



RevAMP®

ELECTRIC AUTOMATED SIDE LOADER

SERVICE MANUAL

ISSUED MAY 2025

TP1REV-SM-0525



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Environmental Solutions Group
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WARNING

IF INCORRECTLY USED, THIS EQUIPMENT CAN CAUSE SEVERE INJURY. THOSE WHO USE AND MAINTAIN THE EQUIPMENT SHOULD BE TRAINED IN ITS PROPER USE, WARNED OF ITS DANGERS, AND SHOULD READ AND FULLY UNDERSTAND THIS ENTIRE MANUAL BEFORE ATTEMPTING TO SET UP, OPERATE, ADJUST OR SERVICE THE EQUIPMENT. KEEP THIS MANUAL FOR FUTURE REFERENCE

PLEASE NOTE THAT THIS MANUAL IS APPLICABLE TO THE HEIL BODY ONLY. PLEASE CONSULT THE RESPECTIVE CHASSIS MANUAL FOR ANY AND ALL ISSUES OR QUESTIONS RELATED TO THE CHASSIS. HEIL CANNOT SPEAK FOR THE CHASSIS MAKER.

IMPORTANT SAFETY NOTICE

Proper service and repair are important to the safe, reliable operation of Heil Co.'s products. Service procedures recommended by Heil are described in this service manual and are effective for performing service operations. Some of these service operations may require the use of tools or blocking devices specially designed for the purpose. Special tools should be used when and as recommended. It is important to note that some warnings against the use of specific methods that can damage the product or render it unsafe are stated in the service manual. It is also important to understand these warnings are not exhaustive. Heil could not possibly know, evaluate and advise the service trade of all conceivable ways in which service might be done or of the possible hazardous consequences of each method. Consequently, Heil has not undertaken any such broad evaluations. Accordingly, anyone who uses service procedures or tools which are not recommended by Heil must first satisfy himself thoroughly that neither his safety nor the product safety will be jeopardized by the method he selects.

Heil Environmental, as manufacturer of the equipment that is covered by this manual, is providing a product to the user who has acknowledged to have superior knowledge of the conditions of the use to which the product will be put. Heil Environmental relies upon the user's superior knowledge in specifying any changes or modifications including, but not limited to, the inclusion or non inclusion of options that are required by the user and the Heil product, and for the particular application of the user relative to the Heil product.

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NOTES

SECTION 1

GENERAL INFORMATION

RevAMP®

General Information

INTRODUCTION

RevAMP is a system entirely composed of electric motors drawing their power from a battery. Thanks to its total autonomy, our electrical equipment can be installed on an electric or diesel chassis, which allows great savings. In addition to this new feature, the vehicle is designed to optimize the daily work of operators, to facilitate and reduce the frequency of maintenance by maintenance personnel and to reduce the operating costs of fleet managers. In order to get the best out of the product, careful maintenance and strict safety measures are required. It is the owner's responsibility to train its employees in proper use and to ensure that they are aware of this operations manual and its contents. To ensure optimal truck performance, proper maintenance and repairs are essential. Any modification or repair made must comply with the American National Standards Institute standard Z245.1. Failure to comply with this directive may result in property damage and/or human injury. For maintenance procedures that require special tools, it is strongly recommended to use only the appropriate tools in order to avoid any risk of further injury to the user. In case of breakage or failure, it is strongly recommended to contact the supplier in order to reduce the risk of recurrence or more serious consequences.

The following sections are a guide for maintenance and service of the Heil unit. The sections cover preventive maintenance, adjustment, and troubleshooting hints. Before performing maintenance, check the work area carefully to find all the hazards present and make sure all necessary safeguards or safety devices are used to protect all persons and equipment involved. In order to diagnose a problem quickly and effectively, a service person must be thoroughly familiar with the machine.

This section explains the system and its major components. Diagrams and schematics of the electrical systems are in the Service Manual Schematics section.



IMPORTANT!

- Before starting any maintenance, study this section of the manual.
- Read all hazard warnings and decals on the unit.
- Clear the area of other persons before performing any maintenance.
- Know and understand safe use of all controls.
- It is your responsibility to understand and follow manufacturer's instructions on equipment and care.

OPERATION

General operation

1. It is the operator's responsibility to ensure that the vehicle complies with this Operator's Manual, Occupational Safety and Health Regulations (CNESST), American National Standards Institute (ANSI) standards and any other relevant organization in the relevant province or state at all times.
2. The operator must be comfortable with the functions and location of all instruments, gauges, safety devices and controls of the device. It is strongly recommended not to use the equipment without proper instruction and training. Labels and other safety features, manual signs and traffic laws must be known to the operator.
3. Assistance in troubleshooting repair and service is available by contacting the authorized Heil Dealer in your area. Parts are available at your Heil Dealer or through Heil. Heil personnel are trained to give prompt, professional assistance.
ALWAYS give the unit serial number in all correspondence relating to the equipment. See the back cover of this manual for Heil contact information.
4. In accordance with the local Highway Safety Code, the wearing of seat belts is mandatory when the vehicle is on the road.
5. For chassis information (engine, start-up procedure, etc.), please refer to the chassis manufacturer's instruction manual.
6. Always keep access and service doors closed and locked while the unit is in operation.
7. Use the unit only for the tasks for which it was designed.
8. Never use electrical cables or other components as a handle.
9. Always keep arms, hands, fingers or other limbs away from moving parts.
10. To dislodge waste, make sure that no moving parts of the device are activated and that you are wearing the appropriate protective equipment. It is strongly recommended to put the vehicle in Lock-Out/Tag-Out mode before performing any manipulation near the moving parts.
11. Do not try to lift overloaded containers. When collecting waste, the operator must ensure that the containers are safe and usable. Containers should be centered on the arm and handled slowly.
12. It is important never to pass under an element of the unit in the raised position, this unit will operate without making a sound (for example, the back door, a container, the automated arm, etc.)
13. When unloading, keep a safe distance from the truck.
14. Always make sure there is enough free space and that no one approaches when you go up or down the mechanical arm and back door.
15. It is advisable to always handle the various elements of the waste collection equipment slowly.
16. Always keep the vehicle up to date according to the maintenance schedule to ensure optimal and safe operation.
17. Before performing any maintenance on the device, it is important to put the vehicle in Lock-Out/Tag-Out mode.
18. All pre-programmed factory settings for electrical components do not need to be changed. A modification could cause the device to malfunction and/or increase the risk of injury or death to the operator as well as to people in the vicinity. For any information regarding these parameters and their modification, please contact the authorized Heil Dealer in your area directly.
19. A hard copy of this manual must always be available to the operator at all times.
20. Maintenance of the unit should be carried out with appropriate tools and by qualified personnel only.
21. In case of transfer of the unit to a new owner, the authorized Heil Dealer in your area must be notified to ensure adequate monitoring of the condition of the truck and the maintenance carried out.

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General Information

Before Leaving

1. Wearing safety gloves, steel-toed shoes and safety glasses is highly recommended to all operators. It is also not recommended to wear jewelry or loose clothing that could cling to the control levers or moving parts of the device.
2. According to the law, it is strictly forbidden to take control of the unit under the influence of drugs and/or alcohol.
3. The operator who takes control of the unit must have adequate training, know how controls and machines work, and be comfortable with manual signals, safety warnings and traffic laws.
4. Before each use of the device, it is important to ensure the functionality of the main components by completing the grid provided in the maintenance manual.
5. Any verification deemed non-compliant, whether in the previous grid or simply according to the judgment of the operator, must be reported to the owner immediately to remedy the situation. Before leaving the vehicle with a malfunction, follow the stop procedure that is presented later in this manual.
6. If, for any reason, the height of the device has changed, it must be ensured that this new height is indicated on the safety label provided for this purpose.
7. The operator must be aware of the position and operation of all controls and emergency devices of the device.
8. Keep the driving area, steps and handles clean and free of debris and grease.

SERVICE/PARTS ASSISTANCE

Assistance in troubleshooting repair and service is available by contacting the authorized Heil Dealer in your area. Parts are available at your Heil Dealer or through Heil. Heil personnel are trained to give prompt, professional assistance.

ALWAYS give the unit serial number in all correspondence relating to the equipment.

See the back cover of this manual for Heil contact information.

RECOMMENDED SPARE PARTS

| PART NO. | DESCRIPTION | QTY |
|----------|-------------------------------|-----|
| A006611 | UP-DOWN- SIDE LEAF CHAIN | 2 |
| A009562 | UP-DOWN LEAF CHAIN | 2 |
| 005037 | GRABBER'S RUBBER | 3 |
| 009507 | GRABBER'S RUBBER | 3 |
| 007246 | GRABBER CENTRAL RUBBER | 1 |
| 007393 | ANTI FRICTION PLATE | 3 |
| 007486 | UP/DOWN TENSIONER UPPER PIN | 2 |
| W007457 | UP/DOWN TENSIONER LOWER PIN | 2 |
| B000059 | UP-DOWN ENCODER | 1 |
| 007393 | ANTI-FRICTION PLATE | 3 |
| B007416 | UP/DOWN CHAIN | 1 |
| B009717 | UP/DOWN CHAIN | 1 |
| 007751 | STOPPERS | 4 |
| B007750 | GRABBER'S BOTTOM RUBBER | 1 |
| 007990 | 4" RUBBER STOPPER | 1 |
| A007334 | GRABBER UP-DOWN ROLLER | 4 |
| W007442 | INTERMEDIATE UP/DOWN ROLLERS | 4 |
| A009340 | INTERMEDIATE UP/DOWN ROLLERS | 4 |
| W007136 | IN/OUT SINGLE ROLLER WELDMENT | 2 |
| W007103 | IN/OUT ROLLER WELDMENT | 2 |
| W007140 | IN/OUT ROLLER WELDMENT | 2 |
| A007741 | IN/OUT CHAIN | 1 |
| 007757 | IN/OUT CHAIN | 1 |
| 007758 | IN/OUT CHAIN | 1 |
| 007740 | IN/OUT STOPPER | 6 |
| 007707 | CHAIN SUPPORT | 1 |
| 007704 | CHAIN SUPPORT | 1 |
| B000059 | ENCODER (IN/OUT, UP/DOWN) | 2 |
| B000054 | PROXIMITY SWITCH | 1 |
| B005090 | IN-OUT MOTOR | 1 |
| B005178 | UP-DOWN MOTOR | 1 |
| B005089 | GRABBER MOTOR | 1 |
| B007752 | IN-OUT GEARBOX | 1 |
| B007401 | UP-DOWN GEARBOX | 1 |
| B005188 | GRABBER GEARBOX | 1 |

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RECOMMENDED SPARE PARTS

| PART NO. | DESCRIPTION | QTY |
|------------|-----------------------------------|-------|
| B007619 | GREASE BRUSH | 2 |
| B007586 | CHAIN 100-3 | 10 FT |
| B009977 | GEARBOX COMPACTION CHAIN | 10 FT |
| B007591 | IDLER BUSHING | 1 |
| W010025-00 | TAILGATE LOCKING PIN | 2 |
| 006148 | SIDE RUBBER | 2 |
| 006132 | SIDE RUBBER | 2 |
| 006053 | BOTTOM PLASTIC SLIDER | 2 |
| 006091 | SIDE PLASTIC SLIDER | 2 |
| 006063 | TOP PLASTIC SLIDER | 2 |
| B006097 | BUMPER | 2 |
| B006147 | 1/2" 100 GR EJECTOR CHAIN (50 FT) | 2 |

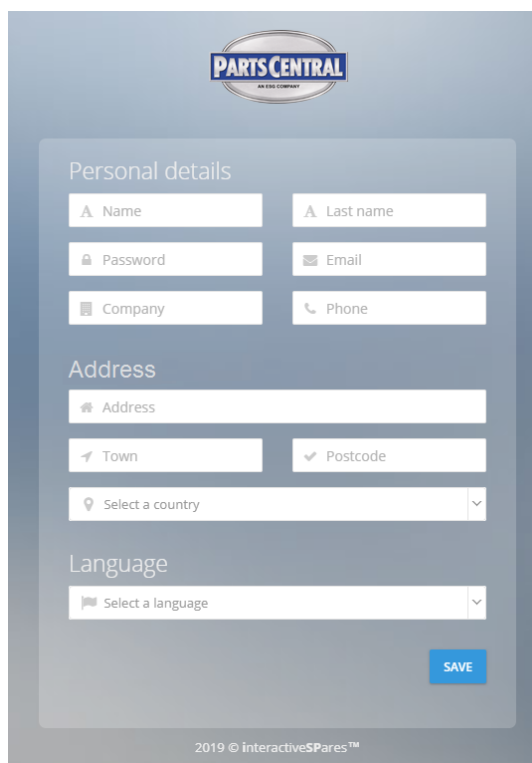
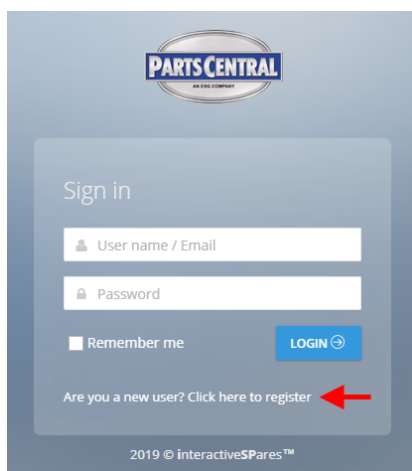
ELECTRONIC PARTS CATALOG (EPC)

The Parts Central EPC includes electronic versions of the Heil Parts Manuals, specific to a Customer's truck configuration and options. After registering and logging in, the user can search by **Keyword(s)** or **Part Number** and/or **Heil Body Serial Number** to quickly identify a spare part or browse a custom parts catalog.

Note: This tool is currently for reference use only and the cart functionality is disabled. Please contact your local Heil Dealer for parts quoting and ordering.

Registration and Login

Register online to gain access: <https://epc.partscentral.com>. Upon registration, you will receive an email notification confirming registration. Within 24 hours, your registration will be approved and you can log in using the **login page**.

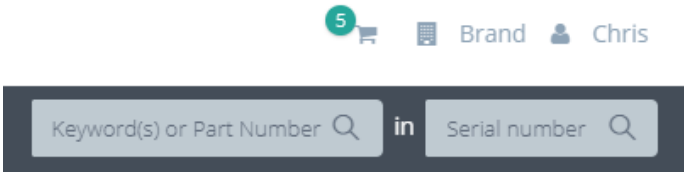


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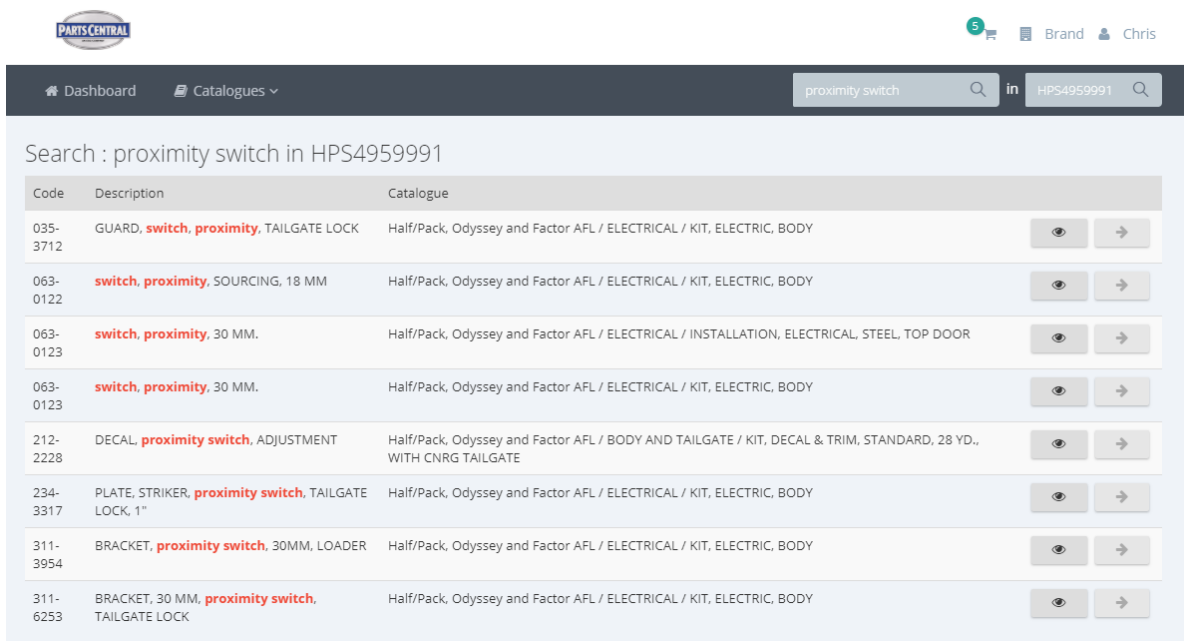
Search by Part Keyword(s) or Part Number in Body Serial Number

After login, you will land on the User Dashboard. At the top right of the Dashboard, there will be two search fields, as shown in the image below.



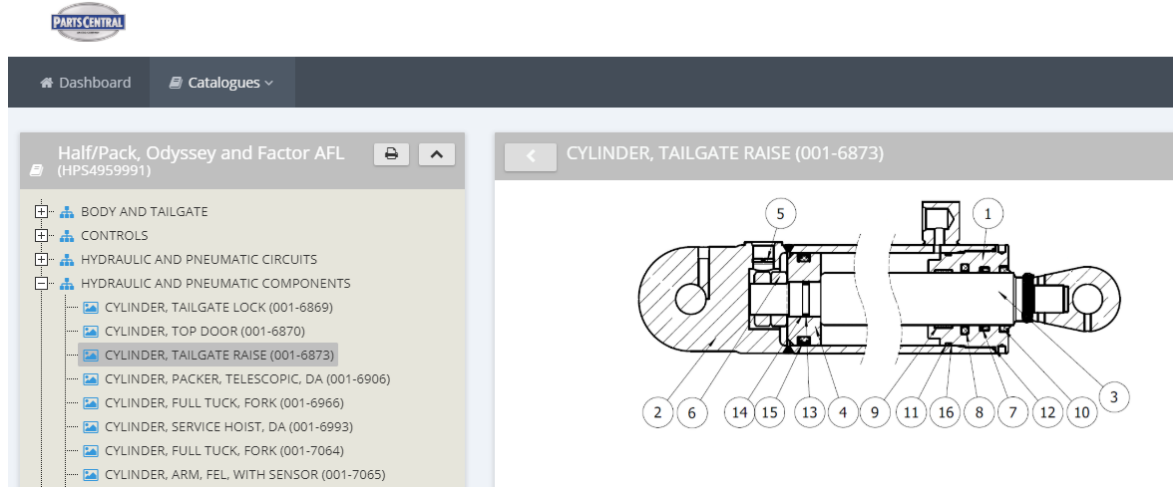
You can search by **Keyword(s) or Part Number** within a specific Heil Body **Serial Number**. For example, if you are looking for a **proximity switch** for Body Serial Number **HPS4959991**, you can enter this information into these two fields and the search results will include all parts within the **HPS4959991** body that contain the keywords **proximity** and **switch** within their part descriptions. See the image below.

From the search results list, you can select the right arrow icon to view the part within its associated assembly/kit, helping you identify the needed part. Alternatively, you can select the eye icon on the right to see part specifics (including any notes) and quickly add to cart (although this functionality is not yet turned on in the Parts Central EPC).

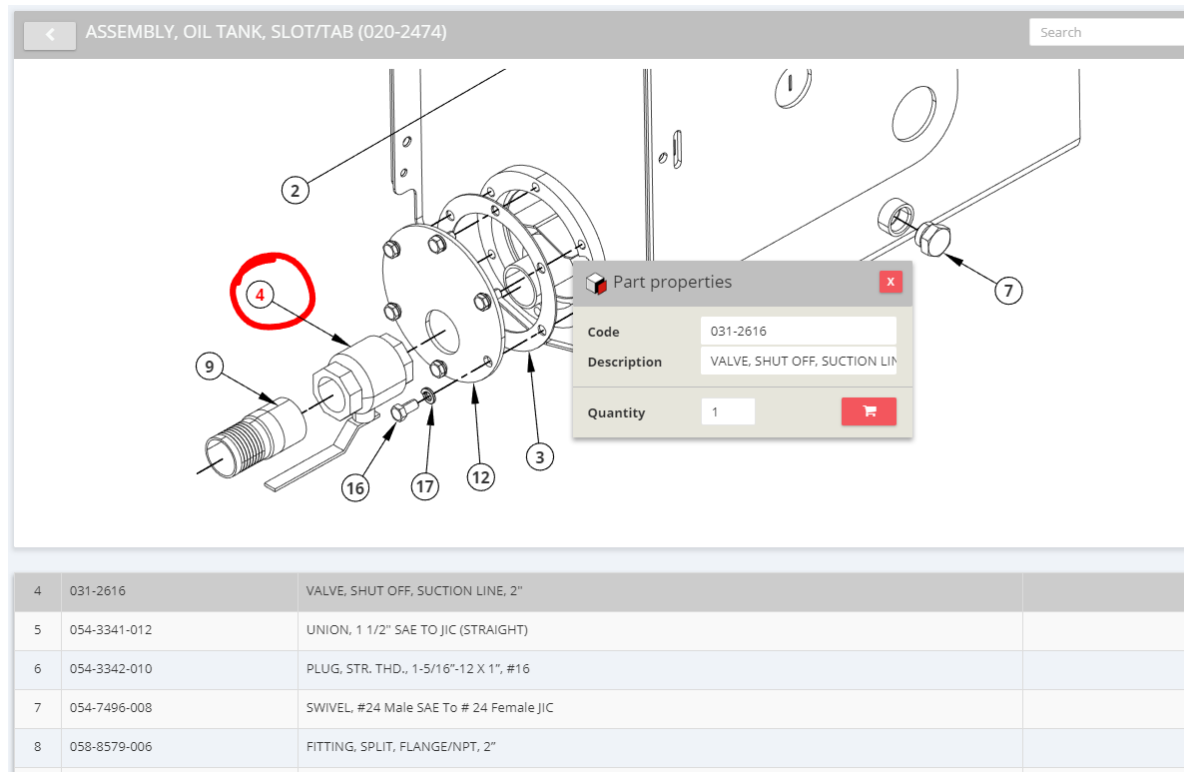


Search by Body Serial Number

If you want to view an entire parts catalog for a particular Heil unit, you can search by only the Heil Body **Serial Number**, leaving the **Keyword(s) / Part Number** field blank. The search result will then be the Body Serial Number-specific parts catalog with familiar catalog sections that you can browse. You can navigate through the catalog using the section/topic menu in the left panel and then adjust an assembly/kit illustration size in the right panel with the mouse center scroll wheel. Additionally in the right panel, you can drag the image when holding down the left mouse button. See the image below.



For each assembly/kit, you can click on the interactive part callout reference numbers to highlight the corresponding part in the parts list, or you can click on a parts list line item to highlight its position on the illustration. See the image below.



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General Information

PRECAUTIONARY STATEMENTS

Listed below are the definitions for the various levels of hazards. It is important that the operators of this equipment and people who service units read and understand all warnings as they relate to this equipment operation.

- **DANGER** – indicates a hazardous situation, which if not avoided WILL result in DEATH or SERIOUS INJURY if you do not follow proper instructions.
- **WARNING** – indicates a hazardous situation, which if not avoided COULD result in DEATH OR SERIOUS INJURY if you do not follow proper instructions.
- **CAUTION** – indicates a hazardous situation, which if not avoided COULD result in MINOR to MODERATE INJURY if you do not follow proper instructions.
- **NOTICE** – addresses practices not related to personal injury, such as property damage or damage to the equipment.

The following warnings are generally in the Operator's Manual for each specific unit or are generic safety messages if an Operator's Manual does not have these safety messages. Other safety alert messages may be in other sections of the Parts and Service Manual or in an Operator's Manual. You must read and obey all safety alert messages in any manual produced by Heil to support your unit.

WARNING

Failure to follow all instructions and safety precautions in this manual, in the Service Manual, in other manufacturer's manuals and on the safety decals attached to the product could result in serious injury or death to operators or bystanders and/or damage to property. Do not operate this vehicle before you read and understand the Operation Manual, the Parts Service Manual for this unit, other applicable manufacturer's manuals and the safety decals on the product. Each operator of this unit must read and understand all directions in this manual before they first operate this vehicle. Keep this manual in the cab for new operators and to remind all operators about safe use.

WARNING

Never weld on a compressed natural gas vehicle unless the compressed natural gas fuel system has been purged with inert gas.

DANGER

Do not operate the unit or perform repair or maintenance procedures on the unit until you read and understand all of the instructions in this manual. Failure to do so can result in death or serious injury to operators or bystanders.

DANGER

Always prop the tailgate when you leave it raised for maintenance, service or cleaning procedures. Any part of your body between the unit's body and the tailgate while you prop the tailgate or when the tailgate is propped is dangerous. Death or serious injury can occur if any part of your body is between the tailgate and the body if the tailgate suddenly closes.

DANGER

A tailgate in motion is dangerous. Serious injury or death can occur if a person is struck by a moving tailgate or becomes trapped between the tailgate and the body. Clear the area near the tailgate of all unnecessary people before you lower the tailgate.

⚠ DANGER

The auger and ejector panel are dangerous. They can cause death or serious injury if a person is inside the hopper. Make sure no one is inside the hopper before you begin a packer or crusher function. Put the unit in the Lock-Out/Tag-Out mode if it is necessary to enter the hopper area.

⚠ DANGER

Lifting equipment that does not have sufficient lifting capability is dangerous. Equipment can fail and cause death or serious injury to the operator or bystanders. Make sure the lifting equipment has sufficient lifting capability and clear ALL persons not involved with the procedure away from the area.

⚠ DANGER

The lifting equipment can fail. Serious injury or death can occur if the lifting equipment breaks and the body falls or the unit rolls over. Do not place your body or limbs between the unit's body and chassis while you remove the body-supporting timbers. Be attentive and prepared to move quickly away from the unit in the event there is an equipment failure.

⚠ WARNING

Make sure the unit is in the Lock-Out/Tag-Out mode when you do maintenance or service procedures, or when you go in the hopper, climb in or on the body or on equipment. Equipment can be operated when the unit is not in the Lock-Out/Tag-Out mode. When the unit is not in the Lock-Out/Tag-Out mode, equipment operated while you do maintenance or service procedures, go in the hopper or climb in or on the body or on equipment can cause death or serious injury.

⚠ WARNING

On electrified bodies (such as RevAMP), serious death or injury can occur from improper handling of charged environments. Please be sure to observe any and all precautions with regard to working in a high voltage environment, including following proper lock out / tag out and decommissioning procedures and allowing for the discharge of residual voltage.

⚠ WARNING

Moving equipment can be dangerous to bystanders. Death or serious injury can occur if a person is in the wrong area or is not attentive to the operations. Clear the area of all unnecessary people before you operate the controls.

⚠ WARNING

The hydraulic fluid can be under pressure and can spray while you open the connection. Hydraulic fluid can cause damage to your eyes, hands or skin. Wear protective eye glasses, gloves and other clothing as necessary to protect you from the hydraulic fluid.

⚠ WARNING

A unit that needs service or repair can malfunction and create a dangerous condition. A part failure during operation can cause death or serious injury to a person or damage to the unit. Repair or replace any failed or defective part immediately

⚠ WARNING

Isopropyl alcohol is flammable and is harmful to eyes and skin. Keep isopropyl alcohol away from heat or open sources of ignition. Flush eyes and skin with water for 15 minutes after contact. Seek immediate medical help.

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WARNING

A container that is not locked to the container lift mechanism is dangerous. The container can fall off the container lift mechanism and cause death or serious injury. Make sure you engage and lock the container latch bars before you lift the container.

WARNING

Grabbing a refuse container with too much pressure can damage the container. Pieces of the container can “fly” off the container and cause moderate or minor injury to a bystander. Use enough pressure with the grabber to raise the container with the lift arm and not damage the container.

NOTICE

Do not operate the unit or perform repair or maintenance procedures on the unit until you read and understand the instructions in this manual. Failure to do so can result in damage to the unit or other property. If you do not understand a procedure or instruction, tell the owner or the designated person immediately. Do not operate the unit if you do not understand all procedures and instructions in this manual. The owner or designated person can contact your Heil dealer or Heil for additional help. See the Operator's Manual or Service Manual for contact information.

NOTICE

Grabbing a refuse container with too much pressure can damage the container. The container can become unusable. Use enough pressure with the grabber to raise the container with the lift arm and not damage the container.

NOTICE

Always use your employer's Lock-Out/Tag-Out procedures. If your employer does not have Lock-Out/Tag-Out procedures, use the procedures that follow. Contact your supervisor or ESG Technical Service if you have any questions about Lock-Out/Tag-Out procedures.

NOTICE

See Electric Body Decommission before proceeding.

FIRE DANGER

It is important to always have a fire extinguisher nearby (in the cabin or near the mechanical arm). This fire extinguisher must be checked monthly to make sure it is functional.

Please be advised that Heil provides 10 B:C category extinguisher(s) with each body. Please be sure to inspect for presence and condition of extinguishers before each trip.

Always keep flames or heat sources away from combustible and/or flammable materials. Avoid loading burning/smoldering waste or smoking ashes as this could ignite the contents of the body (including hopper and auger).

CRITICAL BATTERY TEMPERATURE CONDITION

It is critical to understand that the RevAMP body is powered by a high voltage battery system – either as part of the Heil RevAMP body installation or from the chassis (e.g. the traction battery). As with all high voltage battery systems, there is a potential for critical over temperature conditions, especially if subjected to misuse or abuse. Please be sure to familiarize yourself with any and all related instructions, warnings, and procedures related to chassis battery systems (chassis battery is not Heil's responsibility). This manual only covers Heil-provided body battery systems.

In the event of a Critical Battery Temperature condition, the below warning will displayed on the body display screen.

IF YOU SEE THIS DISPLAYED, IMMEDIATE ACTION MUST BE TAKEN.



In the event of a Critical Battery Temperature condition as displayed above, or if fire and/or smoke are observed coming from the body battery, please follow the below instructions. Serious injury or death may result in the failure to do so.

- Immediately stop the RCV in a safe location as far away from buildings and other vehicles as safely and reasonably possible.
- Once in a safe location, immediately turn off power to the body and follow shut-down/park instructions provided by the chassis manufacturer. Exit the RCV and move away as quickly as safely possible after power is shut off and check surrounding area for any potential dangers.
- Immediately contact relevant emergency services (e.g. 911 in most U.S. jurisdictions) and ensure you communicate that the potential emergency involves a high voltage electric garbage truck. Keep at a safe distance and warn others to keep back.

NOTE: While Heil RCV bodies are equipped with fire extinguishers, the above process must be followed for a Critical Battery Temperature condition. Operators should not attempt to fight high voltage battery fires – that must be left to professional fire fighters. Fire extinguishers are provided solely to facilitate emergency egress in a Critical Battery Temperature condition.

NOTE: Even if no visible signs of smoke or fire are observed, but the Critical Battery Temperature condition is displayed, please obey the above instructions. Serious injury or death may result in the failure to do so.

RevAMP®

General Information

CHARGING ELECTRIC BODY BATTERY

The following process outlines steps to connect and charge the electric body battery. Please read through the entire process before beginning the charging process. For steps to decommission the chassis, please follow instructions provided by the respective chassis manufacturer. The Heil Co. (Heil) makes no statements for or on behalf of any chassis system or chassis manufacturer – it is your responsibility to consult with the respective manufacturer for your chassis.

NOTICE

The unit must be plugged in, and **System Power** switch must be on and pulled up (NOT engaged) with its light illuminating in order for the battery to regulate its temperature within operating range. For more information, reference the RevAMP Operation Manual.

Connecting Power Cord to Activate Charging:

1. Plug generic charging cord into power outlet.
2. Locate the Battery Disconnect between cab and body on the street side of the truck, move switch to the “ON” position. The light will turn on as in figure below.

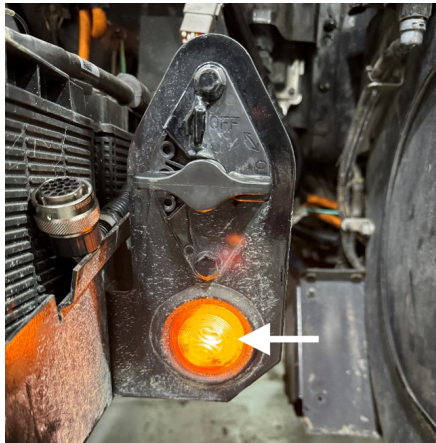


Figure 1. Battery Disconnect

3. In the cab, Verify and Place the System Power in the UP Position. If it is in the UP Position with the Chassis Key in the ON Position, the System Power switch light will be ON. See the figure below.



Figure 2. System Power Switch in Up Position

CHARGING ELECTRIC BODY BATTERY (CONTINUED)

Connecting Power Cord to Activate Charging (Continued)

4. Find the J1772 RECEPTACLE charging port located on the street side of the body and open cap.



Figure 3. Charging Port Closed



Figure 4. Charging Port Open

5. Before insertion, Verify correct orientation of the charging plug by matching the placement of the pins from plug to the corresponding holes on the charging port.
6. Once Verified, insert plug into the J1772 RECEPTACLE.



Figure 5. Charging Plug Pins

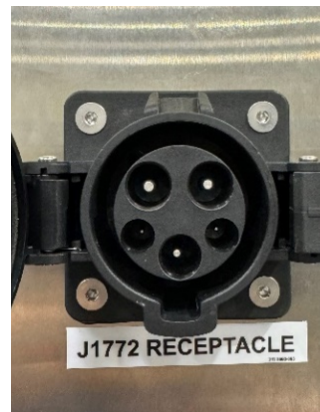


Figure 6. Charging Port Open

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General Information

CHARGING ELECTRIC BODY BATTERY (CONTINUED)

- When the Charging Plug is correctly connected, the electric body will automatically activate the charging sequence. See image below.



Figure 7. Insert Charging Plug

- The display screen in the cab should show a green plug icon in the lower left-hand side, and the charging amps will show on the right-hand side measuring above 0 A.



Figure 8. Charging Display Screen

ELECTRIC BODY DECOMMISSIONING

The following process outlines steps to decommission/commission the electric body **ONLY**. Please read through the entire process before beginning work. For steps to decommission the chassis, please follow instructions provided by the respective chassis manufacturer. The Heil Co. (Heil) makes no statements for or on behalf of any chassis system or chassis manufacturer – it is your responsibility to consult with the respective manufacturer.

