



AVC-295-8

AVC-295-13

AVC-295-T-8

AVC-295-T-13

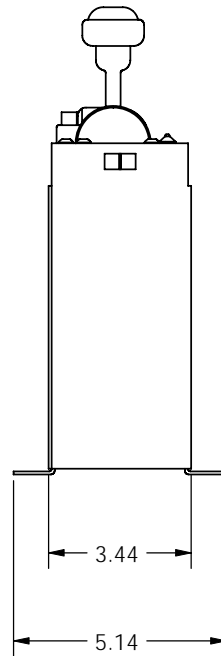
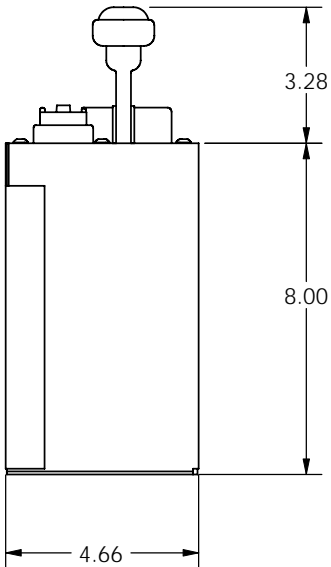
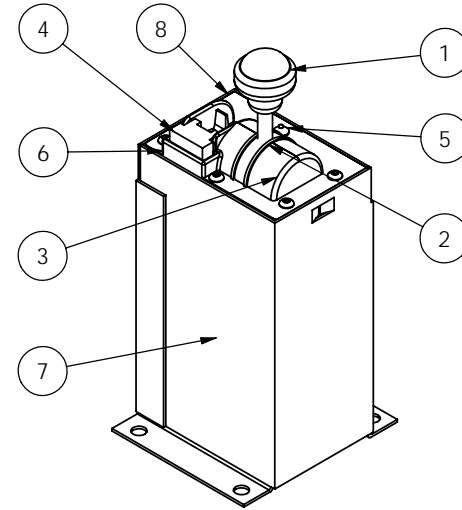
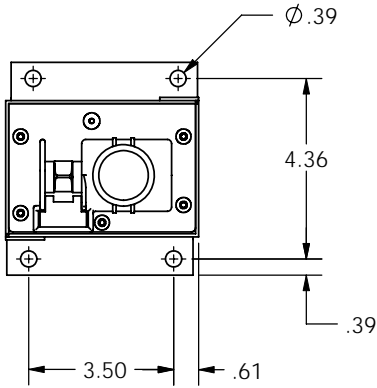
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REVISIONS			
REV	DESCRIPTION	APPROVAL	DATE
-	-	-	-



- 1. HOIST CONTROL (AIR) W/CONTROLLED LOWER
- 2. POSITIVE NEUTRAL DETENT
- 3. FRICTION DETENT OR SPRING RETURN TO NEUTRAL (IN RAISE) AVAILABLE
- 4. AIR PTO WITH AUTO OR MANUAL KICKOUT AVAILABLE
- 5. PTO INDICATOR LIGHT
- 6. SAFETY SWITCH TO ELIMINATE AUTOMATIC ENGAGEMENT
- 7. 8" POWDERCOATED STEEL CONSOLE
- 8. SILK SCREEN APPLICATION ON VERBAGE

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	<p>MATERIAL: N/A</p>	<p>DRAWN: MC</p>	<p>DATE: 11-25-08</p>	<p>APPROVED:</p>	<p>DATE:</p>
	<p>FINISH: N/A</p>	<p>TITLE: AVC-295-8</p>			
	<p>SIZE: B</p>		<p>CAGE CODE: 4V549</p>	<p>DRAWING NO: AVC-295-8</p>	<p>REV: -</p>

DO NOT SCALE DRAWING SHEET 1 OF 1 SOLIDWORKS

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Air Power Systems Co., Inc.
 8178 E. 44th St.
 Tulsa, OK 74145
 (918) 622-5600
 FAX: (918) 622-5469

