

# Refuse Parts LLC



State Route 309  
P.O. Box 237  
Iberia, OH 43325-0237  
(419) 468-5095

# **REFUSE PARTS LLC**

## **DUALIFT HOOK AND CABLE HOIST**

### **LIMITED WARRANTY**

Refuse Parts LLC, referred to herein as the Manufacturer, warrants all products produced of its own manufacture to be free from defective material and workmanship, **which occur during normal use and service, to the original purchaser only, for a period of *twelve (12) months from the date of purchase***. This warranty is limited to repair or replacement of genuine parts, which must be returned to Refuse Parts within thirty (30) days after discovery of the defect and upon our inspection and judgment that the part(s) is defective and includes only those labor charges specifically authorized by the manufacturer. Any cost for transportation or shipping will be the responsibility of the original purchaser.

The Manufacturer makes no warranty on any of its equipment used in any way except as it was designed, intended and sold to perform. This limited warranty shall not apply to any failure or damage incurred as the result of neglect, lack of maintenance, redesign of parts or any cause beyond the control of the manufacturer.

The limited and conditional warranty and remedies are exclusive and in lieu of any and all representations, specifications, warranties and remedies, either express or implied, herein or elsewhere, or which might arise under law or equity, or usage of trade, including without limitation, any warranties or merchantability and of fitness for any specified or intended purpose.

The Purchaser's sole and exclusive remedy against Refuse Parts shall be the remedy of defects in products delivered hereunder as provided by, and within the time period specified in, Refuse Parts' limited warranty set forth above. Refuse Parts' limited warranty constitutes the sole remedy with respect to or arising out of the equipment, products or services of Refuse Parts. Notwithstanding any other provisions hereof, in no event shall Refuse Parts be liable in contract, tort, or equity for any loss of anticipated profits, loss of sales, injury to persons or property, loss by reason of plant shutdown, non-operation or increased expense of operation, service interruptions, claims of customers, cost of money or loss of use of capital or revenue, or any special, incidental or consequential losses or damages of any kind whatsoever.

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## **WARRANTY PROCEDURE**

To best service our customers Refuse Parts LLC recommends that the following procedure be taken for handling warranty claims and ordering parts.

1. The customer should contact Refuse Parts LLC by telephone (419)468-5095 or E-mail [Service@refuseparts.com](mailto:Service@refuseparts.com) and receive a return number for the part(s) to be returned. Replacement parts will be shipped as soon as possible. Shipping time will depend on the availability of the parts and the means of shipping.
2. The customer should completely fill out a warranty form and send it by mail or fax to Refuse Parts LLC.

Refuse Parts LLC  
State Route 309  
P.O. Box 237  
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Fax: (419) 462-1200

3. The customer must issue a purchase order for the new part(s) and return the defective parts within thirty (30) days of receiving the replacement parts or the warranty will be voided. The customer needs to attain a return number for the parts from Refuse Parts LLC. The defective parts then need to be shipped to the address listed above.
4. Refuse Parts LLC will inspect the parts or return them to the original vendor to verify that the parts are defective. If the warranty is valid Refuse Parts LLC will issue credit to the customer for the warranty claim amount.

# Introduction to the Dualift



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## **EMPLOYER RESPONSIBILITY**

Upon purchasing the Refuse Parts © Dualift © hoist the owner has the following responsibilities:

- To comply with all occupational safety and health standards and all rules and regulations set forth by the American National Standards for Refuse Collecting and Compacting Equipment safety requirements. In addition, all employers shall meet the terms of Title 49 Code of Federal Regulations Parts 325-399, the Federal Motor Carrier Regulations (FMCSR), and will ensure that any modifications to the chassis are done in conformity with 49 CFR Part 571, the Federal Motor Vehicle Safety Standards (FMVSS).
- The supervised instruction and training of employees with regards to the proper use, maintenance, safety and service as described by the manufacturer Refuse Parts © in this manual. Additionally allowing only employees approved by the employer to operate, or service the vehicle.
- To form a plan for regular equipment and safety checks to ensure that the vehicle and all of its components are in good working order. These periodic checks should also include operator competency tests and retraining employees when they are introduced to new equipment.
- Keeping records of all training and certification of employees. Also keeping of all records of malfunctions, inspections, and maintenance.
- The timely repair of any damaged or malfunctioning parts. All repairs and checks must be completed before the vehicle is to return to normal operation. **NOTICE! A complete check should be performed on the vehicle brought in for any repair.**
- To train employees that the hoist will not be used to lift or haul any weight that is thought to be in excess of the load rating of any of the individual components of the entire piece of equipment. (Ex: hoist, hook, tires, chassis, suspension, etc.)
- To direct that all manufacture's lockout and maintenance procedures are followed. Subsequently that all safety precautions are taken not only during both maintenance and lockout, but all

procedures.

- To assure that the operator of the hoist lift knows the load rating, minimum overhead clearance and length of the vehicle with the container before they take the vehicle for normal road travel. A sign must be affixed in the cabin near the driver that states the minimum overhead clearance for the vehicle and maximum height of the container/ compactor combination.
- To verify all employees have been instructed and trained with regards to the proper use, maintenance, safety, service and to maintain written employee acknowledgement on file.

## **OPERATOR/ EMPLOYEE RESPONSIBILITY**

Any employee that may be operating or servicing a Dualift © should become familiar with the following responsibilities:

- Adhering to all of the safety procedures and maintenance procedures detailed by the manufacturer. No employee should operate the Dualift hoist without the proper training with regards to the use, maintenance, safety and service as described in the Dualift manual.
- Following all instructions with regards to the lockout/tagout procedure as described by the employer and manufacturer.
- Reporting all damage or malfunctions to the employer or appropriate person(s) as soon as possible.
- When the hoist is in operation the operator must make sure that the area around the pickup or dump site is clear from any obstructions, people and power lines.
- The only suitable place for passengers is in the cab. Before operating or putting into motion the operator must be certain that no one is riding on any other part of the vehicle. And that the rear under ride bar is in the horizontal position.

**Please note:** The owner/employer and operator/employee responsibilities listed are only a guideline. There are other responsibilities, as dictated by the uniqueness of each situation, for which the owner/employer and operator/employee are responsible.

** DANGER**

**ALL CABLE AND HOOK CONTAINERS TO BE USED WITH THIS HOIST MUST HAVE MATCHING SPECIFICATIONS WITH THE HOIST INCLUDING PROPER HOOK HEIGHT, HOOK STYLE, AND CONTAINER TYPE.**

**DUALIFT HOISTS ARE SPECIFICALLY DESIGNED FOR THE OUTSIDE RAIL CONTAINER SYSTEM. MODIFICATIONS OF THE HOIST TO ACCOMADATE CONTAINERS OF THE DEADLIFT SYSTEM ARE NOT AUTHORIZED OR RECOGNIZED BY THE MANUFACTURER.**

**NON-COMPLIANCE COULD RESULT IN SERIOUS INJURY OR DEATH.**

## **STANDARD LOCKOUT/TAGOUT GUIDELINES**

The lockout/ tagout procedure must locate all sources of energy and disable any energy or pressure the vehicle may be storing from previous use. ALL LOCK OUT/ TAGOUT CHECKS AND PROCEDURES MUST BE PERFORMED BY AN AUTHORIZED EMPLOYEE TO PREVENT INJURY OR DAMAGE.

Execution of proper lockout/ tagout procedures is the responsibility of the employer/ owner and the employee/ operator.



**ALL LOCKOUT PROCEDURES MUST BE FOLLOWED AND ALL SAFETY PRECAUTIONS MET. FAILURE TO DO SO COULD RESULT IN SERIOUS INJURY OR DEATH.**

1. Before starting any of the lockout/ tagout procedures notify all affected individuals that you will be performing a lockout/tagout.
2. The equipment shall be tagged with signs stating that a lockout is underway and that the equipment should not be activated while the signs are still in place. ALL EMPLOYEES MUST BE FAMILIER WITH THE MEANING AND APPEARANCE OF ALL SIGNS USED IN THE LOCKOUT PROCEDURE.
  - Requirements for lockout tags:
    - Must be recognizable/ readable from at least 5 feet and have coordinated distinct bright colors and patterns
    - Must be visible and recognizable from all places of operation (i.e. hoist controls, steering wheel, etc.)
    - All signs/ tags must hold up and remain secured and readable through the entire duration of the lockout and maintenance.
3. The keys shall be marked with tag stating that this vehicle is undergoing lockout. The keys should then be placed in a safe easy to remember spot.
4. After all repairs and checks are completed only authorized personnel can release the vehicle for normal operation.
5. The employer shall periodically supervise the lockout procedure performed by an employee to ensure that all safety precautions and procedures are met. Vehicle inspections by the employer after a lockout should also take place to double check that correct practices are followed.

