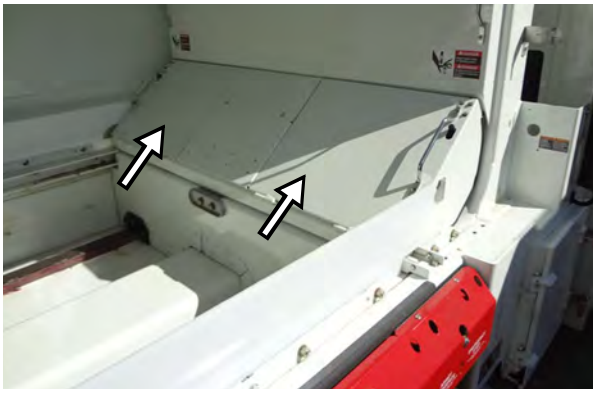
Do not use the water jet directly on connectors or battery fuses.

8. Rake small pieces of garbage towards the clean-out traps.
9. Clean out the rest of the body.
10. Perform a visual inspection of the hopper area, looking for possible leaks in the hydraulic system and wear on the mechanical parts.
11. Open the clean-out trap doors on each side of the hopper.
12. With the hoe, rake out any small pieces of garbage left in the trap, and clean with water jet.

Figure 2-30 Clean-out trap

13. Close the clean-out trap doors.
14. Close the floating panels (on units with no lifting arms).
15. Retract the lifting arm (if equipped) to the hopper wall.

Figure 2-31 Floating panels



Starting Up the Vehicle

Apply this procedure to start up your vehicle:

1. Make sure no system will engage and/or start to operate as you start the engine.
2. Make sure the shut-off valve on the hydraulic tank is fully open before starting the vehicle (see Figure 2-32).

Figure 2-32 Shut-off valve

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

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 according to the chassis manufacturer's recommendations.
4. Once the engine is started, wait for the air pressure to build up to *at least* 70 psi.

IMPORTANT: In cold weather, let the engine turn at idle a few minutes to warm up the hydraulic oil sufficiently before engaging the pump.

5. Engage the hydraulic system by pressing the PUMP switch (see Figure 2-33).
   The PUMP switch turns from blue to green.

Figure 2-33 Hydraulic pump switch

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

6. Turn ON all light switches.
7. If needed, report any defective system to the maintenance personnel.

Driving the Vehicle

NOTE: This section applies only to cabs modified by Labrie Environmental Group. If your cab has not been modified by Labrie Environmental Group, please refer to your cab manufacturer's recommendations.

The EXPERT drives like any other vehicle, but for a few specifications that are explained in the following pages.

Basically, you have to understand:

- how to change the driving position, and
- the specifics of the braking system

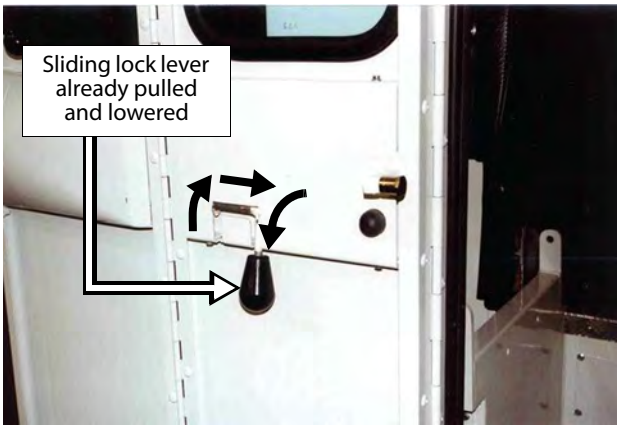
Operating the Right-Hand Side Door

The EXPERT can be equipped with a cab extension that allows you to drive from the right-hand side. The door of the cab extension is foldable, allowing you to drive with the door open.

To lock open the door:

1. Unlock and open the door.
2. Lift, pull, and lower the sliding lock lever on the inside door panel (see Figure 2-34).

Figure 2-34 Opening the cab extension door



3. Push near the hinges to fold the door in two.
4. Lock the two door panels together.

Figure 2-35 Properly folded and locked door

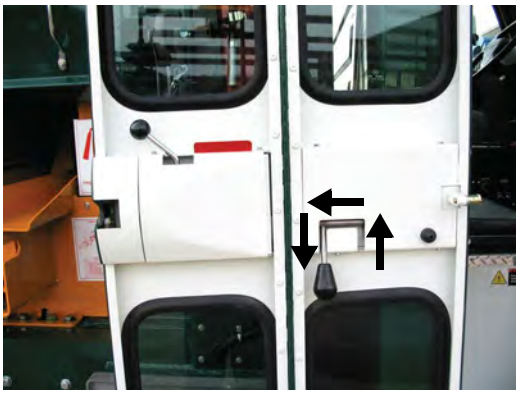
5. Lock the folded door behind.

To close the door:

1. Release the lock latch located inside the cab.
   The door unlocks on the outside.

2. Lift, push and lower the sliding lock lever on the inside door panel.

Figure 2-36 Closing cab extension door



3. Close and lock the door.

Changing Driving Position

Labrie Environmental Group recommends driving the EXPERT from the left-hand side driving position all the times, except when collecting refuse door-to-door. When you collect refuse door-to-door, you can use the right-hand side driving position, which makes the stop-and-go collection procedure more efficient.

Warning! When this vehicle is driven from the right-hand side position, the maximum legal speed limit is 32 km/h (20 mph).

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

To change the driving position:

1. Stop the vehicle and apply the parking brake.
2. Turn OFF the hydraulic pump (see PUMP *SWITCH* on page 68).
3. Move to the desired driving position (left or right).
4. Place the OPERATING POSITION switch to the desired position (left or right).

Figure 2-37 OPERATING POSITION switch

5. If moving to the right-hand side, remove the pedal cover.
6. Adjust the mirrors to ensure an adequate field of view from the selected driving position.
   For more information, see *Adjusting Mirrors* on page 88.
7. Start the engine.
8. Turn ON the hydraulic pump (see PUMP *SWITCH* on page 68).

Braking

Always stop the vehicle using the foot brake. A medium pressure on the foot brake is normally enough to stop the vehicle. To prevent wear on the brake components, rear axle and wheels, use the foot brake to full capacity only when traffic conditions dictate.

Before leaving the vehicle, apply either the work brake (for short stops) or the parking brake (for longer stops). For additional safety, if the vehicle is on a slope, or if you are about to go farther than ten feet away from it, engage both brake systems.

IMPORTANT: Do not leave the vehicle until it has come to a complete stop and the work brake or parking brake has been applied and the transmission has been set to neutral.

Operating the Work Brake

The work brake is mainly used for stops of short duration during which the operator works no farther than ten feet away from the EXPERT, such as when collecting refuse from door to door.

The work brake is a toggle switch located near the right-hand side door. It operates the vehicle service brake by setting the work brake on or off and shifting the transmission into Neutral or Drive[1]. It must be applied only after you have used the foot brake to bring the vehicle to a complete stop.

Figure 2-38 WORK BRAKE switch

Using the Auto-Neutral Feature

To work more efficiently, the hydraulic functions on the EXPERT often require as much hydraulic power as can be made available to them. Normally, this is achieved by setting the transmission in neutral[2]. When the transmission is in neutral, the engine speed is increased and the cycle time of the packer is reduced. This is why the auto-neutral feature can help you significantly speed up the waste collection process. It increases the available hydraulic power and the efficiency of all hydraulic functions.

The auto-neutral feature allows you to automatically shift from Drive to Neutral and back to Drive. It is designed to automatically engage and disengage the transmission every time you stop the vehicle to collect refuse.

Danger!

The auto-neutral feature does not allow you to leave the vehicle under any circumstances if the transmission is in Drive. Leaving the vehicle when the transmission is in Drive may result in out-of-control situations.

1. **Depending on whether or not the auto-neutral system is switched on or off (for trucks equipped with an AUTO-NEUTRAL switch). For trucks not equipped with such a switch, this condition does not apply. For more information, see *Using the Auto-Neutral Feature* on this page.**
2. **Depending on the EXPERT model, this feature may also allow you to increase engine speed to further maximize engine power.**

NOTE: Depending on your EXPERT truck having or not an AUTO-NEUTRAL switch, there are two ways of using this feature.

A. Trucks equipped with an AUTO-NEUTRAL switch

To use the auto-neutral feature:

1. On the control panel, turn ON the AUTO-NEUTRAL switch.
   The switch will turn green.
2. Step on the foot brake pedal to fully stop the EXPERT (see Figure 2-39).
3. Move the WORK BRAKE switch to **ON** (see Figure 2-38).
   The transmission shifts to Neutral.

Danger! If you do not put the WORK BRAKE switch to ON, the transmission remains in Drive and the EXPERT will drive away on its own as soon as you release the brake pedal to get off the vehicle.

Figure 2-39 Foot brake pedal

4. Get out of the cab and collect the refuse.
5. Get back in the cab and step on the foot brake pedal.
6. Put the WORK BRAKE switch to **OFF.**
   The transmission shifts to Drive. At this point, you can safely drive away.

B. Trucks not equipped with an AUTO-NEUTRAL switch

NOTE: Those are trucks manufactured from the end of 2023 onward.

To use the auto-neutral feature:

1. Step on the foot brake pedal to fully stop the EXPERT (see Figure 2-39).
2. Move the WORK BRAKE switch to **ON** (see Figure 2-38).
   The transmission automatically shifts to Neutral.

NOTE: As the auto-neutral feature is constantly activated on those trucks, the AUTO-NEUTRAL indicator light is always on.

Danger!

If you do not put the WORK BRAKE switch to ON, the transmission remains in Drive and the EXPERT will drive away on its own as soon as you release the brake pedal to get off the vehicle.

3. Get out of the cab and collect the refuse.
4. Get back in the cab and step on the foot brake pedal.
5. Move the WORK BRAKE switch to **OFF.**
   The transmission automatically shifts to Drive.
   At this point, you can safely drive away.

Danger!

Before using this feature, always make sure that the auto-neutral operates when the work brake is activated. Never leave the cab if the transmission is in Drive, even if the work brake is activated.

Safety Lockout Tests

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

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

Arm Fully Retracted Limit Switch Test

Successful completion of this test ensures that the Arm Extended warning lights on the dashboard (see Figure 2-41) flash red when the arm is not fully retracted.

Warning! Never drive the vehicle if the automated arm is not parked alongside the truck. The vehicle would be too high and/or too wide to be driven safely. Failure to fully retract the arm could result in unit and/or property damage, personal injury or even death. Warning lights on dashboard flash red when the arm is not fully retracted.

For this test, proceed as follows:

1. Park the vehicle on safe, level ground.

   You should have sufficient room to drive approximately 100 yards (92 m) forward.
2. Extend the arm a few inches.
3. Check that the ARM EXTENDED warning lights on the dashboard (see Figure 2-41) flash red.
4. Drive the vehicle forward and increase engine speed to over 1,000 rpm.
5. Check that the buzzer sounds and the warning message “Arm not Stowed” appears on the monitor screen.
6. Stop the vehicle and retract the arm to its “home” position. The “Arm Not Stowed” message on the monitor screen should disappear and the warning lights should turn off.

   The buzzer should also stop sounding.
7. If the ARM EXTENDED warning lights on the dashboard do not flash red or the “Arm Not Stowed” message does not appear on the monitor screen when the arm is extended and the vehicle engine exceeds 1,000 rpm, the ARM FULLY RETRACTED limit switch (see Figure 2-40) may need to be adjusted or replaced. Refer to the *Limit and Proximity Switches* section in the *Maintenance Manual*.

IMPORTANT: Do not operate the EXPERT with inoperative or malfunctioning arm limit switches. Injury or death may occur.

Figure 2-40 ARM FULLY RETRACTED limit switch

Figure 2-41 ARM EXTENDED warning light

3

Controls and Indicators

The EXPERT has a series of controls and indicators that allow easier operation of the different functions that come with the vehicle. These controls and indicators are mainly located on the in-cab control panel and on the dashboard.

Labrie's Multiplexed System

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

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

Figure 3-1 Monitor

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

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

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

Figure 3-2 Labrie logo on the monitor screen

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

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

Main Page

The next page that comes up after the Welcome Screen is the Main Page (see Figure 3-3). Here you will find the link to the Main Menu (see *Main Menu* on page 56) as well as any warnings and errors that may occur during the operation of the unit. The Main Page may also have the following optional indicators: Cart Counter, Time and Date Indicator and Hydraulic Oil Temperature Indicator.

Cart Counter (optional)

This indicator tells you how many carts have been emptied so far. If your vehicle is equipped with two arms, the number of carts emptied is shown for each of these arms (right and left counters).

Figure 3-3 Main Page

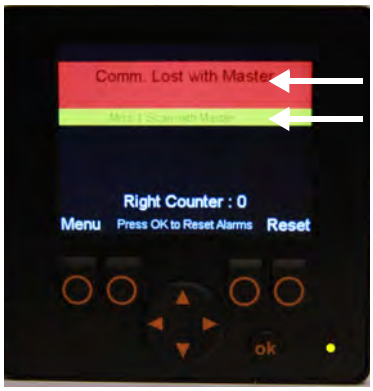
Press the far right button to reset the counter display to zero.

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

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

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

Figure 3-4 Warning and caution messages on monitor



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

Table 1 Warning messages

Warning and Caution Messages	Solution
Arm Up:Chute Bad Position	Set Chute to Correct Position
Arm Up:Crusher Not Raised	Raise Crusher Panel
Arm:Auxiliary Deadman ON	Release Auxiliary Deadman
Arm:Body Raised	Lower Body
Arm:Hopper Door Not Close	Close Hopper Door
Arm:Pump Not Started	Engage Pump
Arm:Tailgate Unlocked	Lock Tailgate
AutoDump:Cab EStop	Pull Out Cab EStop Button
AutoDump:Pump Not Started	Engage Pump
Body:Pump Not Started	Engage Pump
Buzzer:Arm Not Stow	Retract Arm to Stowed Position
Buzzer:Body Raised	Lower Body
Buzzer:TailGate Unlocked	Lock Tailgate
Chute:Arm Too High	Lower Arm
Chute:Crusher Not Up	Raise Crusher Panel
Chute:Pump Not Started	Engage Pump
Crusher:Arm Too High	Lower Arm
Crusher:Chute Bad Position	Set Chute to Correct Position
Crusher:Hopper Door Not Closed	Close Hopper Door
Crusher:Packer Not Retracted	Retract Packer
Crusher:Pump Not Started	Engage Pump
ESTOP:Aux Cab EStop	Pull Out Aux Cab EStop Button
ESTOP:Cab EStop	Pull Out Cab EStop Button
FullEject:Cab EStop	Pull Out Cab EStop Button
FullEject:Pump Not Started	Engage Pump
Gripper Open:Arm Too High	Lower Arm

Table 1 Warning messages (cont'd)

Warning and Caution Messages	Solution
High Hydraulic Oil Temp.	Turn OFF Engine and Refer to your Maintenance Personnel
Low Hydraulic Oil	Add Hydraulic Oil
Miss 1 Scan with Master	Refer to Maintenance Personnel or Labrie*Plus*
Packer Extend:Air Weigh Signal	Unload Body
Packer:Already Extended	Refer to Maintenance Personnel or Labrie*Plus*
Packer:Already Retracted	Refer to Maintenance Personnel or Labrie*Plus*
Packer:Pump Not Started	Engage Pump
Packer:Tailgate Not Open	Open Tailgate
Pump Not Started:Aux Cab Estop	Pull Out Aux Cab EStop Button
Pump Not Started:Cab EStop	Pull Out Cab EStop Button
Pump Not Started:Hopper Door Not Closed	Close Hopper Door
Pump Not Started:Main Air Pressure	Let the Air Build Up to Required Pressure
Pump Not Started:RPM to High	Lower Engine Speed Below 900 RPM
Pump:Aux. AutoDump Switch ON	Release Aux. AutoDump Switch prior to Engaging Pump
Pump:Aux. ChuteToLeft Switch ON	Release Aux. ChuteToLeft Switch prior to Engaging Pump
Pump:Aux. ChuteToRight Switch ON	Release Aux. ChuteToRight Switch prior to Engaging Pump
Pump:Aux. CloseGripper Switch ON	Release Aux. CloseGripper Switch prior to Engaging Pump
Pump:Aux. Deadman Switch ON	Release Aux. Deadman Switch prior to Engaging Pump
Pump:Aux. OpenGripper Switch ON	Release Aux. OpenGripper Switch prior to Engaging Pump