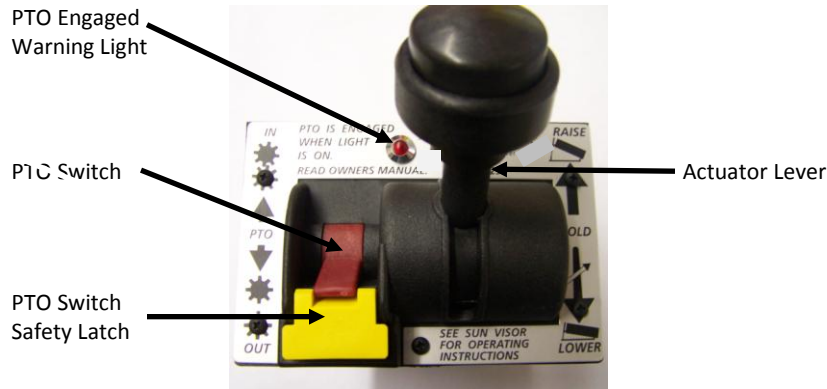
Installation Instructions Hoist (PTO) Valve

II-AV APSCO)A
 Revision:)A, 06/12/13
 Approved By: Ken Thompson
 Page 1 of 4

CAB CONTROL – OPERATOR INSTRUCTIONS

(Important – These instructions are for guidance only. They may not be complete or accurate in the context of your equipment. Please consult your bodybuilder for specific operator instructions)

CONTROL FEATURES



HOW TO LIFT THE BODY

Make sure the handbrake is on, the gear lever is in neutral, the actuator lever is in "HOLD", and the PTO switch is "OUT". Then,

1. Unlock the tailgate (taking care to stand clear)
2. Return to the cab, start the engine, and make sure the air pressure is at the level recommended by the manufacturer
3. Remain in the cab until the raising operation is complete
4. Depress the clutch* for 4 seconds before engaging PTO
5. Press the safety latch and switch the PTO "IN" (the warning light will come on)
6. Release the clutch
7. Make sure no one is within the danger area (see back)
8. Move the actuator lever to "RAISE". Releasing pressure on the lever will stop the body lifting if the spring return is equipped
9. Raise the body smoothly by varying the engine revs, but never exceed 1500rpm
10. When the body gets to the raise angle desired, return the actuator lever to "HOLD"

*If you have an automatic gearbox the PTO operation will be different. Refer to the PTO installer for specific instructions.

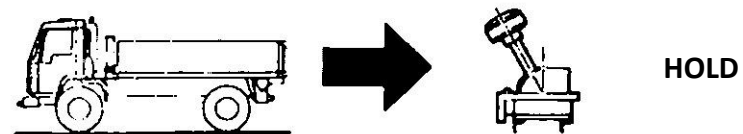
HOW TO LOWER THE BODY

Make sure no one is in the danger area (see back). Then,

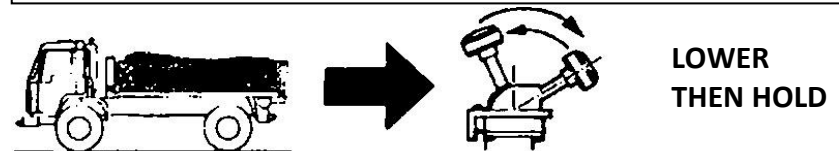
1. SLOWLY move the actuator lever out of "HOLD" toward "LOWER". This will automatically disengage the PTO and the warning light will go out. If automatic PTO disengagement is not equipped, switch the PTO to "OUT" before driving away.
2. Use additional caution when lowering a loaded body. Move the lever slowly until the body starts to move. Quick movements may cause the body to drop quickly and could result in equipment damage.
3. Regulate the speed at which the body lowers by moving the lever toward "HOLD" to slow it down or toward "LOWER" to speed the descent.
4. When body is down, move the lever back to "HOLD".
5. Lock tailgate

▲ DO NOT DRIVE AWAY UNTIL BODY IS FULLY DOWN AND PTO IS DISENGAGED

WHEN DRIVING



When UNLOADED leave the cab control in "HOLD" to minimize body bounce.