Heil provides this process outline to help inform users. However, all users must exercise due care, professional diligence, and only perform work on systems they are fully qualified on which to work. Heil cannot control how work is done by you and, as such, you are solely responsible for your work on any Heil electric body. Please ensure you and your work fully comply with all applicable rules, regulations, and standards including but not limited to OSHA, ANSI, and NFPA standards and guidelines. Your organization and/or location may have additional safety requirements and it is up to you to assess and comply with such.

It is recommended that decommissioning work on an electric body be performed inside a dry, well-ventilated work bay with sufficient clearance. Ensure that no flammable liquids/materials are near the work area and no moisture is present on the floor. Lift arm should be free and clear. To return the unit to the same setup after decommissioning, take note of all options and set points on the display before beginning the decommissioning process. After noting the options and set points, the chassis key switch should be in the “OFF” position and the ignition key removed. Place the chassis gear in the “Neutral” position, ensure the parking brake is set, and chock the wheels. Place barriers around the unit to keep unnecessary personnel from the work area.

The decommissioning process may be performed by 1 qualified technician and 1 safety spotter / Qualified Observer (see below). Technician should be fully trained on, and qualified to work with, high voltage systems. Ensure that the technician removes all metal in clothes (loose change, pocket-knives, etc.) as well as on the person, including jewelry (watches, rings, necklaces, etc.). Safety spotter / Qualified Observer should be standing by with the rescue hook before beginning the process. Proper PPE (hood, coveralls, gloves, boots, etc.) must be worn by the technician during the entirety of this process. A list of recommended PPE can be found in the table below.

NOTE: [OSHA 1910.269 (a) (2) (viii) requires that all high voltage qualified persons must demonstrate their proficiency and knowledge of high voltage safe work practices.]

Reference: NFPA 70E and OSHA 1910.269 as part of creating an electrically safe work condition.

Reference: ASE Electrified Propulsion Vehicles (xEV) High-Voltage Electrical Safety Standards – Level TWO – High-Voltage Vehicle

This procedure is intended to provide steps required to Decommission and Commission **ONLY** the Electric Body to allow work to be performed while the unit is in the Decommissioned state. If any work including “Hot Work” or “Energized Troubleshooting/Work” is required to be performed, contact the Heil Tech Services department or perform an Arc Flash Evaluation with an Electrical Professional Engineer to determine the proper PPE required prior to performing.

Safety Spotter / Qualified Observer

Please refer to your organization’s respective safety spotter / Qualified Observer and arc flash protocols. Heil is not responsible for the training or protocols of your organization. When in doubt, please consult your organization’s respective safety function with any questions. **DO NOT ATTEMPT TO PARTICIPATE WITHOUT PROPER TRAINING, PROTOCOLS, OR PPE.** Please refer to OSHA 1910.269 and ASE Electrified Propulsion Vehicles (xEV) High-Voltage Electrical Safety Standards – Level TWO – High-Voltage Vehicle for additional details. **THIS IS PROVIDED FOR GENERAL INFORMATION PURPOSES ONLY – PLEASE BE SURE TO REFER TO APPLICABLE OSHA, ASE, AND NEC REQUIREMENTS FOR SPECIFIC REQUIREMENTS WITH WHICH YOU MUST COMPLY. ONLY THOSE QUALIFIED ON ELECTRIC VEHICLE SERVICE SHOULD ATTEMPT THE DECOMMISSION OR RECOMMISSION PROCESS.**

ELECTRIC BODY DECOMMISSIONING (CONTINUED)

Required PPE List

| | |
|---|--------|
| Arc Flash 40 Cal Kit with Hood | 1 |
| Class 0 Electrical Gloves 1000V | 1 pair |
| Fluke Proving unit PRV240 or equivalent | 1 |
| Fluke CAT III 1000Vdc TRMS Multimeter | 1 |
| Arc Rated Boots | 1 pair |
| Arc Rated Blanket | 1 |
| Switchboard Matting | 1 |
| Arc Rated Knee Pads | 1 pair |
| Electrically Rated Hand Tools | 1 set |
| Rescue hook | 1 |



Figure 9. Arc Flash 40 Cal Kit with Hood



Figure 10. Insulated Tools

ELECTRIC BODY DECOMMISSIONING (CONTINUED)

Required PPE List



Figure 11. 1000V PROTECTIVE GLOVES (CLASS0)



Figure 12. Fluke CAT III 1000Vdc TRMS Multimeter



Figure 13. Fluke Proving unit PRV240 or equivalent.

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General Information

ELECTRIC BODY DECOMMISSIONING (CONTINUED)

Required PPE List

Example: Arc Flash “Go-Bag” List – Duffel Included

| MFG | MFG P/N | Description | Qty |
|--------------------------------------|----------------------|---|-----|
| 40 Cal Pyrad Kit | | | |
| CPA | AG40-GP-S-H3P-NG | Premium Gore Pyrad Jacket & Bib Kit w/ Lift Front Hood No Glove Kit (Various sizes available) | 1 |
| 40 Cal Pyrad Kit w/FAN | | | |
| CPA | AG40-GP-S-H3P-NG-FAN | Premium Gore Pyrad Jacket & Bib Kit w/ Lift Front Hood Size No Glove Kit (Various sizes available) | 1 |
| Class 0 Electrical Glove Kits | | | |
| PIP | 150-SK-0/9-KIT | Class 0 Electrical Safety Glove Kit, 1 Pair Black ESP Gloves, 1 Pair Goatskin Protectors, 11' Nylon Bag (Various sizes available) | 1 |
| Arc Rated Boots | | | |
| Salisbury | 21406WT 10-ES | Electrigrad[™] 20kV Deep Heel Wide Throat Dielectric Overboot PR (Various sizes available) | 1 |
| Arc Rated Blanket | | | |
| Voltguard | LRIB-VB2-36X36 | Black Blanket 36" x 36" Class 2, Type 1, with eyelets, Maximum Working Voltage 17kV (Tested at 20kV) | 1 |
| Switchboard Matting | | | |
| Notrax | 831C0024BL | Anti Slip Non-Conductive Diamond Plate Switchboard Mat 831 1/4" Thick 2' x 3' | 1 |
| Arc Rated Knee Pads | | | |
| Alta Industries | 50902 | Safety Knee Pads ASTM F1506, NFPA70E Level 2, NFPA 1977, NFPA 2112 and OSHA 29 CFR 1910, 269 | 1 |
| Electrically Rated Hand Tools | | | |
| Klein | 33527 | General Purpose 1000V Insulated Tool Kit 22-Piece | 1 |
| Rescue Hook | | | |
| Salisbury | 24403 | 8' Fiberglass with Aluminum Bronze Alloy Head, 18" Opening | 1 |

ELECTRIC BODY DECOMMISSIONING (CONTINUED)

Read and follow all safety decals on the unit and follow the procedure below to decommission the body electrical system. Make sure that you do not damage electrical connectors when performing the Decommissioning and Recommissioning Procedures.

NOTICE

The following electric body decommissioning and re-commissioning procedures ONLY apply to the Octillion Battery system and DO NOT apply to other manufacturers' batteries or configurations. Contact the Heil Technical Service if you need decommissioning instructions for a Heil body equipped with another battery type or configuration.

Electric Body Decommissioning Procedure

1. Make sure the Body Battery Charger is disconnected from the Level II Shore Charger Interface (J1772 Receptacle) on the Charger Cabinet. Also, identify the electrical cabinets on the body. See the image below.

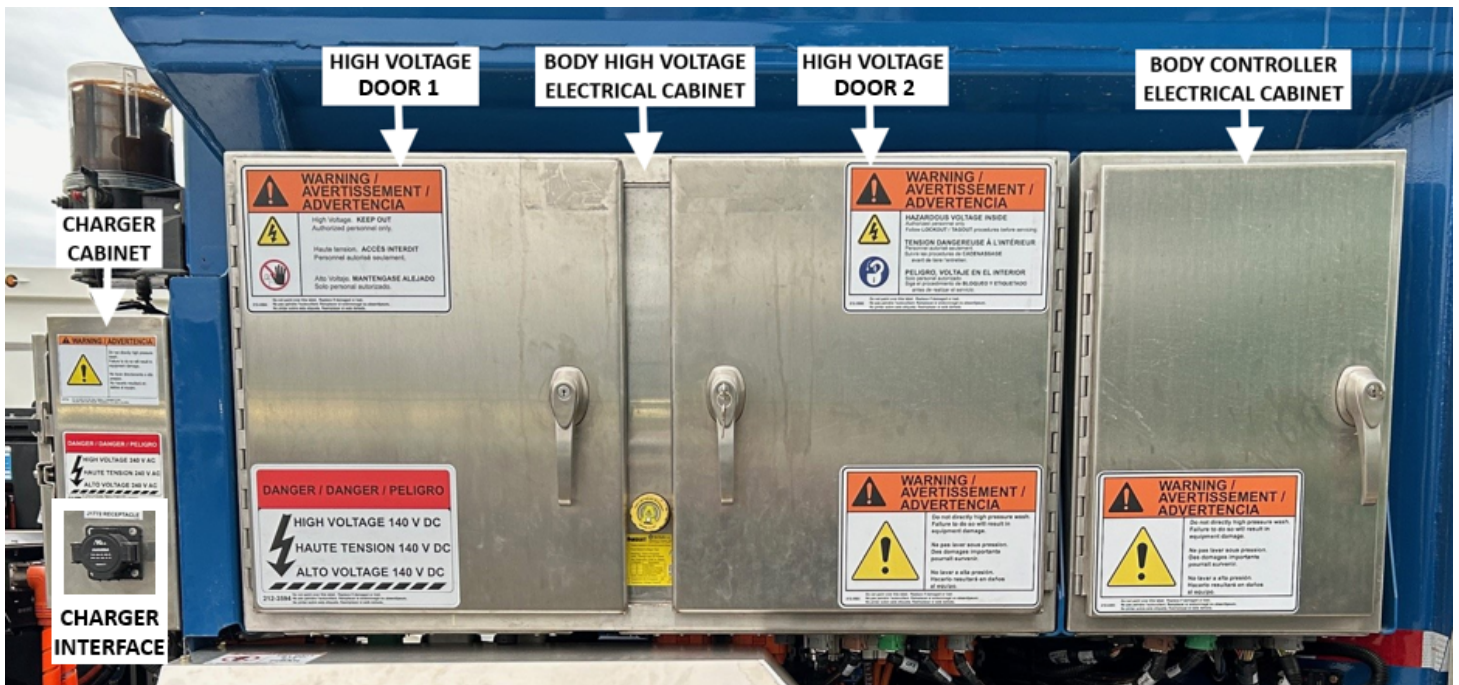


Figure 14. Curb Side J1772 Charging Port Receptacle Location (White Outlined Box) and Identification of the Charger Cabinet, Body High Voltage Electrical Cabinet and Body Controller Low Voltage Electrical Cabinet

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General Information

ELECTRIC BODY DECOMMISSIONING (CONTINUED)

2. Make sure the Chassis Key Switch is in the "OFF" position and the Ignition Key is removed.



Figure 15. Chassis Ignition Key Off and Removed

3. Make sure the Chassis Battery Disconnect Switch is in the OFF Position and the proper Lock-Out/Tag-Out procedure is applied. The Chassis Battery Disconnect Switch location varies from chassis to chassis. Refer to the Chassis Manufacturer documentation for Lock-Out/Tag-Out procedure, decommission process, and physical location of all lockout controls.



Figure 16. Chassis Battery Disconnect Switch

ELECTRIC BODY DECOMMISSIONING (CONTINUED)

⚠ DANGER

ARC Flash and High Voltage PPE must be worn for this procedure.

⚠ WARNING

It may take 15-20 minutes for voltage to dissipate from the system once it is de-energized.

- The integrated Absence of Voltage Tester (AVT) is located between the two body high voltage electrical cabinet doors. Before opening either of the Body High Voltage Electrical Cabinet Doors, PRESS the circular AVT button. See the left image below (white arrow). The triangle hazard symbol in the center flashes as the test is in progress. The circular dial will turn **GREEN** if the body electrical system is **DE-ENERGIZED**. See the middle image below. The two inner rings will turn **RED** if the body electrical system is **ENERGIZED**. See the right image below. **DO NOT** open the Body High Voltage Electrical Cabinet Door unless the system is **DE-ENERGIZED**.

⚠ WARNING

Lack of red voltage presence indicators alone does not verify the absence of voltage. The absence of voltage indicator must illuminate green verifying the absence of voltage.

NOTICE

AVT battery, system cable, o-rings and gaskets can be replaced. No other part of the product is serviceable. Do not attempt to open the indicator module or isolation module for repair or modification. Reference the **VeriSafe 2.0 Absence of Voltage Tester (AVT) Instruction Manual** for more information. When servicing this product, only use specified replacement parts.



Figure 17. Absence Tester: Pressing Circular Button (White Arrow) Initializes Testing (Flashing Triangle Hazard Symbol)



Figure 18. Absence Tester: After Pressing Circular Button the Outer Ring Turns Green if Body Electrical System is De-Energized

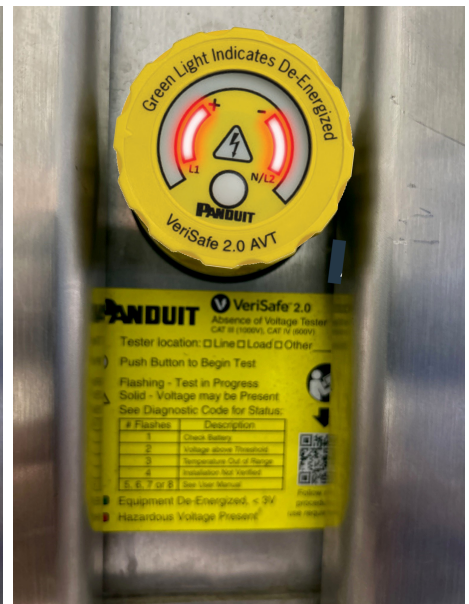


Figure 19. Absence Tester: After Pressing Circular Button the Two Inner Rings Turn Red if When Voltage is Detected

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General Information

ELECTRIC BODY DECOMMISSIONING (CONTINUED)

5. To confirm that the system is **DE-ENERGIZED**, use the following procedure. In accordance with NFPA 70E Requirements, prior to using a multimeter on voltages greater than or equal to 50V ac/dc, the meter shall be verified using a "Proving Unit", such as a Fluke PRV240, to validate multimeter operational status. Using an approved meter that is rated a CAT III 1000Vdc TRMS Multimeter or above, measure the voltage between the High Voltage Positive Bus Bar and High Voltage Negative Bus Bar behind the Body High Voltage Electrical Cabinet Door 2. The voltage reading should be less than 10 Vdc before continuing. See the image below (white outlined boxes).

ALL EV body and chassis voltage measurements must be performed with one of the following True-RMS multimeters:

- **RECOMMENDED:** FLUKE 179 Multimeter: CAT III 1000V/CAT IV 600V, TRMS, 1,000 V Max AC/DC Voltage Measurement
- KLEIN TOOLS Digital Multimeter: CAT III 1000V/CAT IV 600V, TRMS, 1,000 V Max AC/DC Volt Measurement
- EXTECH Digital Multimeter: CAT III 1000V/CAT IV 600V, TRMS, 1,000 V Max AC/DC Volt Measurement

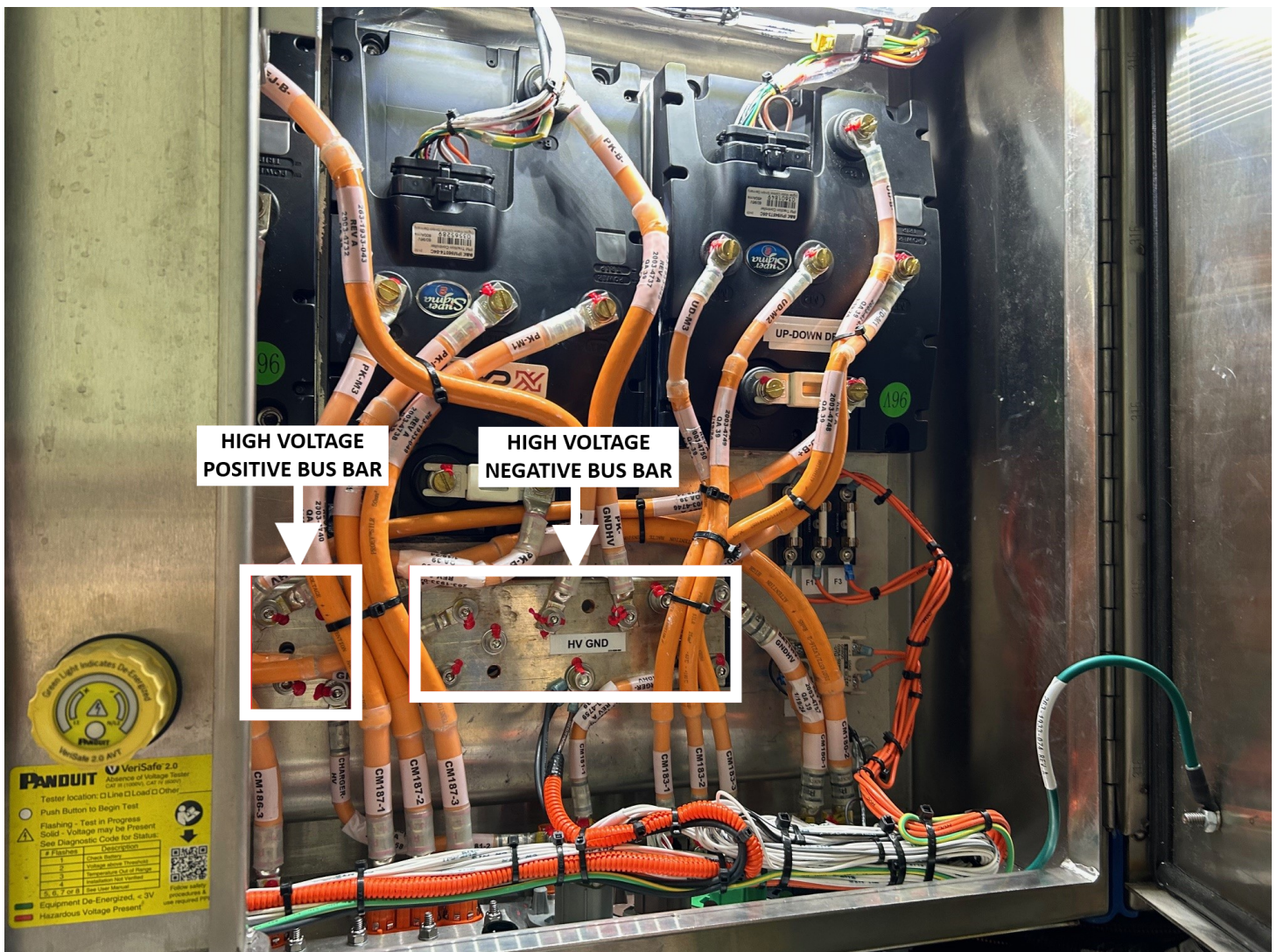


Figure 20. Body High Voltage Electrical Cabinet Panel 2 Voltage Testing Locations (White Rectangles)

ELECTRIC BODY DECOMMISSIONING (CONTINUED)

If WELDING IS REQUIRED, perform steps 6 and 7 to prevent damage of body electrical components. If WELDING IS NOT REQUIRED, skip to step 8 on the next page.

6. Disconnect **ALL** low voltage connectors (i.e., those without orange wires) from below the Body High Voltage Electrical Cabinet and the Body Controller Electrical Cabinet. See the images below (white outlined boxes).



Figure 21. Locations of the Low Voltage Connectors (White Outlined Boxes)

7. Disconnect the HMI Connector on the Body Display inside the cab of the chassis. See the image below (white outlined box).



Figure 22. HMI Connector

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General Information

ELECTRIC BODY DECOMMISSIONING (CONTINUED)

⚠ DANGER

CLASS 0 Electrical Gloves and Safety Glasses are required for Steps 8 - 10.

8. Remove the Main System Disconnect (MSD) from the Body Battery. See image below (white outlined box).

NOTICE

The Main System Disconnect (MSD) has two locking mechanisms. The first lock is located on the black disengaging handle and must be in the unlock position before starting to remove the MSD. The second lock is located on the orange housing of the MSD and is required to be pressed while removing the MSD with the black disengaging handle.



Figure 23. Main System Disconnect (MSD) (White Outlined Box)

ELECTRIC BODY DECOMMISSIONING (CONTINUED)

DANGER

CLASS 0 Electrical Gloves and Safety Glasses are required for Steps 8 through 10.

9. Disconnect the low-voltage and heater power connectors from the body battery. See the first image (white outlined box).



Figure 24. Battery Low Voltage and Heater Power Connectors (White Outlined Box)

10. Disconnect the two (2) high-voltage power connectors from the body battery. See the image below (white outlined box). Remove ARC Flash and High Voltage PPE. **The body is now decommissioned for work when no welding is required.** Place proper signage to indicate decommissioned state. If welding is required, continue to step 11 on the next page.



Figure 25. Battery High Voltage Power Connectors (White Outlined Box)

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General Information

ELECTRIC BODY DECOMMISSIONING (CONTINUED)

If WELDING IS REQUIRED, additional steps must be performed to prevent damage of body electrical components.

Electric Body Decommissioning Procedure When Welding IS Required (STEPS 11-13)

11. **With Steps 1-10 completed and the Body Battery disconnected from the body**, now disconnect all of the 35-pin drive connectors located behind the two Body High Voltage Electrical Cabinet Doors. There should be five (5) 35-pin drive connectors on a standard RevAMP Unit. See the images below for their locations (white outlined boxes).

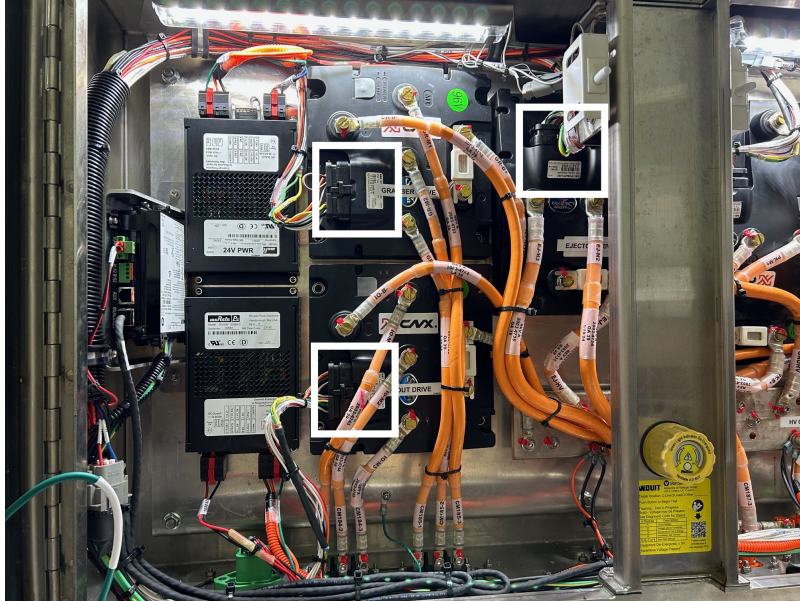


Figure 26. Body High Voltage Electrical Cabinet Panel 1 (3 Locations)



Figure 27. Body High Voltage Electrical Cabinet Panel 2 (2 Locations)

ELECTRIC BODY DECOMMISSIONING (CONTINUED)

12. Disconnect **ALL** Battery Monitoring System (BMS) connectors. See image below (white outlined box).



Figure 28. Location of the Battery Management System (BMS) Connectors (White Outlined Box)

13. **The truck is now decommissioned for work when welding is required.** Place proper signage to indicate decommissioned state.

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ELECTRIC BODY RE-COMMISSIONING

Read and follow all safety decals on the unit and follow the procedure below to re-commission the body electrical system. **The body must be in decommissioned (non-energized) state before attempting this procedure.** Reference the **Electric Body Decommissioning** ¹⁹ section of this manual.

⚠ DANGER

ARC Flash and High Voltage PPE must be worn for this procedure.

Electric Body Re-commissioning Procedure When Welding Was Required (STEPS 1-10)

1. Re-connect the HMI Connector on the Body Display inside the cab of the chassis.



Figure 29. HMI Connector

2. Re-connect ALL low voltage connectors (i.e., those without orange wires) from below the two Body High Voltage Electrical Cabinet and the Body Controller Electrical Cabinet. See the images below (white outlined boxes).



Figure 30. Locations of the Low Voltage Connectors (White Outlined Boxes)

ELECTRIC BODY RE-COMMISSIONING (CONTINUED)

3. Re-connect **ALL** Battery Monitoring System (BMS) connectors. See image below (white outlined box).



Figure 31. Location of the Battery Management System (BMS) Connectors (White Outlined Box)

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General Information

ELECTRIC BODY RE-COMMISSIONING (CONTINUED)

4. Re-connect the five (5) 35-pin drive connectors located behind the two Body High Voltage Cabinet Doors. See the images below (white outlined boxes).

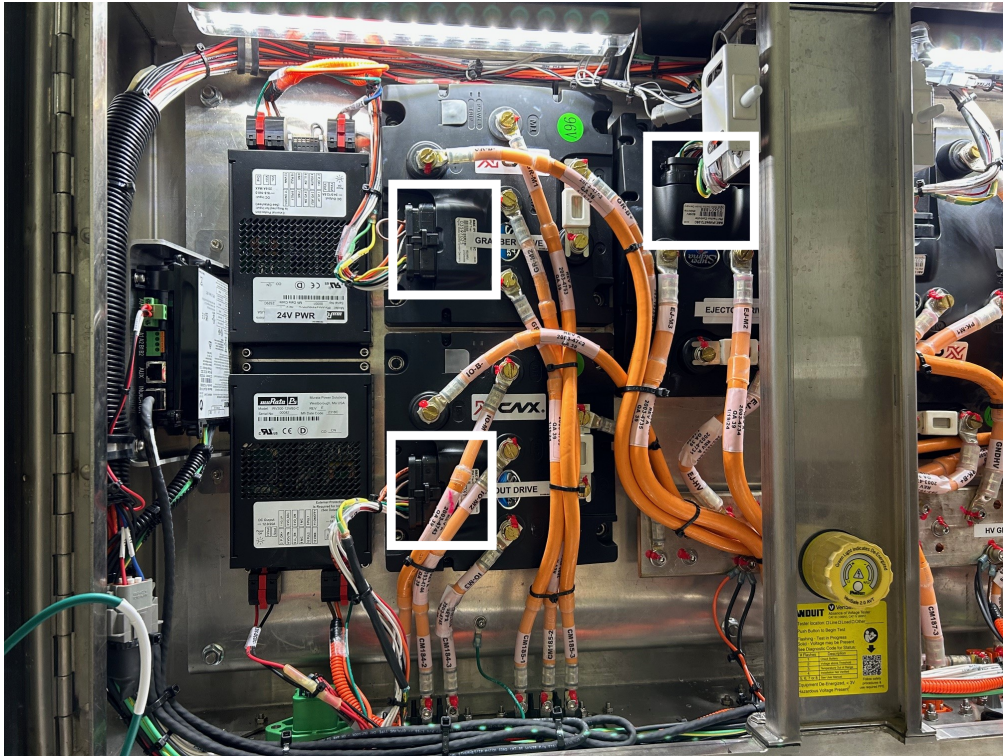


Figure 32. Body High Voltage Electrical Cabinet Panel 1 (3 Locations)



Figure 33. Body High Voltage Electrical Cabinet Panel 2 (2 Locations)

ELECTRIC BODY RE-COMMISSIONING (CONTINUED)

⚠ DANGER

CLASS 0 Electrical Gloves and Safety Glasses must be worn for Steps 5 through 7.

5. Re-connect the two high-voltage power connectors from the body battery. See the image below (white outlined box).



Figure 34. Body Battery Power Connectors (White Outlined Box)

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General Information

ELECTRIC BODY RE-COMMISSIONING (CONTINUED)



CLASS 0 Electrical Gloves and Safety Glasses must be worn for Steps 5 through 7.

6. Re-connect the low-voltage and heater power connectors from the body battery. See the image below (white outlined box).



Figure 35. Communications Power Connectors (White Outlined Box)

ELECTRIC BODY RE-COMMISSIONING (CONTINUED)

⚠ DANGER

CLASS 0 Electrical Gloves and Safety Glasses must be worn for for Steps 5 through 7.

7. Re-connect the Main System Disconnect (MSD) to the body battery. See image below (white outlined box).

NOTICE

The Main System Disconnect (MSD) has two locking mechanisms. Make sure both are locked in place.



Figure 36. Main System Disconnect (MSD) (White Outlined Box)

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General Information

ELECTRIC BODY RE-COMMISSIONING (CONTINUED)

8. Remove Lock-Out/Tag-Out lock from the Chassis Battery Disconnect Switch and turn switch to the ON position.
The Chassis Battery Disconnect Switch varies in location by chassis.



Figure 37. Chassis Battery Disconnect Switch

9. Test all body functions and then place the unit back into operational service.

ELECTRIC BODY RE-COMMISSIONING

Read and follow all safety decals on the unit.

Electric Body Re-commissioning Procedure When Welding Was NOT Required (STEPS 1-6)

DANGER

CLASS 0 Electrical Gloves and Safety Glasses must be worn for Steps 1 through 3.

1. Re-connect the two high-voltage power connectors to the body battery. See the image below (white outlined box).



Figure 38. Battery Power Connectors (White Outlined Box)

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General Information

ELECTRIC BODY RE-COMMISSIONING (CONTINUED)

⚠ DANGER

CLASS 0 Electrical Gloves and Safety Glasses must be worn for Steps 1 through 3.

2. Re-connect the low-voltage and heater power connectors to the body battery. See the image below (white outlined box).



Figure 39. Communications Power Connectors (White Outlined Box)

ELECTRIC BODY RE-COMMISSIONING (CONTINUED)

⚠ DANGER

CLASS 0 Electrical Gloves and Safety Glasses must be worn for Steps 1 through 3.

3. Re-connect the Main System Disconnect (MSD) to the body battery. See image below (white outlined box).

NOTICE

The Main System Disconnect (MSD) has two locking mechanisms. Make sure both are locked in place.



Figure 40. Main System Disconnect (MSD) (White Outlined Box)

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General Information

ELECTRIC BODY RE-COMMISSIONING (CONTINUED)

4. Remove Lock-Out/Tag-Out lock from the Chassis Battery Disconnect and turn switch to the ON position.



Figure 41. Chassis Battery Disconnect

5. Test all body operations and then place the unit back into operation.

DECOMMISSIONING THE DC-DC CONVERTER ON THE ELECTRIC BODY

This section is **ONLY** for Electric Bodies mounted on EV Chassis. Follow the Chassis manufacturers procedures for decommissioning the chassis BEFORE decommissioning the DC-DC Converter on the electric body.

DANGER

ARC Flash and High Voltage PPE must be worn for this procedure.

Once the Chassis Battery “Decommissioning Process” is complete:

1. Verify that the Chassis 12 Vdc or 24 Vdc Low Voltage Battery is locked out as part of the chassis manufacturer requirements.
 - a. If the 12 Vdc or 24 Vdc Low Voltage Battery was not part of the chassis manufacturer requirements, place the 12 Vdc or 24 Vdc Low Voltage battery disconnect in the “OFF” position and apply a Lockout/Tagout lock and/or tag in compliance with your Employer’s Lockout/Tagout Policy.

WARNING

It may take 15-20 minutes for voltage to dissipate from the system once it is de-energized.

2. The integrated Absence of Voltage Tester (AVT) is located between the two body high voltage electrical cabinet doors. Before opening either of the Body High Voltage Electrical Cabinet Doors, PRESS the circular AVT button. See the image on the top of the next page (white arrow). The triangle hazard symbol in the center flashes as the test is in progress. The circular dial will turn **GREEN** if the body electrical system is **DE-ENERGIZED**. See the middle image below. The two inner rings will turn **RED** if the body electrical system is **ENERGIZED**. See the right image below. **DO NOT** open the Body High Voltage Electrical Cabinet Door unless the system is **DE-ENERGIZED**.

WARNING

Lack of red voltage presence indicators alone does not verify the absence of voltage. The absence of voltage indicator must illuminate green verifying the absence of voltage.

NOTICE

AVT battery, system cable, o-rings and gaskets can be replaced. No other part of the product is serviceable. Do not attempt to open the indicator module or isolation module for repair or modification. Reference the **VeriSafe 2.0 Absence of Voltage Tester (AVT) Instruction Manual** for more information. When servicing this product, only use specified replacement parts.

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General Information

DECOMMISSIONING THE DC-DC CONVERTER ON THE ELECTRIC BODY (CONTINUED)



Figure 42. Absence Tester: Pressing Circular Button (White Arrow) Initializes Testing (Flashing Triangle Hazard Symbol)



Figure 43. Absence Tester: After Pressing Circular Button the Outer Ring Turns Green if Body Electrical System is De-Energized



Figure 44. Absence Tester: After Pressing Circular Button the Two Inner Rings Turn Red if When Voltage is Detected

3. To confirm that the system is **DE-ENERGIZED**, use the following procedure. In accordance with NFPA 70E Requirements, prior to using a multimeter on voltages greater than or equal to 50V ac/dc, the meter shall be verified using a "Proving Unit", such as a Fluke PRV240, to validate multimeter operational status. Using an approved meter that is rated a CAT III 1000Vdc TRMS Multimeter or above, measure the voltage between the High Voltage Positive Bus Bar and High Voltage Negative Bus Bar behind the Body High Voltage Electrical Cabinet Door 2. The voltage reading should be less than 10 Vdc before continuing. See the image below (white outlined boxes).