Table 1 Warning messages (cont'd)

Warning and Caution Messages	Solution
Pump:BodyLower Switch ON	Release BodyLower Switch prior to Engaging Pump
Pump:BodyRaise Switch ON	Release BodyRaiseSwitch prior to Engaging Pump
Pump:CrusherDown Switch ON	Release CrusherDown Switch prior to Engaging Pump
Pump:CrusherUp Switch ON	Release CrusherUp Switch prior to Engaging Pump
Pump:Hopper Door Not Close	Close Open Door
Pump:J1 AutoDump Switch ON	Release J1 AutoDump Switch prior to Engaging Pump
Pump:J1 ChuteToLeft Switch ON	Release J1 ChuteToLeft Switch prior to Engaging Pump
Pump:J1 ChuteToRight Switch ON	Release J1 ChuteToRight Switch prior to Engaging Pump
Pump:J1 CloseGripper Switch ON	Release J1 CloseGripper Switch prior to Engaging Pump
Pump:J1 Deadman Switch ON	Release J1 Deadman Switch prior to Engaging Pump
Pump:J1 OpenGripper Switch ON	Release J1 OpenGripper Switch prior to Engaging Pump
Pump:J2 AutoDump Switch ON	Release J2 AutoDump Switch prior to Engaging Pump
Pump:J2 ChuteToLeft Switch ON	Release J2 ChuteToLeft Switch prior to Engaging Pump
Pump:J2 ChuteToRight Switch ON	Release J2 ChuteToRight Switch prior to Engaging Pump
Pump:J2 CloseGripper Switch ON	Release J2 CloseGripper Switch prior to Engaging Pump
Pump:J2 Deadman Switch ON	Release J2 Deadman Switch prior to Engaging Pump
Pump:J2 OpenGripper Switch ON	Release J2 OpenGripper Switch prior to Engaging Pump

Table 1 Warning messages (cont'd)

Warning and Caution Messages	Solution
Pump:Packer Extend Switch ON	Release Packer Extend Switch prior to Engaging Pump
Pump:Packer Retract Switch ON	Release Packer Retract Switch prior to Engaging Pump
Pump:PTO Not OK	Refer to Maintenance Personnel or Labrie*Plus*
Pump:Transmission Not OK	Refer to Maintenance Personnel or Labrie*Plus*
Pump:RPM Too High	Lower Engine Speed Below 900 RPM
Pump:TailgateDown Switch ON	Release TailgateDown Switch prior to Engaging Pump
Pump:TailgateUp Switch ON	Release TailgateUp Switch prior to Engaging Pump
Raise Body:Arm Not Stow	Retract Arm to Stowed Position
Raise Body:Truck Moving	Bring Truck to a Standstill
Service Oil Filter #1	Replace Oil Filter #1
Service Oil Filter #2	Replace Oil Filter #2
TailGate Up:Truck Moving	Bring Truck to a Standstill
TailGate:Packer Not Retracted	Retract Packer
TailGate:Pump Not Started	Engage Pump
Wrong Driver Position	Change Driver Position Switch to Correct Position

Table 2 Error messages

Error Messages	Solution
Button Pack 12 is disconnected	Refer to Maintenance Personnel or Labrie*Plus*
Button Pack 13 is disconnected	Refer to Maintenance Personnel or Labrie*Plus*
Button Pack 14 is disconnected	Refer to Maintenance Personnel or Labrie*Plus*
Button Pack 15 is disconnected	Refer to Maintenance Personnel or Labrie*Plus*
CAN Error Level 1	Refer to Labrie*Plus*
CAN Error Level 2	Refer to Labrie*Plus*
CAN Error Level 3	Refer to Labrie*Plus*
Comm. Lost with Master	Refer to Maintenance Personnel or Labrie*Plus*
Module 11 is disconnected	Refer to Maintenance Personnel or Labrie*Plus*
Module 11 not Connected	Refer to Maintenance Personnel or Labrie*Plus*
Module 20 is disconnected	Refer to Maintenance Personnel or Labrie*Plus*
Module 20 not Connected	Refer to Maintenance Personnel or Labrie*Plus*
Module 30 is disconnected	Refer to Maintenance Personnel or Labrie*Plus*
Module 30 not Connected	Refer to Maintenance Personnel or Labrie*Plus*
Module 50 is disconnected	Refer to Maintenance Personnel or Labrie*Plus*

Table 2 Error messages (cont'd)

Error Messages	Solution
Module 50 not Connected	Refer to Maintenance Personnel or Labrie*Plus*
Module 60 is disconnected	Refer to Maintenance Personnel or Labrie*Plus*
Module 60 not Connected	Refer to Maintenance Personnel or Labrie*Plus*

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

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

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

Figure 3-5 Example of a possible cause

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

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

Main Menu

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

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

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

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

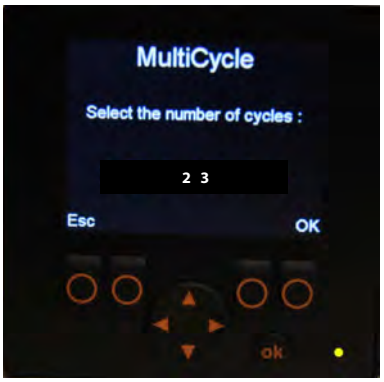
NOTE: The higher the network load value is, the heavier the traffic is on the network.

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

Multicycle

The monitor used in Labrie's Multiplexed System is user-friendly. Say you want to change the multicycle settings of the packer. All you have to do is select MAIN MENU by pressing the corresponding button at the bottom left corner of the monitor. From the displayed menu, choose the option SELECT THE NUMBER OF CYCLES. If need be, use the arrow to choose that option and press "OK". The multicycle settings can be changed from two to three cycles. Choose the desired number of cycles and press "OK".

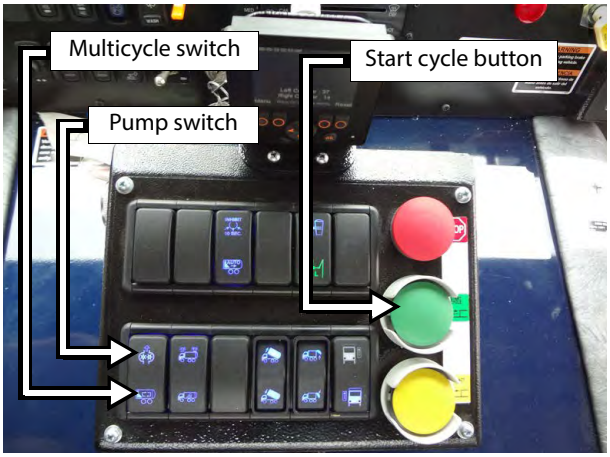
Figure 3-6 Multicycle page



NOTE: The packer multicycle function has been preset at the factory to carry out three cycles.

When the MULTICYCLE switch on the control panel is on and the packer is activated, the packer will move according to the default number of cycles (that is 3) or to the number of cycles you chose.

Figure 3-7 Control panel



To test the new packer settings:

1. On the control panel press the MULTICYCLE switch and the green START CYCLE button (see Figure 3-7).
2. Once the packer has completed its cycles and come to a stop, switch off the hydraulic pump and turn OFF the engine.

The number of cycles needs to be adjusted depending on the type of collection route used by the vehicle. For example, in a residential area, if the houses are numerous and close to one another, it may be required to select the higher number of cycles. This will allow the hopper to be clear for the next house pickup.

Each time the packer completes a full cycle, the packer limit/proximity switch sends a signal to the electronic module. The module then counts the amount of cycles that the packer does, and will stop the packer after the preset amount of cycles has been reached.

I/O Status

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

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

For example, if you want to check all functions that are found in the cab, choose module #10. For all functions that pertain to the right hopper, choose module #50 or #60, etc.

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

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

Press “Esc” to return to the preceding page.

Figure 3-8 Module I/O Status page

Input Status

The Input Status page is accessible from the Module I/O Status page. After selecting the desired module and pressing "OK", the Input Status page of the selected module is displayed (see Figure 3-9).

Figure 3-9 Input Status page

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

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

Table 3 Colored rectangles

Rectangles (inputs)	Function Status
Blue	Inactive
Green	Active

Press “Esc” to return to the preceding page.

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

Output Status

The Output Status page (see Figure 3-10) is accessible from the Input Status page.

Figure 3-10 Output Status page

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

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

Table 4 Colored rectangles

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

Press “Esc” to return to the preceding page.

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

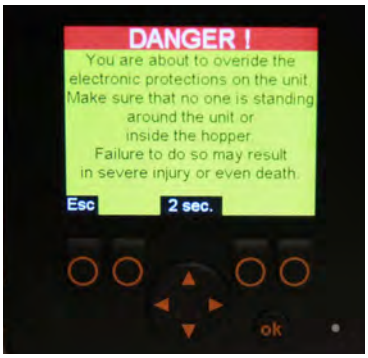
NOTE: To go back to the Main Page or Main Menu, press “Esc” as needed until the desired page is displayed.

Force

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

But before the Force page is displayed, a warning message appears on the monitor screen (see Figure 3-11).

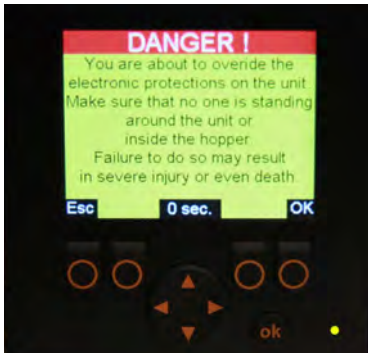
Figure 3-11 Warning message



This message stays on for 15 seconds. Then an "OK" prompt appears on the lower right-end corner of the screen.

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

Figure 3-12 Warning message w/ "OK" prompt



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

After pressing "OK", the Force page appears on the screen.

Figure 3-13 Force page (input)

As no input function can be forced to be active or inactive, the operator must press the “Output” button to go to the following page (see Figure 3-14).

Figure 3-14 Force page (output)

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

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

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

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

Also:

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

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

After selecting a rectangle:

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

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

NOTE: To go from a module to another (e.g. from module 10 to 50), the operator has to go back to the Module I/O Status page (see Figure 3-8) and select module 50.

Press “Esc” to return to the preceding page.

Joystick

The Joystick page is accessible from the Module I/O Status page (see Figure 3-8). From that page select "Joystick" using the up/down arrows and press "OK". The Joystick page opens (see Figure 3-15).

Figure 3-15 Joystick page

The Joystick page allows the operator to check if all functions of the joystick are working correctly. If one joystick is installed on your vehicle, it will be represented on the monitor screen by joystick 127. However, if two joysticks are installed on your vehicle, any of the two joystick numbers (127 and 72) can represent either joystick on the screen.

If you press a joystick button, the corresponding button on the monitor will turn green. If nothing happens, there may be a communication problem between the joystick and the master control module. Refer to the maintenance personnel or Labrie*Plus*.

Also, if you move the joystick backwards, forwards or sideways, you should see the values under the illustration changing. If no change occurs when moving the joystick, a communication problem between the joystick and the master control module may be the cause. Refer to the maintenance personnel or Labrie*Plus*.

Press "Esc" to return to the preceding page.

J1939

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

Figure 3-16 J1939 page

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

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

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

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

Press "Esc" to return to the preceding page.

Managing Passwords (optional)

With this optional feature, data protection passwords can be added to the IFM Multiplexed System display. This feature can also be used to change or remove already saved passwords.

Data that can be protected by passwords relate to the following features: Output Force, Multicycle and J1939 baudrate.

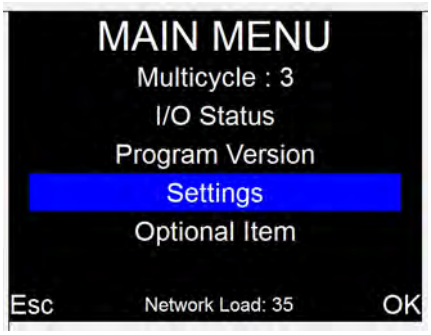
NOTE: Only adjustable data in Output Force, Multicycle and J1939 Baudrate can be protected by passwords.

The **Password Menu** is available through the **Settings Menu**. An associated menu, **Locked Features**, is also available, allowing you to choose among the features that can be "locked".

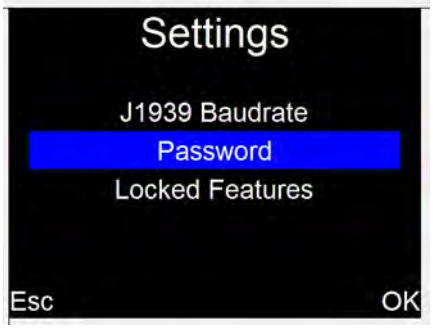
After creating a new password, write it down in a safe place for reference. You will be required to provide it to gain access to a locked adjustable feature when logging on anew (after the sign out and back on).

To create, change or remove a password, do the following:

1. Go to the Main Menu.
2. Select "Settings".



3. Select “Password”.



4. If no password has been created, enter a password using the arrow keys.
   Press ESC to quit or OK to set password.

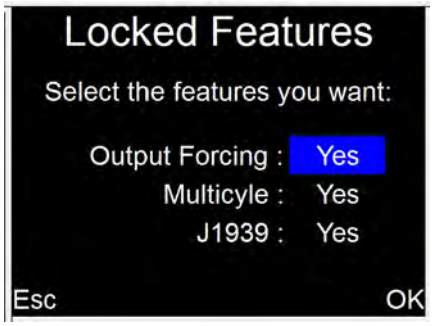
5. If a password already exists, enter it using the arrow keys.
   Press ESC to quit or OK to erase the password.

6. Enter a new password using the arrow keys.
   Press ESC to quit or OK to create a new password.

NOTE: Entering a new password with only zeros as the number, such as "000000", will result in deactivating the password function.

7. Go back to the Settings Menu by pressing ESC.
8. In the Settings Menu, select Locked Features.

9. Select the feature(s) that you want to lock using the password created or saved.



NOTE: If you have forgotten your password, please contact the Labrie*Plus* Service Department.

Module Software Version

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

Figure 3-17 Software Version page

With the information on this page it is possible for the operator or maintenance personnel to determine the electrical schematic number pertaining to a specific vehicle. Looking at Figure 3-17 above you will notice the following digit string 8-8-5-1 between, for example, 10 and R1. As all Labrie electrical schematics begin with ZS00, you simply add those digits to that base number to get the corresponding electrical schematic number. So, in this case, the electrical schematic number is ZS008851.

Press “Esc” to return to the preceding page.

Pump Usage

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

Press “Esc” to return to the preceding page.

Time Adjust

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

Press “Esc” to return to the preceding page.

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

Control Panel

The control panel is located at the center of the cab for easy access during collection and operation. The following is a description of all the control switches and indicators mounted on this panel.