When LOADING, put the cab control in "LOWER" to insure that no oil is trapped in the cylinder and the entire load rests on the chassis. Return the control to "HOLD" when traveling.

SAFETY CODE

ALWAYS

- Keep the tires at the correct pressure
- Spread the load evenly in the body
- For segmented units, make sure the trailer is coupled and in line with the cab unit
- Make sure the danger area is clear of people and obstructions (refer opposite)
- During RAISING, stay in the cab at the controls. If danger signs develop (for example: if the body starts to lean to one side or the load sticks) immediately lower the body
- Prevent the discharging load from piling up and fouling on the tailgate by driving forward **VERY SLOWLY NO MORE THAN THREE FEET AT A TIME**
- Just before loading, move the control lever to **LOWER** to insure that no oil is trapped in the cylinder and the full load rests on the chassis

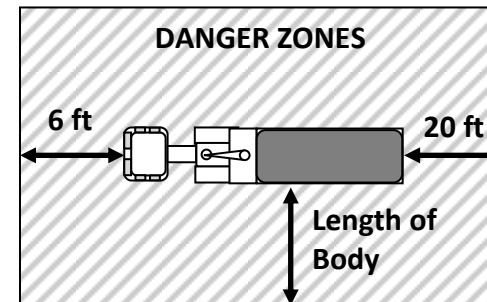
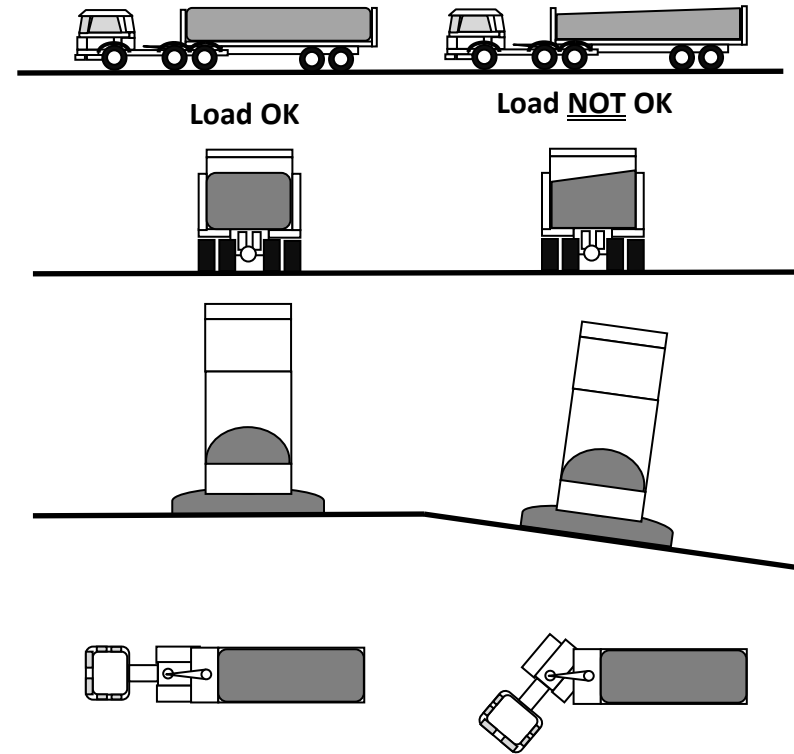
EXTRA CAUTION

Be particularly careful in cold weather. Frost can cause wet loads to stick and discharge unevenly.