ALL EV body and chassis voltage measurements must be performed with one of the following True-RMS multimeters:

- **RECOMMENDED:** FLUKE 179 Multimeter: CAT III 1000V/CAT IV 600V, TRMS, 1,000 V Max AC/DC Voltage Measurement
- KLEIN TOOLS Digital Multimeter: CAT III 1000V/CAT IV 600V, TRMS, 1,000 V Max AC/DC Volt Measurement
- EXTECH Digital Multimeter: CAT III 1000V/CAT IV 600V, TRMS, 1,000 V Max AC/DC Volt Measurement

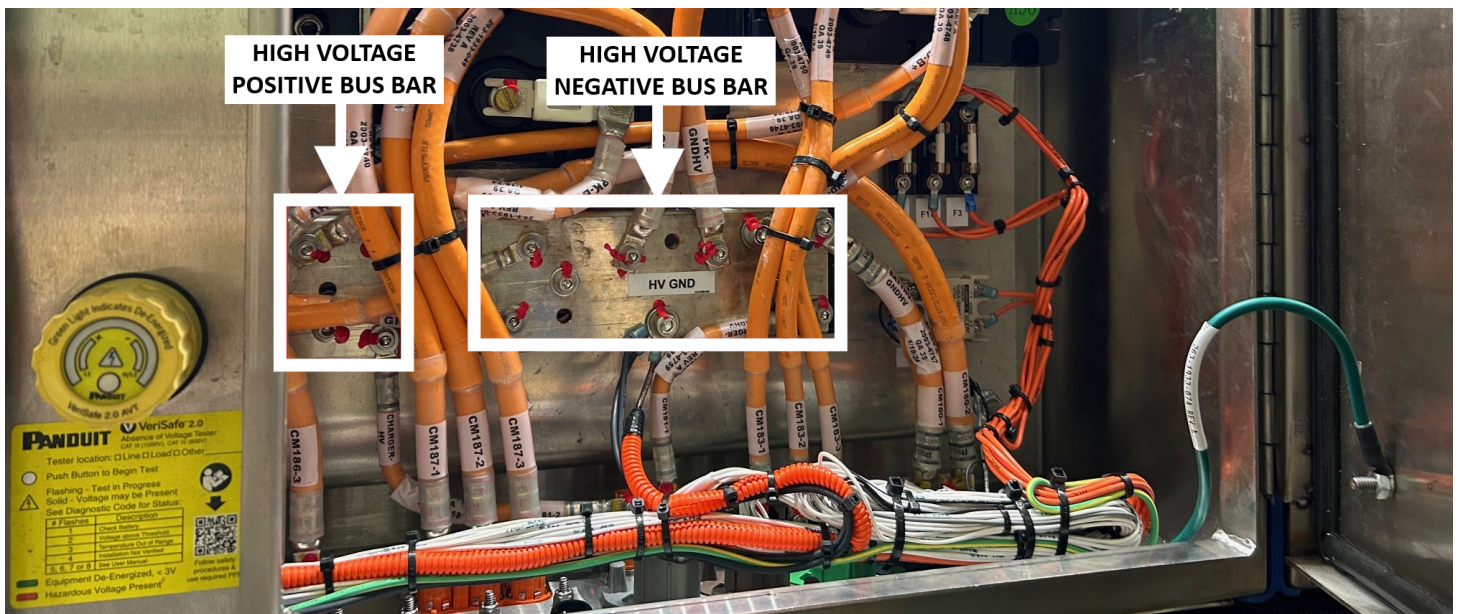


Figure 45. Body High Voltage Electrical Cabinet Panel 2 Voltage Testing Locations (White Rectangles)

DECOMMISSIONING THE DC-DC CONVERTER ON THE ELECTRIC BODY (CONTINUED)

4. If steps 1 through 3 are verified successfully, proceed to step 5. If steps 1 through 3 were not successful, move to the beginning of this procedure and perform an acceptable Lockout/Tagout procedure.
5. Disconnect the one electrical connector (two-way) connecting the body DC-DC Converter to the chassis Power Distribution Unit (PDU). See the images below.

NOTICE

The Chassis Power Distribution Unit (PDU) location varies for each chassis. The image below shows the PDU location on a Peterbilt EV chassis beneath the cab, viewed from the street side wheel well.



Figure 46. PDU Location on a Peterbilt EV Chassis Viewed from the Street Side Wheel Well Beneath the Cab



Figure 47. Body DC-DC Converter

6. Place the connector inside of an approved Lockout/Tagout lock box and apply your lock and/or tag in compliance with your Employer's Lockout/Tagout Policy.
7. Work can now be completed including welding operations.
 - a. If welding on the body. Place the ground lead of the welder on the body within 3 feet and as close as practically possible to the welding location.
 - b. If welding on the chassis, following the welding guidelines provided by the chassis manufacturer.

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RECOMMISSIONING THE DC-DC CONVERTER ON THE ELECTRIC BODY

This section is **ONLY** for Electric Bodies mounted on EV Chassis. Read and follow all safety decals on the unit and follow the procedure below to re-commission the body electrical system. **The body must be in decommissioned (non-energized) state before attempting this procedure.** Reference the **Decommissioning the DC-DC Converter on the Electric Body** ⁴³ section of this manual.

DANGER

ARC Flash and High Voltage PPE must be worn for this procedure.

NOTICE

The Chassis Battery Power Distribution Unit (PDU) location varies for each chassis. The image on the previous page shows the PDU location on a Peterbilt EV chassis beneath the cab, viewed from the street-side wheel well.

1. Remove the Lockout/Tagout from the DC-DC Converter Connector.
2. Re-connect the one electrical connector (two-way) connecting the DC-DC Converter to the Chassis Power Distribution Unit (PDU).
3. Recommission the Chassis Battery by taking it out of Lockout/Tagout Mode based on the chassis manufacturer requirements.
4. Test all body operations and then place the unit back into operation.

STORING REFUSE IN THE BODY

Heil does not recommend storing refuse in the body overnight. The different types of debris and corrosive elements usually collected can cause severe corrosion inside the body decreasing the life of your body. This corrosion can affect unloading and decrease the structural life of the body. In addition, storing refuse in the body overnight can increase the risk of fire.

MAINTENANCE/LUBRICATION INFORMATION

Before performing maintenance, check the work area carefully to find all the hazards present and make sure all safe guards or safety devices are in place to protect all persons and equipment involved.

GREASE LUBRICANT RECOMMENDATION

Use a grease gun. Before engaging grease gun, clean the fitting. Always pump enough grease to purge the joint of contaminated grease and wipe off the excess. Lubricate a unit as given on the lubrication decal on the unit and in the **Body Lubrication Guide** paragraph of this section.

Use grade NLGI 2 grease or equivalent.

Use anti-rust lubricant spray.

OIL LUBRICANT RECOMMENDATION

Use only non-detergent engine oil to lubricate all moveable mechanical parts not furnished with grease fittings. Apply sufficient oil to give good lubrication, but do not bathe parts in oil. Always wipe off excess oil.

STANDARD TORQUE DATA FOR NUTS AND BOLTS

The following recommended torque data is for use as a general guideline. Recommended torque, in foot pounds, for all Standard Application nuts and bolts provided in the following table.

NOTICE

Torque specifications on a drawing override torque values in the Standard Torque Data for Nuts and Bolts Table.

- All thread surfaces are clean and lubricated with SAE-30 engine oil. See notice above.
- Joints are rigid, that is no gaskets or compressible materials are used
- When re-using nuts or bolts use minimum torque values

TORQUE CHART - METRIC COATED HEX HEAD AND SOCKET HEAD CAP SCREWS MATED WITH PLAIN OR ZINC PLATED THREADS

| | | Class 4.6 hex head cap screw with plain threads / nut | | | | | | Class 8.8 hex head cap screw with plain threads / nut | | | | | |
|------|--------|---|---------|---------------|---------|-------|---------|---|---------|---------------|---------|-------|---------|
| | | DRY | | THREAD LOCKER | | LUBED | | DRY | | THREAD LOCKER | | LUBED | |
| Size | Thread | Nm | in-lbs. | Nm | in-lbs. | Nm | in-lbs. | Nm | in-lbs. | Nm | in-lbs. | Nm | in-lbs. |

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General Information

| TORQUE CHART - METRIC COATED HEX HEAD AND SOCKET HEAD CAP SCREWS MATED WITH PLAIN OR ZINC PLATED THREADS | | | | | | | | | | | | | |
|--|------|---|---------|------|---------|-------|---------|---|---------|------|---------|------|---------|
| | | Class 4.6 hex head cap screw with plain threads / nut | | | | | | Class 8.8 hex head cap screw with plain threads / nut | | | | | |
| M4 | .7 | | | | | | | | | | | | |
| M5 | .8 | 2.5 | 22 | 2 | 17.5 | 2 | 17.5 | 6.5 | 57.5 | 5.5 | 48.5 | 4.5 | 40 |
| M6 | 1 | 4.5 | 40 | 3.5 | 31 | 3 | 26.5 | 11 | 97.5 | 9.5 | 84 | 8 | 71 |
| M7 | 1 | 7 | 62 | 6 | 53 | 5 | 44 | 18.5 | 164 | 16 | 141.5 | 13 | 115 |
| M8 | 1.25 | 10.5 | 93 | 9 | 79.5 | 7.5 | 66.5 | 26.5 | 234.5 | 23 | 203.5 | 19 | 168 |
| M10 | 1.5 | 20.5 | 181.5 | 17.5 | 155 | 14.5 | 128.5 | 53 | 469 | 45.5 | 402.5 | 38 | 336.5 |
| | | Nm | ft-lbs. | Nm | ft-lbs. | Nm | ft-lbs. | Nm | ft-lbs. | Nm | ft-lbs. | Nm | ft-lbs. |
| M12 | 1.75 | 36 | 26.5 | 31 | 23 | 25.5 | 19 | 92.5 | 68 | 79 | 58 | 66 | 48.5 |
| M14 | 2 | 57 | 42 | 49 | 36 | 41 | 30 | 147 | 108.5 | 126 | 93 | 105 | 77.5 |
| M16 | 2 | 89 | 65.5 | 76.5 | 56.5 | 63.5 | 47 | 237 | 175 | 203 | 149.5 | 170 | 125.5 |
| M18 | 2.5 | 122 | 90 | 105 | 77.5 | 87.5 | 64.5 | 327 | 241 | 280 | 206.5 | 233 | 172 |
| M20 | 2.5 | 174 | 128 | 149 | 110 | 124 | 91.5 | 463 | 341.5 | 397 | 293 | 331 | 244 |
| M22 | 2.5 | 238 | 175.5 | 202 | 149 | 169 | 124.5 | 630 | 464.5 | 540 | 398.5 | 450 | 332 |
| M24 | 3 | 300 | 221 | 257 | 189.5 | 214 | 158 | 801 | 591 | 686 | 506 | 572 | 422 |
| M27 | 3 | 439 | 324 | 376 | 277.5 | 314 | 231.5 | 1171 | 863.5 | 1004 | 740.5 | 837 | 617.5 |
| M30 | 3.5 | 596 | 439.5 | 511 | 377 | 426 | 314 | 1590 | 1173 | 1363 | 1006 | 1136 | 838 |
| M33 | 3.5 | 812 | 599 | 696 | 513 | 580 | 428 | 2164 | 1596 | 1855 | 1368 | 1546 | 1141 |
| M36 | 4 | 1042 | 768.5 | 893 | 658.5 | 658.5 | 548.5 | 2779 | 1681 | 2382 | 1757 | 1985 | 1464 |
| | | | | | | | | | | | | | |

TORQUE CHART - METRIC COATED HEX HEAD AND SOCKET HEAD CAP SCREWS MATED WITH PLAIN OR ZINC PLATED THREADS

| | | Class 4.6 hex head cap screw with plain threads / nut | | | | | | Class 8.8 hex head cap screw with plain threads / nut | | | | | |
|--|--------|--|---------|---------------|---------|-------|---------|--|---------|---------------|---------|-------|---------|
| TORQUE CHART - METRIC COATED HEX HEAD AND SOCKET HEAD CAP SCREWS MATED WITH PLAIN OR ZINC PLATED THREADS | | | | | | | | | | | | | |
| | | Class 10.9 hex head cap screw with plain threads / nut | | | | | | Class 12.9 hex head cap screw with plain threads / nut | | | | | |
| | | DRY | | THREAD LOCKER | | LUBED | | DRY | | THREAD LOCKER | | LUBED | |
| Size | Thread | Nm | in-lbs. | Nm | in-lbs. | Nm | in-lbs. | Nm | in-lbs. | Nm | in-lbs. | Nm | in-lbs. |
| M4 | .7 | | | | | | | 5.5 | 4.5 | 4.5 | 40 | 4 | 35.5 |
| M5 | .8 | 9.5 | 84 | 8 | 71 | 6.5 | 57.5 | 11 | 9.5 | 9.5 | 84 | 7.5 | 66.5 |
| M6 | 1 | 16 | 142 | 13.5 | 119.5 | 11.5 | 102 | 18.5 | 16 | 16 | 142 | 13 | 115 |
| M7 | 1 | 26.5 | 234.5 | 22.5 | 199 | 19 | 168 | 31 | 26.5 | 26.5 | 234.5 | 22 | 194.5 |
| M8 | 1.25 | 38.5 | 340.5 | 33 | 292 | 27.5 | 243.5 | 44.5 | 38.5 | 38.5 | 340.5 | 32 | 283 |
| | | Nm | ft-lbs. | Nm | ft-lbs. | Nm | ft-lbs. | Nm | ft-lbs. | Nm | ft-lbs. | Nm | ft-lbs. |
| M10 | 1.5 | 76 | 56 | 65 | 48 | 54 | 40 | 88.5 | 65 | 76 | 56 | 63.5 | 47 |
| M12 | 1.75 | 132 | 97.5 | 113 | 83.5 | 94.5 | 69.5 | 155 | 114.5 | 132 | 97.5 | 110 | 81 |
| M14 | 2 | 210 | 155 | 180 | 133 | 150 | 110.5 | 246 | 181.5 | 211 | 155.5 | 176 | 130 |
| M16 | 2 | 328 | 242 | 281 | 207 | 235 | 173.5 | 384 | 283 | 329 | 242.5 | 274 | 202 |
| M18 | 2.5 | 452 | 333.5 | 387 | 285.5 | 323 | 238 | 528 | 389.5 | 453 | 334 | 377 | 278 |
| M20 | 2.5 | 641 | 473 | 549 | 405 | 458 | 338 | 749 | 552.5 | 642 | 473.5 | 535 | 394.5 |
| M22 | 2.5 | 871 | 642.5 | 747 | 551 | 622 | 459 | 1018 | 751 | 873 | 644 | 727 | 536 |
| M24 | 3 | 1108 | 817 | 949 | 700 | 791 | 583.5 | 1294 | 954.5 | 1109 | 818 | 925 | 682 |

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| TORQUE CHART - METRIC COATED HEX HEAD AND SOCKET HEAD CAP SCREWS MATED WITH PLAIN OR ZINC PLATED THREADS | | | | | | | | | | | | | |
|--|-----|---|------|------|------|------|-------|---|------|------|------|------|------|
| | | Class 4.6 hex head cap screw with plain threads / nut | | | | | | Class 8.8 hex head cap screw with plain threads / nut | | | | | |
| M27 | 3 | 1620 | 1195 | 1389 | 1025 | 1157 | 853.5 | 1893 | 1463 | 1623 | 1197 | 1352 | 997 |
| M30 | 3.5 | 2200 | 1623 | 1886 | 1391 | 1572 | 1160 | 2571 | 1896 | 2204 | 1626 | 1837 | 1355 |
| M33 | 3.5 | 2994 | 2208 | 2566 | 1893 | 2138 | 1577 | 3499 | 2581 | 2999 | 2212 | 2499 | 1843 |
| M36 | 4 | 3845 | 2836 | 3296 | 2431 | 2746 | 2026 | 4493 | 3314 | 3852 | 2841 | 3210 | 2368 |

CHASSIS BATTERY DISCONNECT SWITCH

The battery box is typically located on the street side of the chassis frame near the front of the body, however it can be mounted at a different location on different chassis. Become familiar with the location of the battery box and battery disconnect switch on your unit.

1. You must turn the battery disconnect switch to the OFF position whenever the unit is shut off for any length of time – especially when the unit will be left unattended.
2. You must turn the battery disconnect switch to the ON position whenever you will use the unit.
3. You must check the position of the battery disconnect switch as part of the daily inspection.

NOTICE

Battery cables must be securely anchored and not rubbing other equipment. Cable insulation must be free of damage and abrasion. Inspect weekly.

NOTICE

Always disconnect the battery before welding on the chassis or body.

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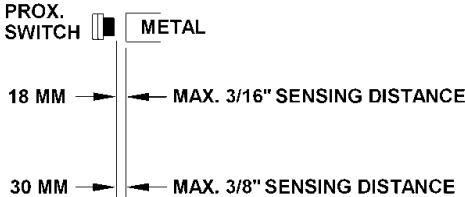
General Information

PROXIMITY SWITCH TROUBLESHOOTING

When one or more of a unit's functions do not operate properly and there are proximity switches in the circuits of the unit for these functions, refer to the following table as a guide to find the problem(s).

NOTICE

Heil proximity switches have a Light Emitting Diode (LED) on the switch to indicate that the switch is sensing metal. The light changes color when the switch senses metal. Green indicates the switch is ON. Yellow indicates the switch senses metal. Some proximity switches only have the yellow light.

| Proximity Switch Troubleshooting Table | |
|--|--|
| Probable Cause | Remedy |
| Loose or corroded electrical connections. | Replace the electrical connections. |
| Damaged Switch A. Cracked Ferrite core causing the fine internal wire to break. B. Cracked Ferrite core – but wire is not broken – the sensitivity of switch will increase which causes sensing distance to increase or switch work intermittently as the temperature changes. | <ul style="list-style-type: none"> DO NOT strike switch to make it work. DO NOT damage the switch when you adjust it. DO NOT adjust switch too close to the metal it is sensing. |
| Voltage spikes from truck chassis electrical system will break down the internal electronics of the proximity switch. | 1. Make sure the power source from the chassis manufacturer is clean. 2. The body electrical system is protected from voltage spikes. |
| Improper Sensing Range | Adjust proximity switches to sense metal as follows:  |
| If the controller input light stays on when a switch is unplugged (the signal wire is carrying +12V DC) | Check the proximity switch electrical circuits for the source of the problem. |
| If proximity switch LED light is NOT ON. | 1. Check the fuse relay block (Half/Packs with IFM controllers). The fuse/relay box is located in the cab. Or Check the in-line fuses (Side Loaders with IFM controllers). The in-line fuses are located in the cab. 2. Unplug proximity switch. 3. Check the power wire (terminal C) for +12 VDC with a multi-meter. 4. Check ground signal with multi-meter for continuity to chassis ground. 5. Check the signal wire for continuity to appropriate controller input terminal. See Service Manual. 6. If all three (3) wires are good, replace the proximity switch. |

PROXIMITY SWITCH TROUBLESHOOTING (CONTINUED)

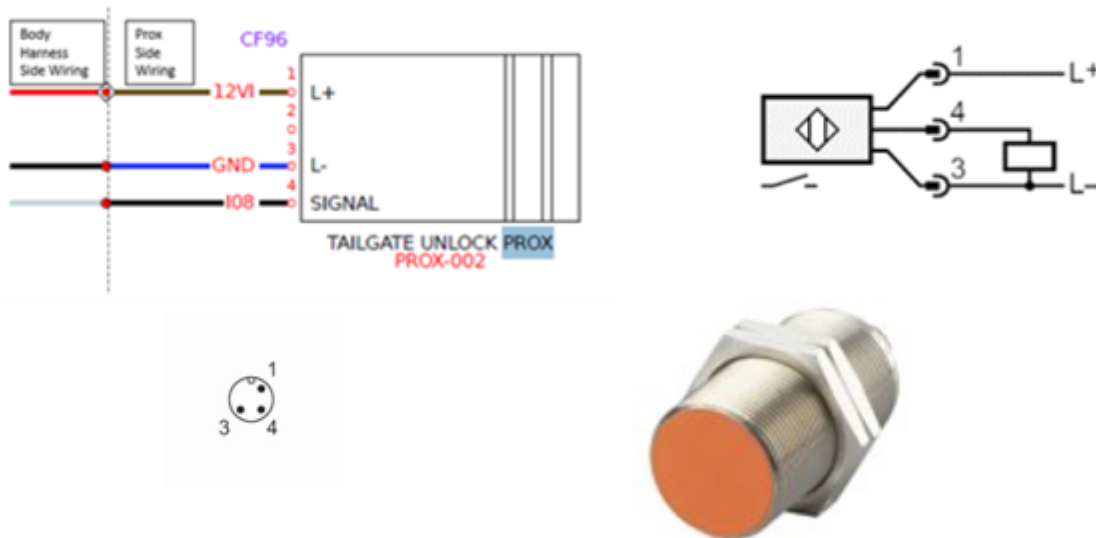


Figure 48. Proximity Switch

3 Pin Proximity Sensor

12V (12VI/PIN1) and Ground (GND/PIN3) to power up to prox and the 3rd wire (PIN 4) sends the 12V back to the controller when metal is detected on the face of prox. This is called input signal.

Steps:

1. When troubleshooting a 3-wire/Pin sourcing prox switch, turn the key switch on, but engine off. Remember Safety First!
2. Observe the prox condition, make sure it is adjusted close to the material it reads, but not so close it is damaging the prox face. Between an 1/8" to 1/4" is perfect.
3. Don't always trust the light on the rear of the prox. It can fool you. The best way to make sure your prox is working is to look at the input for the prox in the Display/HMI located in the cab of RevAMP truck. Similar to the screen shown here.
4. When you put metal material over the face of the prox, you should see the input turn on (Green in display) and when removed it should turn off (Blue in display).

Ex: Controller Inout/Output screen with the TG Prox High (ON) and the TG Prox Low (OFF).

Input /Output Observations in Display (Home>> Diag>>PLC >> Pin 33 for T/G Prox)

RevAMP®

General Information

PROXIMITY SWITCH TROUBLESHOOTING (CONTINUED)

Green: Pin 33 in Controller: TG Prox – ON (Highlighted in Red below)

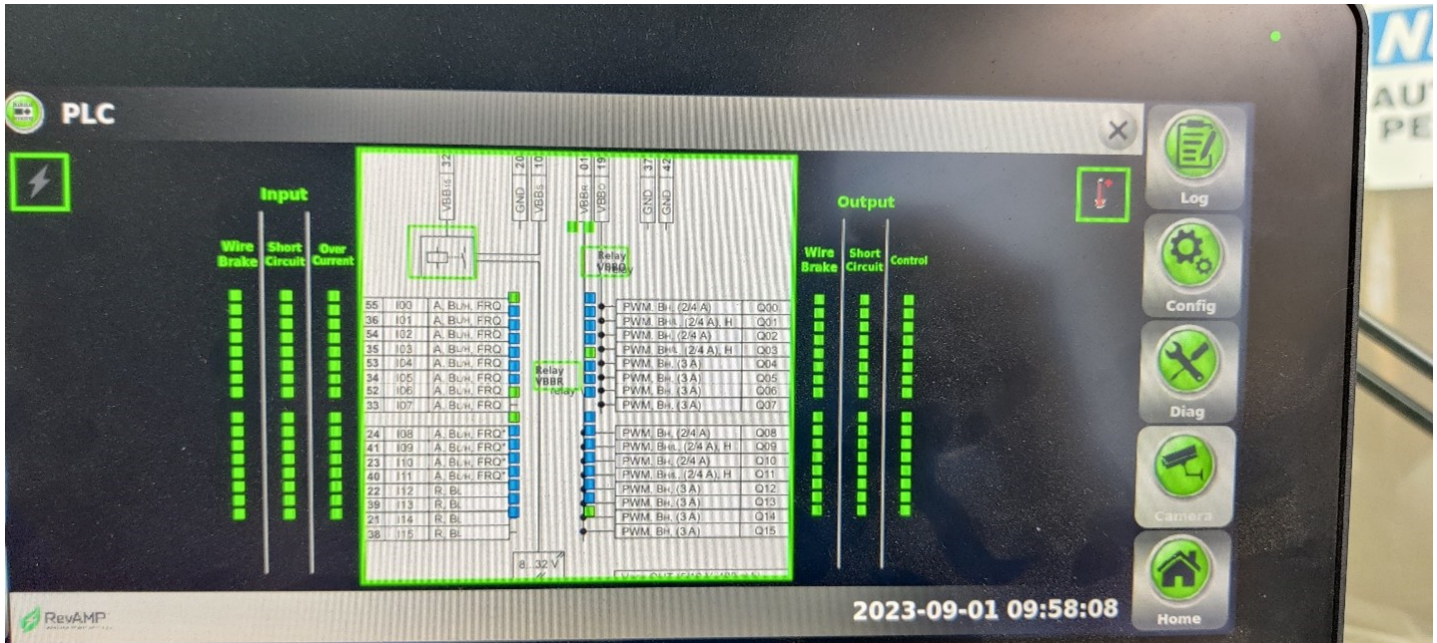


Figure 49. Proximity Switch Troubleshooting

Blue: Pin 33 in Controller: TG Prox – OFF (Highlighted in Red below)

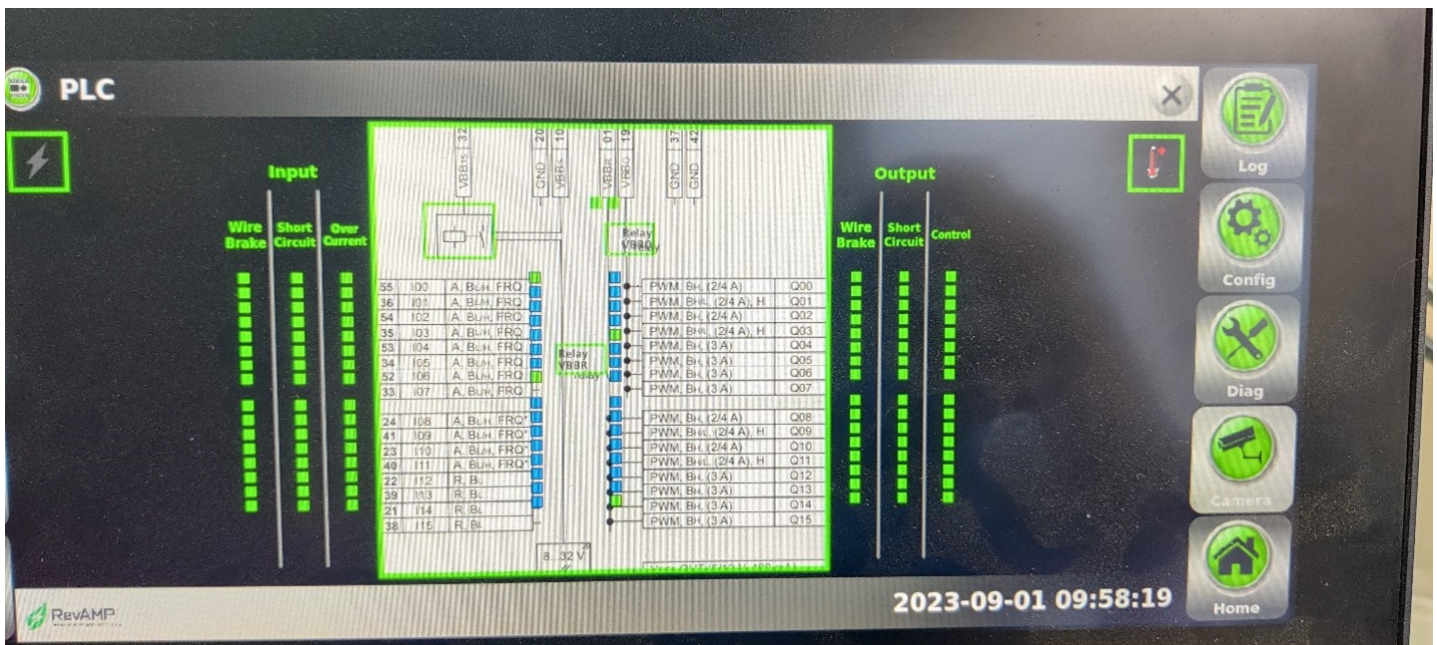


Figure 50. Proximity Switch Troubleshooting

DECALS ON THE UNIT

Make sure you can read all hazard and instruction decals. Clean decals if you cannot read the words. See for directions on cleaning decals.

Replace any decal that is damaged, missing, or is not readable.

When you replace a part that has a decal, make sure a new decal is installed on the new part. See the Parts and Service manual for a complete decal kit and individual decals. Order the decal kit or individual decals from your Heil Dealer or from Heil.

DECAL CARE

It is important that the decals are properly cleaned to make sure that they are readable and do not come off the unit. Use the following steps to clean the decals.

A. General Instructions

Following these instructions helps the decals adhere longer.

- Wash the decals with a blend of mild car wash detergent and clean water
- Rinse with clean water
- Let the vehicle air-dry or dry with a micro-fiber cloth
- Do not allow fuels to stay in contact with the decal for an extended period of time. Remove the fuel contamination as quickly as possible
- Do not use carnauba-based wax over the decals
- Do not use a mechanical brush while washing the decals.

B. Pressure Washer Precautions

Pressure washing can cause damage to decals. It can cause the edges of the decals to lift and peel the decal away from the unit. Over time, the decal can fade, crack or chip away.

Use pressure washing only when other cleaning methods are not effective. If you use a pressure washer, use the following precautions.

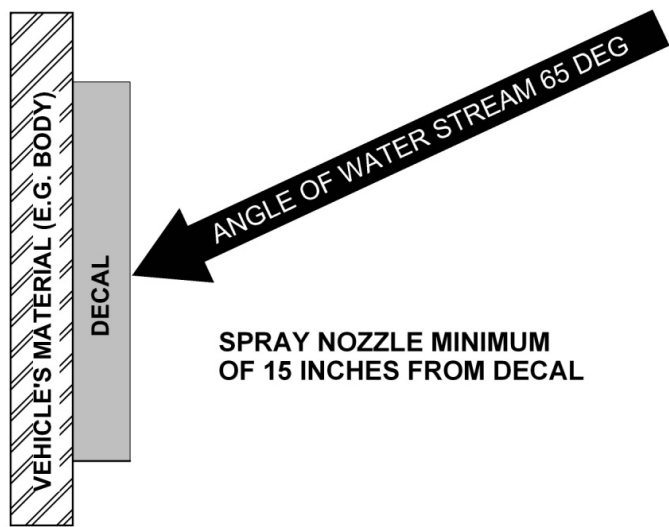
- Spray nozzle opening: 40° wide pattern
- Spray angle: 65° from vehicle's body (do not use sharp angles – this can lift the decals from the unit)
- Distance of nozzle to decal: 38 cm minimum
- Water pressure: ≤ 5.5 MPa
- Length of time: not more than 30 sec.
- NEVER use a "turbo pressure nozzle".

C. Remove Difficult Debris

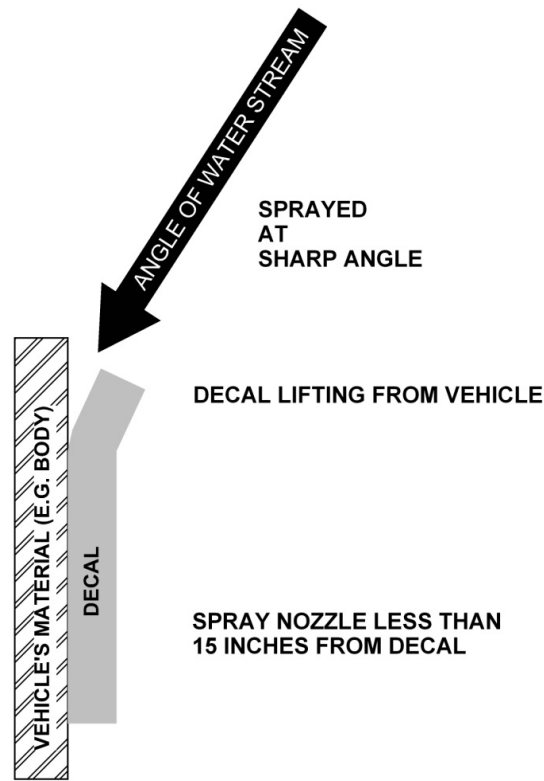
When normal cleaning procedures do not remove difficult debris from the decals, try the following:

- Spot clean the decal with Isopropyl Alcohol and a micro-fiber cloth (rag)
- If these methods do not work on a problem area, call a Heil Dealer or Heil Customer Support.