Figure 3-18 Control panel (part 1)

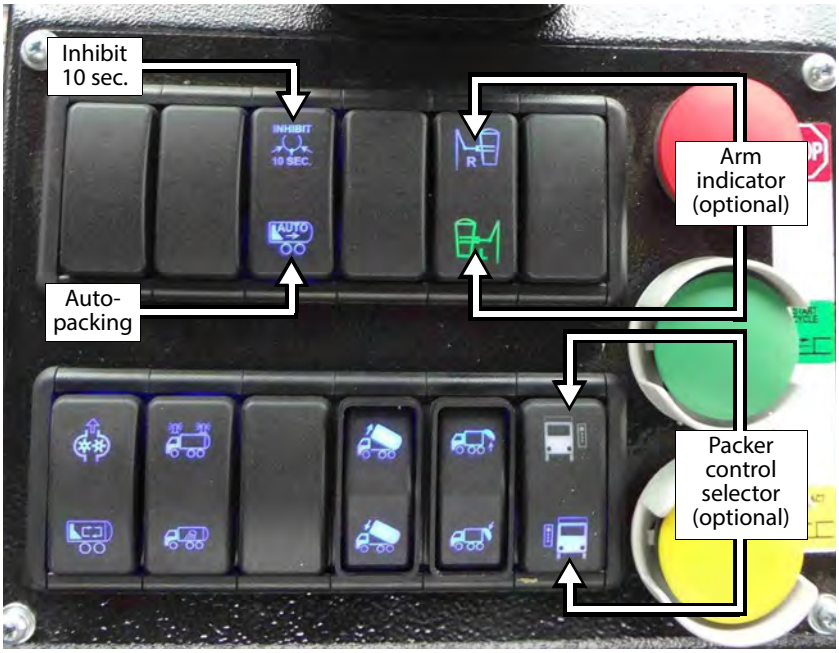
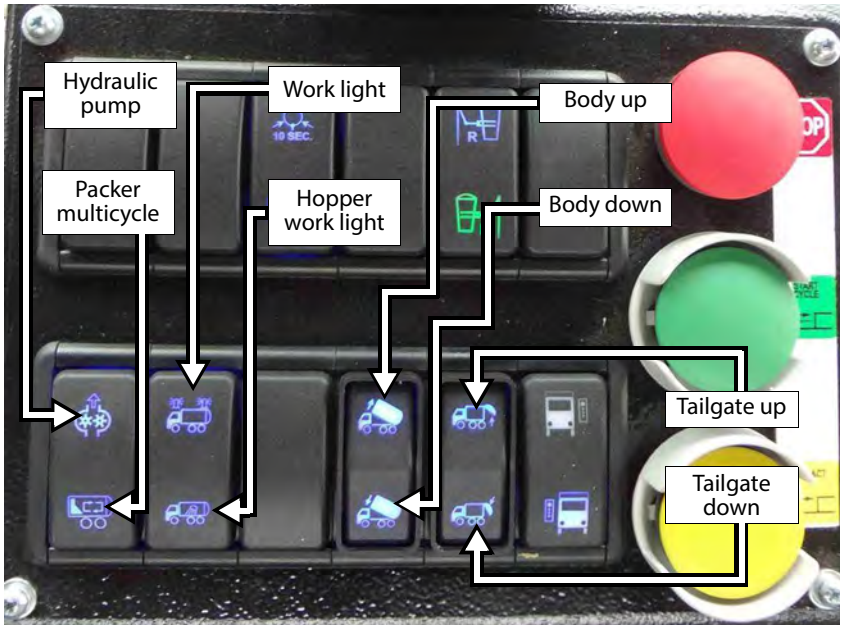


Figure 3-19 Control panel (part 2)



NOTE: Switches and controls on the panel vary according to the options installed on the vehicle.

A note about the Control Panel

Depending on the chassis configuration, the control panel can be pivoted around a vertical axis from a position where it faces the left-hand side driving seat to a position where it faces the right-hand side driving seat or vice-versa. All you have to do is pull and hold the spring-loaded locking pin while turning the panel to the desired position (see Figure 3-20).

Figure 3-20 Spring-loaded locking pin

Pump Switch

This switch (see Figure 3-19), also known as PTO switch, engages and disengages the hydraulic pump, all the body functions (packer, body hoist, tailgate) and the joystick that controls the arm. Note that the switch turns green when the pump is engaged.

- Press the switch to activate the hydraulic pump.
- Press the switch again to deactivate the hydraulic pump.

Note: Do not close the main shut-off valve on the hydraulic tank even if the PTO switch is turned off. The pump is always turning whatever the engine rpm. It is very important not to let the pump run dry or without oil. Otherwise, the pump will be seriously damaged or even destroyed.

Figure 3-21 Main shut-off valve

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

BODY UP Switch

This control switch (see Figure 3-19) is used to raise the body. Press and keep down this switch to raise the body to the desired height.

IMPORTANT: Before using this switch, make sure that the truck is parked on safe level ground.

When the body is raised a buzzer sounds.

Danger!

Always use the body safety prop when performing maintenance under a raised body. Failure to do so may result in severe injury or even death.

BODY DOWN Switch

This control switch (see Figure 3-19) is used to lower the body. Press and keep down this switch to lower the body to the desired height. When the body touches the rod of the limit switch, the buzzer stops sounding.

TAILGATE UP Switch

This control switch (see Figure 3-19) is used to raise the tailgate. Press and keep down this switch to raise the tailgate to the desired height.

IMPORTANT: Before using this switch, make sure that the truck is parked on safe level ground and that both tailgate-locking pins are removed.

Warning!

Do not drive the vehicle when the tailgate is not fully closed.

NOTE: When the tailgate is unlocked both the in-cab buzzer (see Figure 3-22) and the backup alarm will start sounding off. A red warning light, located on the buzzer, will also blink.

NOTE: Each time the tailgate is unlocked, the message "Tailgate Unlocked" appears on the monitor display.

Figure 3-22 Buzzer w/ red warning light

NOTE: If the upward movement of the tailgate is stopped at any position except the fully open position, both TAILGATE UP and TAILGATE DOWN switches will flash red.

NOTE: When the tailgate reaches the fully open position, the TAILGATE UP switch will turn green while the TAILGATE DOWN switch will turn blue.

TAILGATE DOWN Switch

This control switch (see Figure 3-19) is used to lower the tailgate. Press and keep down this switch to completely close and lock the tailgate or to lower it until it rests on the tailgate safety prop.

IMPORTANT: When the tailgate is completely closed and locked, put both tailgate-locking pins back in place.

NOTE: If the downward movement of the tailgate is stopped at any position except the fully closed and locked position, both TAILGATE UP and TAILGATE DOWN switches will flash red.

NOTE: Each time the tailgate is unlocked, the message "Tailgate Unlocked" appears on the monitor display.

NOTE: When the tailgate is locked back, both the in-cab buzzer (see Figure 3-22) and the backup alarm will stop sounding off. The red warning light, located on the buzzer, will also stop blinking.

NOTE: When the tailgate is completely closed and locked, the TAILGATE DOWN switch will turn green while the TAILGATE UP switch will turn blue.

Packer Multicycle Switch

When activated, this switch (see Figure 3-19) allows the packer to run a preset number of cycles (from 2 to 3, 3 being the default setting) with just the single touch of the green button (see Figure 3-25). Cycles can be stopped anytime by pressing the red button or by turning OFF the Multicycle control switch. When turning OFF this switch, the packer completes the ongoing cycle in order to get back to the fully retracted position, and then stops.

- A green switch means it is activated.
- A blue switch means it is not activated.

Work Light Switch

This switch (see Figure 3-19) activates and deactivates the right-hand side work light.

- Press the switch once to turn ON the work light (switch turning green).
- Press the switch again to turn OFF the work light (switch turning blue).

Hopper Work Light Switch

This switch (see Figure 3-19) activates and deactivates the hopper work light.

- Press the switch once to turn ON the hopper work light (switch turning green).
- Press the switch again to turn OFF the hopper work light (switch turning blue).

Crusher Panel Down Switch (optional)

Press and keep down this switch (see Figure 4-25) to lower the crusher panel (see Figure 3-23) to the desired position.

The crusher panel is an option that may be installed on an Expert vehicle. If your unit is equipped with this option, we suggest you to use it only for bulky items. In many cases, unnecessary use will slow down the operation. Bulky items can be maintained in place with the crusher panel while the packer crushes them.

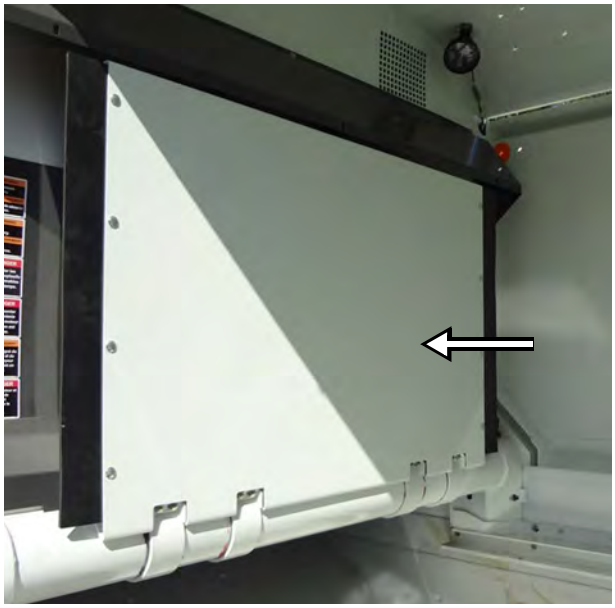
The crusher panel can be lowered upon the refuse to prevent it from popping up in front of the packing ram, thus increasing the compaction effect during the load breaking sequence.

To help during the unloading process, a good amount of garbage should be left in front of the packer and under the lowered crusher panel as you finish your collection route. Once the body is raised at landfill, you can activate the packing ram to help clear whatever could be jammed in the hopper. This procedure can also be done without the crusher panel.

Crusher Panel Up Switch (optional)

Press and keep down this switch (see Figure 4-25) to raise the crusher panel to the desired position.

Figure 3-23 Crusher panel (optional)



Right-Hand Side Packer Control Station Switch

In order to use the right-hand side packer control station, the operator must press the lower switch of the Packer Control selector (see Figure 3-18).

- A green switch means this feature is active.
- A blue switch means this feature is not active.

Left-Hand Side Packer Control Station Switch (optional)

In order to use the optional left-hand side packer control station, the operator must press the upper switch of the Packer Control selector (see Figure 3-18).

- A green switch means this feature is active.
- A blue switch means this feature is not active.

10-Second Inhibit Switch

The Grabber Auto-Close Inhibit feature, also known as Grabber Auto-Close Override, allows the operator to open the grabber fingers inside the hopper in order to dump the object it holds directly in it. It also allows the operator to pick up elevated carts. To enable this feature, press the Inhibit switch (see Figure 3-18). This switch will then flash green for a period of ten seconds. In this period the operator will be able to press the Grabber Open button on the joystick (see Figure 3-28) to open the grabber fingers. Once this period of time has concluded the switch will stop flashing green and remain solid blue. At that time the grabber fingers will close automatically, providing the joystick deadman switch is still activated.

To enable this feature, press the Inhibit switch. This switch will then turn from blue to green.

To deactivate this feature, press the INHIBIT switch again. This switch will then turn from green to blue.

Caution!

The inhibit feature overrides the auto-close safety feature. The operator must be aware of all applicable safety instructions and all potential consequences related to its misuse. Major equipment damage and/or injury may occur.

AUTO-PACKING Switch

The AUTO-PACKING switch (see Figure 3-18) enables the packer to automatically start cycling 2 seconds after reaching the mid-height sensor. This gives the arm enough time to reach the hopper and dump the cart before the packer starts to pack.

When the auto-packing feature is used simultaneously with the multicycle feature (see page 54), the packer will complete the preset number of cycles until the operator closes the grabber. Once the grabber is closed, the multicycle feature is reset.

If the grabber is being closed and the arm Up/In commands have been activated for more than 0.5 second, the packer interrupts the current cycle, returns to its fully retracted position, and then restarts the next cycle. When a cycle is interrupted and the packer has returned to the home position, there is no delay before the packer restarts the next cycle.

Interrupting a cycle prevents dumping carts directly over the packer. Piled material over the packer could damage the follower panels.

MULTICYCLE Switch

For a description of the MULTICYCLE switch/function, see page 56.

For the location of this switch on the in-cab control panel, see Figure 3-19.

ARM Indicator (optional)

This indicator (see Figure 3-18) shows the operator which arm is currently operative and which arm is not.

- A green-lighted indicator means the arm is currently operative.
- A blue-lighted indicator means the arm is not currently operative.

NOTE: In dual Helping-Hand™ units, the RHS automated arm must be in the "home" position in order for the LHS automated arm to be operative, and vice versa.

In-Cab Packer Control Station

The EXPERT has a packer control station located on the in-cab control panel. This control station features three large push-buttons, each having its own color (red, green and yellow).

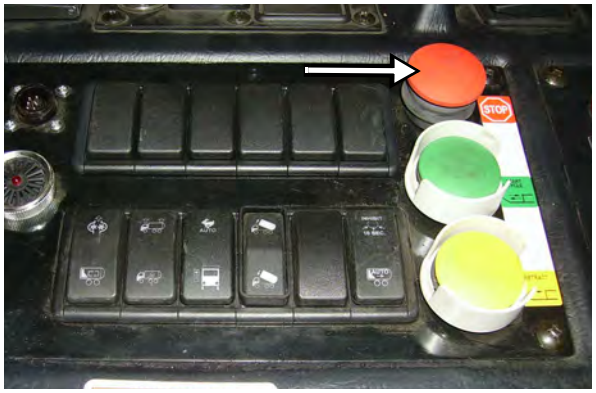
The operator can use these buttons to extend or retract the packer or to immediately stop the packer extension/retraction when needed.

The following is a short description of those three push-buttons:

Stop Push-Button (red)

The EMERGENCY STOP button (see Figure 3-24) will stop all hydraulic functions on the truck (body up/down, tailgate up/down, packing, etc.). Pressing the red button will make the packer and the automated arm stop where they are. The red button has to be manually pulled out and the PUMP switch pressed again to reactivate the hydraulic system.

Figure 3-24 Stop push-button



Pack Push-Button (green)

The PACKER START CYCLE button (see Figure 3-25) activates the packer for one complete cycle. A complete cycle takes about 20 seconds at idle.

Figure 3-25 Pack push-button

Retract Push-Button (yellow)

The PACKER RETRACT button (see Figure 3-26) will retract the packer to its "home" position, that is where it was at the beginning of its stroke. This control is useful when the body is full and the material prevents the packer from reaching the end of its stroke. Manual retraction is sometimes necessary to bring back the packer.

Figure 3-26 Retract push-button

Joystick Controls

Arm Joystick

The joystick is used to control the Helping-Hand™ arm of the EXPERT as well as the grabber, and it is located on the console near either seat. In some units, there are two joysticks in the cab, one on each side of the console.

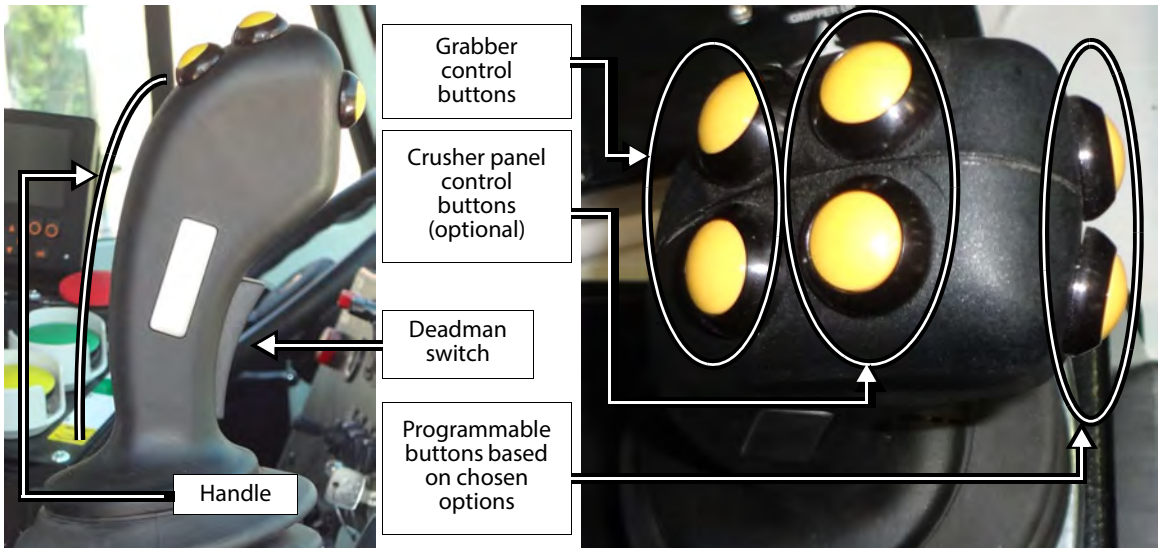
NOTE: On comingle units, the joystick is also used to control the chute, if present.