## **WARNING**

**ALL EMPLOYEES MUST BE ABLE TO RECOGNIZE ALL LOCKOUT SIGNS AND MUST **NOT** ATTEMPT TO OPERATE ANY PART OF THE EQUIPMENT DURING A LOCKOUT PRECEDURE UNLESS YOU ARE PERFORMING THE LOCKOUT YOURSELF. IF YOU ARE UNSURE WHETHER OR NOT A LOCKOUT IS TAKING PLACE, CHECK WITH YOUR EMPLOYER. FAILURE TO DO SO COULD RESULT IN SERIOUS INJURY OR DEATH.**

### **STANDARD LOCKOUT/TAGOUT PROCEDURE**

The following is the standard lockout procedure for the Dualift hoist.

1. Set the parking brake and chock all of the wheels to prevent any unwanted movement of the vehicle during maintenance.
2. Shut down any power sources like the engine and the Power Take Off (PTO).
3. Remove the keys from the ignition.
4. Put a tag on the steering wheel and other appropriate locations, such as hydraulic controls, to prevent anyone from operating the vehicle or hoist.
5. Place operating equipment in such a way to prevent possible free fall of any elevated equipment. NOTE: ensure that both service hoist props have been properly aligned with the retaining fixtures. Visually observe the props fall into place.
6. When performing maintenance on the hydraulic system, make sure that blocking systems, such as service hoist props, are enabled before hydraulic pressure is released.

**NOTE: ALL LOCKOUT/TAGOUT PROCEDURES ARE IN ACCORDANCE WITH ANSI Z245.1 – 1999. A COPY OF THIS DOCUMENT CAN BE ATTAINED BY ORDERING IT ONLINE FROM <http://webstore.ansi.org/ansidocstore/find.asp> OR REQUESTING A COPY FROM:**

**WASTE EQUIPMENT TECHNOLOGY ASSOCIATION  
4301 Connecticut Avenue, NW, Suite 300, Washington, DC 20008**

**THE EMPLOYER SHOULD RETAIN A COPY OF THIS DOCUMENT FOR FUTURE PERSONAL REFERENCE.**

## Service Hoist Props

### **⚠️ WARNING**

**REMOVE ANY CONTAINER FROM THE HOIST BEFORE PERFORMING ANY MAINTENANCE ON THE VEHICLE. THE ADDED WEIGHT OF THE CONTAINER COULD EXCEED THE MAXIMUM WEIGHT SUPPORTED BY THE SERVICE PROPS CAUSING THEM TO BEND OR BREAK. FAILURE TO DO SO COULD RESULT IN SERIOUS INJURY OR DEATH.**

#### **Operation:**

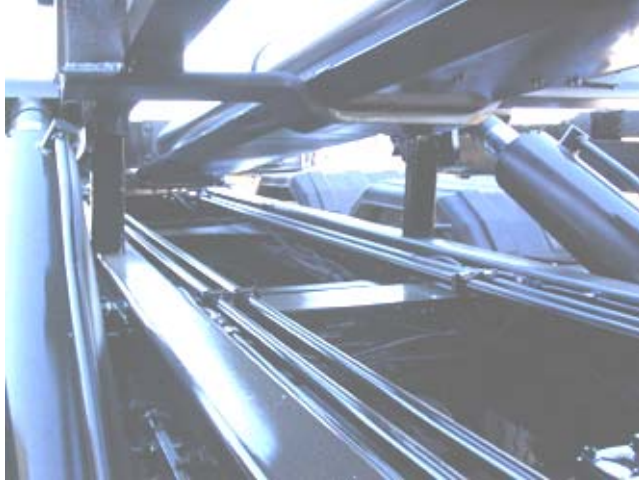
1. Before raising the hoist, remove the service props from their retaining latch.



2. Raise the hoist and verify the service props hang straight down (vertical).



3. Lower the hoist and visually check to make sure that BOTH props are correctly inserted into the retaining fixture. If the service props do not fall into place inspect them to make sure they are not damaged. If damaged, DO NOT perform any other maintenance until they are repaired and in good working order. If the service props are not damaged then manually align them with the retaining fixture.



**⚠ DANGER**

**THE SERVICE HOIST PROPS IN THE LOWERED POSITION ARE DESIGNED TO PREVENT THE HOIST FROM FALLING IN THE EVENT OF A SUDDEN LOSS OF HYDRAULIC POWER DURING SERVICE. NEGLECTING TO USE THE PROPS OR IMPROPER USE OF THE PROPS COULD RESULT IN SERIOUS INJURY OR DEATH.**

## **Rear Under Ride Bar**

The rear under ride bar, located behind the tandem and underneath the rear end of the tilt frame, is a safety device used to prevent vehicles from going under the tilt frame in the occurrence of a collision.

### **Traveling without a trailer:**

When traveling any distance without a trailer being towed it is necessary to make sure that the rear under ride bar is secured in the horizontal position shown below.



Illustration 1

### **Traveling with a trailer:**

The rear under ride bar should be raised and pinned in the upward position as shown below when traveling with a trailer attached to the pintle hook,



**Raising and lowering the tilt frame:**

When the hoist is operating, the rear under ride bar will fold and unfold with the movement of the hoist as shown below. However, before driving ensure that the rear under ride bar is in the horizontal position as shown above in illustration 1.

## **SAFETY PRECAUTIONS**

The following precautions do not encompass every situation that you might encounter, however it is a good idea to keep them in mind when operating any part of the equipment

- **DO NOT** use a chain, rope or any other connector between the cable or hook and the container.
- **NEVER** position yourself or anyone else at any time under or on top of any part of the hoist or container.
- **NEVER** drive or move the vehicle when the hoist or container or both are in the upright/ raised position aside from loading/ unloading hoist activities.
- **DO NOT** allow the cable to become slack during either the loading or unloading process, because the cable could disconnect from the container.
- **NEVER** lock a control handle to stay in position; the valves are designed to return to center when released.
- **ALWAYS** power down the hoist. **NEVER** let the weight of the container lower the hoist.
- **NEVER** drive the vehicle when the P.T.O. is engaged.
- In cold weather allow the hydraulic oil to warm up before use. Do this by engaging the P.T.O. and letting the vehicle idle for a few minutes.
- **NEVER** drive the vehicle unless all safety latches are engaged. And the rear under ride bar is horizontal.
- **NEVER** leave the vehicle unattended while the engine is still running.
- **MAKE SURE** that all safety stickers and decals are readable.
- **REMOVE** any container before maintenance.
- **ALWAYS** engage **BOTH** safety props when accessing the area under the raised tilt frame.

## **STANDARD MAINTENANCE CHECKS AND FREQUENCY CHART**

The table and checks are to help with the routine inspection of each vehicle and hoist. If any of these areas do not pass inspection then the lockout/ tagout procedures should be followed (See standard lockout/ tagout guidelines) and standard maintenance procedures should be taken.

### **STANDARD MAINTENANCE CHECKS**

#### **A. Hydraulics:**

Daily inspect the hydraulic oil level, the hydraulic components, and all tubing and fixtures for leaks, tightness, and overall good condition. When testing the hydraulic oil, make sure the oil is not milky or too dark. Replace oil in either circumstance.

When replacing the hydraulic oil use ISO32 (AW32) Anti-wear hydraulic oil.

Every six (6) months the air breather and the hydraulic oil filter should be replaced.

Every twelve (12) months the hydraulic oil should be replaced. Follow the procedure for draining and replacing hydraulic oil.

Clean the suction strainer whenever you replace the hydraulic oil.

#### **B. Components:**

##### **Structural:**

Inspect the structural frame and all weld areas for cracks or separation.

##### **Rollers, Rear hinge, Pivot Points, Sheave:**

Daily check all of the rollers, the sheave, hook arm mount pivot point and the rear hinge pivot point to ensure they are adequately lubricated and wear on the parts is within normal wear and tear limits.

##### **Cable, Mast and Hook:**

Carefully inspect all of the cable for fraying, unraveling, or breakage. Lubricate the cable to help prevent wear and rust. Inspect the cable hook, carriage, sheave, mast and mast hook for damage. Make sure all are within normal wear.

##### **Control Rod or Cable Linkage:**

Lubricate in pivot points and wear areas, test for good working condition.

##### **Trailer Accessories:**

Make sure the latching system is secure and the air connection and the electrical connections are in working order. Verify trailer air and electrical connections are in working order.