NEVER

- Overload
- Alter the pressure setting of the relief (overload) valve
- Put the actuator lever in RAISE unless you are actually raising
- Raise an uncoupled trailer
- Raise in high winds
- Raise on a side slope
- Raise with the body within 20 feet of overhead power lines
- Shake the load free
- Drive off with the body up or the PTO engaged. This could damage the equipment
- Leave the body up overnight
- Leave the tractor with the ignition key in
- Go under a raised **LOADED** body
- Go under a raised **EMPTY** body
- Uncouple the trailer unless the body is down and the PTO is OUT
- Steam clean the exposed cylinder tubes. This will cause corrosion
- Climb on the equipment by any means other than that provided by the manufacturer
- Raise with the tailgate closed

SAFETY CODE

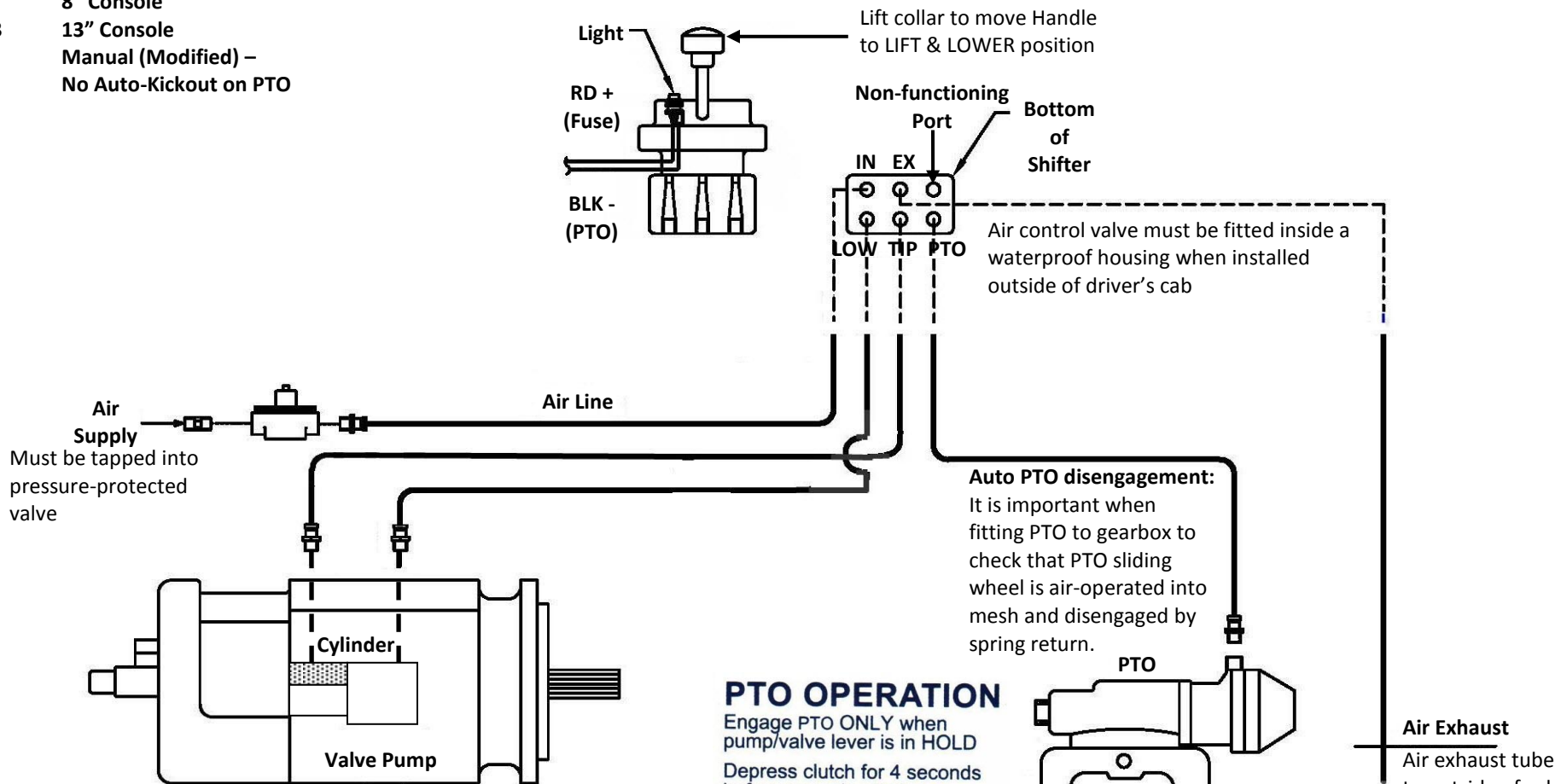