The controls on the joystick are the handle, the back, top and front buttons, and the deadman switch (see Figure 3-27).

- The handle is used to control the horizontal and vertical movements of the arm's two main components.
- The back buttons are used to control the opening and closing movement of the grabber: the right button is used to open the grabber, the left button to close it.
- The top and front buttons are optional or customized buttons that may be used to operate an optional device or piece of equipment such as a crusher panel.
- The deadman switch is used as a safety device to ensure that every movement of the arm is absolutely wanted and controlled by the operator. That is, if the operator is not pressing the deadman switch while trying to move the arm with the joystick, no movement will occur. With such a safety feature, an accidental movement of the joystick will not be transmitted to the arm. Also, all buttons on the joystick are operational only if the deadman switch is depressed.

Joysticks operate at 45° and 90° angles. As a result, you can perform two functions at the same time; for example, you can move the arm and the grabber simultaneously.

Figure 3-27 Automated arm joystick

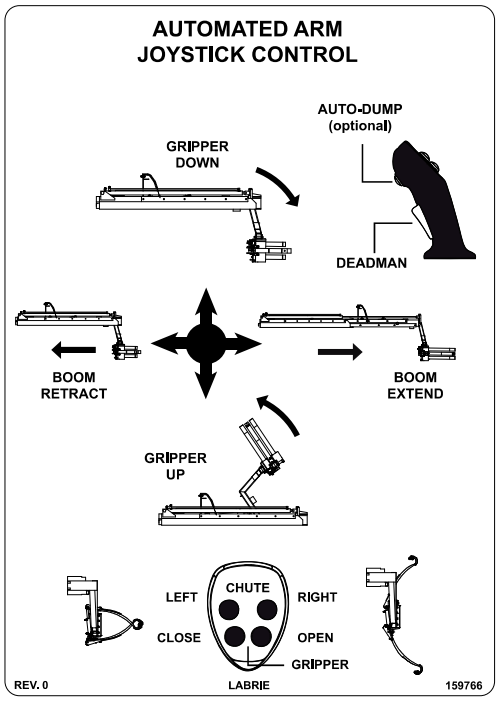


IMPORTANT: Deadman switch must be depressed to activate in/out and up/down commands.

- Shift the joystick forward at 90° toward the grabber down lettering (see Figure 3-28) to lower the grabber.
- Shift the joystick forward at 45° between the grabber down and arm extend lettering to lower the grabber and extend the arm.
- Shift the joystick toward the streetside at 90° to the arm retract lettering to retract the arm only.
- Shift the joystick backward at 45° between the grabber up and arm retract lettering to raise the grabber and retract the arm at the same time.
- Shift the joystick backward at 90° to the grabber up lettering to raise the grabber only
- Shift the joystick toward the curbside at 90° to the arm extend lettering to extend the arm only.

NOTE: In/out commands are inverted for the optional left-hand side automated arm.

Figure 3-28 Automated arm joystick control



Chute Control

Installed on comingle units, the chute is used to direct refuse to either right or left side of the hopper.

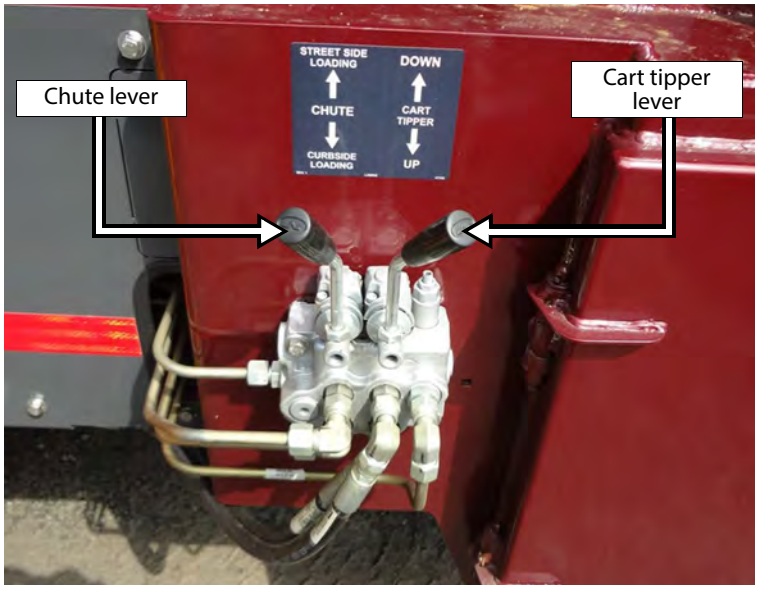
On manual collection and semi-automated collection (tipper-equipped) units, the chute is controlled with a lever located on the hopper wall (see Figure 3-29).

Figure 3-29 Chute control lever

On tipper- and chute-equipped units, two hydraulically control levers are provided (see Figure 3-30):

- **Left lever**: Use this lever to choose between streetside and curbside loading.
- **Right lever**: Use this lever to raise or lower cart tippers.

Figure 3-30 Dual lever valve

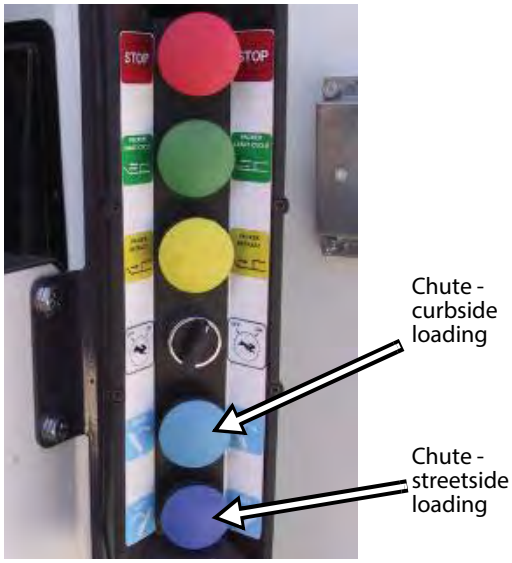


On units equipped with a Helping-Hand™ automated arm, the chute can be operated via two sets of controls:

In-cab arm joystick: Press the appropriate button on top of the joystick to tilt the chute on either side of the hopper (see Figure 3-27).

Right-hand side control station: Press the appropriate push-button for streetside or curbside loading (see Figure 3-31).

Figure 3-31 Right-hand side control station



NOTE: If the unit is equipped with a Helping-Hand™ automated arm and a chute but the chute is not fully tilted to either side of the hopper, the Helping-Hand™ automated arm will stop half-way up to prevent the chute from being damaged by the arm.

Caution!

If the unit is equipped with a crusher panel and a chute, make sure the chute is fully tilted to either side of the hopper before using the crusher panel. Failure to do so could damage the chute and/or the crusher panel.

Body External Deadman Switch (optional)

This optional button (see Figure 3-32) is part of the two-hand safety system which is required to be installed on refuse trucks in certain locations.

This switch must be pressed and held while the control lever or button of an optional equipment such as a chute, tipper or crusher panel is applied.

When pressed and held the external deadman switch enables the optional equipment to operate. Releasing it will cause the equipment to stop immediately.

Figure 3-32 Body external deadman switch

NOTE: The illustration above shows a specific type of deadman switch. Other types exist as well and they all work the same way.

Cab Dashboard

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

Parking Brake

The parking brake must be used every time the EXPERT is stopped on idle position other than at regular traffic stops (see Figure 3-33).

Figure 3-33 Parking brake button

ARM EXTENDED Warning Lights

There are two arm extended warning lights on the dashboard. When they are flashing, they indicate that the arm is extended. Do not move the vehicle in such a situation. Completely retract the arm until these lights stop flashing before moving the vehicle.

Figure 3-34 ARM EXTENDED warning lights

NOTE: The above picture shows a cab setup that may be different from the one installed on your truck. This picture is for illustration purpose only.

Warning!

Never drive this vehicle if the automated arm is not parked alongside the truck. The unit would be too high and/or too wide to be driven safely. Failure to retract the arm could result in unit and/or property damage, personal injury or even death. The ARM EXTENDED warning lights flash when the arm is not retracted completely.

4

Operating the EXPERT

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

Warning!

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

Before operating the EXPERT, 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.

Also, consult with your supervisor for specific rules of driving the EXPERT.

Obey all speed restrictions and regulations.

Daily Inspection

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

Approaching the Vehicle

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

Visual Inspection

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

NOTE: Some of the items mentioned in this manual are optional and may not be found on your EXPERT.

As part of the visual inspection, you must:

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

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

Starting the Vehicle

To start the EXPERT:

1. Before starting the engine, check the following items:
   - **1 a.** Transmission shifter is in neutral.
   - **1 b.** Parking brake is on (see *Parking Brake* on page 80).
   - **1 c.** Hydraulic system is off (see PUMP *SWITCH* on page 68).
2. Start the vehicle as stated in the chassis manufacturer's manual.
3. Switch **ON** the pump to engage the hydraulic system (see PUMP *SWITCH* on page 68).

   Air pressure has to be at a minimum of 70 psi before switching ON the pump.

IMPORTANT: n cold weather, let the engine turn at idle a few minutes to warm up the hydraulic oil sufficiently before engaging the pump.

4. Turn ON all light switches.
5. If required, move the truck to an appropriate area to perform the daily inspection.

6. Report any defective system to the maintenance personnel.

Body Inspection Procedure

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

NOTE: Some of the items mentioned in this manual are optional and may not be found on your EXPERT.

As part of the body inspection procedure, do the following:

1. Activate the packer for a full cycle.
2. Check the automated arm operation.

Danger! Do not stand directly in the path of the arm while performing the inspection.

3. Check if both tailgate safety pins are in place.

   If need be, put them back in place to lock the tailgate properly.
4. As you walk along the side of the truck, clean all safety decals.
5. Check the frame area, fuel tank and air tanks (air tanks must be drained every day), cleaning traps and wheels for leaks, cracks or other types of problems.
6. At the front end, check lights and mirrors.
7. Go around and check lights, clean camera lenses, stickers, lights, etc.
8. Check for hydraulic leaks.

Arm Inspection Procedure

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

Figure 4-1 Automated arm

Danger!

Do not stand directly in the path of the arm while performing the inspection.

Warning!

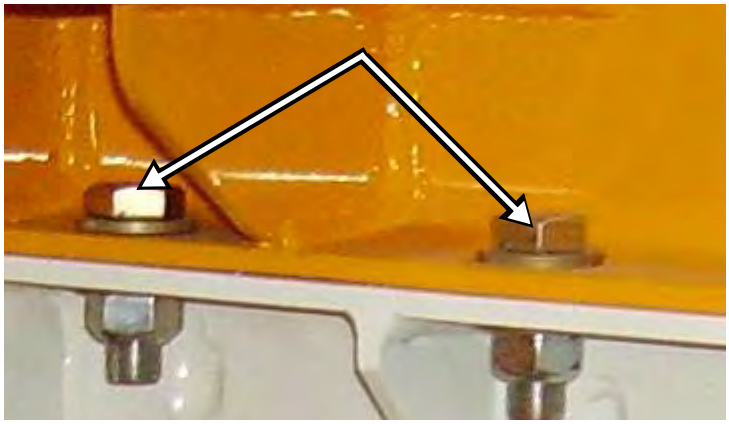
Apply the lockout/tagout procedure at all times. See *Locking Out and Tagging Out the Vehicle* on page 31.

Apply the following inspection procedure:

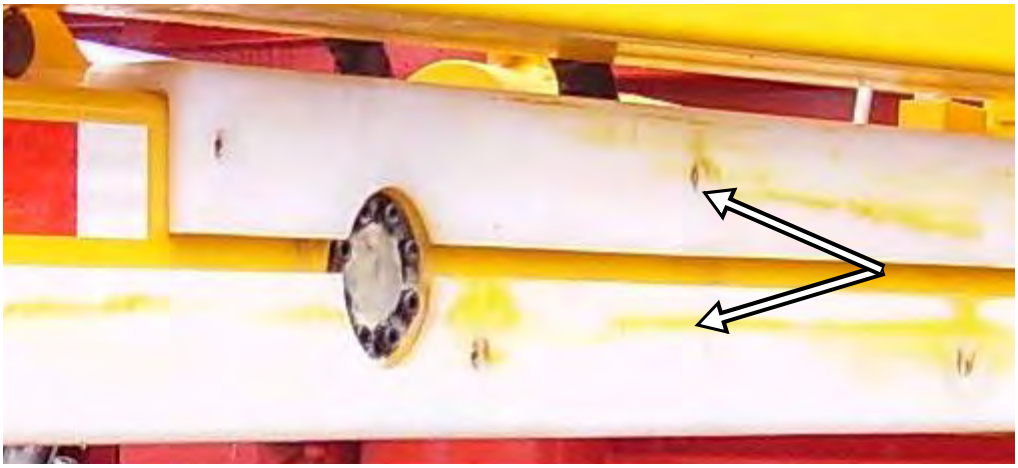
1. Make sure to park the vehicle on safe level ground.
2. Ensure that the parking brake is set.
3. Start the engine and engage the hydraulic pump (see Figure 3-19).
4. Fully extend the arm.

Figure 4-2 Extended arm

5. Turn OFF the hydraulic pump and the engine.
6. Lock out and tag out the vehicle (see *Locking Out and Tagging Out the Vehicle* on page 31).
7. Perform a visual inspection of the following items:
   - Mounting bolts;



   - Plastic gliders;



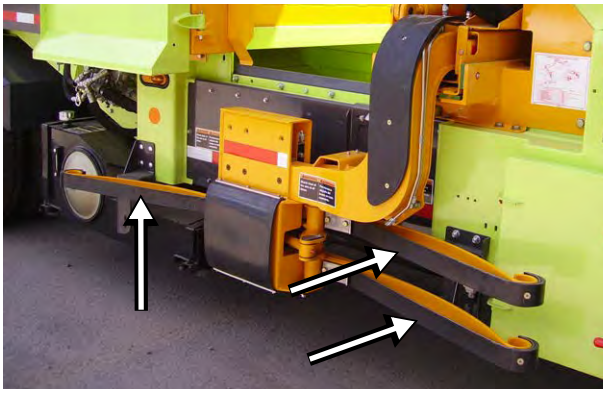
- Grabber;

- Hoses and connections;

- Cylinders.

8. Check for loose nuts and bolts.
9. Check grabber rubber pads for cracks, wear, or damage.

Figure 4-3 Rubber pads



10. Check limit switches. Refer to the *Maintenance Manual* for more details.

Figure 4-4 Grabber limit switch

Figure 4-5 Mid-height limit switch (left), parked limit switch (right)

11. Repeat this procedure if the truck is equipped with the optional left-hand side Helping-Hand™ arm.

Inspecting Right-Hand Side Driving Controls

NOTE: This section applies *only* to cabs modified by Labrie Environmental Group. If your cab has not been modified by Labrie Environmental Group, please refer to your cab manufacturer's recommendations.

Enter the right-hand side cab extension and operate the corresponding driving controls. Report any defective system to the maintenance personnel.

To inspect the right-hand side driving controls:

1. Turn the steering wheel to the left then to the right as you slowly move the vehicle forward.
2. Stop the vehicle by applying the foot brake.