### **Nuts and Bolts, Cotter Pins and Shafts:**

Check to see that all nuts, bolts, pins and shafts are not damaged and are in safe, good condition.

### **Safety Prop:**

Any time a maintenance check is performed ensure that the safety props are in good working order before beginning any maintenance is performed.

### **Warning Decal Inspection:**

For the safety of the operator and all persons near: ensure that all warning stickers and decals are present and readable. If any of the stickers are missing or damaged they should be reported and replaced.

### **Hoist Frame:**

Inspect the hoist frame to make sure that it is free from debris and that the carriage's movement is not hindered.

### **Grease Fittings:**

Grease all grease fittings every 40 hours, more often if the vehicle is operating under extreme conditions (heat, dust, etc.)

### **Pintle Hook:**

**NOTE!** When driving over rough terrain with a trailer make sure to reduce your speed. Any upwards motion of the truck will carry back to the trailer through the pintle hook causing unwanted damage. Additionally, when backing up do not allow the trailer to Jack knife, doing so will also cause unwanted damage to the pintle hook

## **C. Electrical:**

### **Wiring:**

Check all exposed wires for nicks, cuts or fraying. Also check to see that they are secured and that all connections are tight.

### **Warning and Safety Features:**

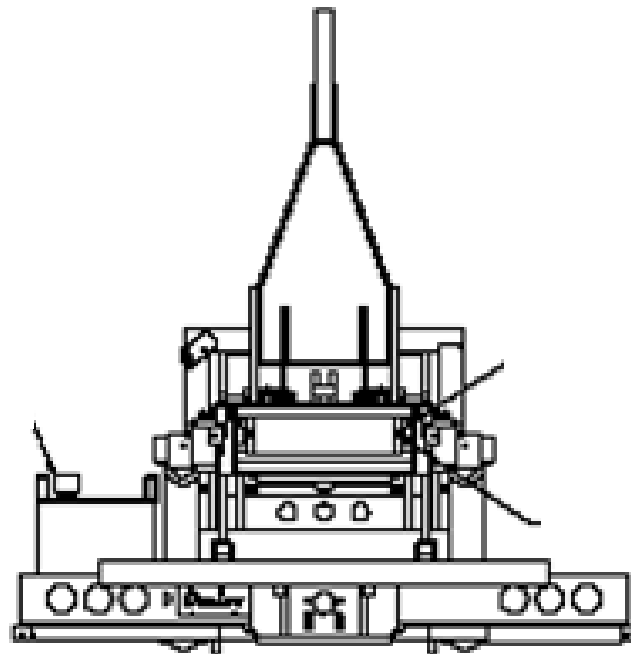
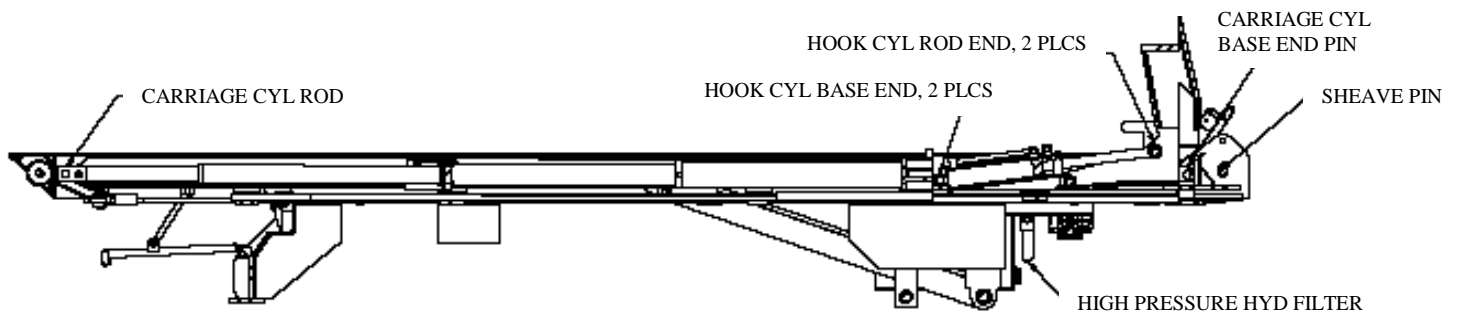
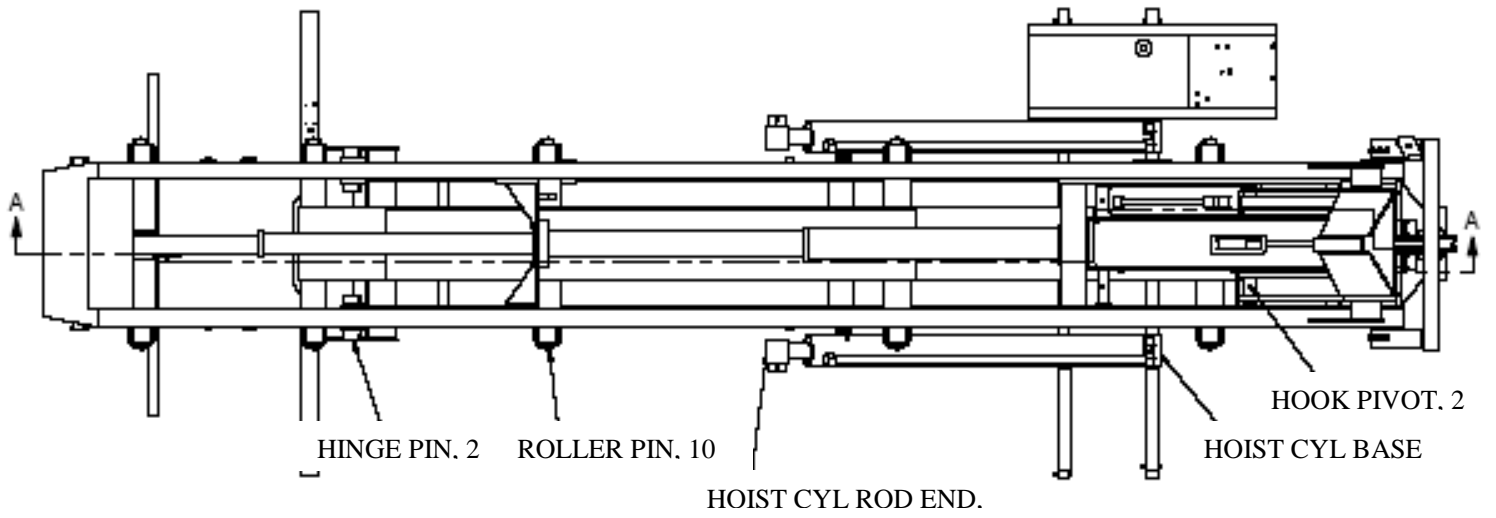
Test all warning and safety devices to ensure that they are working and in good condition.

### **Lights and Reflectors:**

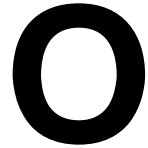
Check to see that all lights operate and all reflectors are present. Check for condensation on the inside of the light fixture that could scatter light or short out the lights. Check to see that all reflectors are present.

**FREQUENCY CHART**

INSPECTION AREAS	Daily	Weekly	3 mo.	6 mo.	1 yr.
Check Hydraulic Oil levels	X	X	X	X	X
Hydraulic components	X	X	X	X	X
Hydraulic oil leaks	X	X	X	X	X
Rollers, Rear hinge, Pivot Points, Sheave	X	X	X	X	X
Nuts & bolts	X	X	X	X	X
Electrical wiring	X	X	X	X	X
Back up and hoist up warnings	X	X	X	X	X
Structural components	X	X	X	X	X
Front and rear container hold downs	X	X	X	X	X
Cable, Mast and Hook	X	X	X	X	X
Control rod or cable linkage	X	X	X	X	X
Shafts and Cotter pins	X	X	X	X	X
Pintle Hook	X	X	X	X	X
Lights, Reflectors	X	X	X	X	X
Warning Decal Inspection	X	X	X	X	X
Hoist Frame and hinge	X	X	X	X	X
Grease all grease fittings(refer to pg.##)		X	X	X	X
Check Hydraulic filter		X	X	X	X
Check Hydraulic breather		X	X	X	X
Inspect the condition of hydraulic oil for proper color, odor and feel			X	X	X
Replace air breather				X	X
Replace hydraulic oil filter				X	X
Clean suction strainer					X
Replace hydraulic oil					X



# Operating the DuaLift Cable & Hook Combination Hoist



The DuaLift Hoist has the capability to load and unload cable outside rail ANSI Standard ANSI 245.6 Type U containers and hook containers with a lift bar height of 62 inches.

