

**To: All Distributors
Regional Sales Managers and National Sales Manager**

From: LabriePlus Service

Model: Automizer

Subject: Tailgate "Power Bleed" and Velocity Fuse

The tailgate-locking mechanism is equipped with hydraulic safety devices that prevent accidental unlocking of the tailgate during operation. One of these devices is a velocity fuse with a power bleed feature, the other is the holding valve (see figure 1).

The spool inside the tailgate section of the valve is designed in such a way as to allow pressure to pass through it every time pressure is building up in the hydraulic system (that is when the packer is working). The pressure "burst" goes to the holding valve into port D1 and then out to the cylinder through port U1 (see figure 1). This will keep the tailgate cylinders pressurized and the tailgate closed when packing refuse.

The velocity fuse (see figure 2), located on the right-hand side of the valve, will make sure to drain any slow-moving oil coming from the piston side of the tailgate cylinders. Since the rod side is being pressurized with the "power bleed" system, the other side must drain to avoid any pressure build-up. The velocity fuse makes the piston side open to tank when the oil is moving under 3 gallons per minute and will shut close when a flow signal is sent.

FIGURE 1

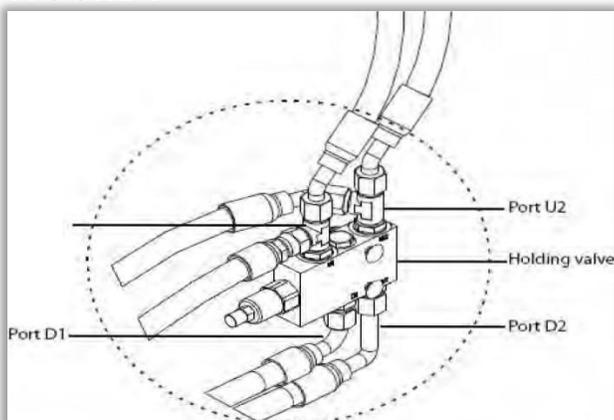
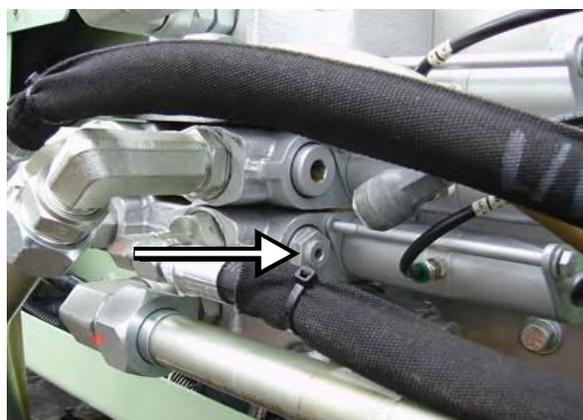


FIGURE 2



Tailgate Unlocking Spontaneously

If the tailgate seems to unlock by itself when using the packer, the “power bleed” inside the valve might not be working on the right side of the hydraulic cylinder.

To fix this problem:

1. Apply all safety measures to always ensure safety around the vehicle.
2. Ensure that the parking brake is applied.
3. Disengage the hydraulic pump and turn OFF the engine.
4. Install a pressure gauge on each port of the valve tailgate section (see figure 3).

An adapter fitting is required for gauge connections (see figure 4).

5. Disconnect the packer extend proximity switch.

This will prevent the packer from returning to its initial position.

6. Start the engine and engage the hydraulic pump.
7. Push the green “start cycle” button to start the packer and pressurize the system.

Gauge #1 (on the velocity fuse side) should always indicate 0 PSI and gauge #2 should indicate a sudden burst of pressure (from 0 PSI to 3000 PSI) each time the packer reaches the end of a stroke. If gauge #1 indicates pressure, this may be caused by a faulty holding valve or velocity fuse or by some hydraulic hoses not properly connected.

Tailgate Lowering Spontaneously

If the tailgate seems to lower by itself, a faulty velocity fuse might be

involved. To fix the problem:

1. Apply all safety measures to always ensure safety around the vehicle.
2. Ensure that the parking brake is applied.
3. Ensure that the tailgate is closed.
4. Disengage the hydraulic pump and turn OFF the engine.
5. Remove the velocity fuse (see figure 2).

Tailgate must be closed before removing the velocity fuse.

6. Make sure that the velocity fuse is clean and that its plunger is moving freely. Replace if necessary.

Figure 3

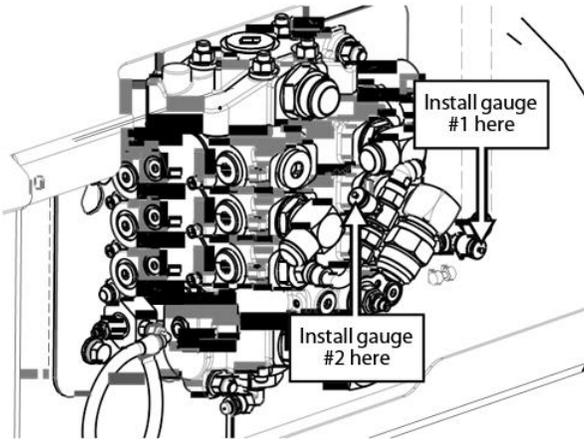


Figure 4