3. Engage the parking brake and try to get the vehicle moving by throttling up with the right-hand side accelerator pedal.
4. Throttle down to idle, step on the foot brake and disengage the parking brake.
5. Apply the work brake (if equipped) and try to get the vehicle moving by throttling up with the right-hand side accelerator pedal.
6. Apply the parking brake.

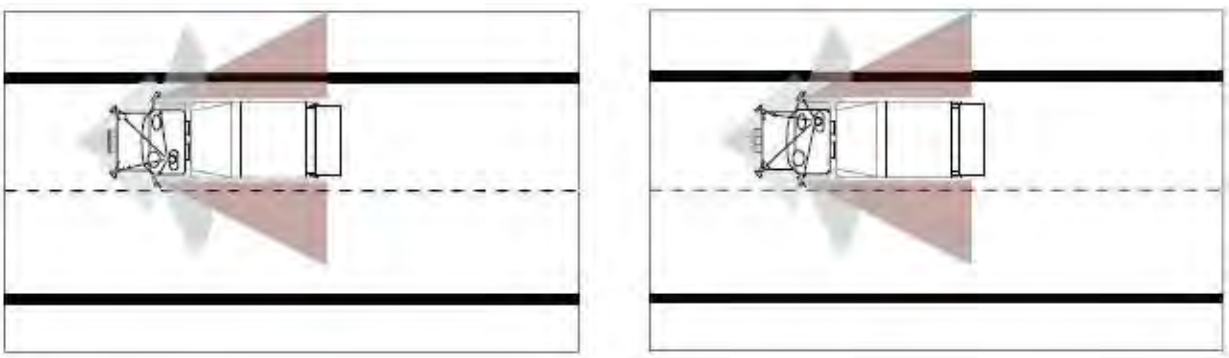
You *must* follow the inspection sheet provided by your employer. If your employer does not have any, ask his permission to use the Inspection Sheet on page 90.

Adjusting Mirrors

Every time you use the EXPERT, you must adjust the mirrors to make sure that you have all-around visibility from either driving position.

The following diagrams show the ideal mirror adjustments for both driving positions.

Figure 4-6 Mirror adjustment from left and right driving positions



Setting the Floor Riser

NOTE: This section applies only to cabs modified by Labrie Environmental Group. If your cab has not been modified by Labrie Environmental Group, please refer to your cab manufacturer's recommendations.

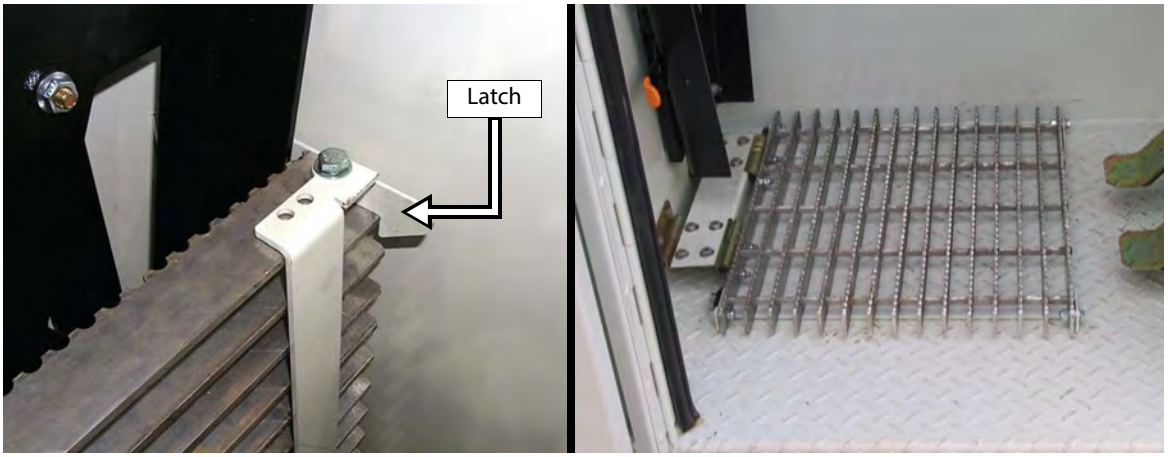
In an EXPERT vehicle, the right-hand side driving position can be equipped with a height-adjustable floor riser. This riser makes your stand-up driving more efficient by giving you a better field of view, a more comfortable driving position, and a safer non-slippery surface to stand on. Also, its grid pattern allows drainage of any type of mud or snow that can be stuck under your boots.

Labrie Environmental Group recommends the use of this aluminum platform in its horizontal position at all times when driving from the right-hand side.

To set the floor riser:

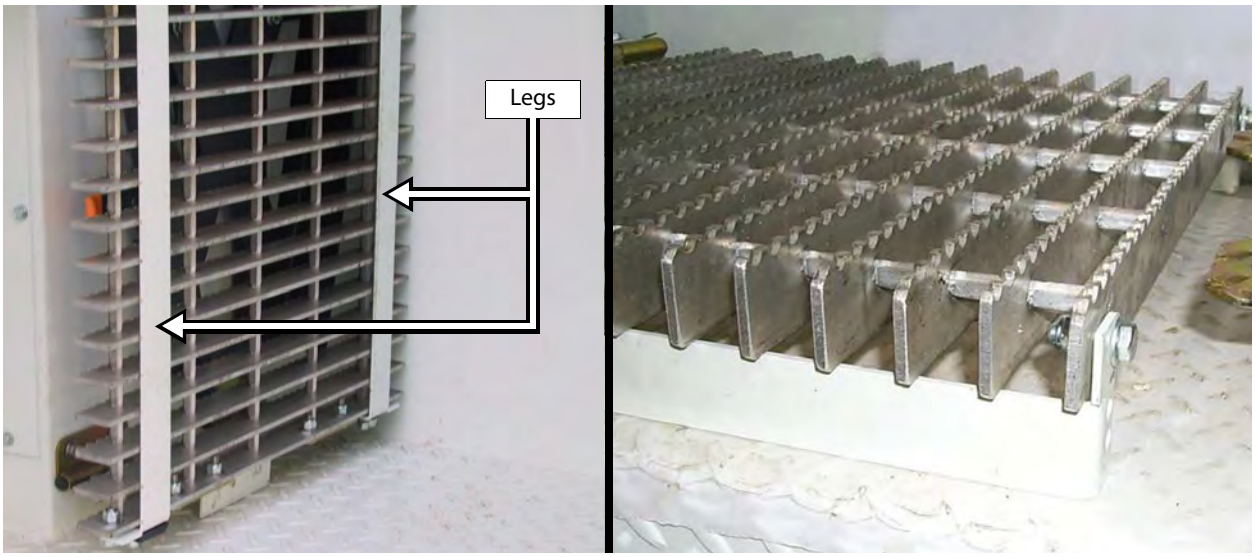
1. With the floor riser in vertical position, release the latch and pull down the floor riser to its horizontal position (see Figure 4-7).

Figure 4-7 Floor riser in vertical position (left), in horizontal position (right)



2. *If you need extra height,* hold the riser with one hand before pulling it down and, with the other hand, extend the legs (see Figure 4-8).

Figure 4-8 Floor riser legs in collapsed position (left), in extended position (right)



To put the floor riser back in its vertical position, simply reverse the procedure.

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

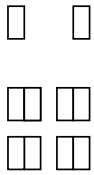
PRE	POST		Amount Added	PRE	POST		Amount Added
☐	☐	Engine Oil	Qt. _____	☐	☐	Fuel	Gal. _____
☐	☐	Hydraulic Oil	Qt. _____	☐	☐	Transmission	Qt. _____
☐	☐	Coolant	Qt. _____	☐	☐	Water	Qt. _____

CAB INSPECTIONS

If items need repair, check below and describe.

PRE	POST		PRE	POST	
☐	☐	All gages/gage lights	☐	☐	Cab horn
☐	☐	Low oil pressure	☐	☐	Exterior back-up horn
☐	☐	Low oil warning light/buzzer	☐	☐	Windshield cracks
☐	☐	Seat and seat belt	☐	☐	Windshield wipers
☐	☐	Clutch free play (Juggler)	☐	☐	Heat/Defrost
☐	☐	License/registration papers	☐	☐	Reflective triangles
☐	☐	Service brakes adjusted	☐	☐	Steering play
☐	☐	Parking brakes operational	☐	☐	Radio
☐	☐	Low air warning light/buzzer	☐	☐	Camera
☐	☐	Air compressor adequate			

TIRES
Indicate any defects.



VISUAL BODY WALK-AROUND

PRE	POST		PRE	POST		PRE	POST	
☐	☐	Battery disconnect	☐	☐	Electrical wiring	☐	☐	Compactor working
☐	☐	Body damage	☐	☐	Fire Extinguisher	☐	☐	Hydraulic leaks
☐	☐	Cab damage	☐	☐	Fuel tank/lines	☐	☐	Hydraulic pressure
☐	☐	Air lines	☐	☐	Exhaust	☐	☐	Hydraulic hoses
☐	☐	Air compressor	☐	☐	Engine	☐	☐	Wheel/Rims
☐	☐	Air dryer	☐	☐	Starter	☐	☐	Seals
☐	☐	Head lights	☐	☐	Turn signal	☐	☐	Transmission
☐	☐	Marker lights	☐	☐	Camera	☐	☐	Mirrors
☐	☐	Brake lights	☐	☐	Cable/Hooks	☐	☐	Radiator
☐	☐	Suspension	☐	☐	Arm	☐	☐	Safety devices
☐	☐	Hopper clean	☐	☐	Body clean	☐	☐	Safety decals
☐	☐	Tailgate	☐	☐	Packer	☐	☐	Cart tipper
☐	☐	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 vehicule.

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

Collecting Refuse

Once you have finished the start-of-the-day inspection and made sure that your EXPERT is ready for a work day, you can drive to the loading area to start collecting refuse.

Depending on your EXPERT features, you can collect refuse automatically (with a Helping Hand™ lifting arm), semi-automatically (with a cart tipper), or manually.

NOTE: The lowered hopper section in *all* EXPERT vehicles allows for manual collection, regardless of configuration.

NOTE: The EXPERT unit is mounted on various truck chassis. Some of the following information is general information which covers the operation of all equipment of our manufacturer. For operating and servicing information that specifically relates to the truck chassis, you should refer to the manual provided by the truck chassis manufacturer.

IMPORTANT: Prior to operating your EXPERT unit, ensure that you have been provided with the proper training related to the safe operation of the vehicle. As an operator, you must be familiar with the location, operation and function of all controls and warning indicators provided and adhere to all safety rules and procedures.

NOTE: Some controls are considered optional equipment and therefore may not be installed on your vehicle.

Ensure that all malfunctions or concerns are reported to your supervisor and/or maintenance department.

Prior to starting your route, consult with your supervisor for specific driving rules.

Remember to obey all speed restrictions and road regulations.

Warning! Improper use of the truck, including the packer and the lifting arm, can result in serious injury.

All persons operating the EXPERT must have the proper state/province issued license to drive the chassis that the EXPERT body is mounted to, which includes certification to operate vehicles equipped with air brakes.

Collecting Refuse with a HELPING-HAND™ Automated Arm

Caution! When using the lifting arm, double-check mirrors and surroundings for extra safety. Always ensure total clearance around the vehicle.

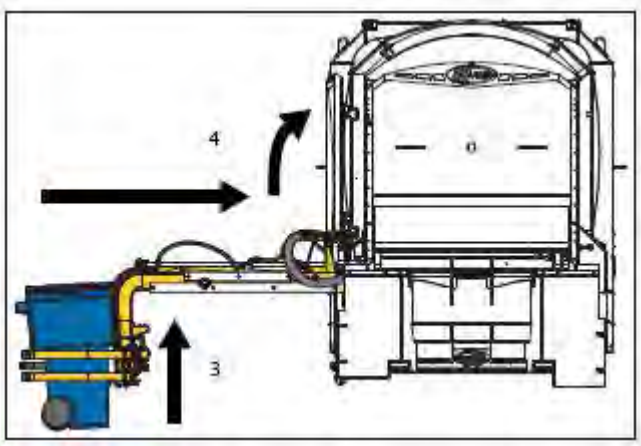
To collect refuse using the HELPING-HAND™:

1. Align the lifting arm on the vehicle with the roller cart that you intend to pick up.

NOTE: To perform any action or movement of the lifting arm, remember to always press and hold the deadman switch (see Figure 3-27).

2. Extend the lifting arm to reach the roller cart, closing the grabber just enough to avoid slamming on adjacent carts.
3. Grab the roller cart with the grabber and raise it about two feet from the ground (see Figure 4-9).

Figure 4-9 EXPERT automated collection



4. Fully retract the lifting arm and raise it until the cart tips into the hopper, emptying its content (see Figure 4-9).
5. Lower back the cart to about two feet above the ground.
6. Extend and lower the lifting arm to place the cart back to where it was.
7. Open the grabber to release the cart.

8. Fully retract the arm and park the grabber open alongside the vehicle (for door-to-door waste collection only).

Danger!

Never drive the EXPERT with the lifting arm extended and/or the grabber closed and popping out.

The lifting arm *must* be parked in the hopper when driving over a long distance.

NOTE: For proper operation of the lifting arm with the joystick, see Figure 3-28.

Collecting Refuse with a Cart Tipper

NOTE: The following procedure relates to the use of the Auto-Neutral feature and the work brake. This applies only to cabs modified by Labrie Environmental Group. If your cab has not been modified by Labrie Environmental Group, please refer to your cab manufacturer's recommendations.

To collect refuse using the cart tipper:

1. Make sure that the AUTO-NEUTRAL switch on the control panel is activated.

   When activated, the switch is green-lighted.

Figure 4-10 AUTO-NEUTRAL switch

NOTE: On trucks manufactured from the end of 2023 onward, there is no AUTO-NEUTRAL switch on the control panel but an indicator light which is always green, meaning that the Auto-Neutral feature is always on.

2. Step on the foot brake pedal to fully stop the EXPERT near the cart that you want to collect.

Figure 4-11 Foot brake pedal

3. Put the WORK BRAKE switch to **ON.**
   The transmission shifts to Neutral.

Figure 4-12 WORK BRAKE switch

Danger!

If you do not put the WORK BRAKE switch to **ON,** the transmission remains in Drive and the EXPERT will drive away on its own as soon as you release the brake pedal to get off the vehicle. This will result in serious injury or death.

4. Get out of the cab, roll the cart to the tipper in a way that it can be picked up.

5. Push the cart tipper lever towards the vehicle until the tipper is in horizontal position.

NOTE: If the truck is equipped with a body external deadman switch, part of a two-hand safety system, press and hold down this switch in order to activate the tipper lever (see *Body External Deadman Switch (optional)* on page 79).

Figure 4-13 Cart tipper in closed position

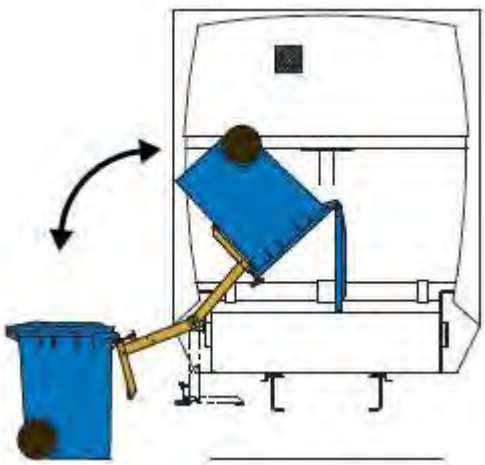
6. Place the cart on the tipper and push the control lever down to dump the cart's content into the hopper.

Figure 4-14 CART TIPPER control lever

7. 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.

Figure 4-15 Cart tipper operation



8. Put the cart back to its original position and completely close the tipper (see Figure 4-13).
9. Get back in the cab, step on the foot brake pedal, and put the WORK BRAKE switch to **OFF.**
   The transmission shifts to Drive; you can now safely move to the next pick-up location.