Always insure that no person, animal, or other equipment is within this area when tipping

Extensions

- T Tubing
- DMH Dead-Man Handle
- C Console
- 8 8" Console
- 13 13" Console
- M Manual (Modified) –
No Auto-Kickout on PTO

Hoist (PTO) Valve



WARNING!

This piping circuit is for PRESSURE-PROTECTED air systems ONLY.

If the air system is not pressure-protected, a pressure protection valve must be fitted into the auxiliary line recommended by the chassis manufacturer

PTO OPERATION

Engage PTO ONLY when pump/valve lever is in HOLD

Depress clutch for 4 seconds before engaging PTO

PTO automatically disengages when pump/valve lever is in LOWER

Put pump/valve lever in HOLD when body is down



Installation of Tubes in Valve Body

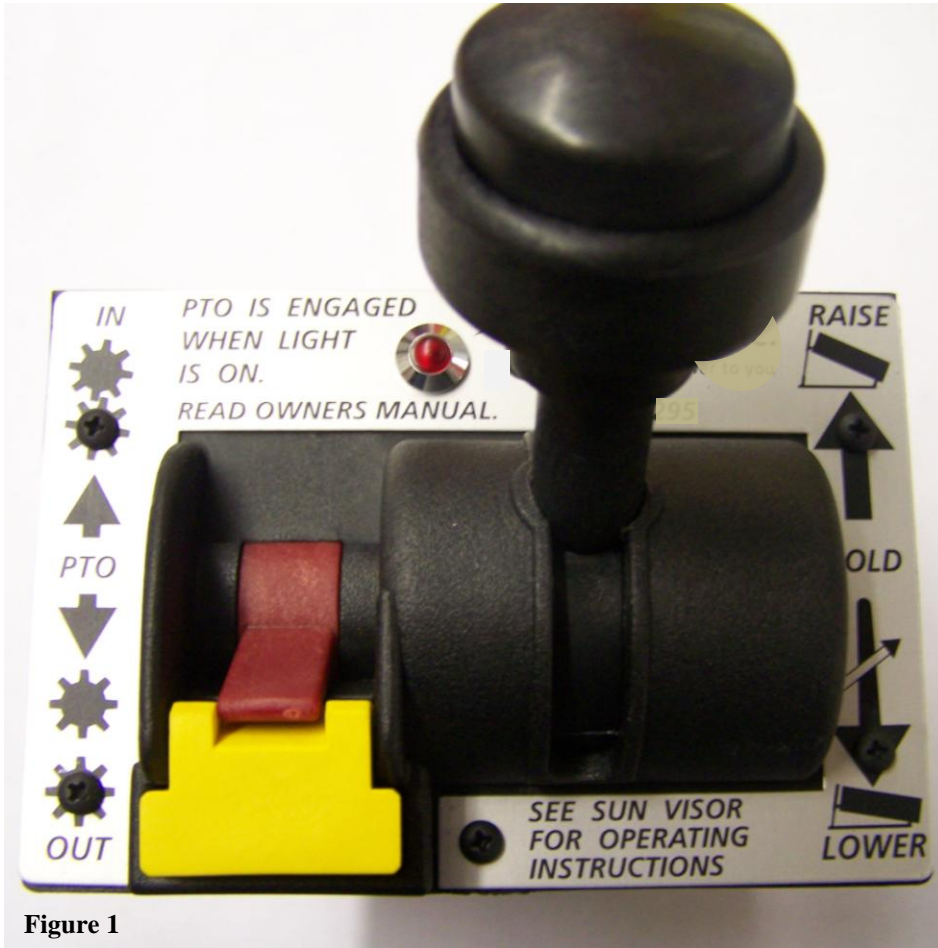


Figure 1
Top of Valve Body.