DECAL CARE (CONTINUED)

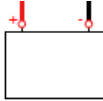

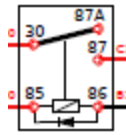


RECOMMENDED TECHNIQUE
Figure 51. Recommended Technique



INCORRECT TECHNIQUE
Figure 52. Incorrect Technique

ELECTRICAL SYMBOLS

| Components | Symbol |
|---------------------|--|
| CHASSIS 12V BATTERY |  CHASSIS 12V BATTERY |
| FUSE |  |
| CONTACT RELAY |  |

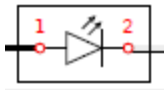
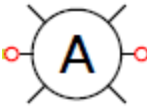
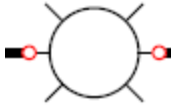
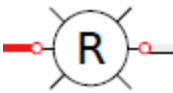
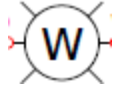
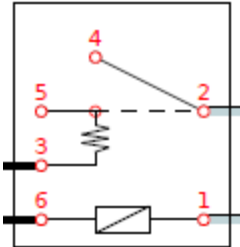
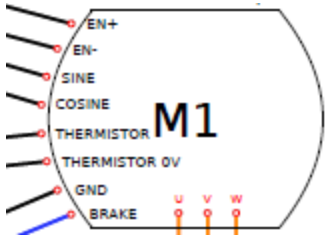
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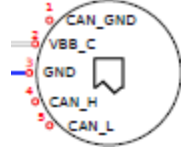

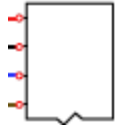
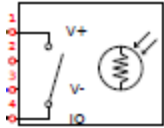
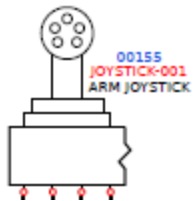
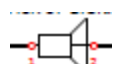
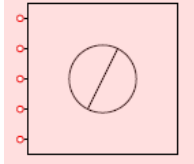
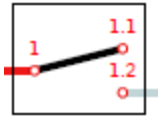
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| Components | Symbol |
|---|--------|
| DOUBLE POLE DOUBLE THROUGH (DPDT) RELAY | |
| DIODE | |
| CHASSIS GROUND | |
| SOLID STATE RELAY | |
| SYSTEM POWER (E-STOP) | |

ELECTRICAL SYMBOLS (CONTINUED)


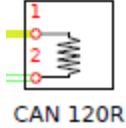
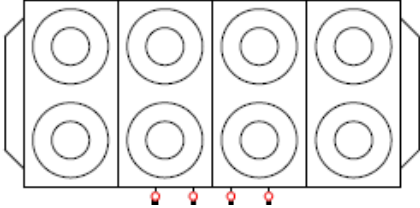
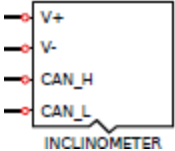
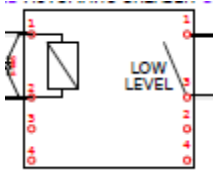

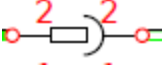
| Components | Symbol |
|-------------------------|---|
| CABINET LIGHT (LED) |  |
| AMBER LIGHT |  |
| WORK LIGHT/STROBE LIGHT |  |
| RED LIGHT |  |
| WHITE LIGHT |  |
| RELAY |  |
| MOTOR |  |

ELECTRICAL SYMBOLS (CONTINUED)

| Components | Symbol |
|-------------------|---|
| ENCODER |  |
| PROXIMITY SENSOR |  |
| ACTUATOR |  |
| PHOTOCELL |  |
| JOYSTICK |  |
| ALARM |  |
| CAMERA |  |
| PANEL DOOR SWITCH |  |

RevAMP®
General Information

ELECTRICAL SYMBOLS (CONTINUED)

| Components | Symbol |
|----------------------------------|---|
| MODEM ANTENNA |  |
| CAN 120 OHM TERMINATING RESISTOR |  |
| SWITCHBANK (AUX CONTROL) |  |
| INCLINOMETER |  |
| SOLENOID COIL |  |
| TWISTED PAIR WITH SHIELD |  |
| CONNECTOR TERMINAL |  CM: Connector Male, CF: Connector Female |

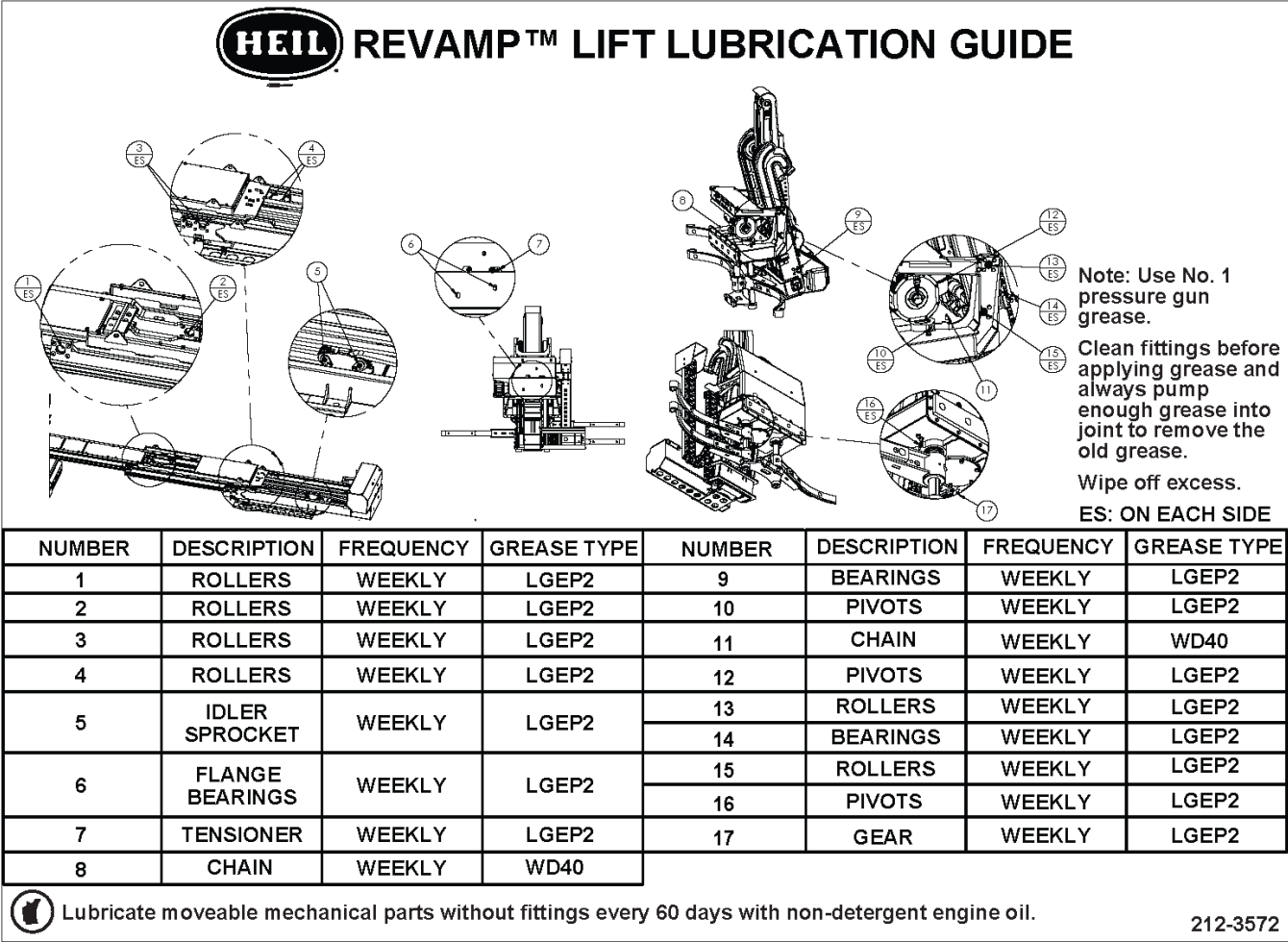
SECTION 2

LIFT ARM

LIFT LUBRICATION GUIDE

NOTICE

Rollers on the lift of the arm are only greased to adjust the tilt of the lift. Too much grease will make the lift uneven and will damage the bearings.



SECTION 3

BODY AND TAILGATE

RevAMP®

Body and Tailgate

NOMENCLATURE

The following picture shows the major components and their typical location on the unit.

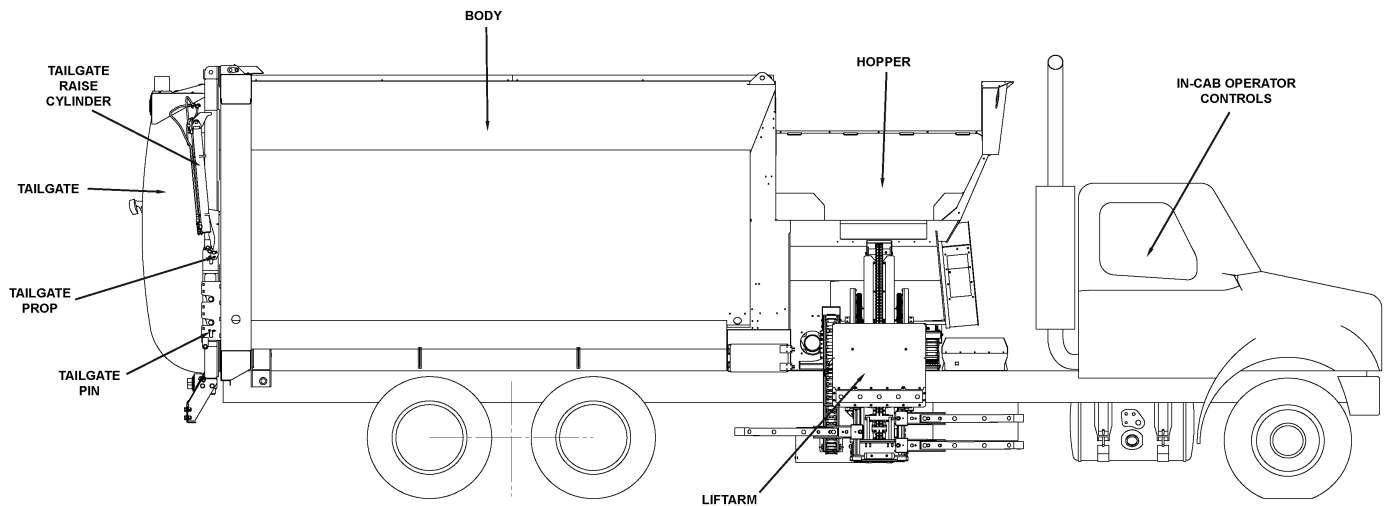


Figure 54. Product Curb Side Body Nomenclature

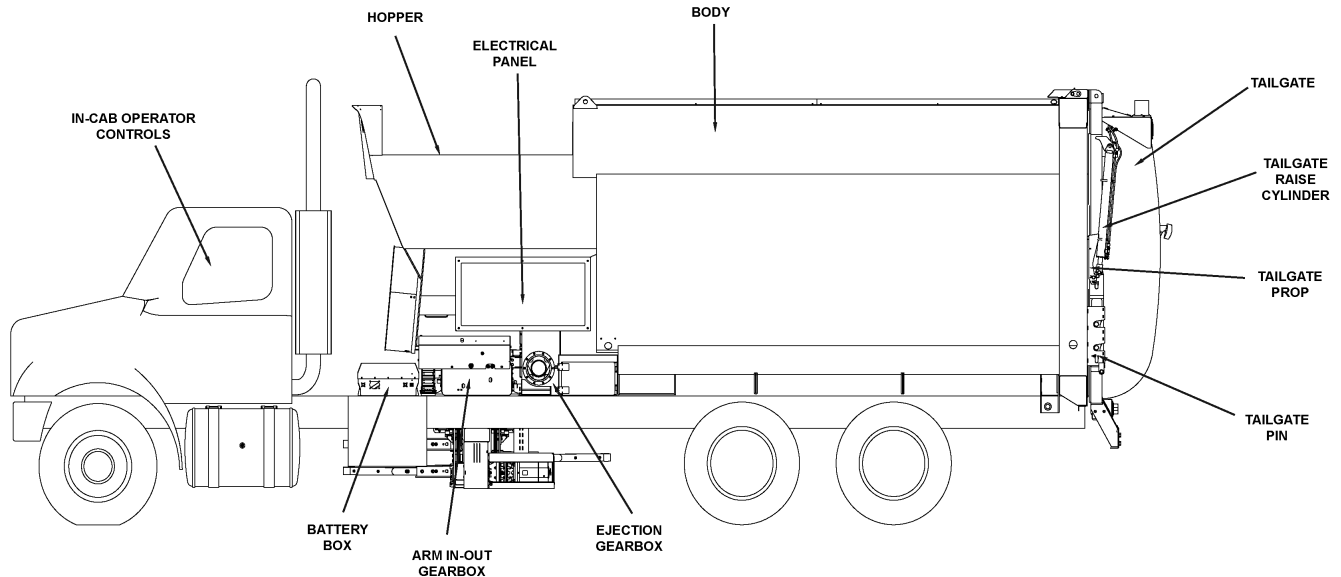


Figure 55. Product Street Side Body Nomenclature

NOMENCLATURE (CONTINUED)

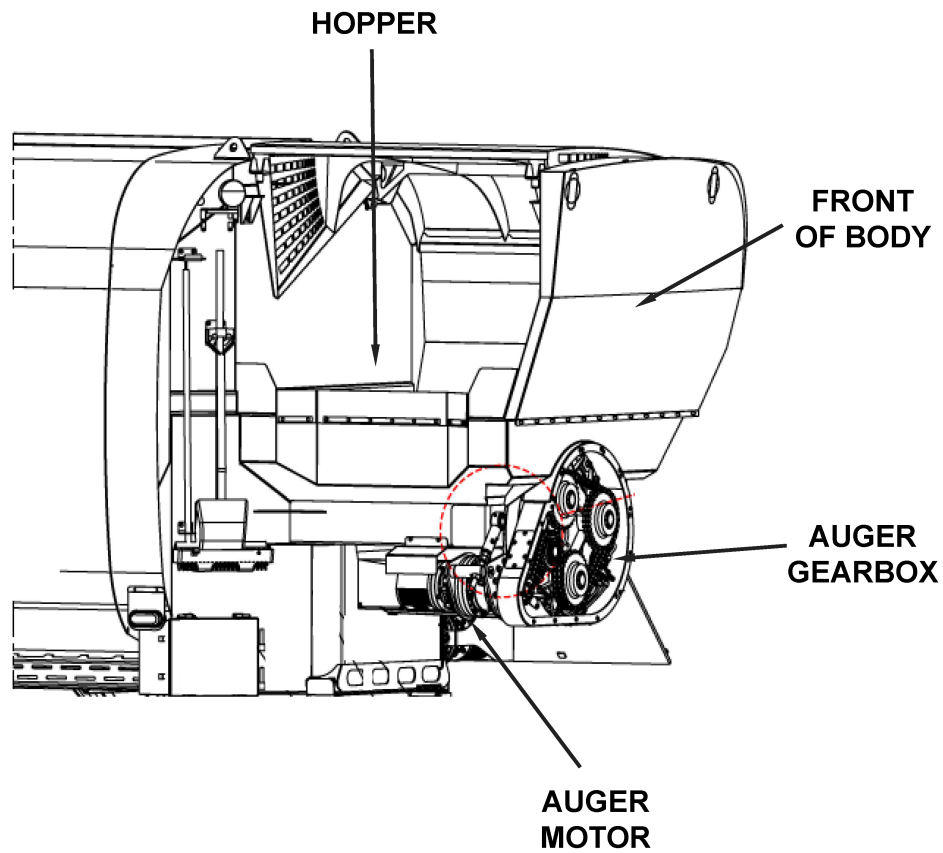


Figure 56. Product Hopper Nomenclature

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Body and Tailgate

GREASING POINT

Clean fittings before applying grease and always pump enough grease into joint to remove the old grease. Wipe off excess grease. Lubricate moveable mechanical parts without fittings every 60 days with non-detergent engine oil. The grease points are listed in the **Body Lubrication Guide** ⁽⁶⁶⁾. For each grease point, the grease type and the frequency are indicated. A grease pump and general tools are required in order to proceed the lubrication.

BODY LUBRICATION GUIDE

Clean fittings before applying grease and always pump enough grease into joint to remove the old grease. Wipe off excess grease. Lubricate moveable mechanical parts without fittings every 60 days with non-detergent engine oil. The grease points are listed on the following pages. For each grease point, the grease type and the frequency are indicated. A grease pump and general tools are required in order to proceed the lubrication.

Compaction System

The compaction system has five greasing points all located next to each other as shown in the drawing below. The first two are connected to the automatic grease pump which ensure an adequate lubrication of the slew bearing. The three others need a manual lubrication using a grease pump.

Ejection System

The ejection system has five greasing points. A special procedure is specified after the drawing for the two points that are inside the body.

In order to reach the two greasing points located inside the body, follow the simple steps below. If it is possible to go behind the ejection panel follow step 1 to 4 below:

1. Move the ejector panel midway to the back and then move it a little bit to the front until the trap door opens.
2. Apply a Lockout / Tag-out procedure (refer to Lockout / Tag-out procedure).
3. Carefully get behind the ejection panel through the trap door to proceed.
4. Using the grease pump, proceed to the lubrication of the two bearings.

If you are not allowed to go behind the ejector panel, follow these steps instead:

1. Position the ejection panel at mid length with the trap door shut.



Figure 57. EJECTION PANEL WITH TRAP DOOR SHUT



Figure 58. TRAP DOOR SHUT

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Body and Tailgate

BODY LUBRICATION GUIDE (CONTINUED)

2. Apply a Lockout / Tag-out procedure (refer Annex 1 for a suggested Lockout / Tag-out procedure).
3. Get in the body and take off the panels blocking the two access windows. Make sure that the System Power switch is activated for this step to avoid any accident.
4. Using the grease pump, proceed to the lubrication of the two bearings through the access windows.



Figure 59. Lubricate the Two Bearings Through the Access Window

BODY LUBRICATION GUIDE (CONTINUED)

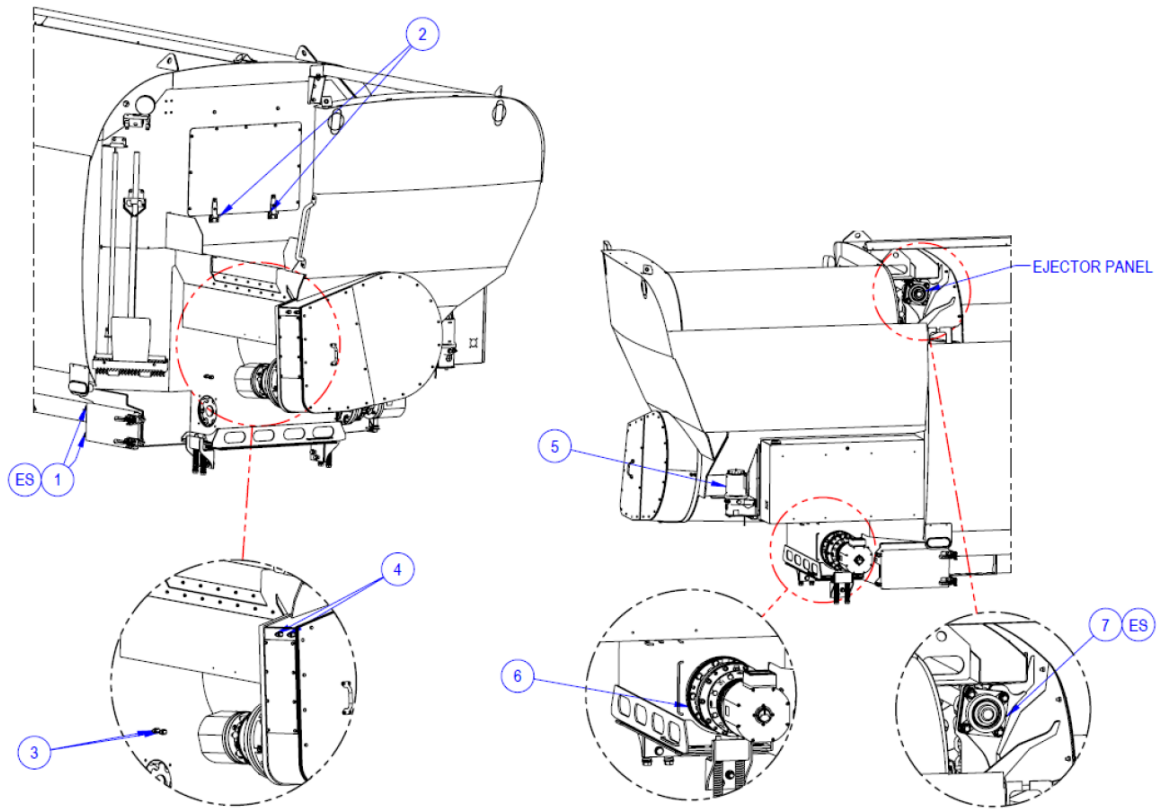


Figure 60. Body Greasing Points

| No. | Description | Grease Type | Frequency |
|-----|------------------------|-------------|---------------------------------|
| 1 | Hinges | LGEP2 | Weekly |
| 2 | Hinges | LGEP2 | Monthly |
| 3 | Driving Shaft Bearings | LGEP2 | Monthly |
| 4 | Idler and Brush | LGEP2 | Monthly and Weekly |
| 5 | Slew Bearing | LGEP2 | Add Grease When the Tank is Low |
| 6 | Shaft Seal | LGEP2 | 6 Months |
| 7 | Driven Shaft Bearings | LGEP2 | 6 Months |

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Body and Tailgate

BODY DAILY CHECKLIST

Make sure you perform a daily check of the unit. Refer to the Operator's Manual for the Daily Checklist. Many checks in the Daily Checklist are maintenance related, such as checking tire pressures and hoses for wear and damage.

| DAILY CHECKLIST MAINTENANCE ITEMS | |
|---|---|
| Item | Required Action |
| Low air pressure in tires | Inflate the tire to the correct air pressure given on the tire. |
| Worn tire | Replace when the wear is greater than allowed by law or before the tread is no longer visible. |
| Damaged tire | Replace immediately BEFORE going on route. |
| Damaged decal or decal not readable | Replace decal immediately. |
| Loose or missing hardware | Tighten loose connections. Replace missing hardware. |
| Worn fiber guards | Replace hoses/fittings as necessary. Install new fiber guard on new hoses. |
| Worn or damaged tailgate lock components | Replace worn or damaged components. |
| Loose or missing tailgate lock hardware | Tighten loose hardware. Replace missing hardware. |
| Damaged tailgate seal | Replace seal. |
| Body structure, lift arms, and/or attaching components have loose or missing hardware | Tighten loose hardware. Replace missing hardware. |
| Body structure, lift arms, and/or attaching components have cracked weld joints | Repair immediately. |
| Body mounting brackets have loose hardware, damaged hardware or cracked welds | Tighten loose hardware. Replace missing hardware. Repair cracked welds. |
| Hopper liner (when equipped) | Inspect welds. Repair cracked welds. Check for damage or excessive wear. Replace as necessary. |
| Operation | Operate All Functions to make sure all functions work correctly. |

TAILGATE LUBRICATION

See **Grease Lubrication Recommendation** and **Body Lubrication Guide** in this section.

CLEAN AND INSPECT THE TAILGATE SEAL

⚠ WARNING

Make sure the tailgate props are engaged and locked before inspecting the tailgate seal.

Daily, check the tailgate seal to make sure it mates properly with the body and inspect for possible wear, damage or leaking. Replace the seal as necessary. See the figure below.



Figure 61.Tailgate Seal

RevAMP®

Body and Tailgate

TAILGATE PROPS

Two support props are on the unit and must be used whenever the tailgate is opened for service or maintenance. Both props must be used.

⚠ DANGER

A tailgate in motion is dangerous. Serious injury or death may occur if a person is struck by a moving tailgate or becomes trapped between the tailgate and the body. Clear the area near the tailgate of all unnecessary people before you lower the tailgate.

⚠ CAUTION

Two props are installed on the unit. Both props must be used!

A. How to Use the Tailgate Props

1. Set unit on flat, stable ground, apply the parking brake, and chock the wheels.
2. Make sure the area around the tailgate is clear of all people.
3. UNLOCK the tailgate.
4. RAISE the tailgate enough to RELEASE and ROTATE the props so that they rest against the tailgate raise cylinder.
5. LOWER the tailgate until the tailgate cylinder rests on the Tailgate Prop
6. Turn OFF the engine and REMOVE the ignition key.
7. Put the unit in the Lock-Out/Tag-Out mode.

B. How to Store the Tailgate Props

1. When you finish using the props, take the unit out of the Lock-Out/Tag-Out mode, insert the ignition key.
2. RAISE the tailgate enough so that you can ROTATE each prop back into the STORED position.
3. SECURE each prop with a pin.
4. LOWER the tailgate until it is completely CLOSED.
5. LOCK the tailgate.



SECTION 4

MAINTENANCE AND

ADJUSTMENT

RevAMP®
Maintenance and Adjustment

INSPECT DAILY CHECKLIST

Make sure you perform a daily check of the unit. Make copies of the **Refuse Vehicle Daily Inspection** on the next several pages to have the Operator mark completed items before each route. Many checks in the Daily Checklist are maintenance related, such as checking tire pressures and hoses for wear and damage.



**REFUSE VEHICLE
DAILY INSPECTION**

DATE: _____/_____/_____

UNIT NO. _____

Enter one of the following codes in the Inspection Results Code column:

- Use a **√** to indicate inspected and no repair, service or adjustment is necessary.
- Use an **R** to indicate repair, service or adjustment is necessary.
- Use an **N** to indicate vehicle not equipped.

FOLLOW ALL APPLICABLE LOCK-OUT / TAG-OUT PROCEDURES

Printed Name of Operator:

I certify with the signature that follows that I performed a complete inspection in accordance with the following check list on the date given above.

Signature of Operator:

| CHECKS AND INSPECTIONS | INSPECTION RESULTS CODE (√/R/N) |
|--|---------------------------------------|
| INSPECT PER APPLICABLE MANUFACTURER MANUAL | |
| Cab/Drive | |
| Wheels and Tires | |
| Tractor and Chassis Electrical | |
| Chassis | |
| Engine & Transmission & Fluid Levels | |

Maintenance and Adjustment

| CHECKS AND INSPECTIONS | INSPECTION RESULTS CODE (√/R/N) |
|---|---------------------------------------|
| <i>REFUSE COLLECTION SYSTEMS AND COMPONENTS</i> | |
| CAB OUTSIDE AREA | |
| Check air pressure of tires. Add air to any tire with air pressure lower than recommended before going on route. | |
| Check wear of tire tread. Replace tire worn below tire manufacturer's recommendation or state requirement before going on route | |
| Check tires for damage. Replace any damaged tire before going on route | |
| Inspect for leaks | |
| Inspect for damage or loose hardware | |
| Decals for damage and readability | |
| Inspect unit for refuse on or about the engine or exhaust components. Remove all refuse to prevent a fire | |
| BODY AND CHASSIS CURB SIDE INSPECTION | |
| Inspect decals on body for damage and readability | |
| Inspect body structure for damage, loose or missing nuts and bolts and for cracked welds and metal | |
| Inspect body mounting brackets for cracked welds, missing bolts or nuts or movement | |
| Inspect decals on curb side body for damage and readability | |
| Inspect tailgate raise components | |
| Cylinder, hoses and fittings for leaks | |
| Hoses for wear and damage | |
| Cylinder for damage | |
| Loose or missing mounting hardware | |
| Inspect tailgate lock components | |
| Latch components for wear or damage | |
| Loose or missing mounting hardware | |
| Tailgate is locked | |
| TAILGATE | |
| Inspect decals on tailgate and underride bumper for damage and readability | |
| Inspect tailgate seal for visible damage | |
| Inspect underride bumper for damage and loose components | |
| BODY AND CHASSIS STREET SIDE INSPECTION | |
| Tailgate is locked | |
| Inspect tailgate lock components | |
| Latch components for wear and damage | |
| Loose or missing mounting hardware | |
| Inspect tailgate raise components | |
| Cylinder, hoses and fittings for leaks | |

RevAMP®

Maintenance and Adjustment

| CHECKS AND INSPECTIONS | INSPECTION RESULTS CODE (√/R/N) |
|---|--|
| Hoses for wear and damage | |
| Cylinder for damage | |
| Loose or missing mounting hardware | |
| Inspect all decals on curb side body for damage and readability | |
| Inspect body structure for damage, loose or missing nuts and bolts and for cracked welds | |
| Inspect body mounting brackets for cracked weld, missing bolts or nuts or movement | |
| Inspect level of hydraulic oil tank is mounted above tailgate. It must be full. Add recommended oil as necessary | |
| Battery disconnect switch is turned to OFF then: | |
| Check wiring and battery cables from the battery box to the engine starter for wear and other damage. IMMEDIATELY REPLACE WORN OR DAMAGED WIRING | |
| Check wiring and cables for loose connections. IMMEDIATELY TIGHTEN LOOSE CONNECTIONS | |
| OPERATION OF UNIT - Skip this section if the unit will not be operated today | |
| Turn battery disconnect to ON | |
| Apply parking brake | |
| Make sure the starter interlock operates – make sure unit will not start in gear | |
| Start the engine. Indicator lights and gauges show normal operation of engine | |
| Make sure the parking brake does not allow the vehicle to move forward or reverse at idle | |
| Make sure all cab, body and tailgate lights operate | |
| Make sure the backup alarm and light operate | |
| Make sure all people not necessary and any hazards are clear of the area and then: | |
| Pull the System Power knob UP – the switch's red light is ON and the PUMP ON light is ON | |
| Push the System Power knob DOWN – the switch's red light is OFF and the PUMP ON light is OFF | |
| Pull the System Power knob UP – the switch's red light is ON and the PUMP ON light is ON | |
| OPERATION OF UNIT - Continued | |
| Open the tailgate | |
| The T/G UNLOCK light and alarm are ON | |
| Set the tailgate props | |
| Inspect the tailgate seal for damage | |
| Store the tailgate props and raise the tailgate completely | |
| Close the tailgate | |
| The T/G UNLOCK light and alarm are OFF | |
| Move the lift arm to the TRANSIT position – lift arm is towed and the grabber is fully OPEN and against the unit OR move the lift arm to the alternate position – lift arm is IN and the grabber is in the hopper | |
| Keep the engine running and continue the inspection | |

Maintenance and Adjustment

| CHECKS AND INSPECTIONS | INSPECTION RESULTS CODE (√/R/N) |
|---|--|
| IN-CAB INSPECTION | |
| Inspect all in-cab decals for damage and readability | |
| Do one automatic cycle | |
| Make sure the following lights and/or alarms are OFF: | |
| T/G Unlock | |
| TRANS TEMP | |
| PUMP ON light is OFF – if it is ON, push the System Power knob DOWN | |
| If equipped, check the operation of each camera | |
| FINAL INSPECTION | |
| While you walk completely around the vehicle, look for: | |
| Fluid leaks | |
| Cracked or damaged welds and metal | |
| Loose or missing bolts, nuts and clamps | |
| | |

BODY PREVENTIVE MAINTENANCE CHART

Preventive maintenance must be performed to ensure the safe and reliable operation of your unit. Use the chart below as a guideline for when essential items should be checked and serviced.

| *HOURS OF OPERATION | | | | | | |
|---|-------------------------------------|-------------------------------------|------------|-------------|-------------------------------------|---|
| COMPONENT/SYSTEM | 8 | 40 | 200 | 1000 | 2000 | CHECK/SERVICE |
| Hydraulic System | <input checked="" type="checkbox"/> | | | | | Check oil level – add if necessary |
| | | <input checked="" type="checkbox"/> | | | | Check tailgate cylinders, hoses, and fittings for leaks. |
| Electrical, Battery Cables | <input checked="" type="checkbox"/> | | | | | Check for proper operation. |
| | | <input checked="" type="checkbox"/> | | | | Check battery cables from battery to starter for loose cables, rubbing or damage and abrasions to cables. Replace if necessary. |
| Operator Controls | <input checked="" type="checkbox"/> | | | | | Check for correct operation. |
| Grease Fittings | | <input checked="" type="checkbox"/> | | | | Lubricate as shown on Body Lube Chart. |
| Body Undercoating | | | | | <input checked="" type="checkbox"/> | Inspect body undercoating and repair as necessary. |
| Tailgate Seal Integrity | <input checked="" type="checkbox"/> | | | | | Check for damage. |
| * Daily = 8 hrs. Weekly = 40 hrs. Monthly = 200 hrs. 6 Months = 1000 hrs. Yearly = 2000 hrs. | | | | | | |

RevAMP®

Maintenance and Adjustment

BODY MAINTENANCE CHARTS

Maintenance must be performed to ensure the safe and reliable operation of your unit. Use the charts below as a guideline for when essential items should be checked and serviced.

| Weekly Maintenance | |
|-------------------------------|--|
| Item | Required Action |
| Lift | Lubricate all lift components per Lift Lubrication Guide ^[62] |
| Body Sump Hinges | Lubricate all lift components per Lift Lubrication Guide ^[62] |
| Auger Chain Idler & Brush | Lubricate all lift components per Lift Lubrication Guide ^[62] |
| Ejection System Chains | Inspect chain tension and adjust as required per Ejection System Maintenance ^[100] |
| Lift Arm In/Out System Chains | Inspect chain tension and lubricate chains per Arm In/Out Maintenance ^[85] |
| Lift Arm Up/Down Chain System | Inspect chain tension and lubricate chains per Arm In/Out Maintenance ^[85] |

| First Month & Monthly Maintenance | | |
|--------------------------------------|-------------------------------|---|
| Item | Frequency | Required Action |
| Compaction Planetary Gearbox | After first Month | Inspect oil level and add as required per Compaction Maintenance ^[80] |
| Lift Arm In/Out System Gearbox | After first Month | Inspect oil level and add as required per Compaction Maintenance ^[80] |
| Lift Arm Grabber Gearbox | After first Month | Inspect oil level and add as required per Arm – Gripper System Maintenance ^[98] |
| Ejection System Gearbox | After first Month | Inspect oil level and add as required per Ejection System Maintenance ^[100] |
| Lift Arm Up/Down System Gearbox | After first Month | Inspect oil level and add as required per Up-Down System Maintenance ^[85] |
| Slew Bearing | As required / minimum monthly | Fill automated grease pump reservoir |
| Ejection Door Access Hinges | Monthly | Lubricate per Body Lubrication Guide ^[66] |
| Ejection System drive shaft bearings | Monthly | Lubricate per Body Lubrication Guide ^[66] |
| Compactor Chain | Monthly | Inspect chain tension and tighten as required per Compaction Maintenance ^[80] |

| 2 Month Maintenance | | |
|---------------------|----------------|--|
| Item | Frequency | Required Action |
| Ejection System | Every 2 months | Lubricate ejection system per manual process |
| Auger | Every 2 months | Inspect and repair auger hard facing and cracks as per Auger Hard facing Maintenance ^[106] |

Maintenance and Adjustment

BODY MAINTENANCE CHARTS (CONTINUED)

| 6 Month & Annual Maintenance | | |
|--|--|--|
| Item | Frequency | Required Action |
| Lift Arm In/Out System Gearbox | 6 Months (continuously after first inspection) | Inspect oil level and add as required per Compaction Maintenance [80] |
| Lift Arm Up/Down System Gearbox | 6 Months (continuously after first inspection) | Inspect chain tension & Lubricate chains per Arm In/Out Maintenance [85] |
| Lift Arm Grabber Gearbox | 6 Months (continuously after first inspection) | Inspect oil level and add as required per Arm – Gripper System Maintenance [98] |
| Ejection System Gearbox | 6 Months (continuously after first inspection) | Inspect oil level and add as required per Ejection System Maintenance [100] |
| Compaction Planetary Gearbox | 6 Months (continuously after first inspection) | Inspect oil level and add as required per Compaction Maintenance [80] |
| Ejection System bearings at top of panel | 6 Months | Lubricate per Body Lubrication Guide [66] |
| Compactor Gearbox shaft seal | 6 Months | Lubricate per Body Lubrication Guide [66] |
| Auger Chain Drive | 6 Months (continuously after first inspection) | Inspect auger sprocket for tooth wear |
| Tailgate Lift System | Annually | Inspect hydraulic fluid level and add as per Tailgate Maintenance [84] |
| Tailgate Proximity Switch | Annually | Inspect and clean as required per Tailgate Maintenance [84] |

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Maintenance and Adjustment

COMPACTION MAINTENANCE

A. Chain Tension

The tension of the compactor's chain must be inspected every 160 hours (1 month) of operation.

To inspect the chain, unscrew the trap door identified on the figure below and check the total movement of the chain in the lower segment.

WARNING

Make sure the unit is in the Lock-Out/Tag-Out mode when you do maintenance or service procedures, or when you go in the hopper, climb in or on the body or on equipment. Equipment can be operated when the unit is not in the Lock-Out/Tag-Out mode. When the unit is not in the Lock-Out/Tag-Out mode, equipment operated while you do maintenance or service procedures, go in the hopper or climb in or on the body or on equipment can cause death or serious injury.

1. Preparation for Tightening

- a. Unscrew and remove the main trap door panel shown in the picture to access the tensioner.