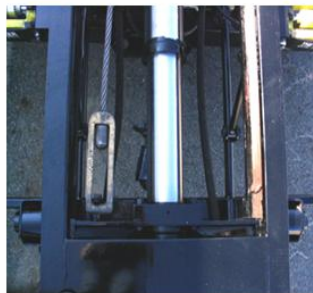
The operation procedure in loading and unloading cable containers is very similar to traditional outside rail roll off cable hoists as is the loading and unloading of hook containers. Further attention is required when the route is mixed with cable and hook containers.

Read the operating instructions to familiarize yourself with the required operational sequence. Do not attempt to operate the hoist without a thorough operating knowledge.

There are two fixed positions on the hoist for the cable end; Front Travel Position and Rear Travel Position. The Front Travel Position is the required position for the cable when servicing **all** hook containers.

## Readily switches between container systems

Rear and front cable travel positions



rear travel position

Oct '04



front travel position

5

Hook Container = cable end secured to Front Storage Position.

Use the Rear Travel Position when servicing cable containers.

Caution: when switching between container types use the tray on the carriage to transport cable and cable end back and forth. Remember not to extend the carriage forward with the cable end secured in the rear travel position; failure to do so will cause damage to cable rear travel hook and may damage cable and cable end.

## **OPERATING THE P.T.O. WITH A MANUAL TRANSMISSION**

### **Shifting the PTO into gear**

1. Engage Clutch
2. Wait for transmission to stop rotating
3. Shift P.T.O. into gear
4. Disengage clutch

### **Shifting the PTO out of gear**

1. Engage Clutch
2. Wait for PTO to stop rotating
3. shift PTO out of gear
4. disengage clutch

## **OPERATING THE P.T.O. WITH AN AUTOMATIC TRANSMISSION**

### **Shifting the PTO into gear**

1. Shift PTO into gear

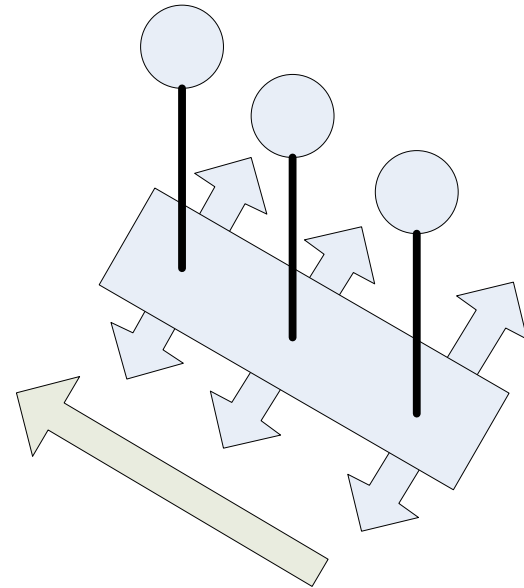
### **Shifting the PTO out of gear**

1. Shift the PTO out of gear

## **OPERATING THE IN-CAB CONTROLS**

The In-Cab Controls are located next to the driver seat. Use the picture below to help you locate and familiarize yourself with the operation these controls.

1. The left most control operates the hook.
  - Pushing this lowers the hook.
  - Pulling the lever towards you raises the hook.
2. The Middle handle operates the hoist.
  - Pushing the lever lowers the hoist.
  - Pulling the lever raises the hoist.
3. The right most control operates the carriage.
  - Pushing the lever moves the carriage towards the front of the truck and in the cable mode retracts the cable.
  - Pulling the lever towards you moves the carriage towards the rear of the truck and in the cable mode to extend and slack the cable.



### Accelerating the Engine

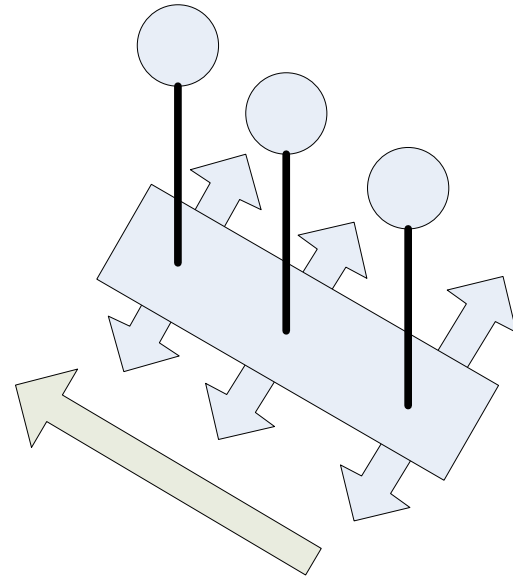
The engine can be accelerated from inside the cab by pressing the accelerator to raise the RPM up to 1500.

Cruise control can also be used so long as the cruise speed is set up for 1500 RPM.

## **OPERATING THE OUT-OF-CAB CONTROLS**

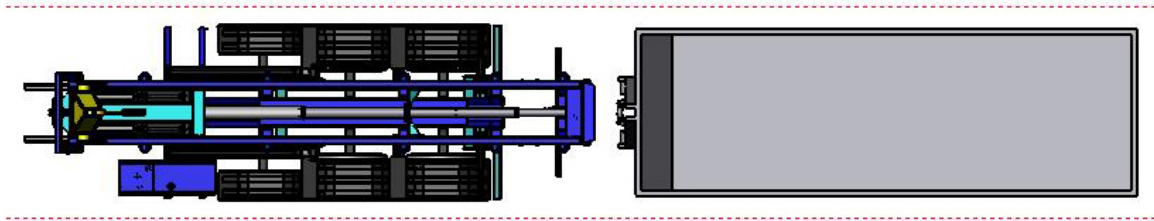
The out-of-cab controls are located on the left side of the truck just behind the driver door.

1. When facing the Controls the leftmost control operates the hook.
  - Pushing lowers the hook.
  - Pulling the lever towards you raises the hook.
2. The Middle handle operates the hoist.
  - Pushing lowers the hoist.
  - Pulling the middle lever raises the hoist.
3. The rearmost control operates the carriage.
  - Pushing the lever moves the carriage towards the front of the truck and in the cable mode retracts the cable.
  - Pulling the lever moves the carriage towards the rear of the truck and in the cable mode extends the cable or slacks the cable.

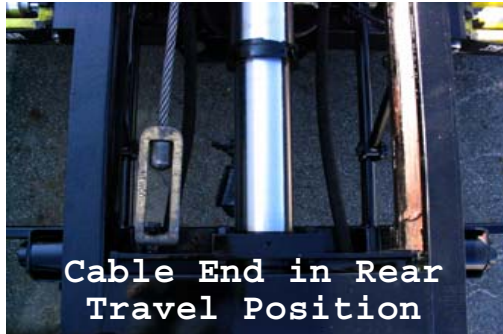


## LOADING A CABLE CONTAINER

1. Back the truck squarely to the container aligning the hoist rails with the long sills on the container and allow 1 - 2 feet of clearance between the end of the hoist and the end of the container.



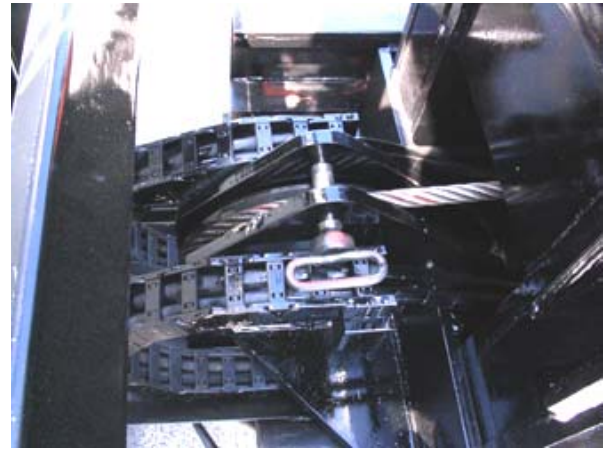
2. Engage the PTO.
3. Verify the location of the cable end
  - a. With the cable end at rear travel position: follow instruction 4.



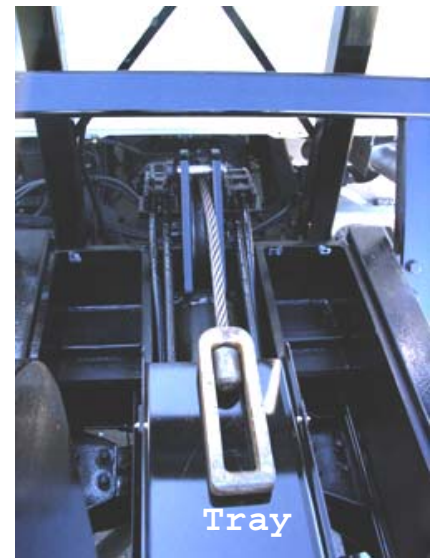
- b. With the cable end in the Front Storage Position:
  - i. Un-pin cable end and position cable over sheave.