Collecting Refuse Manually

NOTE: The following procedure relates to the use of the Auto-Neutral feature and the work brake. This applies only to cabs modified by Labrie Environmental Group. If your cab has not been modified by Labrie Environmental Group, please refer to your cab manufacturer's recommendations.

To collect refuse manually:

1. On the control panel, turn ON the AUTO-NEUTRAL switch (see Figure 4-10).
   The switch should turn from blue to green.

NOTE: On trucks manufactured from the end of 2023 onward, there is no AUTO-NEUTRAL switch on the control panel but an indicator light which is always green, meaning that the Auto-Neutral feature is always on.

2. Step on the foot brake pedal to fully stop the EXPERT near the refuse that you want to collect.

Figure 4-16 Foot brake pedal

3. Put the WORK BRAKE switch to **ON.**

   The transmission shifts to Neutral.

Figure 4-17 WORK BRAKE switch

Danger!

If you do not put the WORK BRAKE switch to **ON,** the transmission remains in Drive and the EXPERT will drive away on its own as soon as you release the brake pedal to get off the vehicle. This will result in serious injury or death.

4. Get out of the cab and collect the refuse.
5. Get back in the cab, step on the foot brake pedal, and put the WORK BRAKE switch to **OFF.**

   The transmission shifts to Drive; you can now safely move to the next pick-up location.

Operating the Body

In the EXPERT, the body, where all refuse is collected, is based on a complex hydraulic system functioning mainly by means of a hydraulic pump. The following pages will explain how to activate the hydraulic pump, manage the hydraulic power, and operate all body functions (crusher, packer, etc.).

Activating the Hydraulic Pump

IMPORTANT: The pump can only be activated once the engine speed is lower than 900 rpm and air pressure is at least 70 psi. Increase the engine speed only after engaging the hydraulic system.

To activate the hydraulic system on the EXPERT, press the blue-lighted PUMP switch on the control panel (see Figure 4-18). This switch will then turn green, indicating that the hydraulic system is activated.

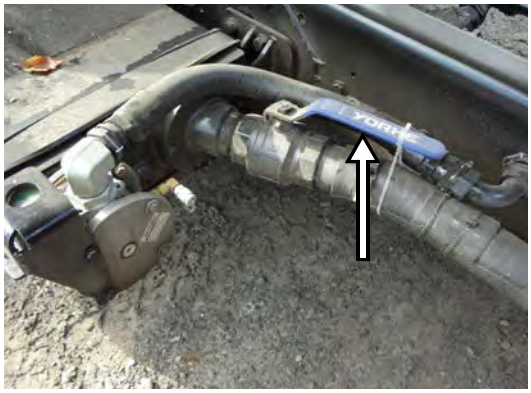
NOTE: A switch that is blue-lighted indicates that the corresponding function is not activated, while a green-lighted switch indicates that the corresponding function is activated.

Figure 4-18 PUMP switch

Caution!

When turning the hydraulic pump on/off, always make sure that the shut-off valve (or ball valve) [see Figure 4-19] on the hydraulic tank is open. Since the pump is always running along with the engine, it will be seriously damaged or even destroyed if no oil is fed into it.

Figure 4-19 Shut-off valve (ball valve)



Caution!

When a major leak in the hydraulic system occurs, shut down the engine and close the shut-off valve (ball valve) on the hydraulic tank. If the vehicle has to be taken somewhere else, call for towing and do not restart the engine. Report the problem to the maintenance staff. If the vehicle is towed, the hydraulic pump drive shaft must be removed.

Controlling Engine Speed

The EXPERT is equipped with an engine speed control system that consists of predetermined increments or decrements of the engine speed, depending on the results that you want.

Increasing engine speed achieves faster operation of hydraulic systems such as packing and body hoisting, while decreasing it reduces the level of noise caused by the vehicle while in operation.

NOTE: Increasing or decreasing engine speed affects fuel consumption. Use this feature wisely.

The engine speed controls that exist on the EXPERT are the following (see Figure 4-20):

- the SPEED-UP switch, and
- the packer automatic speed-up

Figure 4-20 SPEED-UP controls

IMPORTANT: The throttle pedal is a component that can directly affect engine speed, but it must not be used to control any moving parts of the body. It should rather be used for regular driving purposes as with any other vehicle.

Increasing Engine Speed

To increase engine speed, turn ON the SPEED-UP switch on the console panel, or, on the outside packer control station, rotate the corresponding button to the right. This will increase engine speed to a predetermined value (usually 900, 1200, or 1500 rpm), thus allowing for faster operation of hydraulic moving parts.

This feature is effective under the following conditions:

- the control station is properly selected
- the transmission is in neutral

Figure 4-21 SPEED-UP switch/button: on the console panel (left); on the control station (right)

Selecting a Packer Control Station

All EXPERT units come with a packer control station located inside the cab, and another located on the right-hand side of the body. An optional outside packer control station may also be installed on the left-hand side of the body, near the hopper.

NOTE: Most body operations can be performed using either the in-cab or outside control stations.

To activate the packer control station that you need, use the PACKER CONTROL SELECTOR switch located on the control panel (see Figure 4-22). With this switch, you can choose to activate the in-cab packer control station, the right-hand side control station or the left-hand side control station (if installed). Only one control station can be active at a time.

NOTE: All red STOP buttons (or Emergency buttons) are operational no matter which packer control station is active.

Figure 4-22 PACKER CONTROL SELECTOR switch

Control station activation procedure:

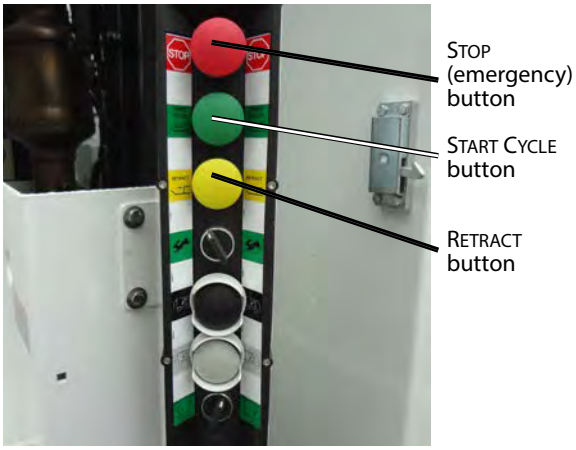
- To activate the left-hand side control station (if installed), press the top of the switch.
- To activate the right-hand side control station, press the bottom of the switch.
- To activate the in-cab control station, turn OFF the outside control station (in units with one control station) or the one that is currently activated (in units with two control stations).

NOTE: A switch that is blue-lighted indicates that the corresponding function is not activated, while a green-lighted switch indicates that the corresponding function is activated. A switch that is neither blue-lighted nor green-lighted indicates that the corresponding function is not available.

Packer Control Station

The packer control station, located outside the cab near the hopper, allows you to control most packer functions.

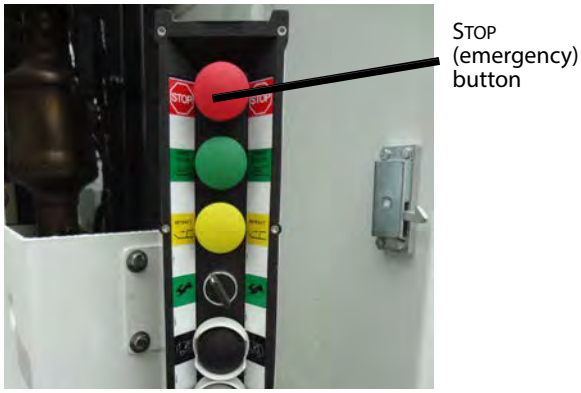
Figure 4-23 Packer control station



Stopping all Hydraulic Functions Instantly

If an emergency situation arises in the hopper, in the body, or while unloading the body, press the red STOP button to stop all body hydraulic functions instantly.

Figure 4-24 STOP (emergency) button (red)



Pulling the STOP button then pressing the Pump switch will restore all hydraulic functions.

Crushing Refuse in the Hopper

NOTE: For units equipped with a crusher panel.

Once you have collected a certain amount of refuse in the hopper (particularly large items), you can use the crusher panel to crush this refuse directly in the hopper before packing it in the body itself.

Danger! Never attempt to reach inside the hopper area when the crusher panel or the packer is in motion. Severe injury or death may occur.

To crush refuse in the hopper:

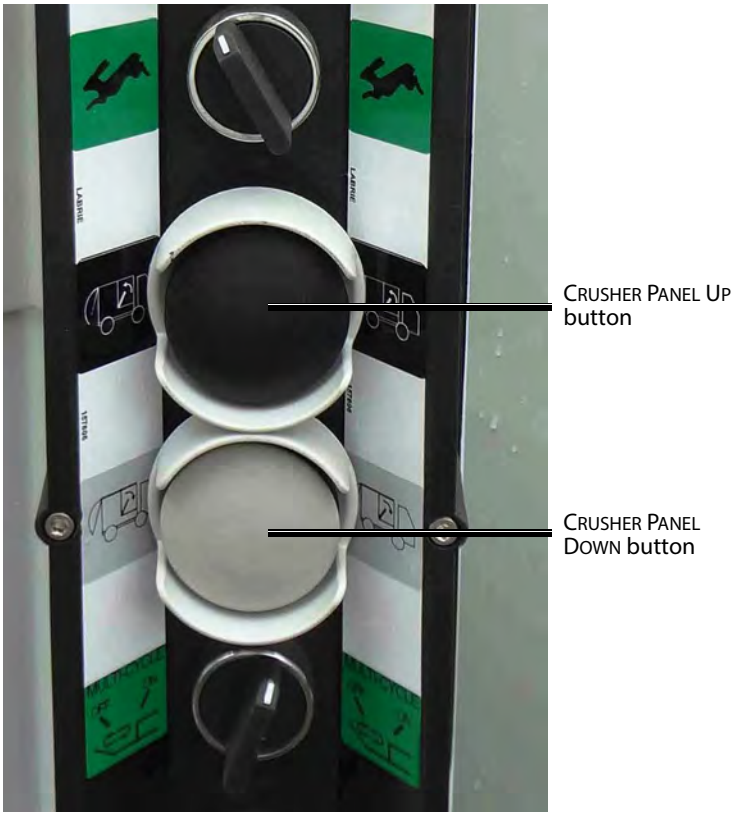
1. If need be, make sure the lifting arm is out of the hopper area and that the packer is completely retracted.
2. On the in-cab control panel, press and hold down the CRUSHER PANEL DOWN switch (see Figure 4-25) to lower the crusher panel.

   The crusher panel can also be operated from the outside control station. Press the CRUSHER PANEL DOWN button to lower the crusher panel (see Figure 4-26).

NOTE: The crusher panel can only be lowered when the packer is completely retracted to its "home" position.

Figure 4-25 CRUSHER PANEL switches

Figure 4-26 CRUSHER PANEL control buttons



3. Once the refuse is crushed in the hopper, press and hold down the CRUSHER PANEL UP switch on the in-cab control panel (see Figure 4-25).

   On the outside control station, select the CRUSHER PANEL UP button to raise the crusher panel (see Figure 4-26).

NOTE: If your truck is equipped with a two-hand safety system and you want to operate the crusher panel via the external controls, you will need to press the deadman switch first and hold it in order to activate those controls (see *Body External Deadman Switch (optional)* on page 79).

Packing Refuse into the Body

Danger! Never attempt to reach inside the hopper area when the packer is in motion. Severe injury or death will occur.

Once you have collected refuse in the hopper, you have to pack it into the body to leave room in the hopper for more refuse.

To pack refuse from the hopper into the body, press the green START CYCLE button (on the in-cab control panel or on the outside packer control station).

The packer panel starts pushing the content of the hopper into the body and, when fully extended, comes back to its starting position. This is called a full packing cycle.

Figure 4-27 START CYCLE buttons: on the control panel (left), on the packer control station (right)

A very efficient way of collecting refuse is to pack "on the go". To do so, simply press the green button while moving the vehicle to the next collection point. The hydraulic pump will turn at the engine speed and allow the packer to cycle while the vehicle is moving. Not only is this more effective, but it also helps avoiding compressed lines of refuse, and having to break the load. For more information on breaking loads, see *Breaking Loads* on page 107.

Performing More than One Packing Cycle Consecutively

If the MULTICYCLE switch on the in-cab control panel or on the outside packer control station is on (see Figure 4-28), pressing the green button activates the packer panel for a programmed number of cycles (three by default).

Figure 4-28 MULTICYCLE control switch: on the in-cab control panel (left), on the packer control station (right)

NOTE: If you set the switch to OFF *during* a multicycle packing operation, the packer will finish the cycle in progress, but then stop instead of continuing with the remaining programmed cycles.

You can change that default value to two full cycles. For more information on this, *see Multicycle* on page 54. The multiplexed system makes changing the number of cycles that are performed by the packer panel very easy.

IMPORTANT: Before changing that number, make sure the engine is started, the hydraulic pump is engaged and the parking brake is set.

Once the new setting is entered into the system and tested, switch off the hydraulic pump and turn OFF the engine.

Packing Refuse Automatically

Your EXPERT allows you to start a packing cycle *during* the collection process, making your job more efficient.

To do so, simply press the AUTO-PACKING switch on the in-cab control panel.

Figure 4-29 AUTO-PACKING switch

NOTE: A switch that is blue-lighted indicates that the corresponding function is not activated, while a green-lighted switch indicates that the corresponding function is activated.

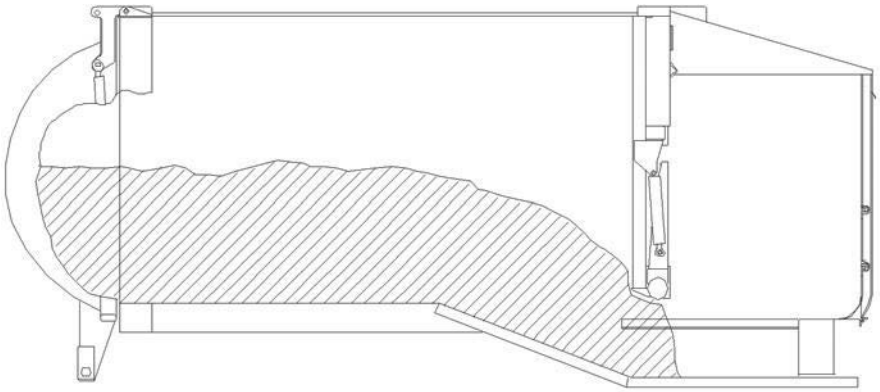
The packer will automatically start its cycle approximately 4 seconds after you closed the grabber on the cart. This delay is long enough for the lifting arm to reach the hopper and dump the cart *before* the packer actually starts to pack.

In multicycle mode (see *Performing More than One Packing Cycle Consecutively* on page 105), the packer performs its cycles until you close the grabber on the cart. If you close the grabber while a cycle is in progress, the packer stops its current cycle, returns to its home position, and then restarts the next cycle as refuse is dumped. The 4-second delay applies only if the packer is in its home position when you close the grabber.

Breaking Loads

At times, during collection, it may seem like no more refuse can be packed inside the body, yet you can not see the load through the observation windows. This situation is caused by a line of refuse "compressed" between the tailgate and the packer panel. To get rid of that compressed line of refuse, you have to "break the load".