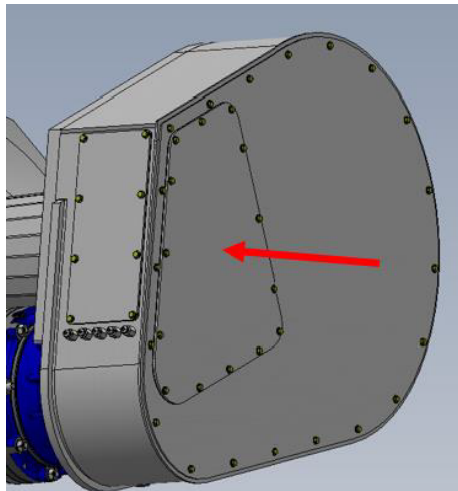
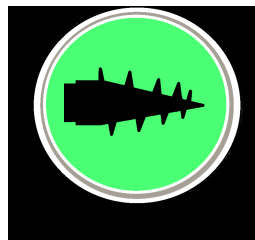


Figure 62. Trap Door Panel

- b. Roll the auger little by little using the manual control until you find the place where the chain is tightest in the lower section of the chain.



**Figure 63. PACKER
FORWARD BUTTON**

Maintenance and Adjustment

COMPACTION MAINTENANCE (CONTINUED)

2. Chain Tightening

- a. Completely loosen the M20 inferior jam nuts blocking the tensioner.
- b. Loosen the tensioner's bolt to lower the idler sprocket and increase the tension. Proceed until the tension is adequate.

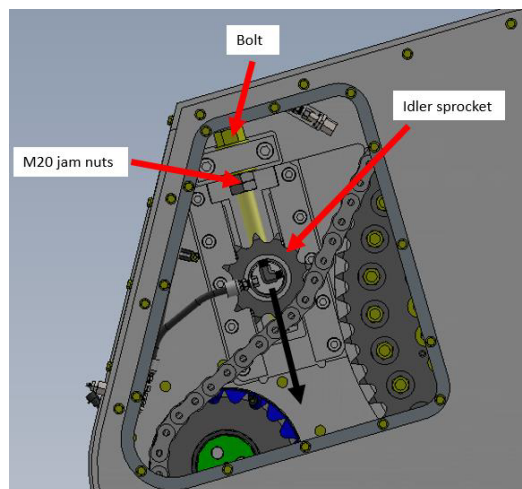


Figure 64. Tensioner Idler Sprocket

- c. To verify that the tension is adequate, make sure that the chain is firm through the trap door.
- d. For a more precise fit, it is recommended to verify the total movement of the slack strand once in a while. This movement should be of 11 mm (7/16").

NOTICE

This operation requires to remove the whole compaction front cover. Over-tensioning should be avoided in all cases.

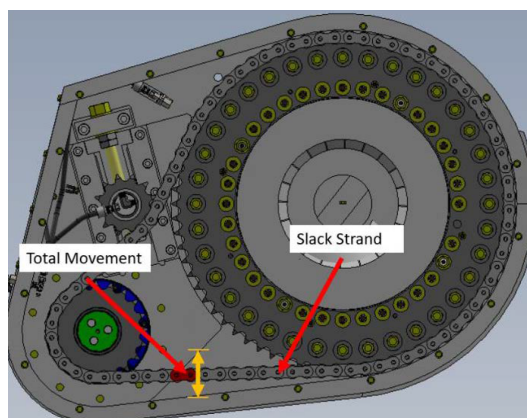


Figure 65. TENSION VERIFICATION

- e. Once the tightness in the chain is appropriate, tighten the interior jam nuts.
- f. Put the trap door panel back on.

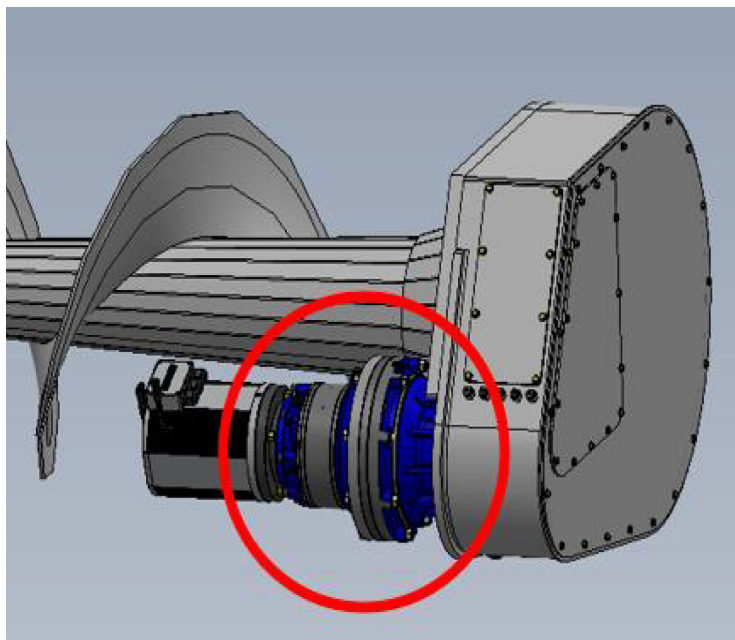
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Maintenance and Adjustment

COMPACTION MAINTENANCE (CONTINUED)

Planetary Gearbox Oil Change

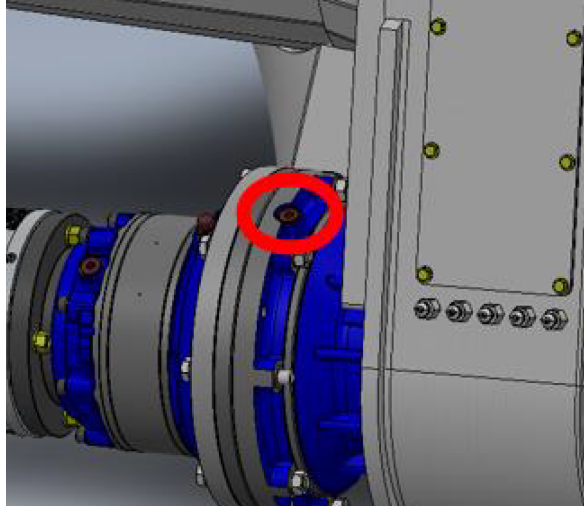
| | |
|-----------|--|
| Frequency | Once after 160 hours of operation and once every 960 hours thereafter. |
| Oil type | EP Synthetic Gear Oil ISO 220 |
| Quantity | Fill it up until the oil reaches the level of the side plug |



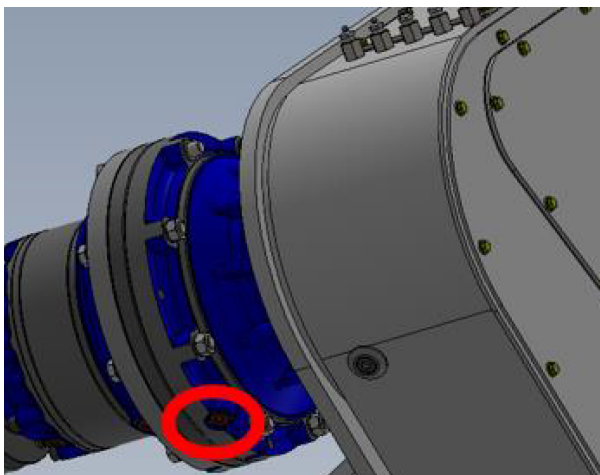
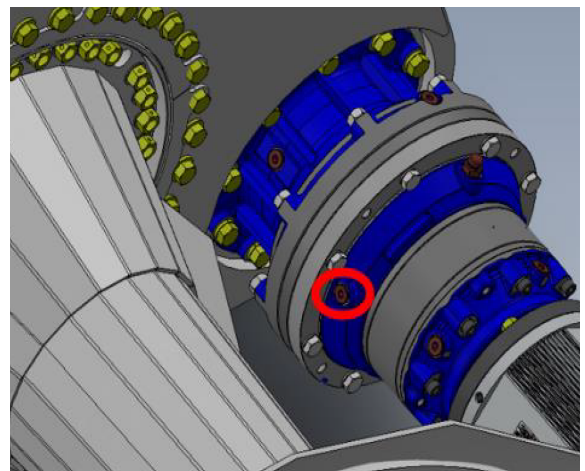
66. PLANETARY GEAR LOCATION

Maintenance and Adjustment**COMPACTION MAINTENANCE (CONTINUED)****Oil Change Procedure:**

1. Put an oil pan under the gearbox.
2. Open the top plug and the bottom plug and wait until the gearbox is empty of oil.

**67. Top Plug**

3. Unscrew all the plugs, including the side plug, and clean them from filings. It is important to clean all the plugs because they are magnetic.

**68. Bottom Plug****69. Side Plug**

4. Screw back in place every plug except the two plugs pointed on figure below.
5. Fill the gearbox from the top plug with the oil until it reaches the level of the side plug.
6. Screw back in place the plugs.

TAILGATE MAINTENANCE

A. Proximity Switch

Clean the proximity switch when it is dirty with a cloth.

B. Cylinder, Locking Plate and Tailgate Pins

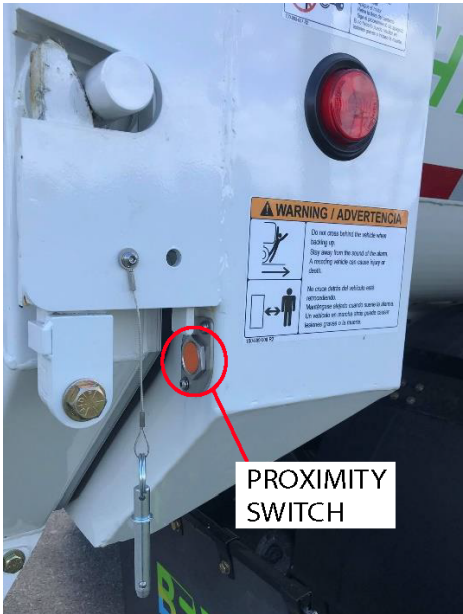


Figure 70. Proximity Switch Location

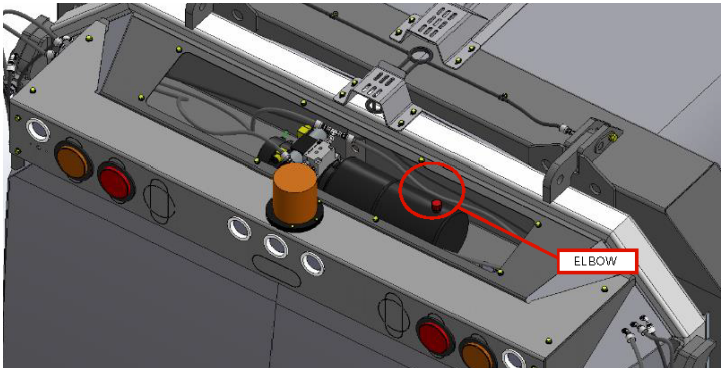


Figure 71. TAILGATE

| | |
|-----------|------------------|
| Frequency | Every 1920 hours |
| Oil type | BIO-SYN HEES 32 |
| Quantity | 7.5 L |

C. Power Unit Oil Change

Here is the procedure to change the oil of the power unit:

- 1. Remove the guard on the top of the tailgate.
- 2. Remove the elbow as pointed out on above right to access the tank.
- 3. Remove the oil with a pump.
- 4. Fill the tank.
- 5. Put back in place the elbow. Use PTFE tape to seal the connection between the elbow and the tank.
- 6. Reinstall the guard on top of the tailgate.

ARM IN/OUT SYSTEM

WARNING

Make sure the unit is in the Lock-Out/Tag-Out when you do maintenance or service procedures, or when you go in the hopper, climb in or on the body or on equipment. Equipment can be operated when the unit is not in the Lock-Out/Tag-Out mode. When the unit is not in the Lock-Out/Tag-Out mode, equipment operated while you do maintenance or service procedures, go in the hopper or climb in or on the body or on equipment can cause death or serious injury.

A. Chain Lubrication

There is a total of 3 chains for the IN-OUT system of the arm. The driving chain, the fixed chain and the moving chain. The next figure presents their localization. Apply anti-rust lubricant spray on the chains once after the first 160 hours of operation and every 960 hours thereafter or when the chain appears dry.

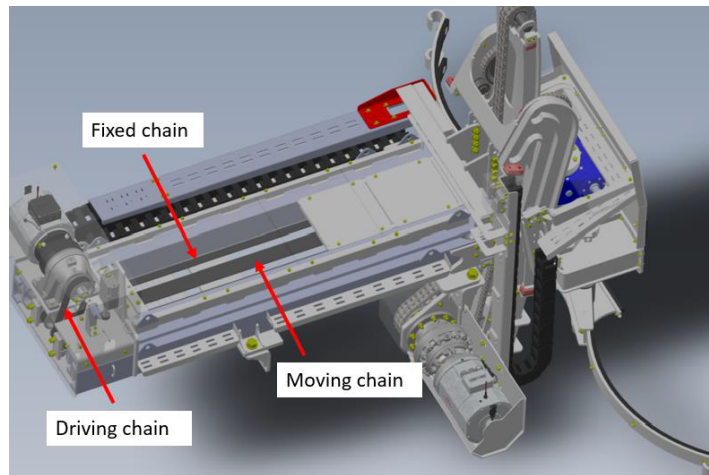


Figure 72. In-Out Chains Location

1. Make sure to Lock-Out/Tag-Out the unit before performing this procedure.
2. Preparation for Lubrication
 - a. Position the arm in full lateral extension at its lowest height. Then, stop the truck.

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Maintenance and Adjustment

ARM IN/OUT SYSTEM (CONTINUED)

WARNING

Make sure the unit is in the Lock-Out/Tag-Out when you do maintenance or service procedures, or when you go in the hopper, climb in or on the body or on equipment. Equipment can be operated when the unit is not in the Lock-Out/Tag-Out mode. When the unit is not in the Lock-Out/Tag-Out mode, equipment operated while you do maintenance or service procedures, go in the hopper or climb in or on the body or on equipment can cause death or serious injury.

3. Lubrication

- a. Apply anti-rust lubricant spray directly on the moving chain from under the arm.
- b. Apply anti-rust lubricant spray directly on the fixed chain from the side of the body.
- c. Remove the motor's cover shown in the picture and apply anti-rust lubricant spray on the driving chain.

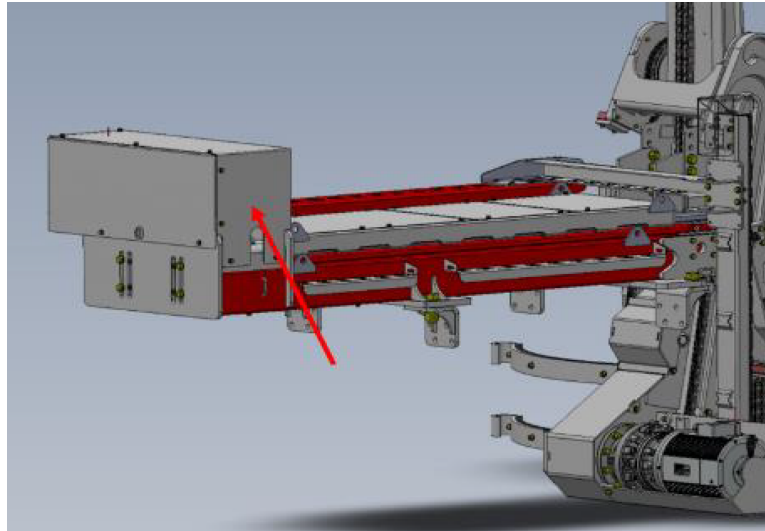


Figure 73. Motor Cover

- d. While you have access to the inside of the arm, check for wear or damage on the parts and replace them if needed.
- e. Put the motor's cover back on.

Maintenance and Adjustment

ARM: IN/OUT SYSTEM (CONTINUED)

⚠ WARNING

Make sure the unit is in the Lock-Out/Tag-Out when you do maintenance or service procedures, or when you go in the hopper, climb in or on the body or on equipment. Equipment can be operated when the unit is not in the Lock-Out/Tag-Out mode. When the unit is not in the Lock-Out/Tag-Out mode, equipment operated while you do maintenance or service procedures, go in the hopper or climb in or on the body or on equipment can cause death or serious injury.

B. Chain Tension

The tension of the arm's chains must be inspected once after the first 160 hours of operation. After that, it must be inspected every 640 hours. To do so, follow the simple steps below:

1. Make sure to Lock-Out/Tag-Out the unit before performing this procedure.
2. Preparation for inspection
 - a. Position the arm almost in full lateral extension at its lowest height. It is important not to be fully extend or else the results will not be conclusive.
3. Inspection
 - a. From underneath the arm, check the total movement of the slack strand for the moving chain. The total movement should be of 33 mm (1.3").
 - b. From the side of the body, check the total movement of the slack strand for the fixed chain. The total movement should be of 33 mm (1.3").
 - c. Remove the guard and check the total movement of the slack strand for the driving chain. The total movement should be of 10 mm (0.394").

The total movement (A) is illustrated in the picture below.

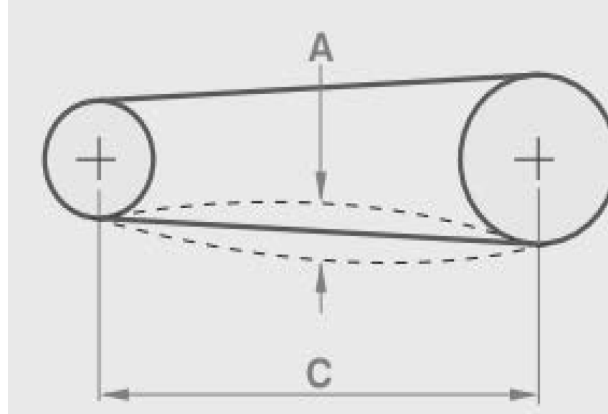


Figure 74. Chain Tension Total Movement

If there is a significant difference between the required total movement of the slack strand and the actual one, refer to the procedures below to tighten or loosen each of the chains.

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Maintenance and Adjustment

ARM IN/OUT SYSTEM (CONTINUED)

⚠ WARNING

Make sure the unit is in the Lock-Out/Tag-Out mode when you do maintenance or service procedures, or when you go in the hopper, climb in or on the body or on equipment. Equipment can be operated when the unit is not in the Lock-Out/Tag-Out mode. When the unit is not in the Lock-Out/Tag-Out mode, equipment operated while you do maintenance or service procedures, go in the hopper or climb in or on the body or on equipment can cause death or serious injury.

1. Driving Chain Tension Adjustment
2. Driving Chain: Preparation for tension adjustment
 - a. From the left-hand side of the vehicle, remove the IN-OUT motor's cover to expose the motor as shown in the Figure below.
3. Driving Chain: Tension Adjustment
 - a. Completely loosen the bolt fixing the tensioner.
 - b. Slide the idler sprocket by tightening or loosening the cross bolt. Sliding the idler sprocket towards the chain increases the tension and sliding it away from the chain decreases the tension.

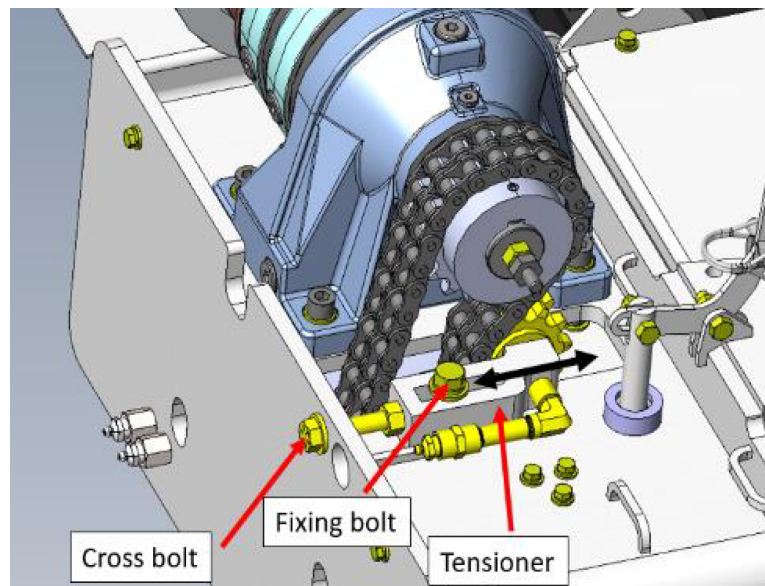


Figure 75. Driving Chain Tensioner

- c. Re-tighten the fixing bolt.
 - d. Verify the total movement of the slack strand.
 - e. Put the motor's cover back on.

Maintenance and Adjustment

ARM IN/OUT SYSTEM (CONTINUED)

⚠ WARNING

Make sure the unit is in the Lock-Out/Tag-Out mode when you do maintenance or service procedures, or when you go in the hopper, climb in or on the body or on equipment. Equipment can be operated when the unit is not in the Lock-Out/Tag-Out mode. When the unit is not in the Lock-Out/Tag-Out mode, equipment operated while you do maintenance or service procedures, go in the hopper or climb in or on the body or on equipment can cause death or serious injury.

4. Fixed Chain: Preparation for Tension Adjustment

- a. Position the arm halfway.
- b. From the side of the body, remove the arm panel shown in the Figure below.

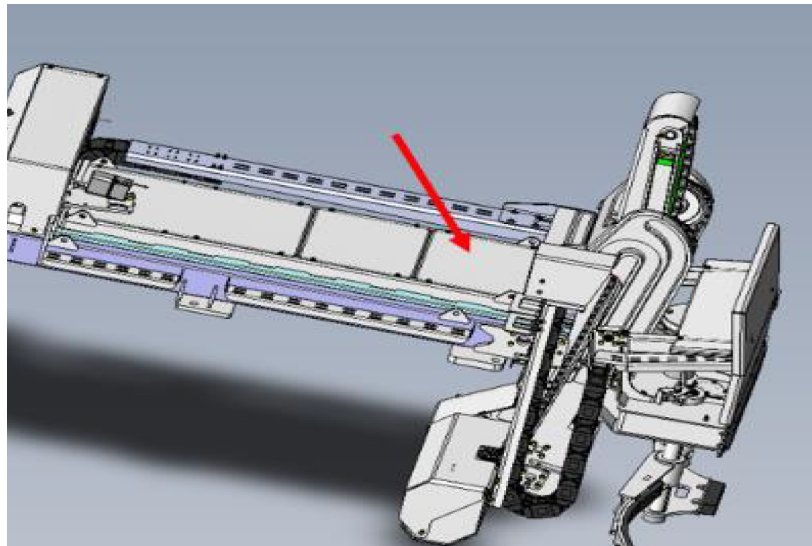


Figure 76. Arm Panel

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Maintenance and Adjustment

ARM IN/OUT SYSTEM (CONTINUED)

⚠ WARNING

Make sure the unit is in the Lock-Out/Tag-Out mode when you do maintenance or service procedures, or when you go in the hopper, climb in or on the body or on equipment. Equipment can be operated when the unit is not in the Lock-Out/Tag-Out mode. When the unit is not in the Lock-Out/Tag-Out mode, equipment operated while you do maintenance or service procedures, go in the hopper or climb in or on the body or on equipment can cause death or serious injury.

5. Fixed Chain: Tension Adjustment

- From the right-hand side of the body loosen the four bolts fixing the tensioner.
- Slide the idler sprocket by tightening or loosening the cross bolt. Sliding the idler sprocket towards the chain increases the tension and sliding it away from the chain decreases the tension.

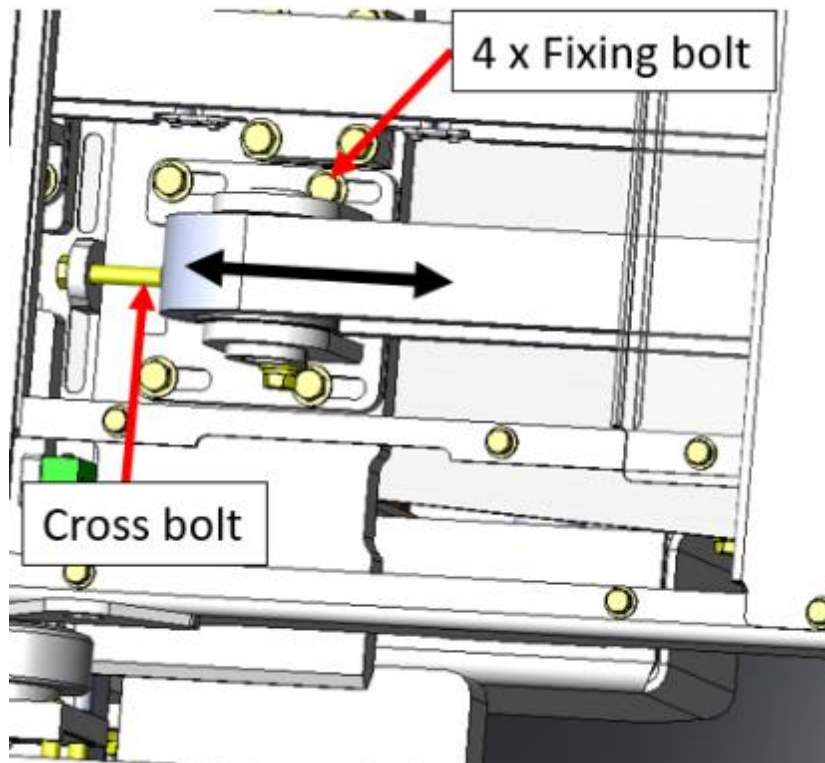


Figure 77. Fixed Chain Tensioner

- Re-tighten the fixing bolts.
- Verify the total movement of the slack strand.
- Put the arm panel back on.

Maintenance and Adjustment

ARM IN/OUT SYSTEM (CONTINUED)

⚠ WARNING

Make sure the unit is in the Lock-Out/Tag-Out mode when you do maintenance or service procedures, or when you go in the hopper, climb in or on the body or on equipment. Equipment can be operated when the unit is not in the Lock-Out/Tag-Out mode. When the unit is not in the Lock-Out/Tag-Out mode, equipment operated while you do maintenance or service procedures, go in the hopper or climb in or on the body or on equipment can cause death or serious injury.

6. Moving Chain: Preparation for Tension Adjustment

- a. Position the arm almost in full lateral extension at its lowest height. It is important not to be fully extend or else the results will not be conclusive. With the arm out, the tensioner easily accessible.

7. Moving Chain: Tension Adjustment

- a. The moving chain tensioner is similar to the fixed chain tensioner. Repeat step 5.1 to 5.4 to adjust the tension.

Gearbox Oil Change

Here is the procedure to change the oil of the in-out gearbox. Refer to the Figure 26 to find the location of the in-out gearbox.

| Frequency | Every 5 years (9600 hours) |
|-----------|----------------------------|
| Oil type | VG220 |
| Quantity | 1.10 L |

1. Remove the gearbox and motor covers and apply Maxima Chain Wax on the driving chain.
2. Put an oil pan under the gearbox.
3. Unscrew the plugs #1 and #2.
4. Once the gearbox is empty of oil, screw back the plug #1.
5. Fill up the gearbox from the plug #2 until it reaches the level of the plug #3.
6. Screw the plugs #2 and #3.

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Maintenance and Adjustment

ARM UP/DOWN SYSTEM

⚠ WARNING

Make sure the unit is in the Lock-Out/Tag-Out mode when you do maintenance or service procedures, or when you go in the hopper, climb in or on the body or on equipment. Equipment can be operated when the unit is not in the Lock-Out/Tag-Out mode. When the unit is not in the Lock-Out/Tag-Out mode, equipment operated while you do maintenance or service procedures, go in the hopper or climb in or on the body or on equipment can cause death or serious injury.

Up-Down Gearbox Oil Change

| | |
|-----------|--|
| Frequency | Once after 160 hours of operation and once every 960 hours thereafter. |
| Oil type | VG220 |
| Quantity | 770 ml |

Here is the procedure to change the oil of the up-down gearbox:

1. Remove the covers pointed in figure below.
2. Put an oil pan under the gearbox.
3. Unscrew the top and bottom plugs of the gearbox to drain the oil.
4. Screw back on the bottom plug and unscrew the side plug.
5. With the recommended oil, fill the gearbox from the top plug until it reaches the level of the side plug.

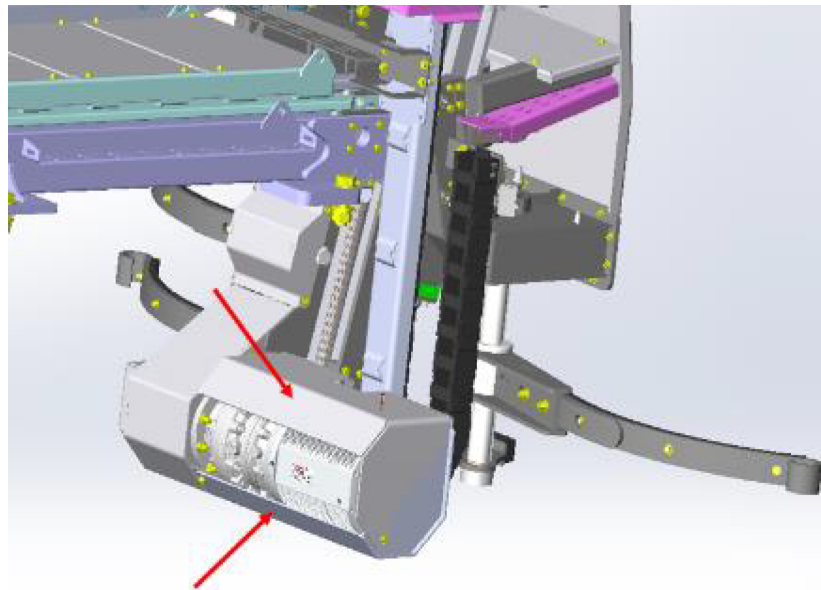


Figure 78. Up-Down Gearbox Covers

Maintenance and Adjustment

ARM UP/DOWN SYSTEM

WARNING

Make sure the unit is in the Lock-Out/Tag-Out mode when you do maintenance or service procedures, or when you go in the hopper, climb in or on the body or on equipment. Equipment can be operated when the unit is not in the Lock-Out/Tag-Out mode. When the unit is not in the Lock-Out/Tag-Out mode, equipment operated while you do maintenance or service procedures, go in the hopper or climb in or on the body or on equipment can cause death or serious injury.

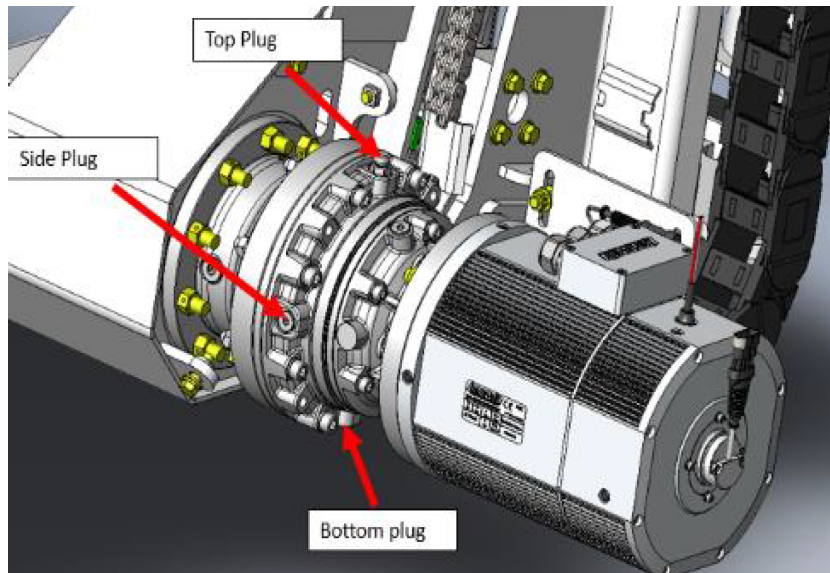


Figure 79. Up-Down Gearbox Plugs

6. Screw back all the plugs.
7. Screw back the covers.

Chain lubrication

The lubrication of the chain must be done every 160 hours or when the chain is dry. Here is a suggested procedure

1. Safely move the arm 4 feet out and press on the emergency stop as shown.
2. Apply anti-rust lubricant spray on the chains from the front and from the back of the arm.

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Maintenance and Adjustment

ARM UP/DOWN SYSTEM (CONTINUED)

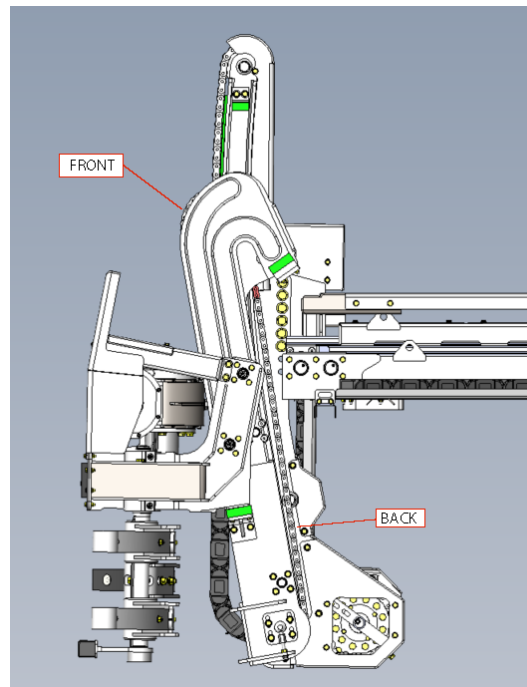


Figure 80. Chain Location Arm Front and Back

3. Remove the emergency stop and rise the arm as in the figure below.

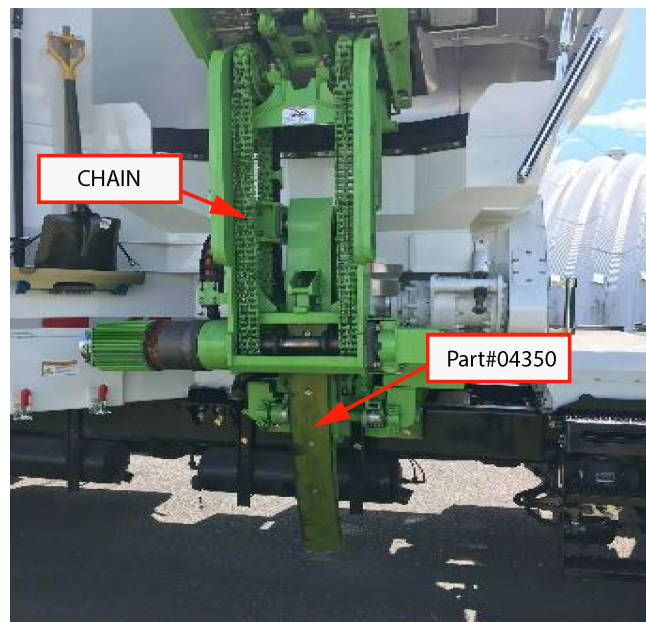


Figure 81. Arm at Raised Position

Maintenance and Adjustment

ARM UP/DOWN SYSTEM (CONTINUED)

4. Push on the emergency stop and apply anti-rust lubricant spray on the chain.
5. While the arm is up, look for damage on the plastic part #04350. If needed, replace it.
6. Remove the emergency stop and bring back the arm to the home position.