- ii. Secure cable on sheave with Front Storage pin and retainer clip.

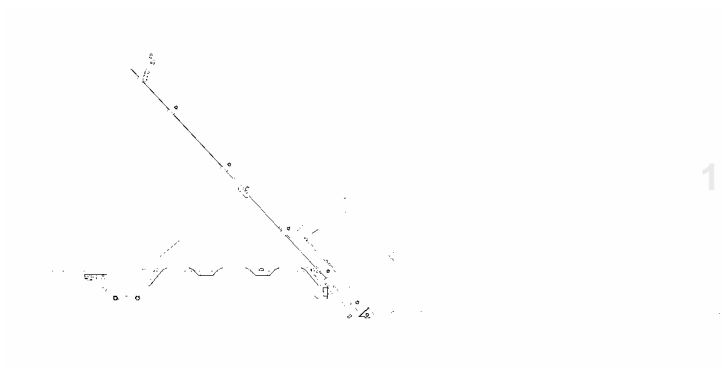


- iii. Place cable end in tray.



- iv. Verify the hook is in the vertical position and move the carriage to rear of tilt frame.

- 4. Raise tilt frame until the tail nearly touches the ground (do not lift rear frame of truck off the ground with the tail of the hoist.)



5. Set the truck brakes and connect the cable end to the container hook.

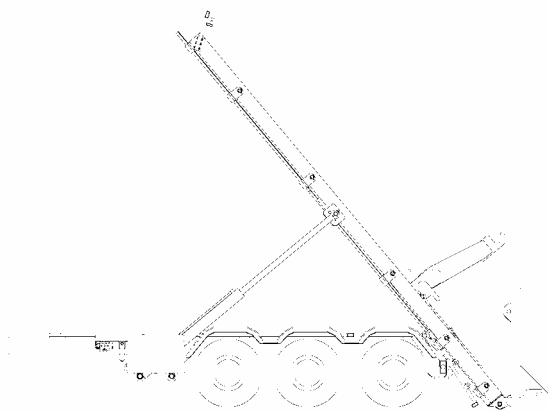


Front rollers - cable container

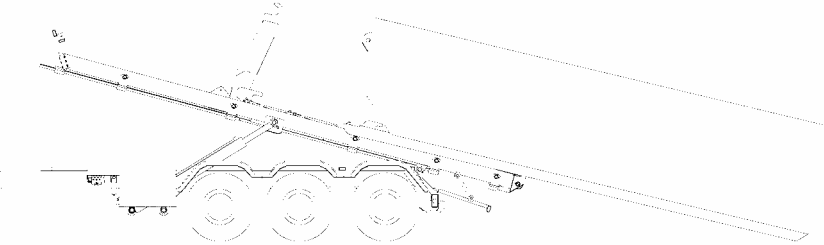
**⚠ DANGER**

**Check to be sure the cable end is attached and in good working condition. If the cable or the connection is frayed or broken do **NOT** attempt to lift a container. Failure to do so could result in serious injury or death.**

6. Move the carriage forward. As the container is lifted, release the truck brakes and allow the truck to be pulled under the container while keeping the hoist rollers in alignment with the container long sills.



As the container moves onto the hoist, continue moving the carriage forward and lower the hoist. Continue until the rollers travel beyond the hoist hinge.

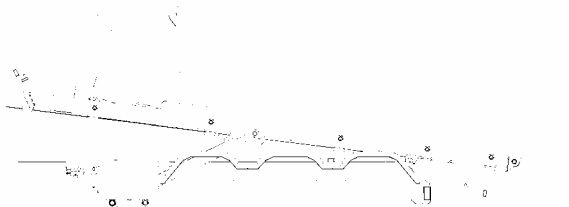


Lower the hoist to engage the container long sills and hoist rails with each other and releasing the brake will allow the truck to roll under the container as it is moved further up onto the hoist.

Confirm the container is in alignment with the hoist rails and continue to extend the carriage forward.



7. With the container long sills are in contact with the hoist rollers, continue to lower the hoist and move the container further onto the hoist frame by moving the carriage forward.

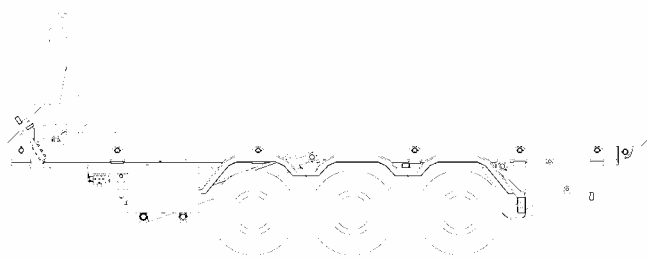


8. Verify the hook is completely vertical (up straight).

9. With the hoist completely on the truck frame, continue to retract the carriage all the way to the front end of the hoist.

Verify front container rollers engage in hoist front hold downs.

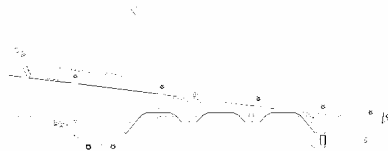
2



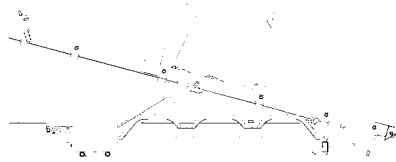
10. Disengage PTO.
11. Engage the rear container hold-down device.

### **UNLOADING A CABLE CONTAINER**

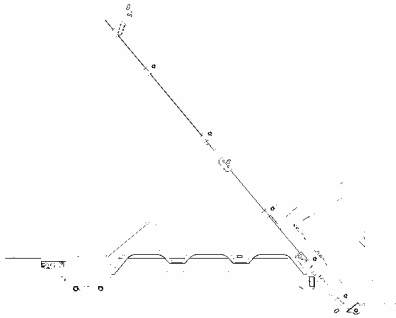
- 1) Back the truck into the designated area for unloading:
  - a) Engage the truck brakes.
  - b) Remove the rear tie downs from the hoist and the container.
- 2) Engage the P.T.O
- 3) Raise the hoist and move the carriage all the way to the rear of the hoist.



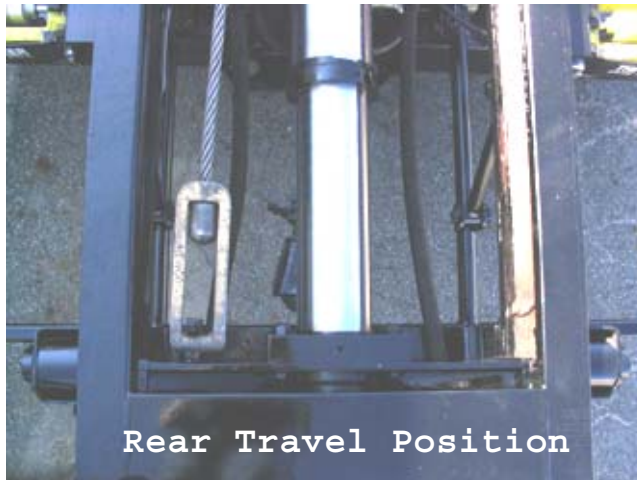
- 4) Continue raising the hoist (to maintain tension in the cable) until the container is completely on the ground.



- 5) With the container completely on the ground, continue to raise hoist to slack the cable. Set the truck brakes and remove cable end from container hook.



- 6) Place the cable in the Rear Travel Position, move carriage forward to take the slack out of the cable – do not over tighten.

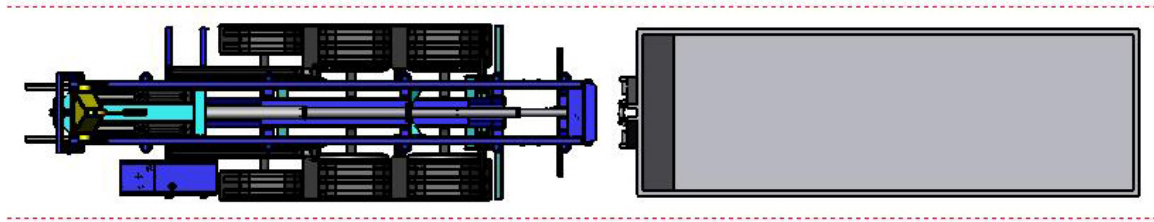


- 7) Move truck forward for the end of hoist to clear front of container. Lower the hoist

- 8) Disengage PTO.