Note: If leaks occur, remove tube by depressing collet into Valve Body and removing tube. Examine tube for scratches, trim tube, and replace in port.

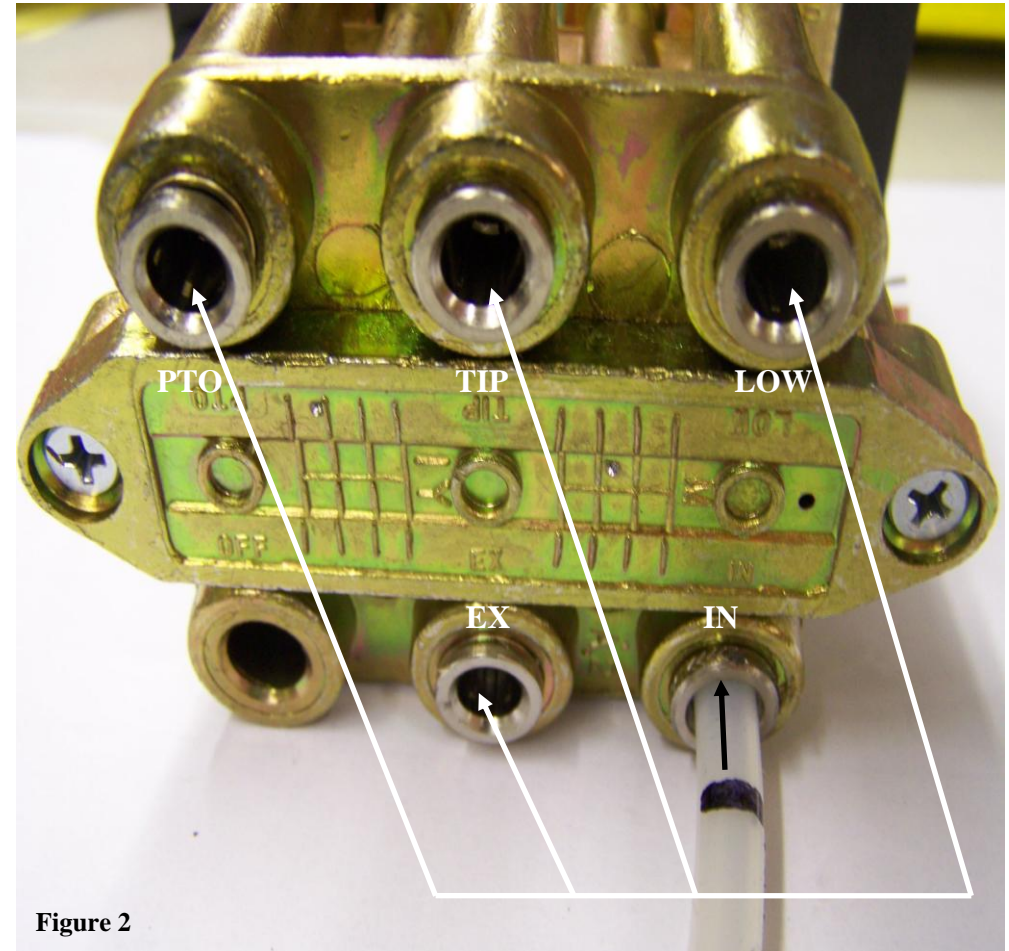


Figure 2

Insert tubes a minimum 5/8" into all ports.