Chain tension

The chains tension must be verifying every 160 hours. There is a total of three chains for the up-down mechanism. Here is a suggested procedure if the tension needs to be adjusted:

Central Chain:

1. Move the arm about 4 feet in lateral extension.
2. Move the arm up slightly to ensure that the slack strand is at the level of the tensioner.
3. Press the emergency stop to prevent accidents.
4. Tighten the 2 bolts from the tensioner shown in the picture in order to increase the tension in the chain.
5. Verify that the tension is adequate. The total movement of the chain (A) should be approximately equal to $\frac{1}{2}$ ".

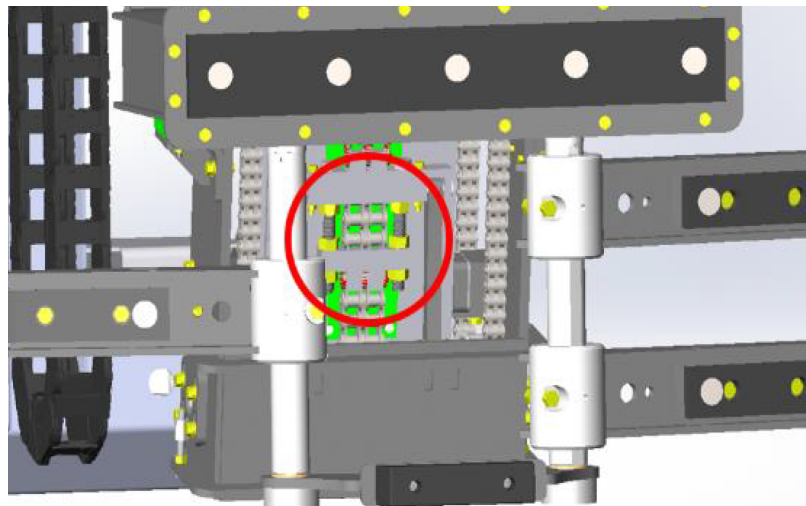


Figure 82. Up-Down Central Chain Tensioner Location

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Maintenance and Adjustment

ARM UP/DOWN SYSTEM (CONTINUED)

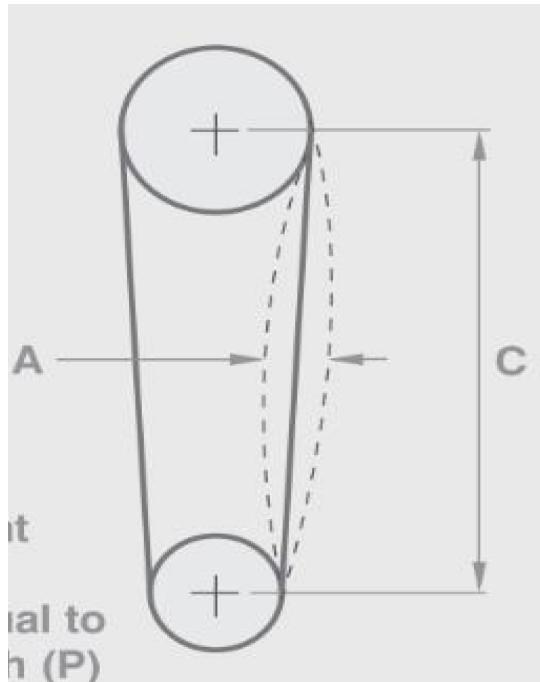


Figure 83. Total Movement of the Chain

Lateral Chains:

1. Move the arm about 4 feet in lateral extension.

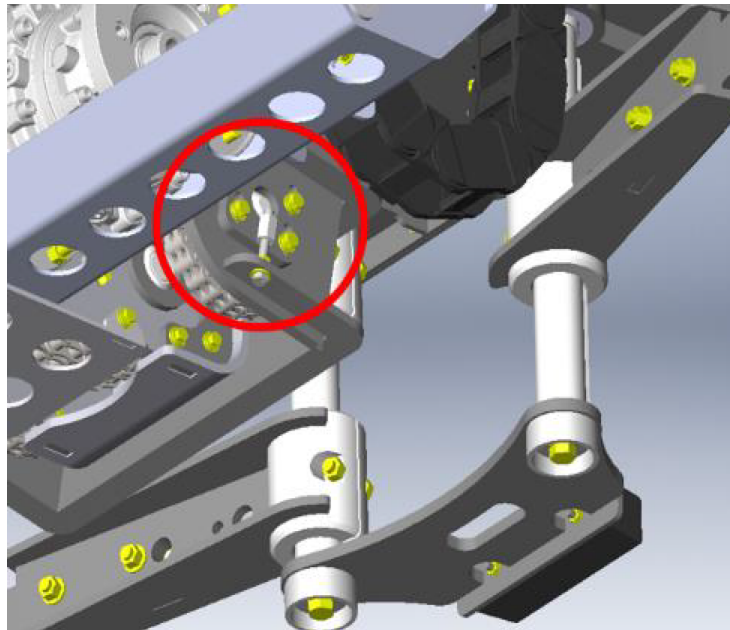


Figure 84. Up-Down Lateral Chain Tensioner Location

Maintenance and Adjustment

ARM UP/DOWN SYSTEM (CONTINUED)

2. Move the arm up slightly to ensure that the slack strand is at the level of the tensioner.
3. Press the emergency stop to prevent accidents.
4. Tighten the bolt from the tensioner shown in the picture (from under the arm) in order to increase the tension in the chain. There is one tensioner for each chain.
5. Verify that the tension is adequate. The total movement of the chain (A) should be approximately equal to 3/8".

Cable Chain Inspection

Look for debris or broken component along the cable chain. Check the condition of the cable shields. Make sure that there are no burn marks or damage due to the bending of the cables. If there are any, immediately Contact **Heil Technical Services** at **866-310-4345** for help.

ARM GRIPPER SYSTEM

Gearbox oil change

The procedure to change the oil of the grabber gearbox is detailed below.

| | |
|-----------|--|
| Frequency | Once after 160 hours of operation and once every 960 hours thereafter. |
| Oil type | VG220 |
| Quantity | Fill it up until it comes out by the side plug. |

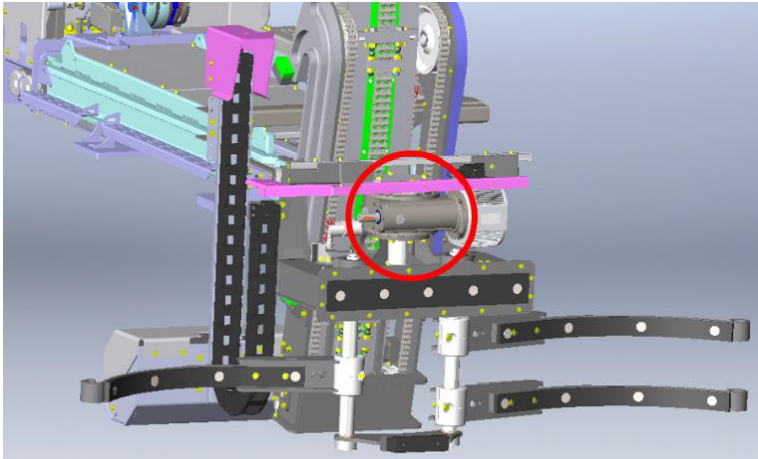


Figure 85. Location of Gripper Gearbox

1. Remove the guard pointed on the figure below.

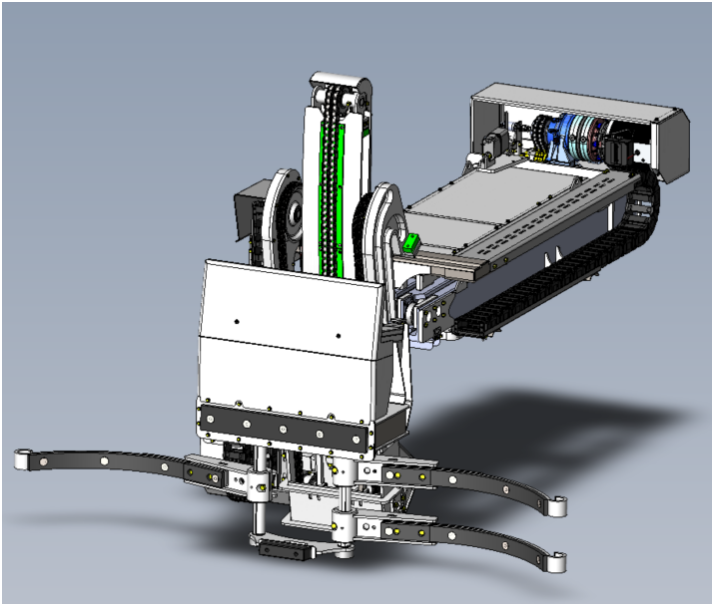


Figure 86. Front View of Arm Guard

2. Unscrew the cap that is facing the arm.
3. Screw in a hose to facilitate the draining of the gearbox.
4. Put an oil pan under the hose.

Maintenance and Adjustment**ARM GRIPPER SYSTEM (CONTINUED)**

5. Raise the arm completely and wait for all the oil to drain.
6. Completely lower the arm.
7. Unscrew the hose.
8. Fill the gearbox with oil until it reaches the level of the plug.
9. Screw the plug back in.

MOTOR BRAKE INSPECTION

What is needed is to perform a static test with a torque wrench.

Once the EM brake is removed from the electric motor follow these steps.

1. Fix the brake on a mounting plate.
2. Put a rod in the EM brake, with an adapter for a torque wrench.
3. Then adjust the torque wrench to EM brake value of 50 Nm and make sure the brake does not slip.

NOTICE

Rod should have a 20 mm diameter and a 6 mm key way.

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Maintenance and Adjustment

EJECTION SYSTEM MAINTENANCE

WARNING

Make sure the unit is in the Lock-Out/Tag-Out when you do maintenance or service procedures, or when you go in the hopper, climb in or on the body or on equipment. Equipment can be operated when the unit is not in the Lock-Out/Tag-Out mode. When the unit is not in the Lock-Out/Tag-Out mode, equipment operated while you do maintenance or service procedures, go in the hopper or climb in or on the body or on equipment can cause death or serious injury.

A. Chain Tension

The tension of the ejector's chains must be inspected once a week or every 40 hours of use. Here is the tensioning procedure if the inspection is inconclusive. The criteria for adequate tension are specified at the end of this procedure.

1. Make sure to Lock-Out/Tag-Out the unit before performing this procedure
2. Preparation for tightening
 - a. Position the ejection panel at mid length with the trap door shut.



Figure 87. Ejection Panel Position

- b. Get in the dustcart and take off the panels blocking the two access windows.



Figure 88. Opened Access Door

Maintenance and Adjustment

EJECTION SYSTEM MAINTENANCE (CONTINUED)

3. Chain Tightening

Steps a to c are the same for each turnbuckle. Repeat those for the two chains. The nuts used are 1"-8.

- a. From the access door, completely loosen the lock nut.

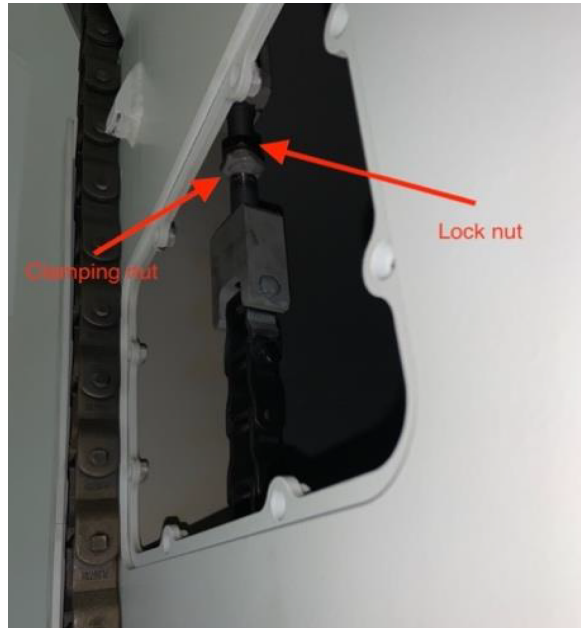


Figure 89. Loosen Lock Nut

- b. From the access door, tighten the clamping nut until the portion of the chain behind the ejection panel starts lifting up from its rail as shown in the picture.



Figure 90. Lifted Up Chain

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Maintenance and Adjustment

EJECTION SYSTEM MAINTENANCE (CONTINUED)

- c. Once the chain is tight enough, retighten the lock nut. A torque of 10 lb-ft is sufficient.



Figure 91. Locked Turnbuckle

Maintenance and Adjustment

EJECTION SYSTEM MAINTENANCE (CONTINUED)

4. Verification of the tension

- a. Fully retract the ejection panel to proceed.

**Figure 92. Ejection Panel Fully Retracted**

- b. Pull the chain at its mid-point with a force of approximately 50 pounds and measure the lifting height. Repeat this step for each chain. The chain should lift up between 4 to 6 inches from the bottom of the chain channel if tightened properly.

**Figure 93. Lifting Height****Figure 94. Lifting Position**

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Maintenance and Adjustment

EJECTION SYSTEM (CONTINUED)

- c. If the lifting height is not appropriate, go back to section 3 and increase or decrease the tightening in order to have a lifting height between 4 and 6 inches.

If the lifting height is appropriate, put back the panels on the access doors.



Figure 95. Closed Access Doors

Maintenance and Adjustment

EJECTION SYSTEM (CONTINUED)

| | |
|-----------|--|
| Frequency | Once after 160 hours of operation and once every 960 hours thereafter. |
| Oil type | EP Synthetic Gear Oil ISO 220 |
| Quantity | Fill it up until the oil reaches the level of the side plug |



Figure 96. Ejection Gearbox

Oil Change Procedure

1. Put an oil pan under the gearbox.
2. Open the top plug and the bottom plug and wait until the gearbox is empty of oil.
3. Unscrew all the plugs and clean them from filings. It is important to clean all the plugs because they are magnetic.
4. Screw back in place every plug except the two plugs pointed on figure below.
5. Fill the gearbox from the top plug with the oil until it reaches the level of the side plug.
6. Screw back in place the plugs.

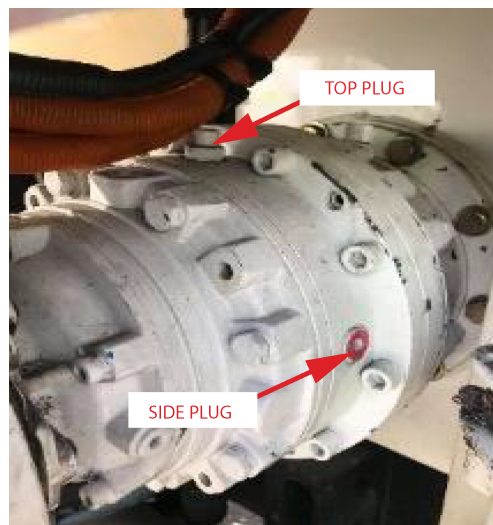


Figure 97. Gearbox Plugs

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Maintenance and Adjustment

INSPECT AND REPAIR AUGER HARDFACING

Inspect the hardfacing welds every 320 hours, or more often if needed, depending on what waste is collected with the unit and the frequency of use. Here is the auger hardfacing instructional guide for maintenance.

⚠ WARNING

Make sure the unit is in the Lock-Out/Tag-Out when you do maintenance or service procedures, or when you go in the hopper, climb in or on the body or on equipment. Equipment can be operated when the unit is not in the Lock-Out/Tag-Out mode. When the unit is not in the Lock-Out/Tag-Out mode, equipment operated while you do maintenance or service procedures, go in the hopper or climb in or on the body or on equipment can cause death or serious injury.

⚠ CAUTION

The auger is a very heavy piece of equipment. Special precautions must be taken when moving the auger.

A. Hopper Preparation

1. Open the canopy to the maximum or remove it if it is a fixed canopy.

B. Auger Removal Procedure

1. Make sure to Lock-Out/Tag-Out the unit before performing this procedure.
2. From the inside of the hopper, remove the bolts and the flat washers from the auger plate as shown in the figure below.

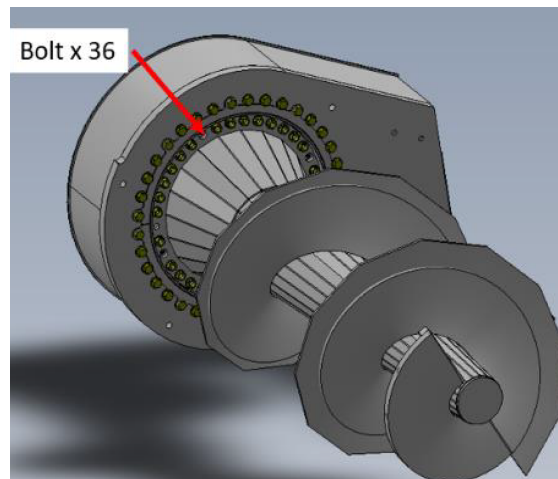


Figure 98. Bolt Location on Auger

Maintenance and Adjustment

AUGER HARDFACING (CONTINUED)

3. Attach a chain or a strap to the auger as shown in the Figure below. Using a hoist or a forklift, lift slowly the auger and remove it from the inside of the hopper.



Figure 99. Strap Position on Auger

C. Auger Hardfacing Welding

1. Clean the auger by sandblasting it or with a wire brush where welds will be performed.
2. Place the auger upside as shown in the Figure below and stabilize it with straps.

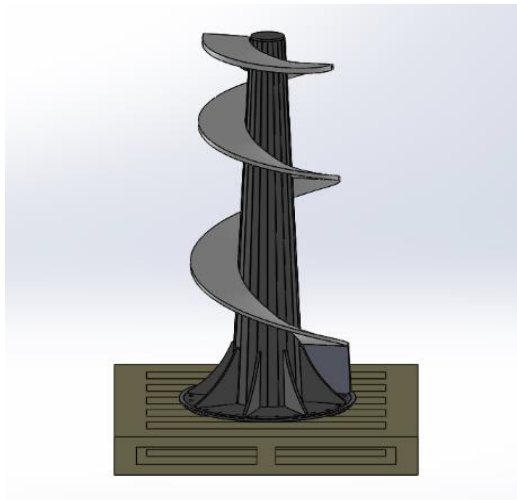
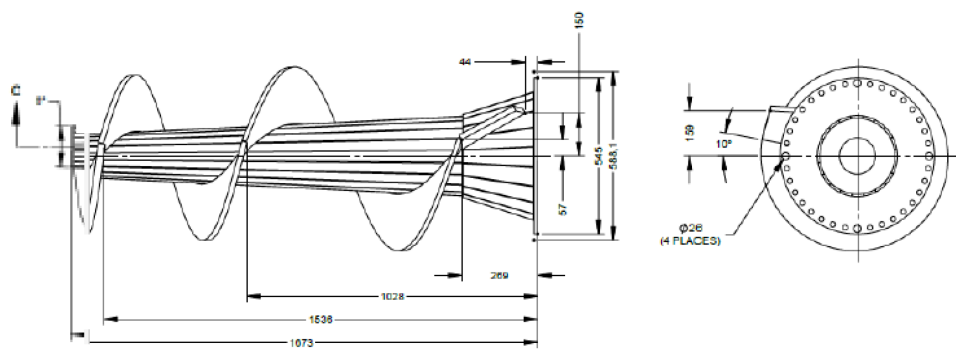


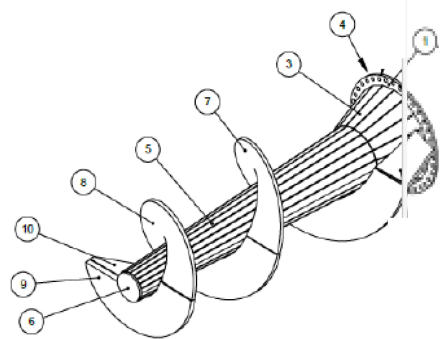
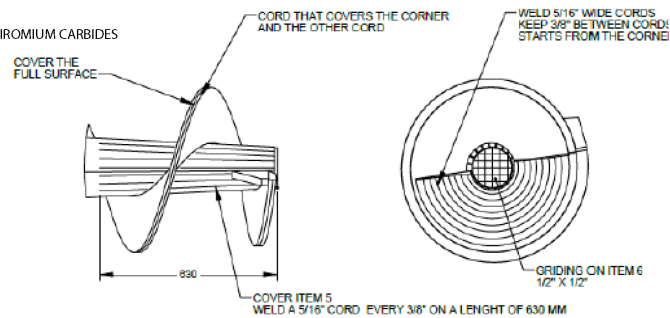
Figure 100. Auger Positioned on Pallet

AUGER HARDFACING (CONTINUED)



| ITEM | PART | QTY | DESCRIPTION | MATERIAL |
|------|--------|-----|----------------|------------|
| 1 | 007599 | 1 | COMPACTOR BASE | SOW (SSOW) |
| 2 | 007601 | 1 | SCREW PLATE | CHT100 |
| 3 | 007602 | 2 | COMPACTOR CONE | CHT100 |
| 4 | 007603 | 2 | SCAL | CHT100 |
| 5 | 007606 | 2 | COMPACTOR CONE | CHT100 |
| 6 | 007607 | 1 | CAP | AR-400 |
| 7 | 007608 | 1 | SCREW 2" | AR-400 |
| 8 | 007609 | 1 | SCREW 2" | AR-400 |
| 9 | 007610 | 1 | HALF SCREW | AR-400 |
| 10 | 007611 | 1 | REINFORCEMENT | SOW (SSOW) |
| 11 | 007612 | 1 | SCREW CENTER | SOW (SSOW) |

INSTRUCTION HARDFACING
STUDY 19 1/8" THICK
AMP: 90-130
HRC: 51-55
ALLOY TYPE: CHROMIUM CARBIDES



REPAIRING CRACKED WELD JOINTS

Repair all cracked weld joints immediately after finding cracked weld joints. If you are unsure of the proper repair procedure, call Heil Technical Services at 866-310-4345.

OIL LUBRICANT RECOMMENDATION

Use only non-detergent engine oil to lubricate all moveable mechanical parts not furnished with grease fittings. Apply sufficient oil to give good lubrication, but do not bathe parts in oil. Always wipe off excess.

GREASE LUBRICANT RECOMMENDATION

Use a grease gun. Before engaging grease gun, clean the fitting. Always pump enough grease to purge the joint of contaminated grease and wipe off the excess. Lubricate a unit as given on the lubrication decal on the unit and in the Body Lubrication Guide paragraph of this section.

Use grade NLGI 2 grease or equivalent.

INSPECT PROXIMITY SWITCHES

See **Proximity Switch Troubleshooting** for recommended procedures for inspecting proximity switches.

SECTION 5

BODY CONTROLLER

RevAMP®

Body Controller

MAIN SCREEN FUNCTIONS

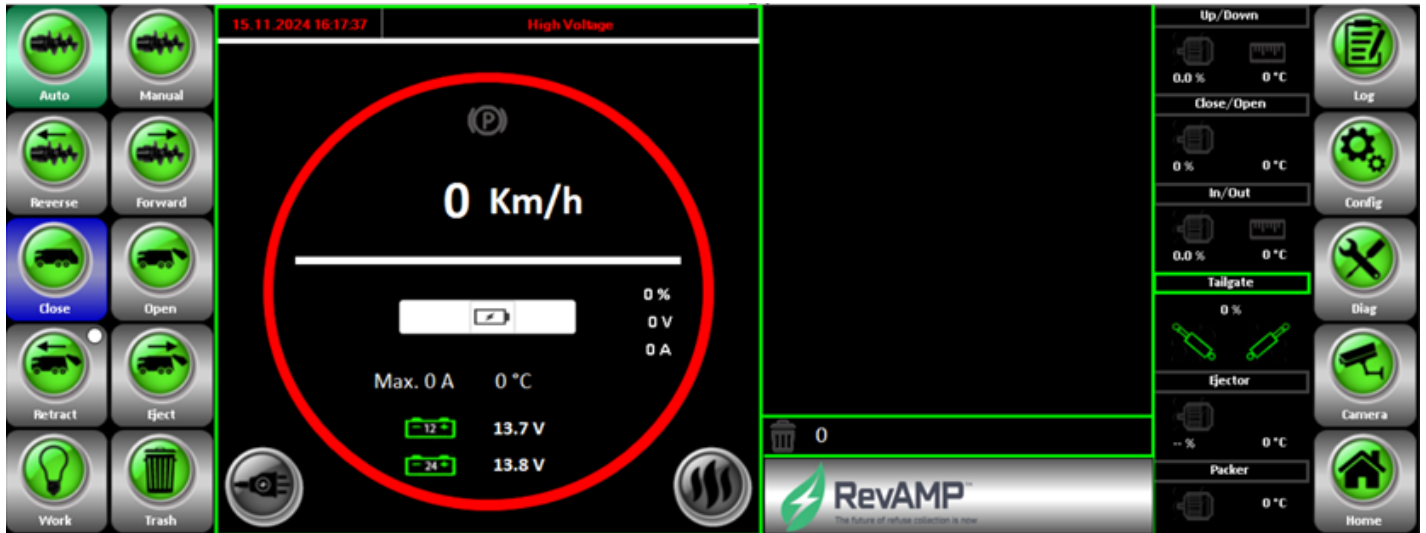


Figure 101. Main Screen

1. Packer Automatic Mode Selection

In automatic mode, when the arm reaches mid-height, the packer starts a compaction cycle and turns for a programmed number of turns.

2. Packer Manual Mode Selection

Allows the driver to manually control the auger with buttons 3 and 4.

3. Packer Reverse Button

This function can be used in manual mode only. Push and hold the button to activate the reverse rotation of the packer.

4. Packer Forward Button

- In manual mode, push and hold the button to activate the packer rotation.
- In automatic mode, when the arm reaches mid-height, the packer starts for a programmed number of turns.

MAIN SCREEN FUNCTIONS (CONTINUED)

5. Ejector Panel Manual Reverse Button

Push and hold to move the ejector panel to home position (toward the front)

- a. The gray indicator means that the ejector panel is not at home position.
- b. The blue indicator means that the ejector panel is fully retracted at home position (0%).
- c. The white dot means that the trap door is not fully closed.
- d. The green dot means that the trap door is fully closed.

6. Ejector Panel Manual Forward Button

Push and hold to move the ejector panel toward the back of the truck.

- a. The gray indicator means that the panel is not at 100%.
- b. The blue indicator means that the ejector panel is at 100%.

7. Tailgate Closing Manual Button

Push and hold for the tailgate to close and seal manually.

- a. The gray indicator means that the tailgate is not fully closed.
- b. The blue indicator appears when the tailgate is fully closed.

8. Tailgate Opening Manual Button

Push and hold to manually open the tailgate.

- a. The gray color indicates that the tailgate is not fully opened.
- b. The blue indicator indicates that the tailgate is fully opened.

9. Hopper and Arm Work Light Control

- a. This button turns on and of the working lights over the hopper and the arm.

10. Collect mode indicator / Bin counter reset button

- a. The gray color indicates when the collection mode is off. In this case, the arm can only be retracted and lowered and the grabber can only be opened.
- b. The green colors indicates that the collection mode is on. The arm is then fully functional. In collection mode, the rear strobe, the rear light indication (X pattern) and the side markers flasher (follow rear X pattern) starts.

NOTICE

When in collect mode, the arm camera appears in place of the battery status.

RevAMP® Body Controller

MAIN SCREEN FUNCTIONS (CONTINUED)

11. Alarm Screen Button Selection

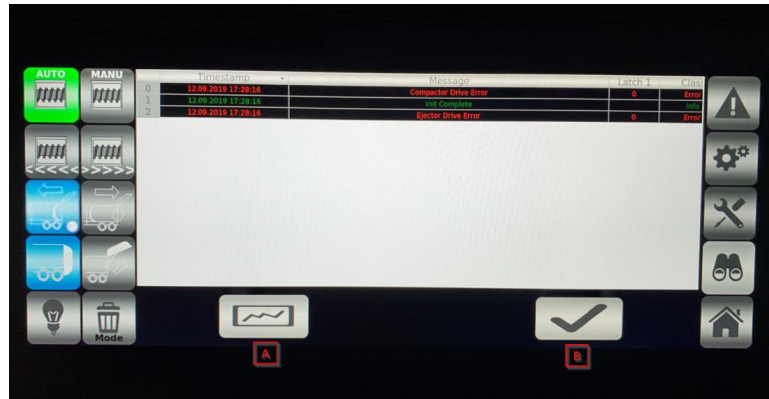


Figure 102. Alarm Screen Button Selection

- a. Press button A once for all alarm, warning and info message



Figure 103. Alarm Screen Button Selection 2

- b. Press button A again to return to ACTIVE alarm, warning and info message.
- c. Press button B to acknowledge a latched alarm. Most alarm acknowledge by themselves when fault condition disappears.

12. Parameter Configuration Main Screen Button Selection



Figure 104. Parameter Configuration Main Screen Button Selection

MAIN SCREEN FUNCTIONS (CONTINUED)

a. Joystick Configuration



Figure 105. Joystick Configuration Screen

All the parameters in this page are factory settings.

b. General Truck Configuration

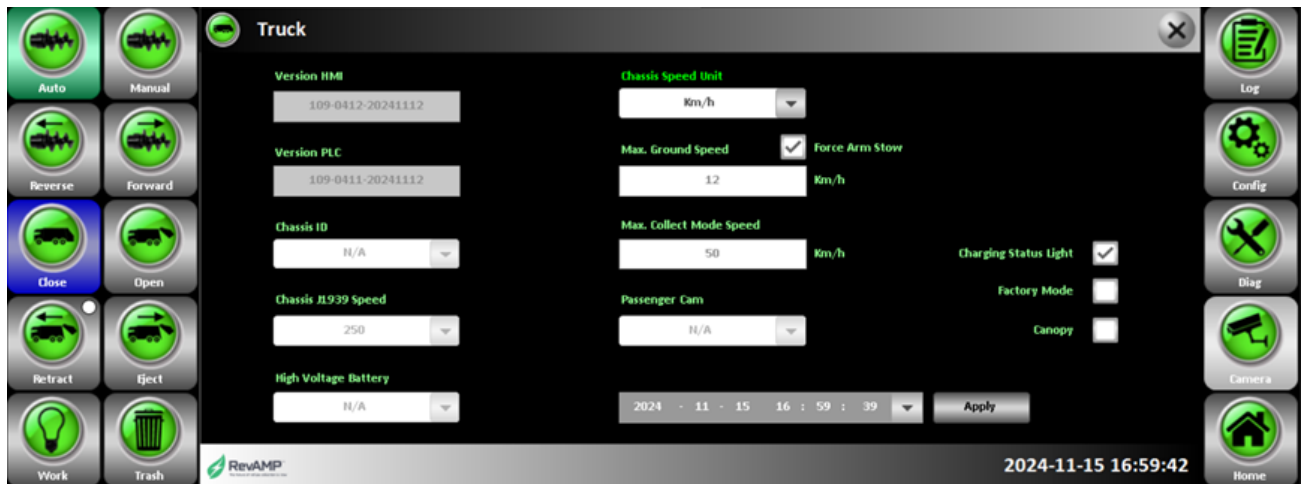


Figure 106. General Truck Configuration Screen

- (1) This indicates the PLC and HMI software version.
- (2) This section allow to user to set the HMI date and time.
- (3) This section is used to select the baud rate for CAN communication with chassis. It is factory setting.
- (4) When the factory mode is checked, the percentage value of the motors in the home page correspond to millimeters. When the box is not checked, the value of the motors displayed are in percentage. This function is very useful for the arm and ejection calibration.
- (5) The maximum ground speed is used to activate the arm interlock. If the arm is out while driving at a speed higher than the value an audible and visual alarm will occur.
- (6) As soon as the truck goes faster than this value, the arm will axiomatically retract and be disabled.
- (7) This is used to set the speed unit in Km/h or mph.

RevAMP®

Body Controller

ALARM SCREEN BUTTON SELECTION

Alarm Screen Button Selection

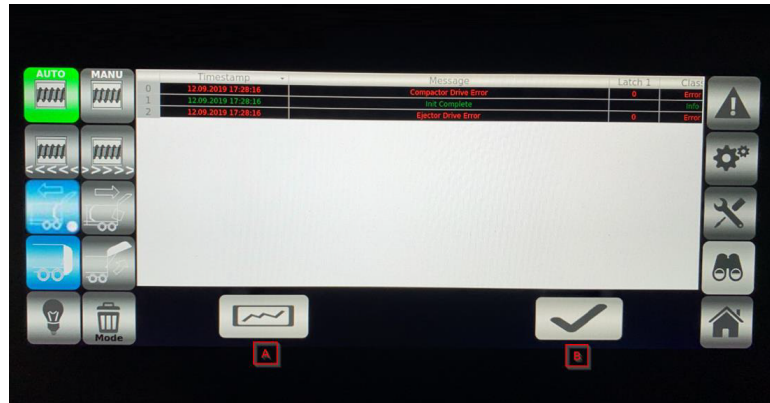


Figure 107. ALARM SCREEN BUTTON SELECTION

- a. Press button A once for all alarm, warning and info message



Figure 108. ALARM SCREEN BUTTON SELECTION 2

- b. Press button A again to return to ACTIVE alarm, warning and info message.
- c. Press button B to acknowledge a latched alarm. Most alarm acknowledge by themselves when fault condition disappears.

ELECTRIC SCREEN CONTROLS

If decommissioning is required for maintenance and adjustment refer to **Electric Body Decommissioning** ¹⁹¹.

A. System Power Switch Localization



**Figure 109. System Power
Switch Location**

1. The first System Power switch is located in the cabin near the joystick.
2. The other System Power switch is located on the street side of the body near amber light.

ELECTRIC SCREEN CONTROLS (CONTINUED)

B. Joystick configuration



Figure 110. Joystick Configuration Screen

All the parameters in this page are factory settings.