## LOADING A CABLE CONTAINER ONTO A TRAILER

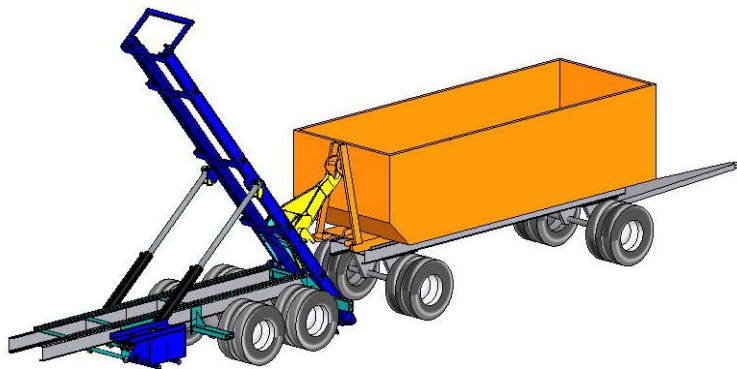
- 1) Align the hoist rails with the long sills on the truck and back the truck squarely to the trailer.



- 2) Engage the truck brakes and remove the rear tie downs from the hoist and the container.
- 3) Engage the PTO
- 4) With the hook in the vertical position, move carriage to rear of hoist frame placing the container on the trailer.

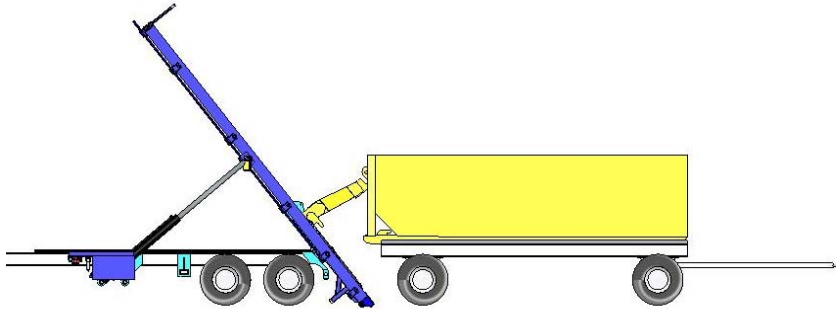


- 5) Raise the tilt frame.



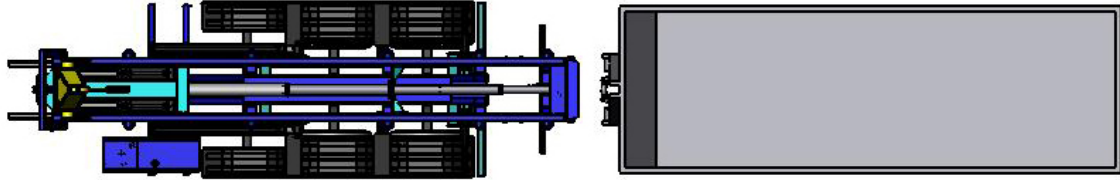
- 6) When the container rests on the trailer bed remove the cable from the container.

- 7) Lower the hoist onto the tilt frame.
- 8) Lower the mast to the horizontal position so that it is completely horizontal.
- 9) Extend the Carriage cylinder and use the mast to push the container completely onto the trailer.
- 10) Secure the container on the trailer for travel with cargo securement tie down device.



## LOADING A HOOK CONTAINER

1. Back the truck squarely to the container aligning the hoist rails with the long sills on the container and allow 1 - 2 feet of clearance between the end of the hoist and the end of the container.

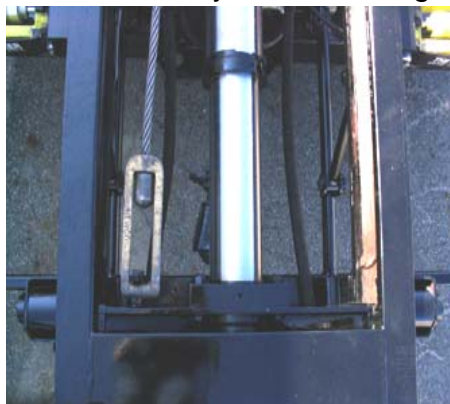


2. Engage the PTO.
3. Verify the cable end is in the Front Storage Position shown below, if so Move Carriage to the rear of tilt frame. If the cable is not in the Front Storage Position; move the cable forward per 3. a.

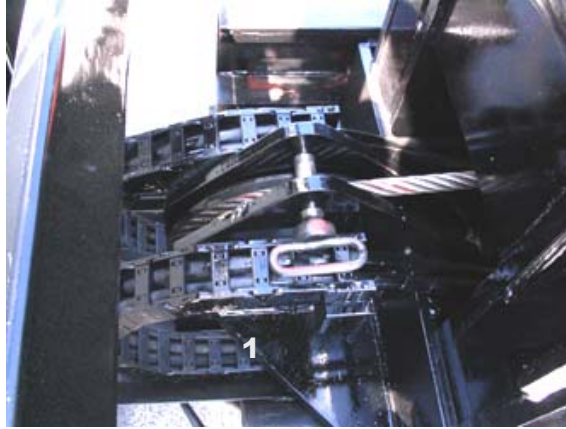


Move the cable to the Front Storage position:

- i. Remove cable end from Rear Travel Position and place on tray. Move carriage forward.



- ii. Rotate hook down to gain access and un-pin cable from sheave, place cable end into Front Storage Position.



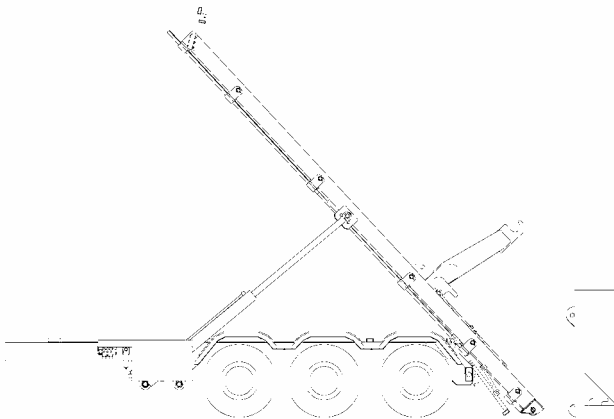
Remove sheave pin and retainer clip.

Cable end position for all hook operations

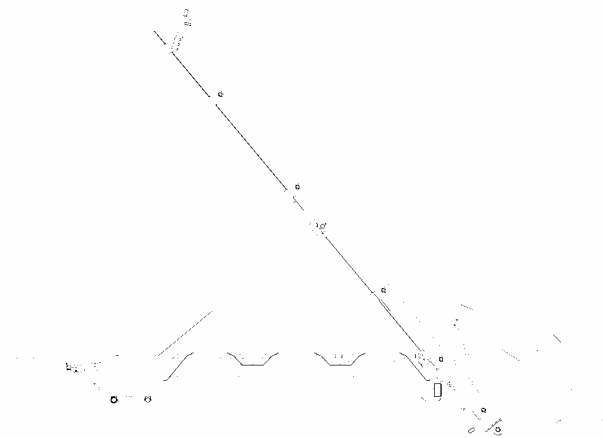


Secure cable end with the sheave pin and retainer clip.

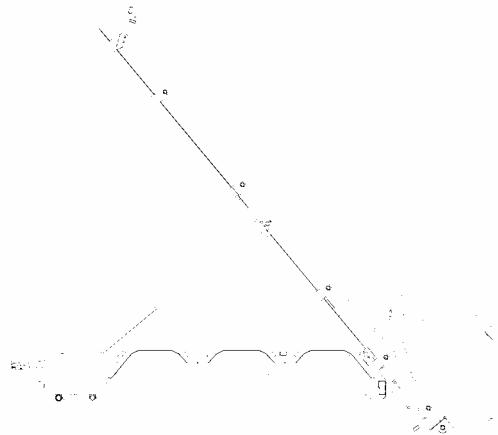
- 4. Raise tilt frame until the tail nearly touches the ground (do not lift rear frame of truck off the ground with the tail of the hoist.)



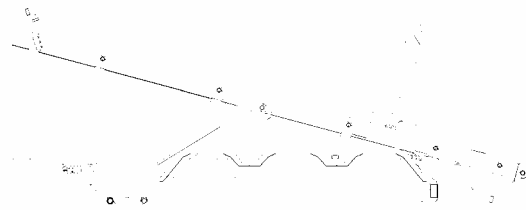
5. Rotate hook down to a height below the container lift bar.