Figure 4-30 Early jamming of packer panel



To break the load:

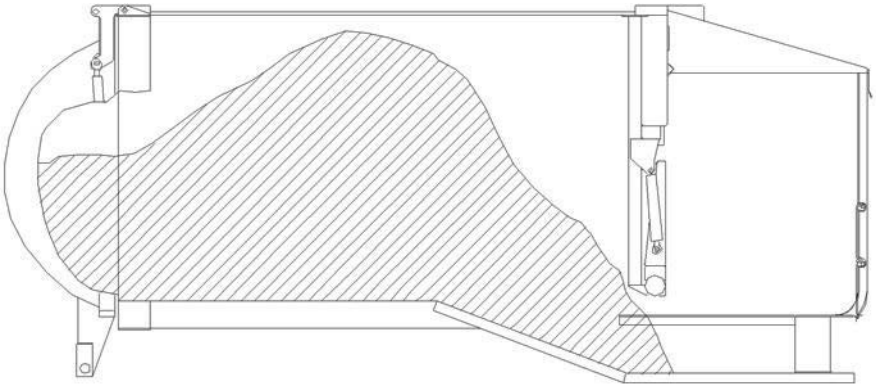
1. Press the green button to start a packing cycle.
2. When the packer panel jams (before reaching the COMPLETELY EXTEND proximity switch), press the yellow button to retract it.

Figure 4-31 Retract button (yellow)

3. Repeat the previous steps until you successfully break the load.

NOTE: You should try and put as much hard refuse in front of the packer panel as possible. You may also use the crusher panel, if installed, to prevent the refuse from popping up, thus increasing the pressure applied on the compressed line of refuse.

Figure 4-32 Broken load



When you see the load behind the observation windows (see Figure 4-33), the body is really full, and breaking the load is not necessary.

Figure 4-33 Observation windows

Unloading Refuse

Caution!

Before raising the body and/or unloading its content, always make sure that the vehicle in on safe, stable, and level ground.

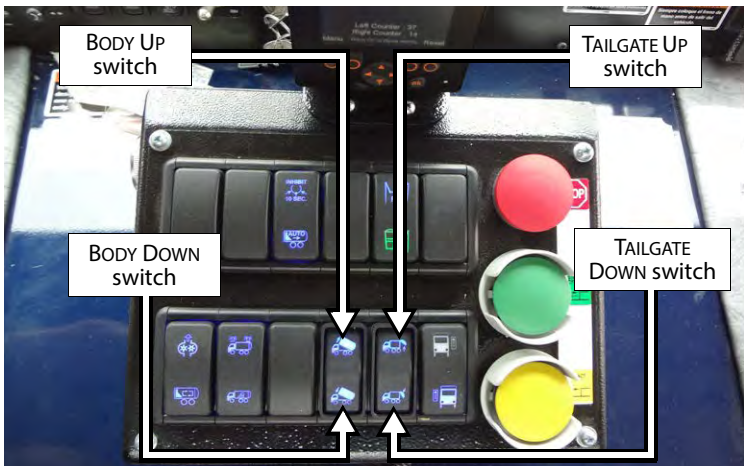
Always check for overhead clearance before opening the tailgate and lifting the body.

When the body of the EXPERT is full, you proceed to unload it in the appropriate landfill or dumping site. The unloading procedure recommended by Labrie Environmental Group helps you carry out this operation in a timely, safe, and efficient manner.

To unload the body:

1. Apply the parking brake.
2. Get out of the cab to go and remove the tailgate safety pins.
3. Get back in the cab.
4. Open the tailgate completely by pressing and holding down the TAILGATE UP switch on the in-cab control panel (see Figure 4-34).

Figure 4-34 Tailgate/body control switches



5. Raise the body by pressing and holding down the BODY UP switch on the in-cab control panel (see Figure 4-34).
6. Slowly move the vehicle forward to prevent material from piling up under the tailgate.

Caution!

When moving the vehicle while the tailgate is raised, cover the shortest distance possible. Always be aware of your surroundings.

7. Cycle the packer until all the refuse has been unloaded.

8. When unloading is completed, lower the body by pressing and holding down the BODY DOWN switch on the in-cab control panel (see Figure 4-34).
9. Close the tailgate completely by pressing and holding down the TAILGATE DOWN switch (see Figure 4-34).
10. Apply the parking brake.
11. Put the safety pins back in place.

Annex A - The Commingled EXPERT

The commingled or split body version of the EXPERT is different from the standard model in only certain aspects of its operation.

The two major differences are:

- the body that is split in two

Figure A-1 Split body of an EXPERT

- a chute that allows for the collection of two different types of refuse

Other than that, operating a commingled unit is fairly similar to a standard unit. The differences and their effects on standard operations are explained in the following pages.

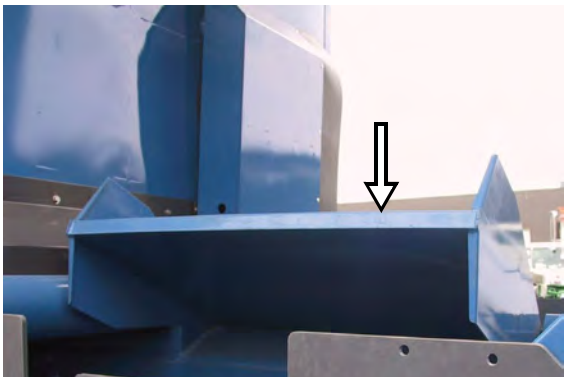
Working with the Chute

Danger! Before activating the crusher panel, make sure the chute is fully tilted on the opposite side. Failure to do so could damage the chute and the crusher panel.

Commingled vehicles are usually equipped with a chute located in the middle of the hopper. The chute diverts refuse to the left or right side of the hopper.

Before collecting refuse, you must know exactly what type of material to load in, and change the position of the chute accordingly.

Figure A-2 Chute



To operate the chute, simply tilt it to the proper side of the hopper (streetside or curbside).

NOTE: If the vehicle is equipped with a HELPING-HAND™, use the joystick or the outside packer control station to move the chute. When utilizing the joystick, the only indication that the chute has reached its correct position will be when the corresponding switch on the control panel turns green. For example, if the chute is positioned on the left, the top of this switch is green-lighted. If the chute is positioned on the right, the bottom of the switch is green-lighted. Switches ELB05054 (left chute) and ELB05055 (right chute) are used in units equipped with two chutes. "R" refers to rear while "F" refers to front. To select a specific chute, you have to activate its corresponding switch on the control panel and with the joystick select the position of the chute. Once the chute reaches its correct position, the switch turns green.

Figure A-3 Chute control buttons on joystick (left), on control station (right)

NOTE: If your vehicle is equipped with a cart tipper, move the chute using the CHUTE control lever (see Figure A-4) located near the hopper.

Figure A-4 CHUTE control lever

NOTE: If the truck is equipped with a body external deadman switch, part of a two-hand safety system, press and hold down this switch in order to activate the tipper or chute lever (see *Body External Deadman Switch (optional)* on page 79).

Collecting Refuse with a HELPING-HAND™ Automated Arm

Caution! When using the lifting arm, double-check mirrors and surroundings for extra safety. Always ensure total clearance around the vehicle.

To collect refuse using the HELPING-HAND™:

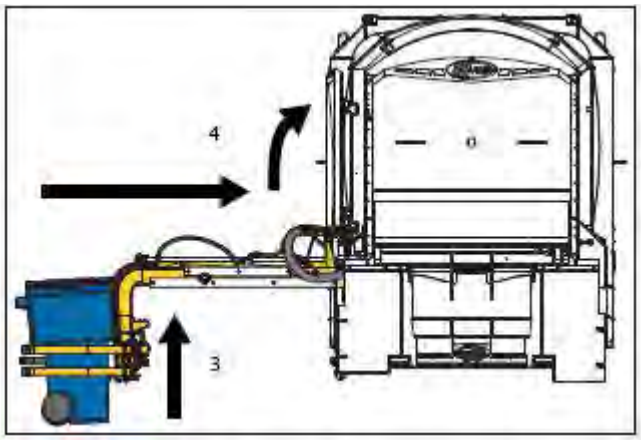
1. Align the lifting arm on the vehicle with the roller cart that you intend to pick up.

NOTE: To perform any action or movement of the lifting arm, remember to always press and hold down the deadman switch (see Figure 2-18).

2. Place the chute in the proper position by using the joystick.

   Press and hold down the appropriate chute control button on the top of the joystick (see Figure A-3, left) until the chute is properly positioned.
3. Extend the lifting arm to reach the roller cart, closing the grabber just enough to avoid slamming on adjacent carts.
4. Grab the roller cart with the grabber and raise it about two feet from the ground (see Figure A-5).

Figure A-5 EXPERT automated collection



5. Fully retract the lifting arm and raise it until the cart tips into the hopper, emptying its content (see Figure A-5).
6. Lower back the cart to about two feet above the ground.
7. Extend and lower the lifting arm to place the cart back to where it was.
8. Open the grabber to release the cart.

9. Fully retract the arm and park the grabber open alongside the vehicle (for door-to-door waste collection only).

Danger!

Never drive the EXPERT with the lifting arm extended and/or the grabber closed and popping out.

The lifting arm *must* be parked in the hopper when driving over a long distance.

NOTE: For proper operation of the lifting arm with the joystick, see Figure 3-28.

Collecting Refuse with a Cart Tipper

NOTE: The following procedure relates to the use of the Auto-Neutral feature and the work brake. This applies only to cabs modified by Labrie Environmental Group. If your cab has not been modified by Labrie Environmental Group, please refer to your cab manufacturer's recommendations.

To collect refuse using the cart tipper:

1. Make sure that the AUTO-NEUTRAL switch on the control panel is activated.

   When activated, the switch is green-lighted.

NOTE: On trucks manufactured from the end of 2023 onward, there is no AUTO-NEUTRAL switch on the control panel but an indicator light which is always green, meaning that the Auto-Neutral feature is always on.

2. Step on the foot brake pedal to fully stop the EXPERT near the cart that you want to collect.

Figure A-6 Foot brake pedal

3. Put the WORK BRAKE switch to **ON.**

The transmission shifts to Neutral.

Figure A-7 WORK BRAKE switch

Danger!

If you do not put the WORK BRAKE switch to **ON,** the transmission remains in Drive and the EXPERT will drive away on its own as soon as you release the brake pedal to get off the vehicle. This will result in serious injury or death.

4. Exit the vehicle and place the chute in the proper position by using the outside packer control station (see Figure A-3, right).

NOTE: If the truck is equipped with a body external deadman switch, part of a two-hand safety system, press and hold down this switch in order to activate the tipper or chute lever (see *Body External Deadman Switch (optional)* on page 79).

5. Roll the cart to the tipper in a way that it can be picked up.
6. Push the cart tipper lever towards the vehicle until the tipper is in horizontal position.

Figure A-8 Cart tipper in closed position

7. Place the cart on the tipper and push the control lever down to dump the cart's content into the hopper.

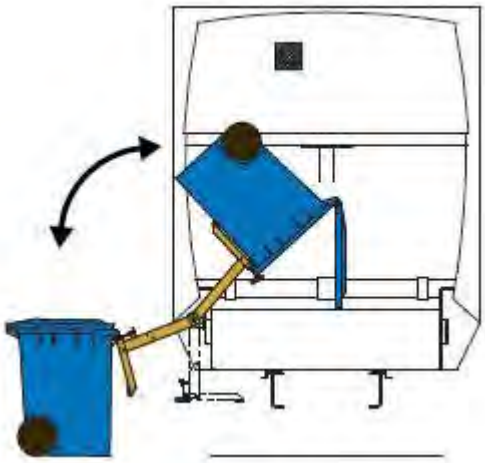
NOTE: If the truck is equipped with a body external deadman switch, part of a two-hand safety system, press and hold down this switch in order to activate the tipper or chute lever (see *Body External Deadman Switch (optional)* on page 79).

Figure A-9 CART TIPPER control lever

8. 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.

Figure A-10 Cart tipper operation



9. Put the cart back to its original location and completely close the tipper (see Figure A-8).
10. Get back in the cab, step on the foot brake pedal, and put the WORK BRAKE switch to **OFF.**
    The transmission shifts to Drive; you can now safely move to the next pick-up location.

Collecting Refuse Manually

NOTE: The following procedure relates to the use of the Auto-Neutral feature and the work brake. This applies only to cabs modified by Labrie Environmental Group. If your cab has not been modified by Labrie Environmental Group, please refer to your cab manufacturer's recommendations.

To collect refuse manually:

1. On the control panel, turn ON the AUTO-NEUTRAL switch (see Figure 4-10).
   The switch should turn from blue to green.

NOTE: On trucks manufactured from the end of 2023 onward, there is no AUTO-NEUTRAL switch on the control panel but an indicator light which is always green, meaning that the Auto-Neutral feature is always on.

2. Step on the foot brake pedal to fully stop the EXPERT near the refuse that you want to collect.

Figure A-11 Foot brake pedal

3. Put the WORK BRAKE switch to **ON.**
   The transmission shifts to Neutral.

Figure A-12 WORK BRAKE switch

Danger!

If you do not put the WORK BRAKE switch to **ON,** the transmission remains in Drive and the EXPERT will drive away on its own as soon as you release the brake pedal to get off the vehicle. This will result in serious injury or death.

4. Exit the vehicle, and place the chute in the proper position by using the outside packer control station (see Figure A-3, right).

NOTE: If the truck is equipped with a body external deadman switch, part of a two-hand safety system, press and hold down this switch in order to activate the tipper or chute lever (see *Body External Deadman Switch (optional)* on page 79).

5. Collect the refuse.

IMPORTANT: If the vehicle is equipped with a lifting arm, raise the grabber completely inside the hopper before hand loading.

6. Get back in the cab, step on the foot brake pedal, and put the WORK BRAKE switch to **OFF.**

   The transmission shifts to Drive; you can now safely move to the next pick-up location.

Crushing Refuse in the Hopper

NOTE: For units equipped with a crusher panel.

Once you have collected a certain amount of refuse in the hopper (particularly large objects), you can use the crusher panel to crush this refuse directly in the hopper before packing it into the body.

Danger! Never attempt to reach inside the hopper area when the crusher panel or the packer is in motion. Severe injury or death may occur.

To crush refuse in the hopper:

1. If need be, make sure the lifting arm is out of the hopper area and that the packer is completely retracted.
2. Place the chute on the opposite side of the crusher panel (if equipped).

NOTE: If your truck is equipped with a two-hand safety system and you want to operate the chute or the crusher panel via the external controls, you will need to press the deadman switch first and hold it down in order to activate those controls (see *Body External Deadman Switch (optional)* on page 79).

3. On the in-cab control panel, press and hold down the CRUSHER PANEL DOWN switch (see Figure 4-25) to lower the crusher panel.

NOTE: The crusher panel can only be lowered when the packer is completely retracted to its "home" position.

4. Once the refuse is crushed in the hopper, press and hold down the CRUSHER PANEL UP switch on the in-cab control panel (see Figure 4-25).

Unloading a Commingled Unit

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

When the refuse starts to be ejected from the body, cautiously move the vehicle forward to cover the shortest distance possible. Always be aware of your surroundings when moving an EXPERT.

When the body of the EXPERT is full, you proceed to unload it in the appropriate landfill or dumping site. The unloading procedure recommended by Labrie Environmental Group helps you carry out this operation in a timely, safe and efficient manner. A commingled vehicle is unloaded in two steps:

Step 1. Unloading of the left side compartment of the body

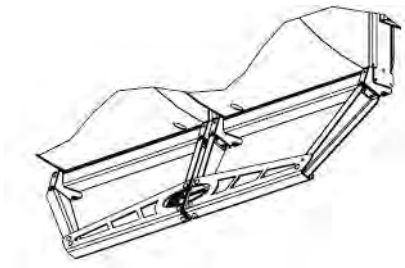
Step 2. Unloading of the right side compartment of the body

NOTE: This is assuming that the ICC bumper is installed on the left tailgate. If it is installed on the right, please start by first unloading the right side compartment of the body.

Figure A-13 Full ICC bumper

For vehicles equipped with two ICC bumpers (one half under each tailgate), you can open either tailgate independently of the other. Because of the bumper configuration, there is no interlock and you can open the tailgates in any sequence.