C. General truck configuration

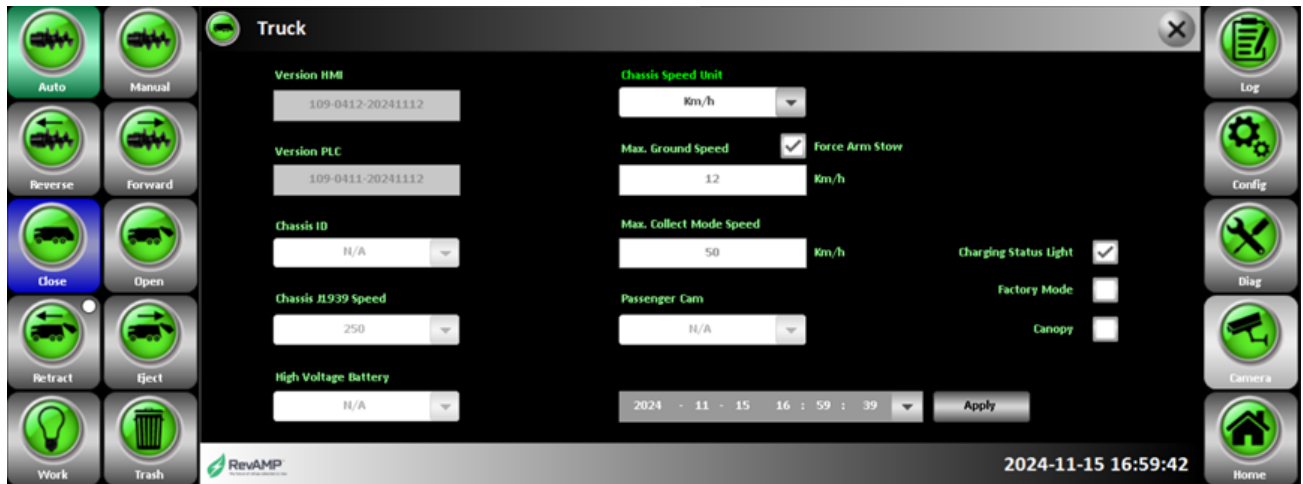


Figure 111. General Truck Configuration Screen

- (1) This indicates the PLC and HMI software version.
- (2) This section allow to user to set the HMI date and time.
- (3) This section is used to select the baud rate for CAN communication with chassis. It is factory setting.
- (4) When the factory mode is checked, the percentage value of the motors in the home page correspond to millimeters. When the box is not checked, the value of the motors displayed are in percentage. This function is very useful for the arm and ejection calibration.
- (5) The maximum ground speed is used to activate the arm interlock. If the arm is out while driving at a speed higher than the value an audible and visual alarm will occur.
- (6) As soon as the truck goes faster than this value, the arm will axiomaticly retract and be disabled.
- (7) This is used to set the speed unit in Km/h or mph.

ELECTRIC SCREEN CONTROLS (CONTINUED)

D.Arm Configuration

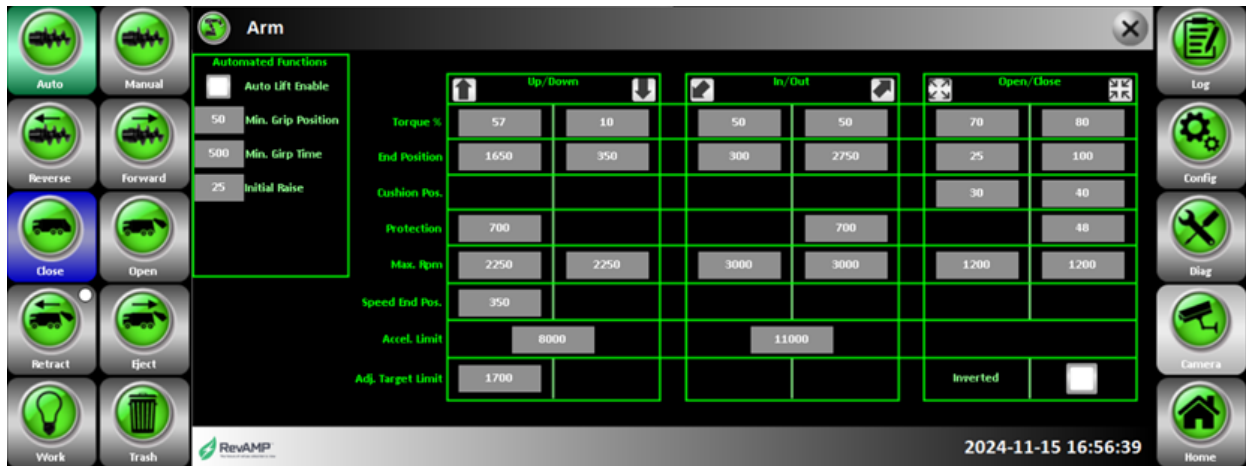


Figure 112. Arm Configuration Screen

- (1) Torque %: The values in this line are the maximum torque percentage allowed on each axis. These values are factory settings.
- (2) End Position: The values in this line are the end values in millimeters. These are set to the maximum mechanical position during the calibration process.
- (3) Cushion Position: The values in this lines are the values in millimeters where the cushioning start. The cushioning start few millimeters before the fully retracted and extended positions.
- (4) Production: These are the values in millimeters for the mid-height (up-down), distance from arm to hopper (in-out) and gripper angle opening considered as gripper open. It is related to the interlocks and camera switching if equipped.
- (5) Max Rpm: The max. RPM values are the maximum speed of the motors.
- (6) Speed End Position: The value in this line is used for the up-down cushioning calibration.
- (7) Inverted: The check box is used to switch the grabber configuration. It allows the user to switch from left button-open/right button-close to right button-open/left button-close.

E. Auger Configuration



Figure 113. Auger Configuration Screen

ELECTRIC SCREEN CONTROLS (CONTINUED)

- (1) Compaction Delay(ms): Delay to switch the rotation of the auger from one direction to the other.
- (2) Compaction Turns: Number of auger rotations in automatic mode.
- (3) High Current Threshold (A): Motor current before starting in reverse (auger jammed threshold). In other words, if the current goes over 350 Amps for a set period of time (High current time), the auger will go in reverse.
- (4) High Current Time(ms): The current must be higher than the high current threshold for the value of high current time to start in reverse (auger jammed threshold).
- (5) Retraction Auto Time(ms): Duration of time by which the auger will run in reverse mode.
- (6) Counter Auger Full: Number of attempts the auger will run in reverse mode before stopping and giving alarm (Body full).
- (7) Max. Rpm: Auger's motor speed. There is no minimum value and the maximum value is 5000 RPM, higher RPM could break the planetary gearbox.
- (8) Max. Torque (%): Maximum auger motor torque, it can be used to limit maximum payload of the body.

F. Ejector Configuration

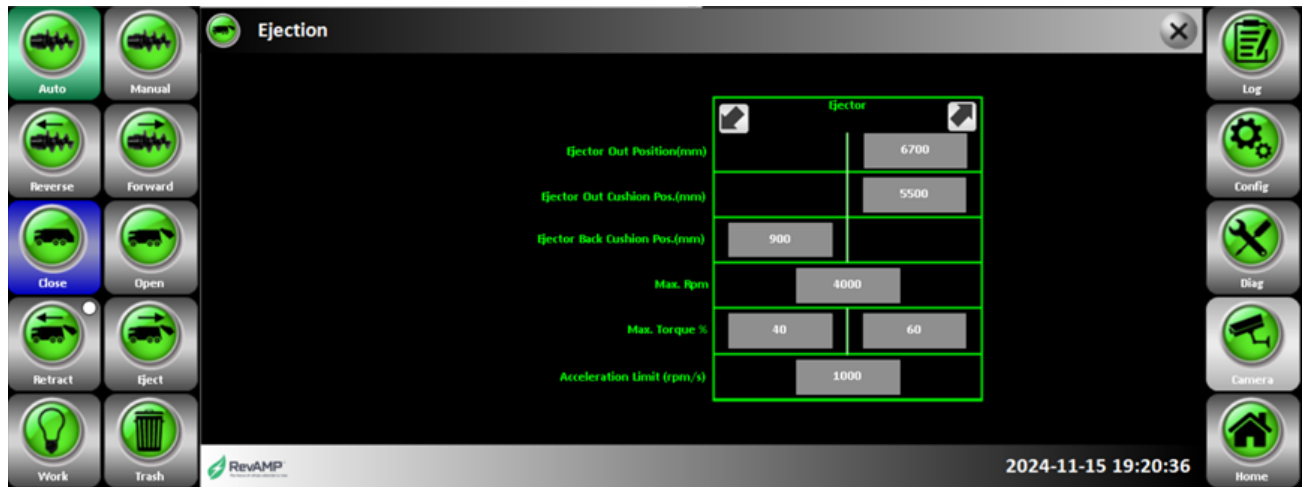


Figure 114. Ejector Configuration Screen

- (1) Ejector Out Position(mm): Maximum ejector position measured by a laser sensor in the body. The value is set to the maximum mechanical position during calibration.
- (2) Ejector Back Position(mm): Ejector home position measured by a laser sensor. The value is set to the minimum mechanical position during calibration.
- (3) Max.RPM: Ejector's motor speed, the maximum value is 3000RPM.
- (4) Max. Torque %: Maximum ejector motor torque. This value is factory set and can not be modified.
- (5) Ejector back cushion Pos.(mm): Ejector return position starting running at low speed to open the trap door without damage (cushioning of ejector panel on the return).

ELECTRIC SCREEN CONTROLS (CONTINUED)

G. Parameter Save/Restore



Figure 115. Parameter Save/Restore Screen

- (1) Save Parameters: This button is used to save all parameters into display memory. If a memory card is connected to the USB0 port, it generates an external parameter file (see 12.8.3)
- (2) Recall Parameters: This button allows the user to recall the parameters from the display memory. If a memory card is connected to the USB0 port, it copies the external file to the display memory before recalling the parameters.
- (3) Unplug: Hit that button before removing the memory card. If the memory card is removed without pushing this button, the data on the memory card will be corrupted.



Figure 116. MEMORY STICK CABLE HOOKUP

H. WiFi Setup

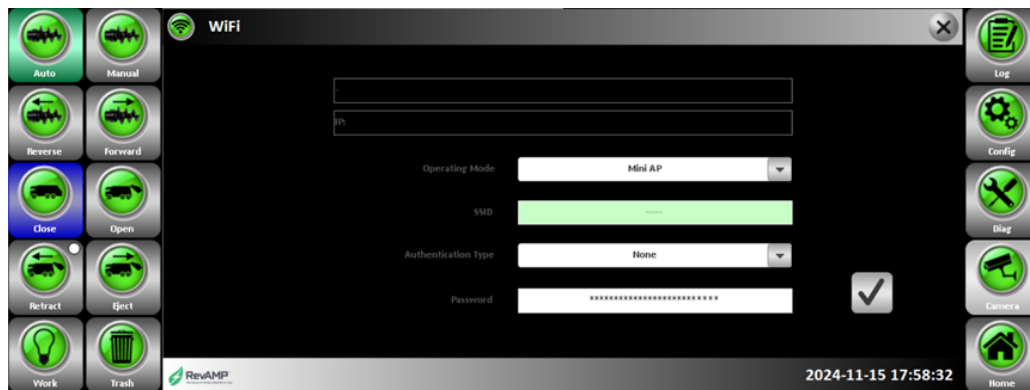


Figure 117. WIFI Setup

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ELECTRIC SCREEN CONTROLS (CONTINUED)

WiFi module can be used in Mini Acces Point mode (Direct PC to module) and standard Infrastructure mode (through DHCP router connection).

- (1) Operating Mode: For a standard remote connection: select "Infrastructure"
- (2) SSID: For a standard remote connection: Enter network SSID to connect.
- (3) Authentication Type: For a standard remote connection: select "WPA/WPA2 mixed"
- (4) Password: For a standard remote connection: Enter password of the network.

NOTE: IP address attributed by DHCP will be indicated in the upper box. Keep that IP address in note. It will be required on the PC to connect with the truck. If no further configuration are made with the WiFi module, it will connect automatically to the WiFi network (if the network is available) on each powering up of the truck.

I. User Logging – Language Setting and Brightness Setting



Figure 118. User Logging Screen

- (1) HMI logging button. Use this button to connect as any user. The default user is for the drivers. This user have access to all diagnostic feature. If a feature is not available, the button or field is grayed. Maintenance user have access to all diagnostic and configuration features. Some field are still disable and only accessible by factory user. To connect as the Maintenance use this:

User: MNT Password: MNT

- (2) Language setting: English, French, or Spanish
- (3) Display brightness level setting.

J. Status Main Screen Button Selection



Figure 119. Status Main Screen Button Selection

ELECTRIC SCREEN CONTROLS (CONTINUED)

K. Joystick Test and Status

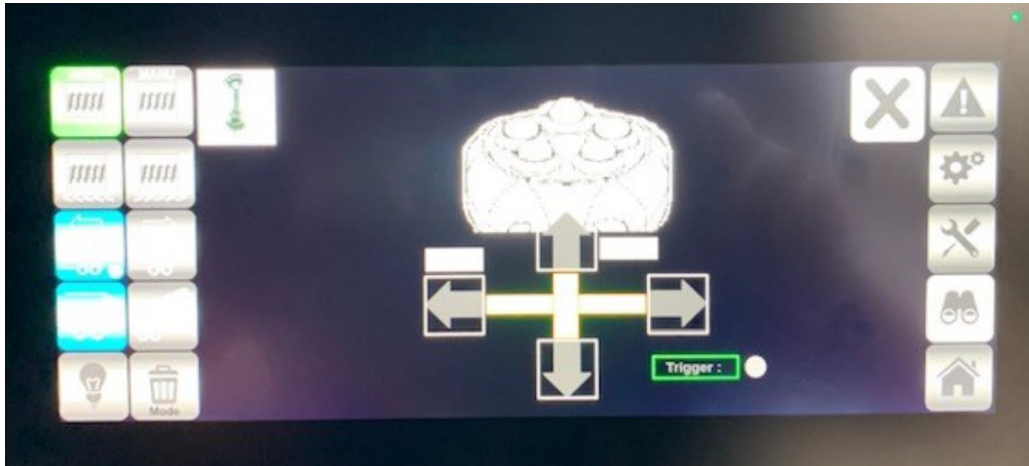


Figure 120. Joystick Test and Status

L. Controller I/O State and Status

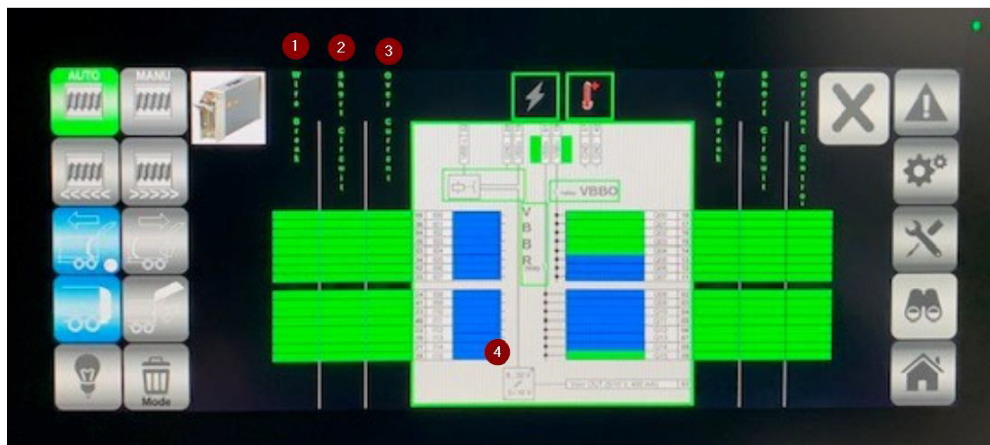


Figure 121. Controller I-O State and Status

- (1) Wire brake: For every output, that section will be red if the related circuit is activated and a broken wire is detected.
- (2) Short circuit: For every output, that section will be red if the related circuit is activated and detected as a short circuit to the control ground or body. The output will automatically be open.
- (3) Over current: For every output, that section will be red if the related circuit is activated and detected as over current. The output will automatically be open for 500ms. After this delay, the output will be closed again. A remained over current situation will activate and deactivate the output indefinitely.
- (4) Input/Output status: This section is blue by default. This indicates an input or an output not activated. When the related input or output is activated, the color pass to green.

ELECTRIC SCREEN CONTROLS (CONTINUED)

M. Battery Monitoring System Status



Figure 122. Battery Monitoring System Status

Same info as main screen when not in collect mode.

- (1) Leak Current: That number should be at 0mA. Indication of the electrical isolation level between high voltage battery pack and chassis.

N. Drive Status and Error Code

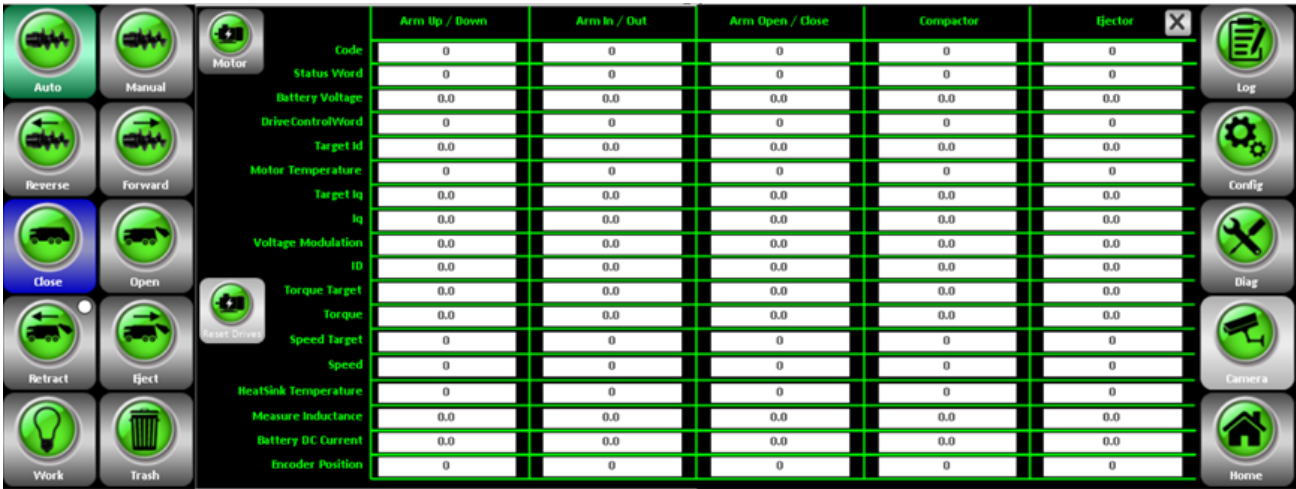


Figure 123. Drive Status and Error Code Screen

Those values may be required by Heil engineering team for diagnostic or test purpose.

- (1) Code: Error code for a specific drive. That code needs to be transmitted to Heil for diagnostic.
- (2) Motor Temperature: This information is replicated in the main screen. If the motor temperature is too hot, the drive can enter in derating mode and limit torque to the motor.
- (3) Heatsink Temperature: Heatsink drive temperature: If too hot, the drive can enter in derating mode and limit torque to the motor.

ELECTRIC SCREEN CONTROLS (CONTINUED)

O.CAN and Encoder Status



Figure 124. CAN and Encoder Status Screen

May be required by Heil for diagnostic purpose.

P. Component Hour Meter

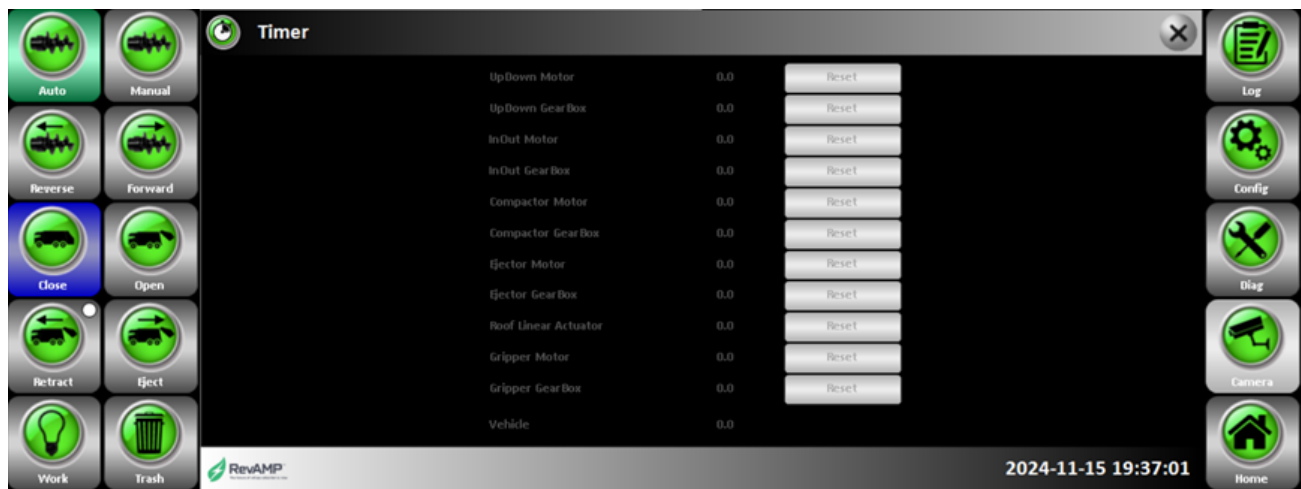


Figure 125. Component Hour Meter Screen

Each motor, linear actuator and gearbox have a dedicated hour meter counter. That counter could be reset if a component is replaced on the truck. Maintenance access level is required to reset a counter.

ELECTRIC SCREEN CONTROLS (CONTINUED)

Q.All Cameras Button

- (1) Press once to activate all three cameras (hopper, arm and back)

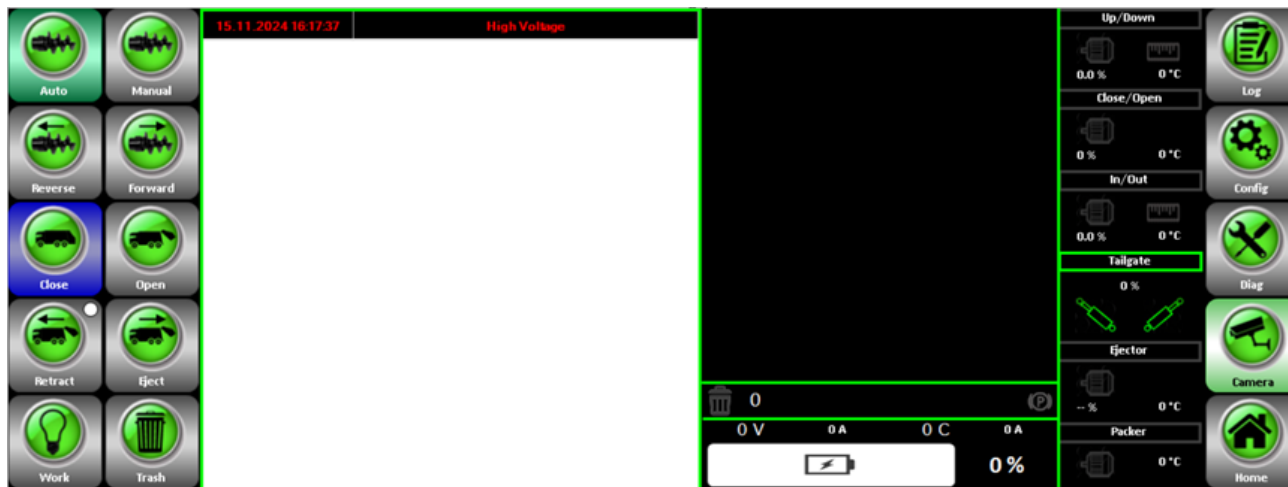


Figure 126. All Cameras Button: Press Once to Activate All Three Cameras (Hopper, Arm, and Rear)

- (2) Press again to de-activate the three cameras.

R. Return to main screen

S. Motor, encoders and rear actuator status

ELECTRIC SCREEN CONTROLS (CONTINUED)

T. In this section you can find information related to each motor and actuators.

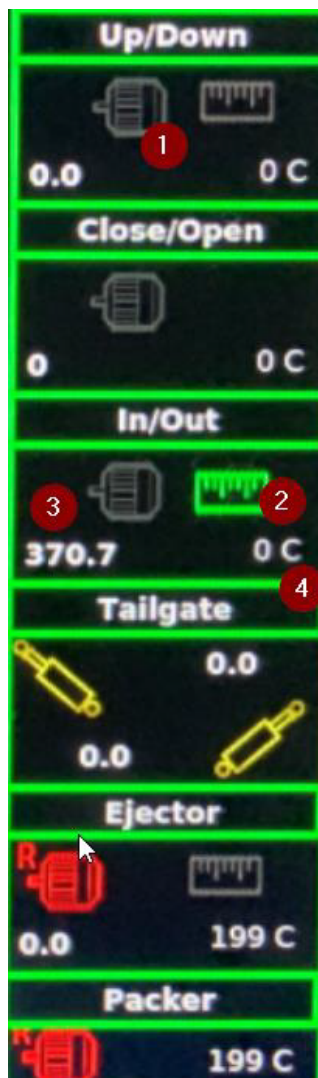


Figure 127. Motor, Encoders, and Rear Actuator Status

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ELECTRIC (CONTINUED)

- (1) Motor status. There are 3 different colors possible:
 - (a) Gray: Motor is not powered or in pre-operational mode. This state will be activated when an emergency stop is activated. NOTE: If after powering up, a motor remain in gray state, activate the System Power switch and release it to force the drives to reset.
 - (b) Red: Motor is not working or has an alarm. See the drive status page for more informations.
 - (c) Green: Motor is in normal state and ready to run.
- (2) Encoder status. It may have two colors
 - (a) Grey: Encoder is not ready, not powered or there is no communication with it (CAN issue).
 - (b) Green: Encoder is in normal state and ready to run.
- (3) Position value
 - (a) In factory mode (12.6.4), this value is indicated as a real distance in mm. For the grabbers, that value is indicated as an angle.
 - (b) When not in factory mode (12.6.4), this value is indicated as a % of full stroke.

NOTICE

Packer as no distance or % indication

- (c) Motors temperature (°C). Normal motor temperature must be lower than 130 °C, above that, the motor will be yellow indicating that it is hot. Above 160 °C we are in overheating condition, the motor will be red and it won't be possible to operate it until it cools down.

U. Charging Status

- a. Icon color: The charging icon is grey when the truck is not in charging mode. If the charging icon is yellow, it indicates that J1772 connector is plugged in but the vehicle is not charging. When charging starts, the icon will be green. Get behind the truck to make sure lights are flashing. This indicates that J1772 connector is connected to the charging port inlet. There is a hook located on the J1772 gun. That hook needs to be properly locked to the inlet to allow the truck to charge.
- b. To be sure the truck is charging when J1772 gun is connected, check that the hook is fully engaged.
 - (1) The icon on the screen needs to be green while charging.
 - (2) A 240VAC power outlet with a 50A breaker is required to avoid breaker tripping issues after a few minutes/hours of charge.
 - (3) While charging, lights at the back of the truck should be flashing:
 - (a) Lower right amber light when SOC is between 0% and 24%
 - (b) Lower right and lower left amber lights when SOC is between 24% and 49%
 - (c) Lower right, lower left and upper left amber lights when SOC is between 50% and 74%.
 - (d) Lower right, lower left, upper left and upper right amber lights when SOC is between 75% and 99%.
 - (e) When charging is finished. All amber lights stay on. SOC may drop to 99% or 98% on the screen. This is normal when the battery is fully charged and internal cells are self-balancing the voltage.

NOTICE

Battery SOC shouldn't be kept at 100% for too long. It will shorten the lifespan of the battery. For a long period (a few days is considered as a long period) of non-use, we recommend keeping SOC at 40% to 80%. Good practice is to charge the truck only the day before it will be used. We can accept a full weekend of charging but even in this condition it is best to program the charging station correctly to start Sunday night, for example.

ENCODER CALIBRATION

A. In & Out Calibration

1. Log in as Maintenance user
 - a. From the home page Figure 118 push on the gear button #12.



Figure 128. In & Out Calibration 1

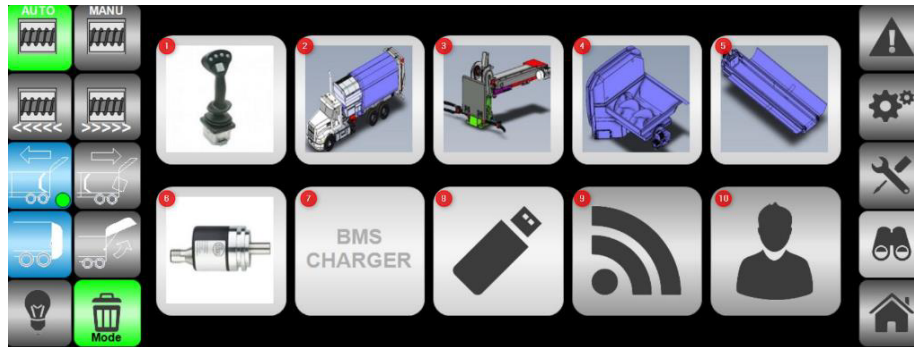


Figure 129. In & Our Calibration 2

- b. From the gear page Figure 119, push on the button #10.
- c. Push on "Login" button #1 in Figure 120.

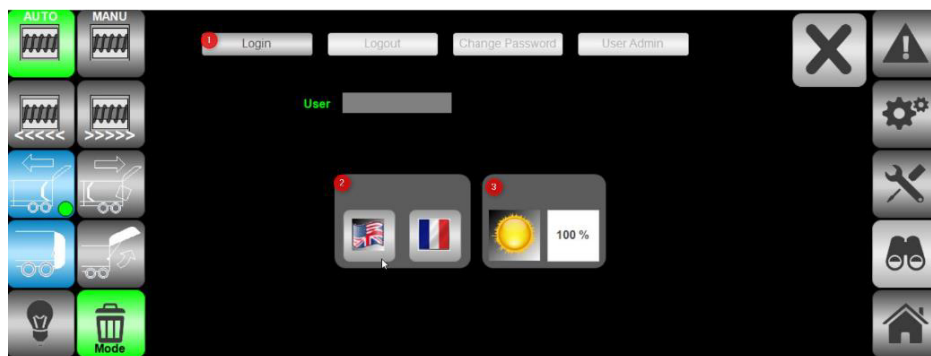


Figure 130. In & Out Calibration 3

- d. Enter "MNT" as "User name".
- e. Enter "MNT" as "Password".
- f. Push on "Ok".
- g. Validate it is written "Maintenance" into the case "User", otherwise repeat step 1.3 to 1.6.
- h. Return to home page by pushing the home button.

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ENCODER CALIBRATION (CONTINUED)

2. In/out encoder calibration

- If the vehicle is not in collecting mode (arm activated), push on the joystick green button. At this point, the canopy is open.
- Move the arm to the home position (arm fully down and fully retracted)
- From the home page Figure 118, push on the gear button #12.
- Push the encoder button #6 in Figure 119.
- In the upper case #1 indicated in Figure 121, select "In/Out".

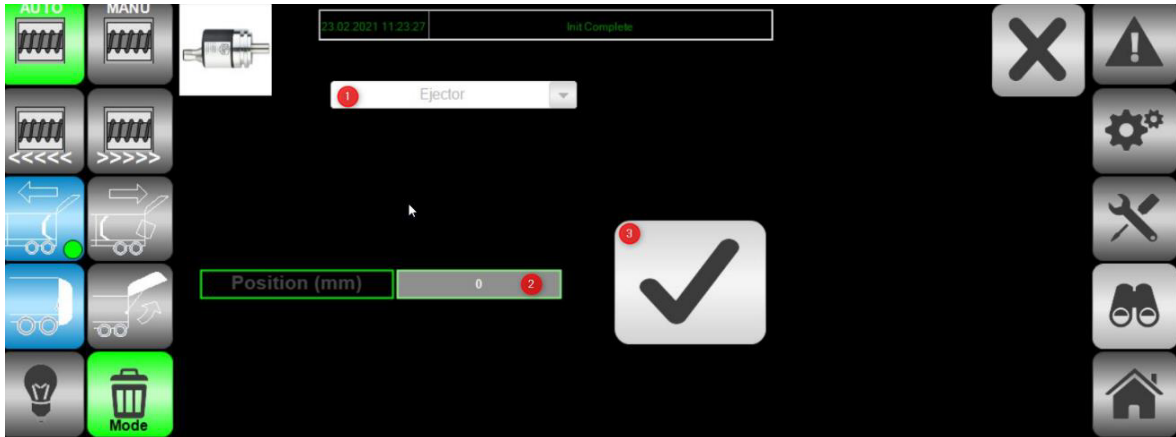


Figure 131. In & Out Calibration 4

- Push on the position button #2 and write 100 mm.
- Push on the check mark button #3.
- Get back to the home screen by pushing on the lower right home button.
- Push on the gear button #12 in Figure 122.
- Push on the truck button #2 in Figure 123.
- Push on button #1 in Figure 126 to activate the factory mode. The factory mode is activated when there is a check mark on the box.



Figure 132. In & Out Calibration 5

- Get back to the home screen by pushing on the lower right home button.
- From the home page (Figure 122), push on the gear button #12.

ENCODER CALIBRATION (CONTINUED)

- n. From Figure 123, push on the arm button #3.
- o. Push on button #4 in Figure 127.

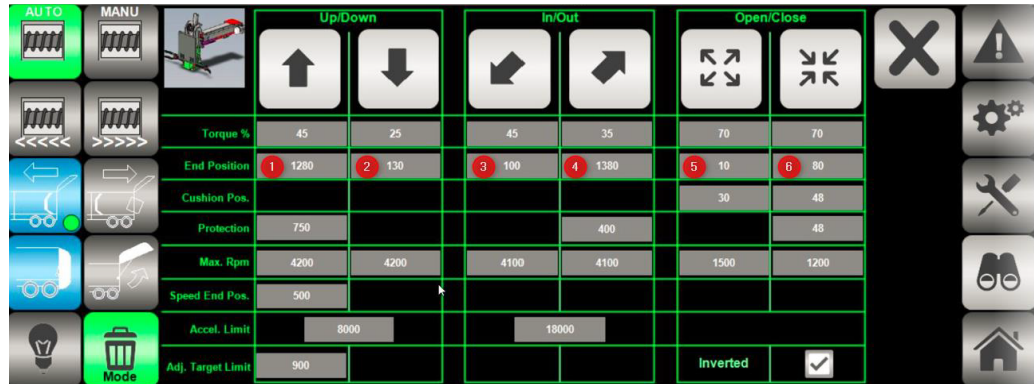


Figure 133. In & Out Calibration 6

- p. Write "5 000".
- q. Push "OK".
- r. Get back to the home screen by pushing on the lower right home button.
- s. Very slowly and carefully, move the arm out until it reaches its full span. Make sure to move very slowly when the arm is getting closer to its full span so it doesn't stop abruptly. Write down on a piece of paper the value indicated in the square identified in Figure 128.



Figure 134. In & Out Calibration 7

- t. 2.19 From the home page (Figure 122), push on the gear button #12.
- u. 2.20 From Figure 123, push on the arm button #3.
- v. 2.21 Push on button #4 of Figure 127 and write down the value noted at step 2.19 minus 200mm.
- w. 2.22 Activate the collecting mode by pushing on the green button of the joystick and test the arm on its full stroke. First slowly move the arm fully in and fully out.