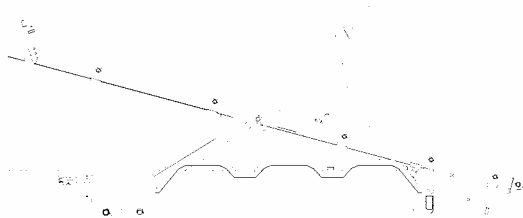
6. Raise hoist until tail of hoist is firmly on the ground.  
Back the truck and raise hook engaging container lift bar.



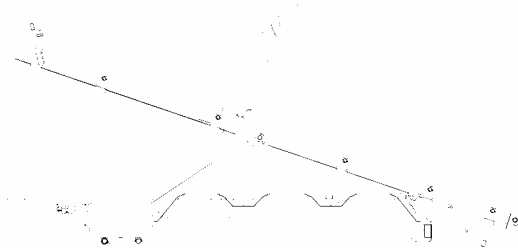
7. Continue raising the hook and as the container lifts, release the truck brakes and allow the truck to be pulled under the container while keeping the hoist rollers in alignment with the container long sills. Continue until the hook is fully up.
8. With the container in alignment with the hoist rails, move the carriage forward allowing the container to travel up onto the hoist frame.



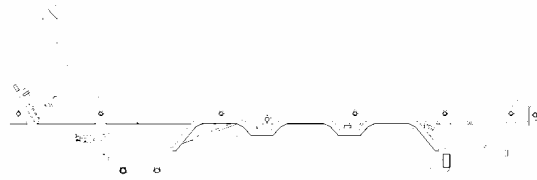
When the container front rollers are beyond (forward) of the hoist rear hinge point, lower the hoist a sufficient amount to engage and keep the container long sills and hoist rails in line with each other.



9. With the container long sills in contact with the hoist rollers, continue to lower the hoist and move the container further onto the hoist frame by moving the carriage forward.



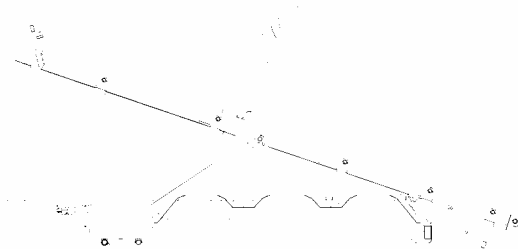
10. With the hoist completely lowered on the truck frame, continue to move the carriage to the full forward travel position. Verify the hook is completely vertical.



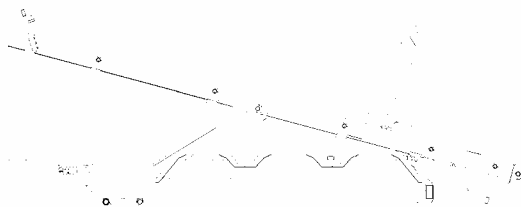
11. Disengage PTO.
12. Engage the rear container hold-down device.

### **UNLOADING A HOOK CONTAINER**

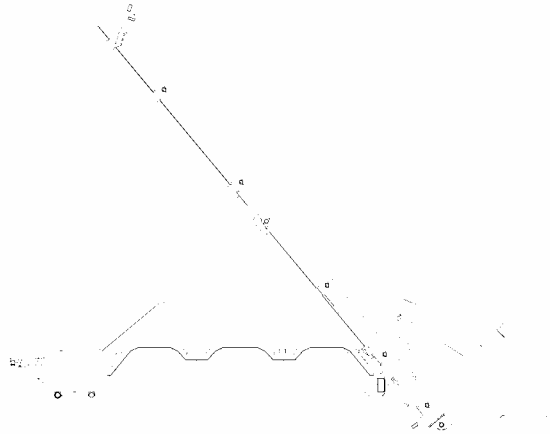
- 1) Back the truck into the designated area for unloading and engage the truck brakes.
- 2) Release the rear tie downs from the hoist and the container.
- 3) Engage PTO.
- 4) Raise the hoist to the angle as shown below and move the carriage to the rear of the hoist. As the rear of the container touches the ground, release brakes and allow truck to roll forward and continue to raise hoist until



tail roller engages ground.



5) Lower hook to disengage container lift bar.



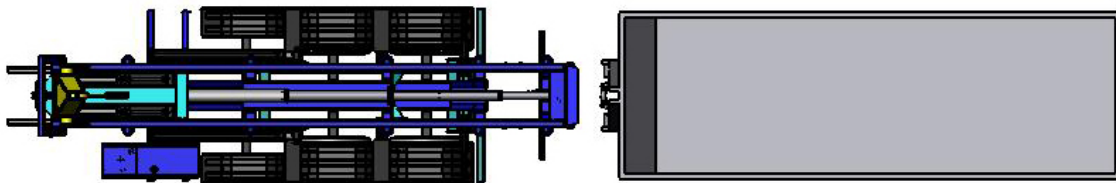
6) Lower the hoist to the truck frame and engage brakes.

1

7) Move carriage to the full forward travel position. Verify the hook is completely vertical.

### **LOADING A HOOK CONTAINER ONTO A TRAILER**

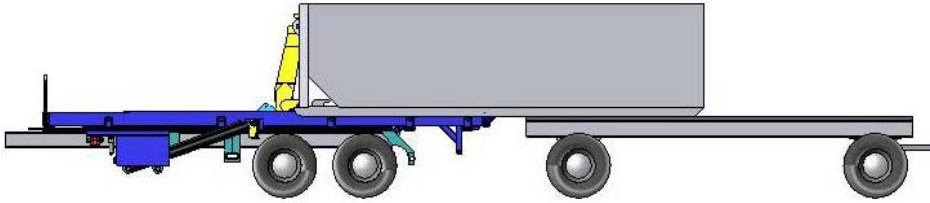
1) Align the hoist rails with the long sills on the container and back the truck squarely to the trailer. Verify that the truck is on a level compact surface.



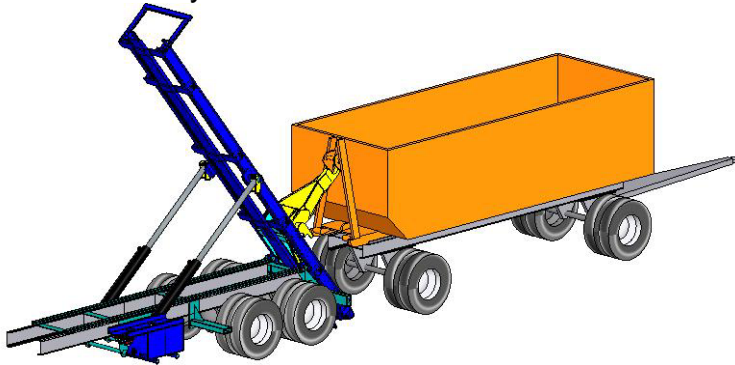
2) Engage the truck brakes and remove the rear tie downs from the hoist and the container.

3) Engage the P.T.O.

- 4) Verify the hook is completely in the vertical position, move carriage to rear of tilt frame.



- 5) Raise the tilt frame and rotate the hook downward to move the container horizontally onto the trailer.



- 6) Rotate the hook below horizontal to disengage the mast hook from the container lift bar.
- 7) Secure the container on the trailer for travel with cargo securement tie down device.

## DUMPING CABLE and HOOK CONTAINERS

# ⚠ CAUTION

**BEFORE ENGAGING THE HOIST PTO CHECK THE SURROUNDING AREA FOR VEHICLES, PERSONNEL, AND POWER LINES. ALSO, CHECK TO MAKE SURE THAT THE TERRAIN IS LEVEL, SOLID, AND CLEAR OF OBSTICALS.**

**DETERMINE HOW FAR BACK THE CONTAINER MUST BE MOVED TO DUMP DEBRIS FREE OF THE TILT FRAME.**

- 1) Back the truck into the designated area for unloading and set the truck brakes.
  - a) Verify the rear container locks are **not** engaged.
  - b) Engage the P.T.O.
  - c) Determine if the end of box is forward of the end of the hoist,



if so, move container to the rear of the frame by moving the carriage rearward,



so debris falls behind the hoist and not on the hoist frame.