Figure A-14 Dual ICC bumper

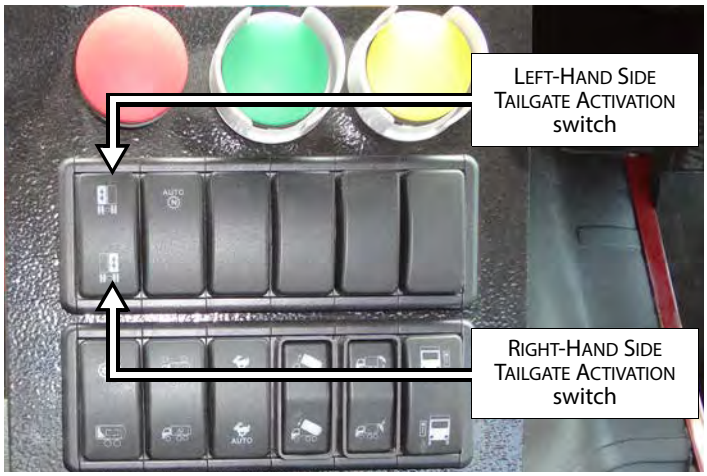


Unloading the Left-Hand Side Compartment of the Body

To unload the left-hand side compartment of the body (with full ICC bumper on the left-hand side tailgate):

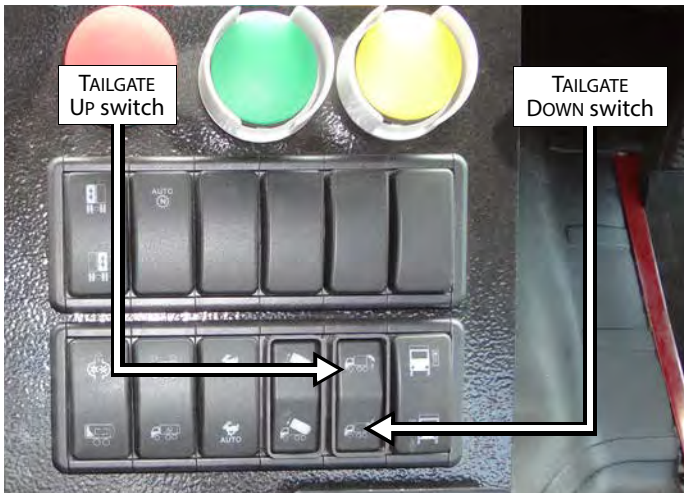
1. Apply the parking brake and get out of the cab.
2. Remove the left-hand side tailgate safety pin and go back in the cab.
3. On the in-cab control panel, press the LEFT-HAND SIDE TAILGATE ACTIVATION switch (see Figure A-15).

Figure A-15 Tailgate selector switches



4. Open the tailgate completely by pressing and holding down the TAILGATE UP switch on the in-cab control panel (see Figure A-16).

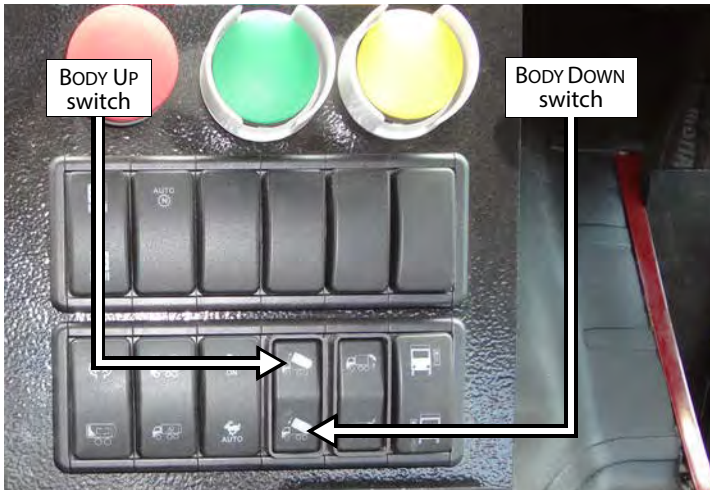
Figure A-16 Tailgate Up/Down switches



5. Raise the body by pressing and holding down the BODY UP switch on the in-cab control panel (see Figure A-17).

   Waste starts to slide out as the body rises.

Figure A-17 Body Up/Down switches



6. Slowly move the vehicle forward.

   This prevents refuse from piling up under the tailgate.
7. If necessary, cycle the packer until all the refuse has been ejected, then lower the body by pressing and holding down the BODY DOWN switch on the in-cab control panel (see Figure A-17).
8. Apply the parking brake.
9. Exit the cab and go clean the locking mechanism area.
10. Close and lock the tailgate by pressing and holding down the TAILGATE DOWN switch on the in-cab control panel (see Figure A-16).
11. Put the safety pin back in place.

Unloading the Right-Hand Side Compartment of the Body

To unload the right-hand side compartment of the body (with full ICC bumper installed on the left-hand side tailgate):

1. Apply the parking brake and get out of the cab.
2. Remove **both** tailgate safety pins and go back in the cab.
3. On the in-cab control panel, press the LEFT-HAND SIDE TAILGATE ACTIVATION switch (see Figure A-15) and fully open the left-hand side tailgate by pressing and holding down the TAILGATE UP switch on the in-cab control panel (see Figure A-16).

   This will prevent the ICC bumper from hitting the ground when the body is raised.

IMPORTANT: If the left-hand side tailgate is not fully open, the body can not be raised.

4. On the in-cab control panel, press the RIGHT-HAND SIDE TAILGATE ACTIVATION switch (see Figure A-15) and fully open the right-hand side tailgate by pressing and holding down the TAILGATE UP switch on the in-cab control panel (see Figure A-16).

5. Raise the body by pressing and holding down the BODY UP switch on the in-cab control panel (see Figure A-17).

   Waste starts to slide out as the body raises.
6. Slowly move the vehicle forward to prevent material from piling up under the tailgate.
7. If necessary, cycle the packer until all the refuse has been ejected, then lower the body by pressing and holding down the BODY DOWN switch on the in-cab control panel (see Figure A-17).
8. Apply the parking brake.
9. Proceed with the cleaning of the locking mechanism area.
10. Close and lock the right-hand side tailgate by pressing and holding down the TAILGATE DOWN switch on the in-cab control panel (see Figure A-16).
11. Close and lock the left-hand side tailgate. To do so:
    - **11 a.** Press the LEFT-HAND SIDE TAILGATE ACTIVATION switch (see Figure A-15).
    - **11 b.** Press and hold down the TAILGATE DOWN switch (see Figure A-16).
12. Put **both** safety pins back in place.

B

Annex B - Units with DUAL HELPING-HAND™

The optional DUAL HELPING-HAND™ system consists of two hydraulically-powered automated arms. This system allows the operator to collect wheeled carts located on both sides of a one-way street.

Figure B-1 EXPERT w/ DUAL HELPING-HAND™

General Safety Instructions

The following are safety instructions to be followed by Operators of an EXPERT with DUAL HELPING-HAND™:

- Stay clear of the path of both automated arms at all times.
- Make sure that nobody is near the vehicle before activating one of the arms.
- Report any damage or malfunction immediately to the employer.

Danger!

Never drive the vehicle when one of the HELPING-HAND™ automated arms is extended.

Warning!

EXPERT units with DUAL HELPING-HAND™ must be operated by only one operator.

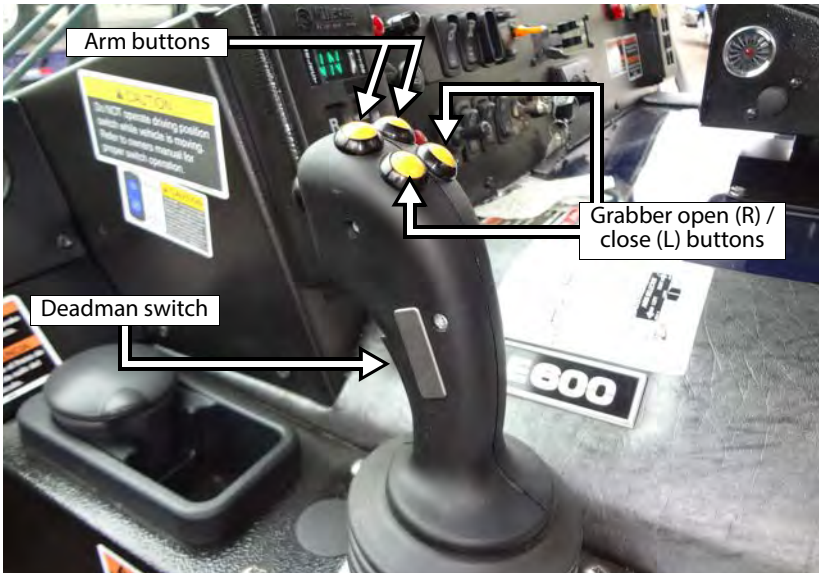
- Be aware of the clearance on both sides of the unit at all times, even if only one automated arm is used.
- The operator must park both automated arms inside the hopper and close both hopper doors before covering a long distance.
- When using only one automated arm for a long period, it is strongly recommended to close the opposite hopper door in order to avoid spillage.
- Never operate the arm or the grabber when same side hopper door is closed.
- Before using one of the HELPING-HAND™ arms, you have first to park the other arm alongside the hopper.
- All arms must be fully retracted alongside the hopper before performing manual collection. The ARM EXTENDED warning lights on the dashboard (Figure 3-34) flash when one of the automated arms is not parked alongside the truck.

Operating the DUAL HELPING-HAND™ System

The HELPING-HAND™ is a reliable and productive arm that has a maximum reach of 84 inches. It can pick up 32- to 96-gallon carts.

The HELPING-HAND™ arms are controlled by one joystick (standard). As an option, this joystick can be moveable. Some units are also equipped with two joysticks (optional). Each one of them can control any of the arms (depending on which arm button is pressed).

Figure B-2 Arm joystick



To switch from one arm to the other, use the arm buttons located on the top of the joystick (see Figure B-2).

Switching to the Curbside HELPING-HAND™ Arm

Press the right button to select the curbside Helping-Hand™ arm.

Figure B-3 Pressing the right button

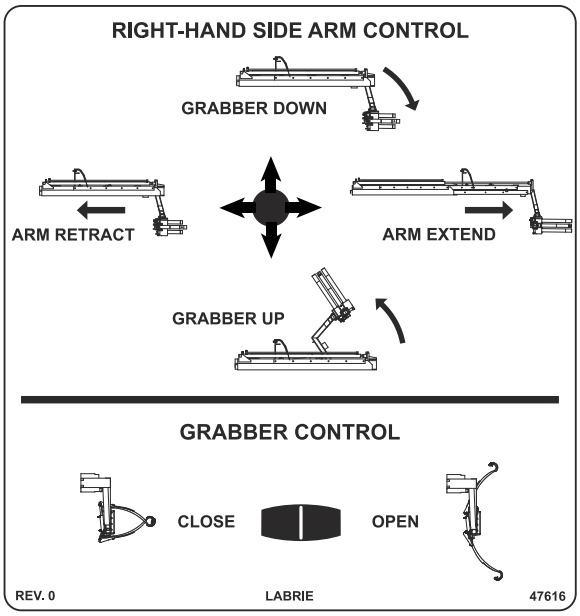
NOTE: The deadman switch must be depressed in order to activate joystick functions.

On the in-cab control panel, there is an ARM SELECTION indicator (see Figure B-4) that tells the operator which of the two automated HELPING-HAND™ arms is currently operative. This indicator is divided into two sections: the upper section is for the right (or curbside) automated arm; the lower section is for the left (or streetside) automated arm.

- A green indicator light means the corresponding arm is operative.
- A blue indicator light means the corresponding arm is not operative.

Figure B-4 ARM SELECTION indicator

Figure B-5 RIGHT-HAND SIDE ARM CONTROL decal (#47616)



To know more about joystick buttons, see *Joystick Controls* on page 75.

Switching to the Streetside HELPING-HAND™ Arm

Press the left button to select the streetside HELPING-HAND™ arm.

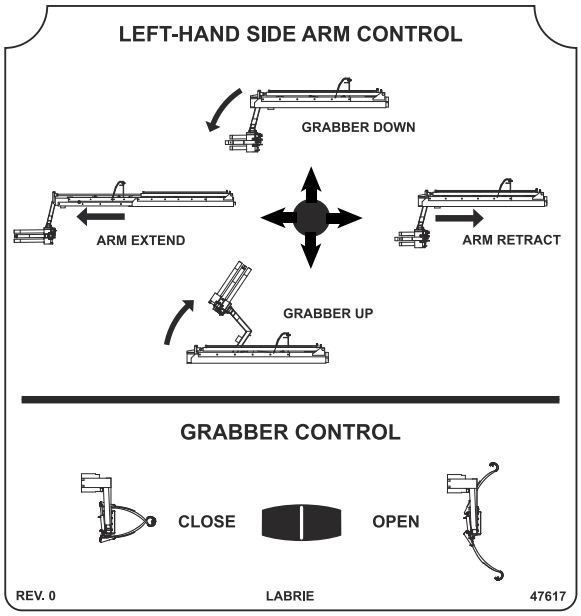
Figure B-6 Pressing left button

NOTE: The deadman switch must be depressed in order to activate joystick functions.

On the in-cab control panel, the ARM SELECTION indicator (see Figure B-4) must have changed with the right (curbside) HELPING-HAND™ arm now appearing in blue and the left (streetside) HELPING-HAND™ now appearing in green.

- A green indicator light means the corresponding arm is operative.
- A blue indicator light means the corresponding arm is not operative.

Figure B-7 LEFT-HAND SIDE ARM CONTROL decal (#47617)



Warning!

The joystick functions are inverted when you select the streetside arm. Make sure to use the joystick correctly when you select the opposite arm. Failure to do so may cause injury or even death.

To know more about joystick buttons, see *Joystick Controls* on page 75.

Arm Joystick

The joystick can perform two functions at the same time. For example, you can extend the arm and lower the grabber simultaneously.

- Shift the joystick forward at 90° toward the grabber down lettering (see Figure B-5 and Figure B-7) to lower the grabber.
- Shift the joystick forward at 45° between the grabber down and arm extend lettering to lower the grabber and extend the arm.
- Shift the joystick toward the streetside at 90° to the arm retract lettering to retract the arm only.
- Shift the joystick backward at 45° between the grabber up and arm retract lettering to raise the grabber and retract the arm at the same time.

- Shift the joystick backward at 90° to the grabber up lettering to raise the grabber only.
- Shift the joystick toward the curbside at 90° to the arm extend lettering to extend the arm only.

NOTE: In/out commands are inverted for the optional left-hand side automated arm.

Deadman Switch

The deadman switch on the joystick is used as a safety device to ensure that every movement of the HELPING-HAND™ is absolutely wanted and controlled by the operator. That is, if the operator is not pressing the deadman switch while trying to move the arm with the joystick, no movement will occur. With such a safety feature, an accidental movement of the joystick will not be transmitted to the selected arm. Also, all joystick buttons are operational only if the deadman switch is depressed.

labrieplus
SERVICE + PARTS

OUR OFFICE IN THE U.S.

1198 Shattuck Industrial Blvd.
LaFayette, GA 30728

Toll Free: 1-800-231-2771
Telephone: 1-706-591-8764

MAILING ADDRESS

P.O. Box 530
LaFayette, GA 30728

PARTS AND WARRANTY

During Business Hours:
8:00 am - 6:00 pm Eastern Standard Time

TECHNICAL SUPPORT SERVICE

Toll Free: 1-800-231-2771
(24-hour Emergency Support)

OUR OFFICE IN CANADA

455 1st Avenue
Levis, QC G6W 5M6

Toll Free: 1-877-452-2743
Customer Service: 1-877-452-2743

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PARTS AND WARRANTY

During Business Hours:
8:00 am - 5:00 pm Eastern Standard Time

TECHNICAL SUPPORT SERVICE

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EMAIL

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Canada Parts: labrieplusQC@labriegroup.com
LabriePlus Service: labrieplusservice@labriegroup.com
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CERTIFIED BNQ ISO 9001:2015 SYSTEM

Part # 200273 (rev.00.10.2023)