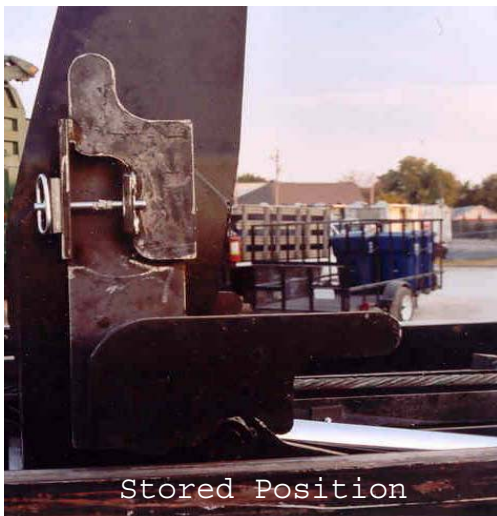
- d) Note when pushing a cable container rearward one foot, results in one foot of slack in the cable. When emptying a cable container always keep the cable taught, by moving carriage forward to eliminate cable slack.

- 2) Open and secure the container tailgate and secure the tailgate in a safe manner.
- 3) Release the brakes and raise the hoist and drive the truck forward dumping the contents.
- 4) Lower the hoist until it is completely on the truck frame
- 5) Set truck brakes.
- 6) Disengage PTO.
- 7) Close the tailgate, lock the tailgate in the closed position and verify rear container locks are engaged.

### **Auxiliary Stops**

Auxiliary Stops are mounted on the front hold down shaft. The Auxiliary Stops are to be used when hauling:

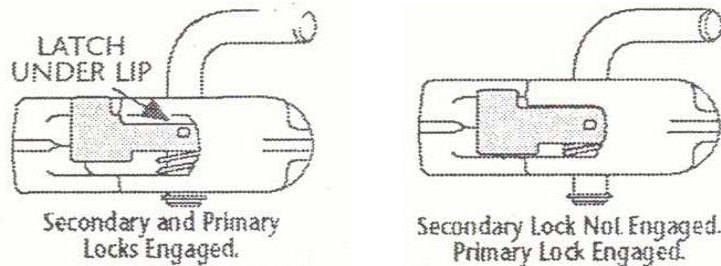
- Self Contained Compactors – both front and rear of compactor protected from contacting the back side of the hook arm.
- Cable containers – when the container hook is forward of its normal position relative to the front rollers (normally 16" -18" ANSI standard).
- Combination containers – containers hauled by cable method versus hook method.



## Pintle Hook

### Operating Instructions:

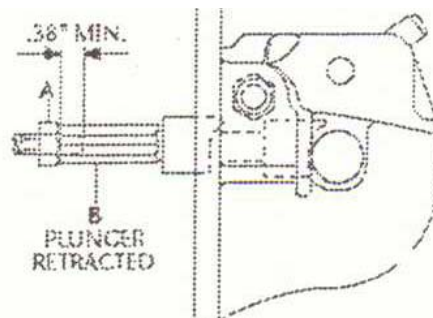
1. Deactivate the plunger by removing the air pressure. Check to see that the plunger (XA-04156) is retracted.
2. Before using pintle hook, inspect for proper operation; worn, damaged or missing parts; and a secure mounting. Correct as required for use.
3. Open latch (XA-02536) by pushing the handle (XA-01534-1) to the left and rotating it down. While keeping the handle rotated down, lift the latch open.
4. Position the drawbar eye over the horn of the pintle and lower it into place.
5. Push the latch closed. Verify that the primary and secondary locks engage. (see figure below).
6. Extend the plunger by applying air pressure.



### Maintenance:

For proper performance, the following maintenance steps should be performed every 30,000 miles or 3 months, whichever comes first.

1. Clean and check for proper operation. Inspect for worn, damaged or missing parts. Replace as required.
2. Inspect, in particular, the coupling contact area. Replace when wear exceeds 1/8" (0.125") from the original surface profile.
3. Lubricate latch pivots with a light oil lubricant.
4. Check mounting fasteners for proper torque.
5. Check plunger adjustment. When properly adjusted, the plunger should tightly grip a 1.25" round bar when energized (see figure below) and retract far enough when de-energized to allow easy removal of the drawbar.



## Operating Comments:

**Always** raise the roller out of the cradle before changing the length of the arms.

**Always** rest the roller on rear top edge of the tailgate and not beyond container.

**Upon** resting roller on tailgate, push lever to preload roller against box so it will not bounce up and down when the box is traveling.

**Push** lever to cover.

**Pull** lever to un-cover.

Lever toward **front** to extend arm.

Lever toward **rear** to retract arm.

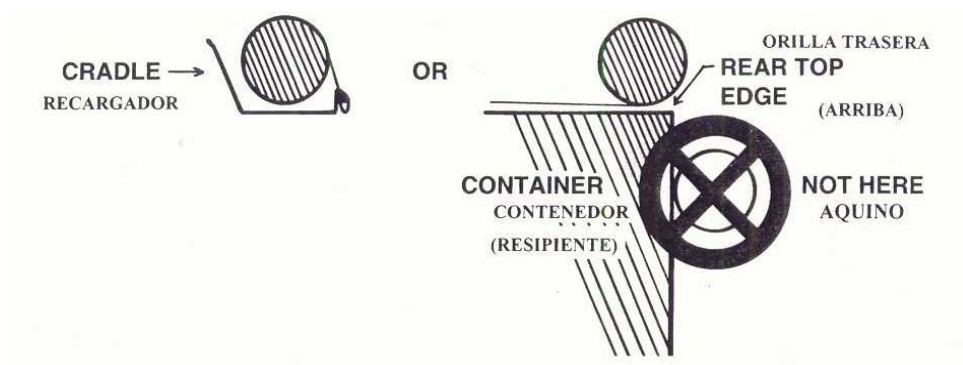
**NOTE:** First tarp operation of the day; pull and hold the control lever to retract lower side arm cylinders for 15-20 seconds to rephrase cylinders for smooth even arm movement.



## Operating Instructions: Covering the box

1. Raise the roller until it touches the box.
2. Extend arms until arms are long enough to clear the front edge of the box.  
NOTE: If when extending arms, roller touches exhaust stack, stop and raise roller again until it touches the box and then extend arms again.
3. Move roller to the rear of the box.
4. Retract the side arms until the roller will rest on the tailgate.
5. Move the roller down onto tailgate.
6. Pressure the roller down onto the tailgate.
7. IF required, flip tarp side flaps down and secure with rubber straps.

## Operating Instructions: Uncovering the box

1. Remove rubber straps from side flaps of the tarp.
2. Bring the roller back up to the front. Extend or retract arms to clear front of the box.
3. Position the roller down into the cradle.



	 <b>WARNING</b> (AVISO) (AVERTISSEMENT)
	<p>TO PREVENT SERIOUS INJURY OR DEATH FROM MOVING PARTS:</p> <ul style="list-style-type: none"> <li>* KEEP HANDS, FEET, AND CLOTHING AWAY FROM MOVING PARTS.</li> <li>* CLOSE ALL GUARDS AND SHIELDS BEFORE OPERATING MACHINERY.</li> </ul>
	<p>PARA EVITAR LA LESION O LA MUERTE:</p> <ul style="list-style-type: none"> <li>* MANTENGANSE A DISTANCIA LAS MANOS, LOS PIES Y LA ROPA DE LAS PARTES MOVIMIENTOS DE LA MAQUINA.</li> <li>* CIERRAN TODAS LAS PROTECTORAS QUE HAY ANTES QUE HAGAN FUNCIONAR.</li> </ul>
	<p>AFIN D'ÉVITER TOUTE BLESSURE GRAVE OU LA MORT:</p> <ul style="list-style-type: none"> <li>* NE PAS RAPPROCHER LES MAINS, LES PIEDS OU LES VÊTEMENTS DES PIÈCES MOBILES.</li> <li>* S'ASSURER QUE TOUTES LES PIÈCES DE PROTECTION SONT EN PLACE AVANT DE METTRE EN MARCHÉ LA MACHINERIE.</li> </ul>



**ELECTROCUTION HAZARD**

THIS TARDER IS NOT INSULATED  
 MAINTAIN SAFE CLEARANCES  
 FROM ELECTRICAL POWER LINES  
 WHEN OPERATING TARDER  
 DEATH OR SERIOUS INJURY  
 WILL RESULT FROM SUCH CONTACT  
 OR INADEQUATE CLEARANCE

**PUEDE ELECTROCUTARSE.**

OR (ALTO VOLTAGE)  
 ESTA LONA NO TIENE INSOLACION  
 MANTENGASE EN ESPACIOS SEGUROS  
 DE LINEAS DE PODER ELECTRICO  
 CUANDO OPERE O(MANESE) LONA  
 MUERTE O LECIONES SEVERAS  
 PUEDEN RESULTAR DE ESTE CONTACTO  
 O INADECUADOS ESPACIOS

PN UD-13