If it seems well cushioned, test it at full speed. If it doesn't seem well cushioned, repeat steps 2.19 to 2.22 but put a lower value until it is well cushioned.

If everything is done well, the arm should have a nice and smooth cushioning at both fully extended and fully retracted position.

Contact Heil service department if the arm is not retracting completely or if the arm is banging.

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ENCODER CALIBRATION (CONTINUED)

B. Up/Down Calibration

1. Log in as Maintenance user
 - a. From the home page (Figure 129), push on the gear button #12.



Figure 135. Main Screen 9

- b. From the gear page (Figure 130), push on the button #10.

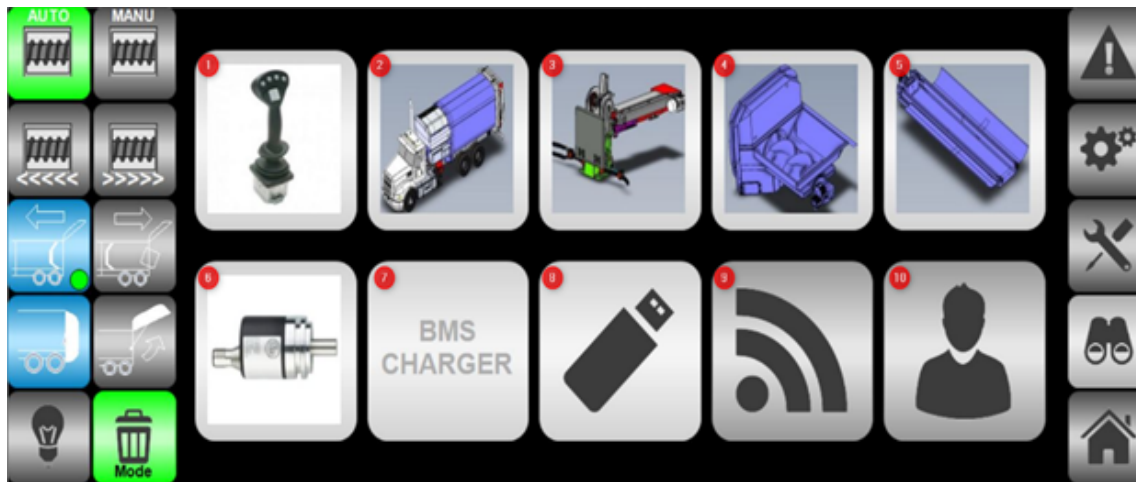


Figure 136. Main Screen 3

ENCODER CALIBRATION (CONTINUED)

- c. Push on "Login" button #1 in Figure 131.

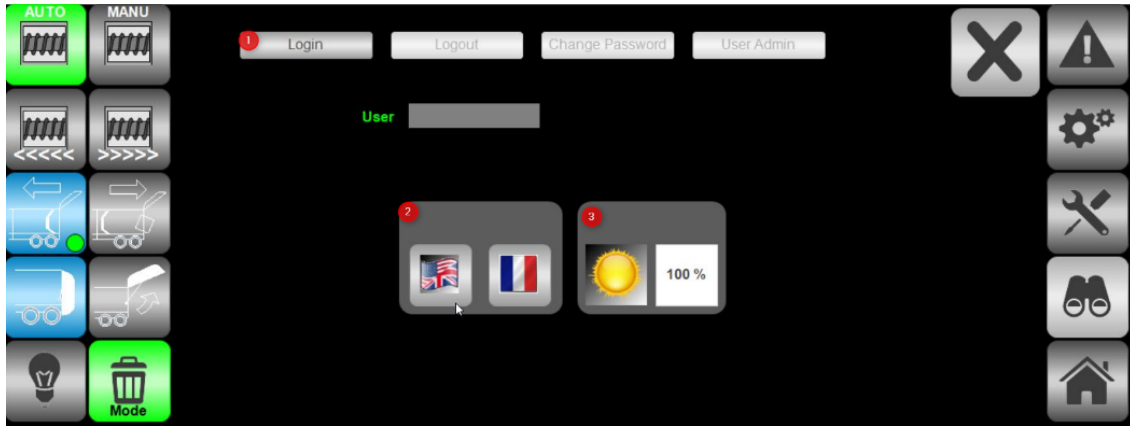


Figure 137. Main Screen 4

- d. Enter "MNT" as "User name".
e. Enter "MNT" as "Password".
f. Push on "Ok".
g. Validate it is written "Maintenance" into the case "User", otherwise repeat step 1.3 to 1.6.
h. 1.8. Return to home page by pushing the home button.

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ENCODER CALIBRATION (CONTINUED)

2. Up/Down encoder calibration

- If the vehicle is not in collecting mode (arm activated), push on the joystick green button. At this point, the canopy is open.
- Get the arm to the home position (arm fully down and fully retracted)
- From the home page (Figure 129), push on the gear button #12.
- Push the encoder button #6 in Figure 130.
- In the upper case #1 indicated in Figure 132, select "Up/Down".

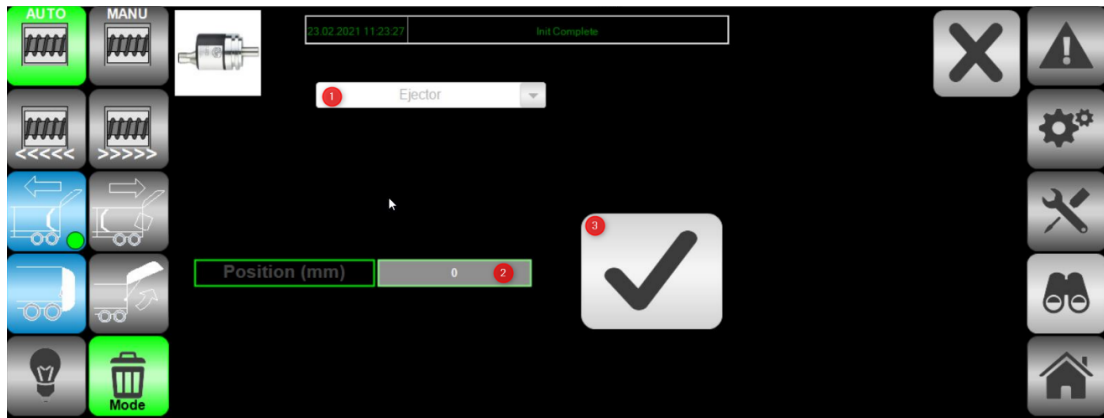


Figure 138. Main Screen 5

- Push on the position button #2 and write 130 mm.
- Push on the check mark button #3.
- Get back to the home screen by pushing on the lower right home button.
- Push on the gear button #12 in Figure 129.
- Push on the truck button #2 in Figure 130.
- Push on button #1 in Figure 133 to activate the factory mode. The factory mode is activated when there is a check mark on the box.

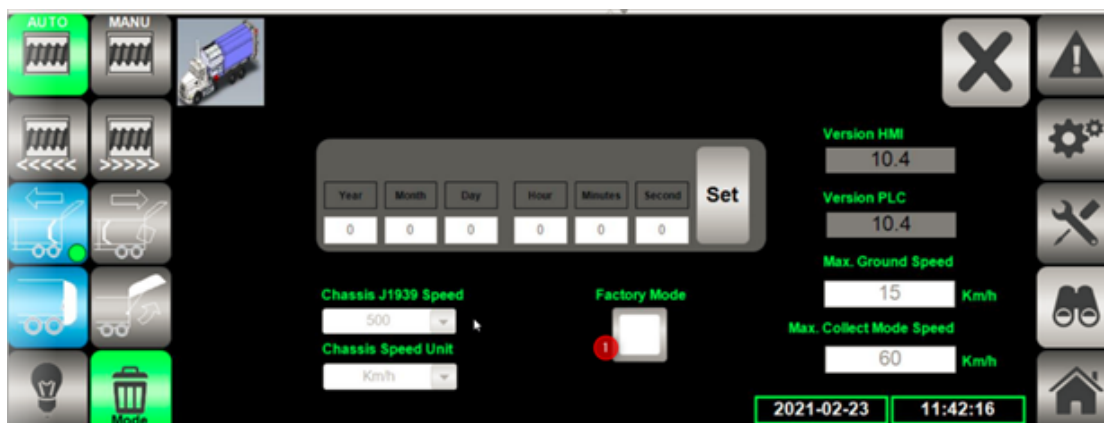


Figure 139. Main Screen 6

ENCODER CALIBRATION (CONTINUED)

- l. Get back to the home screen by pushing on the lower right home button.
- m. From the home page (Figure 129), push on the gear button #12.
- n. From Figure 130, push on the arm button #3.
- o. Push on button #1 in Figure 134.

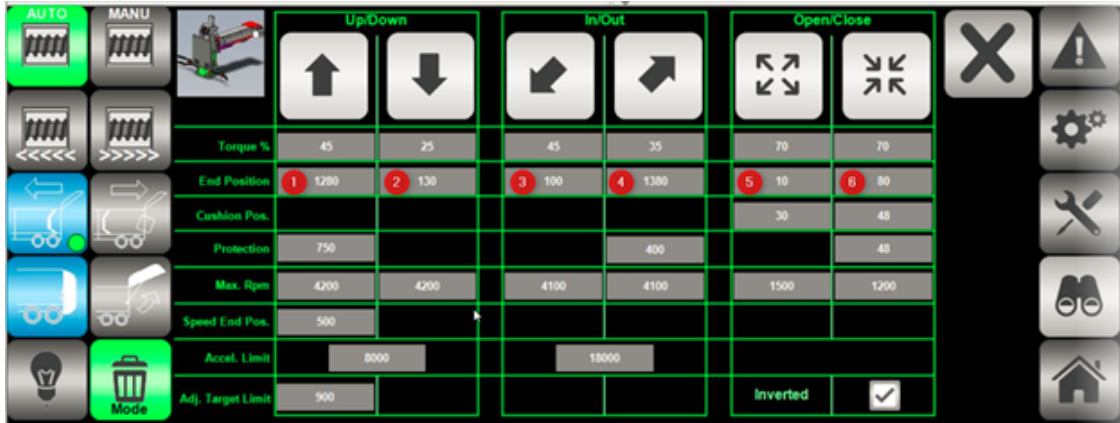


Figure 140. Main Screen 7

- p. Write “5 000”.
- q. Push “OK”.
- r. Get back to the home screen by pushing on the lower right home button.
- s. Very slowly and carefully, move the arm up until it reaches its full span. Make sure to move very slowly when the arm is getting closer to its full span so it doesn't stop abruptly. Write down on a piece of paper the value indicated in the square identified in Figure 135.



Figure 141. Main Screen 15

- t. From the home page (Figure 129), push on the gear button #12.
 - u. From Figure 130, push on the arm button #3.
 - v. Push on button #4 of Figure 134 and write down the value noted at step 2.19 minus 20mm and press “OK”.
 - w. Activate the collecting mode by pushing on the green button of the joystick and test the arm on its full stroke. First slowly move the arm fully up and fully down. If it seems well cushioned, test it at full speed. If it doesn't seem well cushioned, repeat steps 2.19 to 2.22 but put a lower value until it is well cushioned.
- If everything is done well, the arm should have a nice and smooth cushioning at both fully up and fully down position. Contact Heil service department if the arm is not retracting completely or if the arm is banging.

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ENCODER CALIBRATION (CONTINUED)

C.Laser Calibration

1. Take off the tailgate pins and then open the tailgate using the button #8 in Figure 136. Go back to the tailgate and pivot the two red safety props.

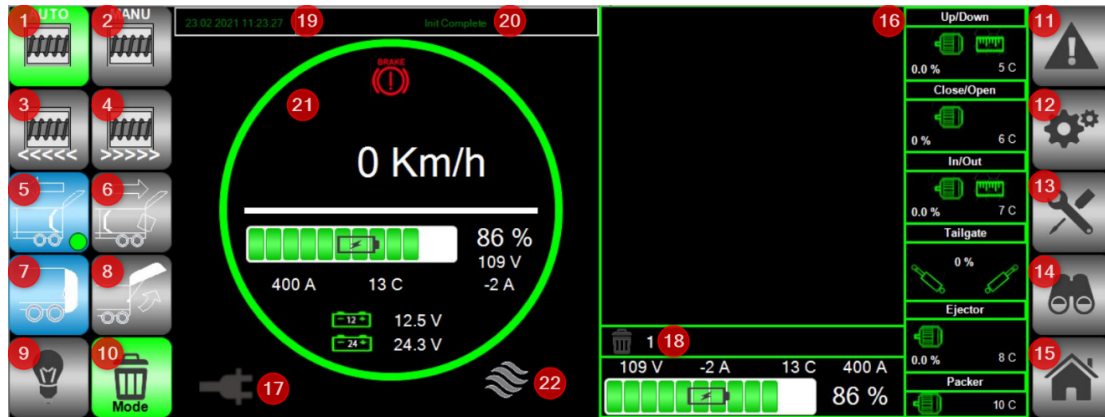


Figure 142. Main Screen 1

2. Log in as Maintenance user
 - a. From the home page (Figure 136), push on the gear button #12.
 - b. From the gear page (Figure 137), push on the button #10.

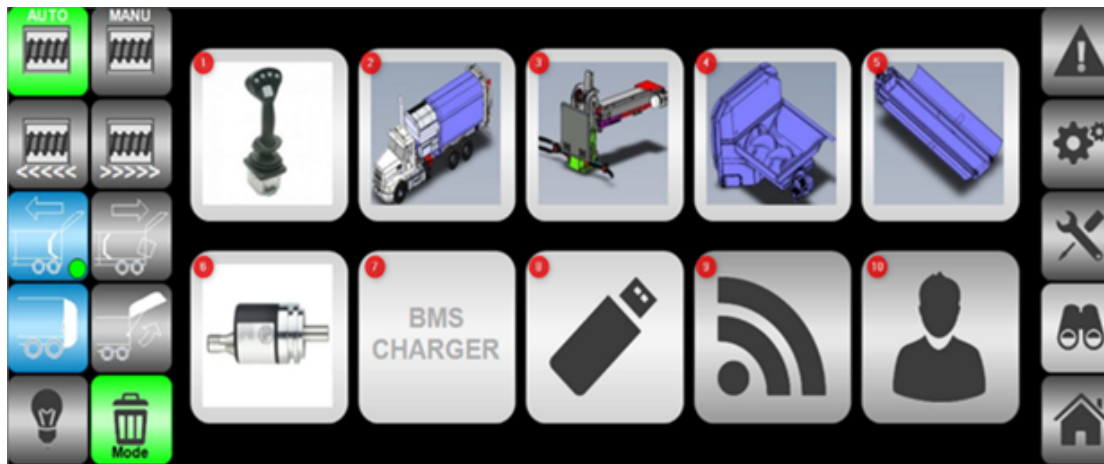


Figure 143. Main Screen 10

ENCODER CALIBRATION (CONTINUED)

- c. Push on "Login" button #1 in Figure 138.

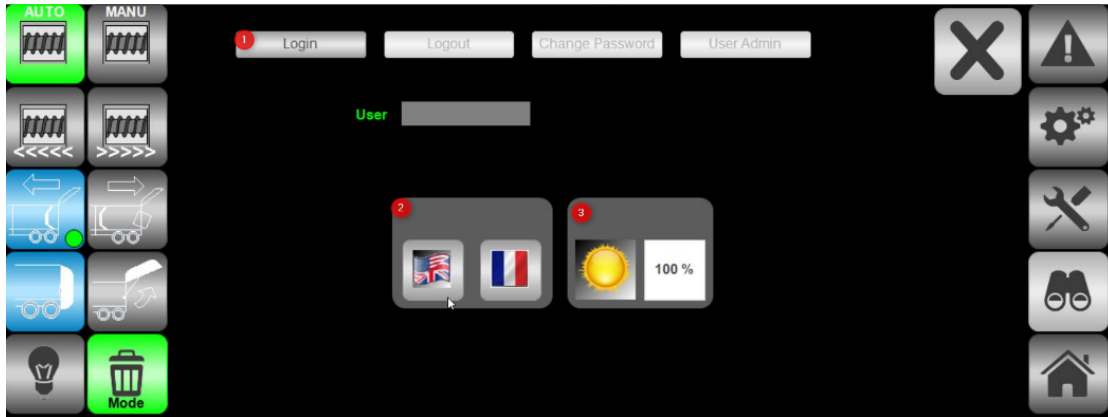


Figure 144. Main Screen 11

- d. Enter "MNT" as "User name".
- e. Enter "MNT" as "Password".
- f. Push on "Ok".
- g. Validate it is written "Maintenance" into the case "User", otherwise repeat step 1.3 to 1.6.
- h. Return to home page by pushing the home button.
3. Laser calibration (ejector panel)
- a. Push on the gear button #12 in Figure 136.
- b. Push on the truck button #2 in Figure 137.

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Body Controller

ENCODER CALIBRATION (CONTINUED)

- c. Push on button #1 in Figure 139 to activate the factory mode. The factory mode is activated when there is a check mark on the box.

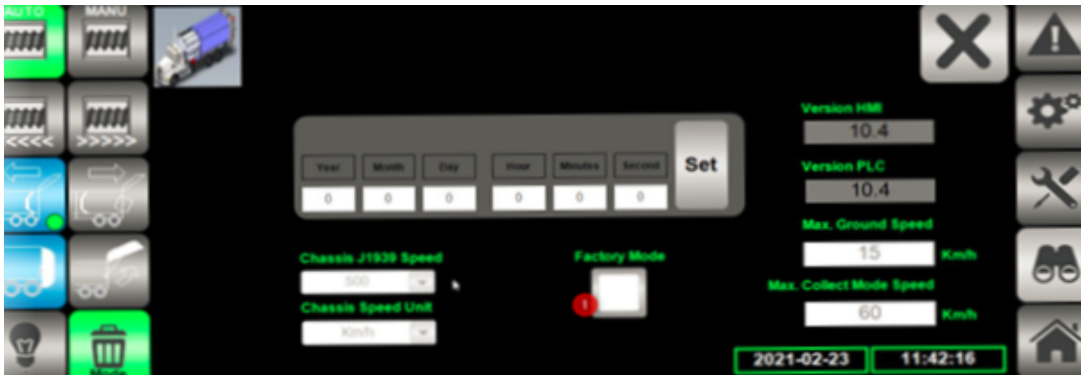


Figure 145. Main Screen 13

- d. Push on the gear button #12 in Figure 136.
- e. Push on the ejection button #5 in Figure 137.
- f. Set the ejector back position to 150 mm and the ejector out position to 5000 mm.



Figure 146. Main Screen 16

ENCODER CALIBRATION (CONTINUED)

- g. Go back to the home page and move the ejector panel toward the front until it stops.
- h. Push on the cab System Power switch and go at the back of the body and see if the ejector panel goes over the auger as it should. You can also open the two side trap doors and see if the ejector panel is well positioned at the front. If it is too close of the front, increase to ejector back position of 30mm and try again. If it is too far of the front, decrease the value of 30 mm and try again.
- i. Go back inside the cab, pull on the System Power switch and then push on the home button on the right bottom corner of the screen.
- j. Move the ejector panel toward the back until it stops by pushing on button #6 on Figure 136.
- k. Note down the value of the ejector panel.

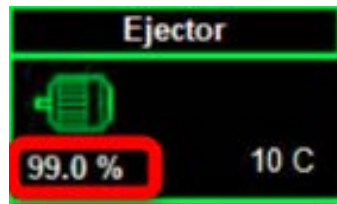


Figure 147. Ejector

- l. 1.12. Push on the gear button #12 in Figure 136.
- m. 1.13. Push on the ejection button #5 in Figure 137
- n. 1.14. Set the ejector out position to the value you noted that minus 200 mm.

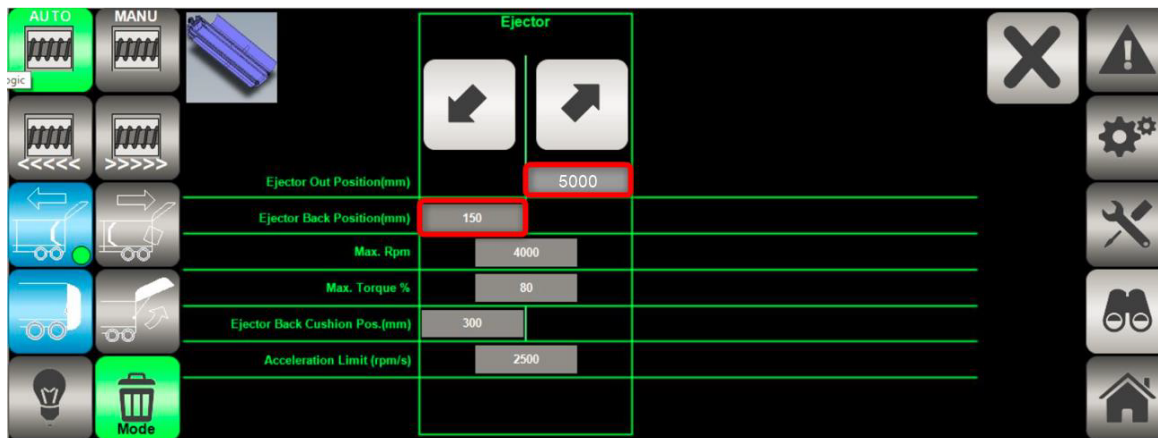


Figure 148. In & Out Lubrication Guide

- o. 1.15. Test the ejector panel on a full stroke. The ejector panel should fit just over the auger when it is at the front position and should stop around 6 inches before the stoppers at the back position. Adjust the values if needed.
- p. 1.16. The final test is to do an auto-ejection. Do an auto-ejection and look if the ejector panel fit over the auger when it is at the front position and stop around 6 inches before the stoppers at the back position. During an auto-ejection, it is normal if the ejector panel goes closer to the stoppers when moving toward the back.

ENCODER LOCALIZATION

1. There is one encoder near the in-out motor.
2. The second encoder is near the up-down motor.

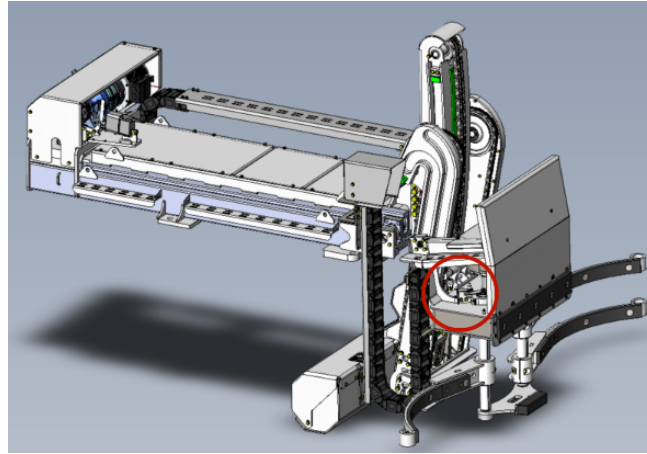


Figure 149. Proximity Sensor Location

PROXIMITY SENSOR LOCALIZATION

There is a proximity sensor for the grabber fully opened position. It is just under the grabber with one blade near the rotation shaft.

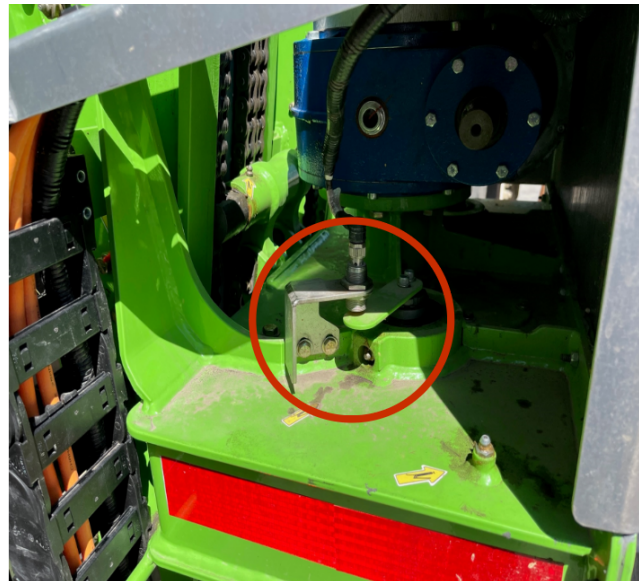


Figure 150. Proximity Sensor In Fully Open Position

OPTICAL SENSOR LOCALIZATION

1. There is one proximity sensor near the trap door which senses when the ejector panel is fully retracted.
2. The photo eye sensor is on the wall and detects when the ejector panel is fully retracted and the trap door is in the fully opened position.

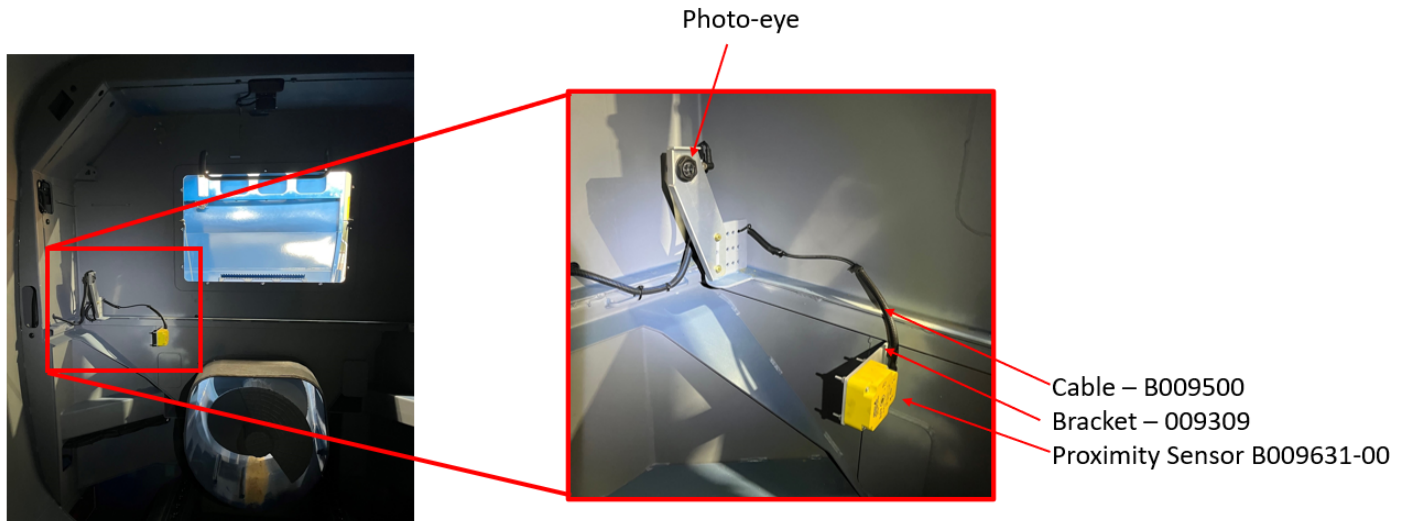


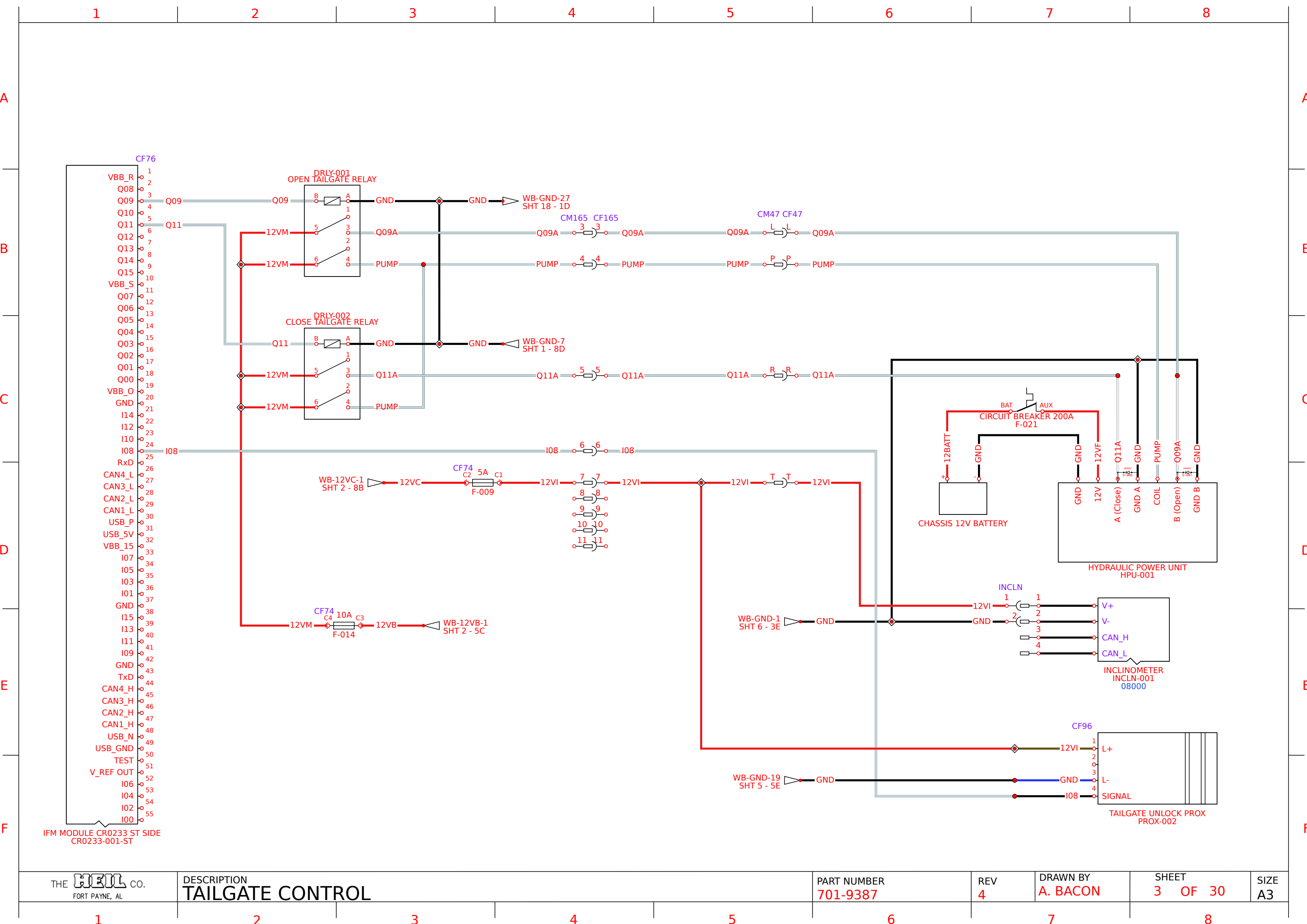
Figure 151. Optical Sensor Localization

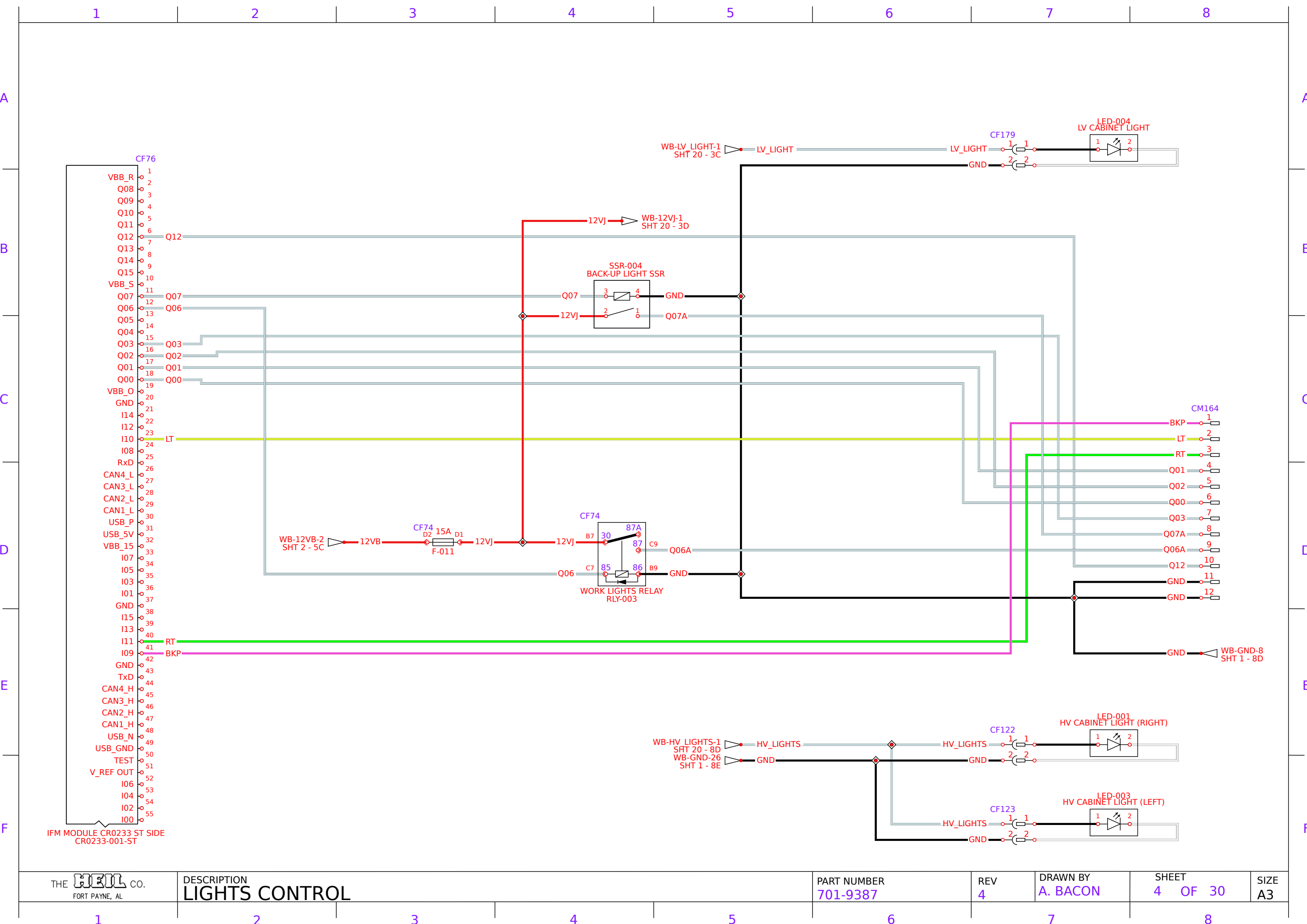
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NOTES

SECTION 6

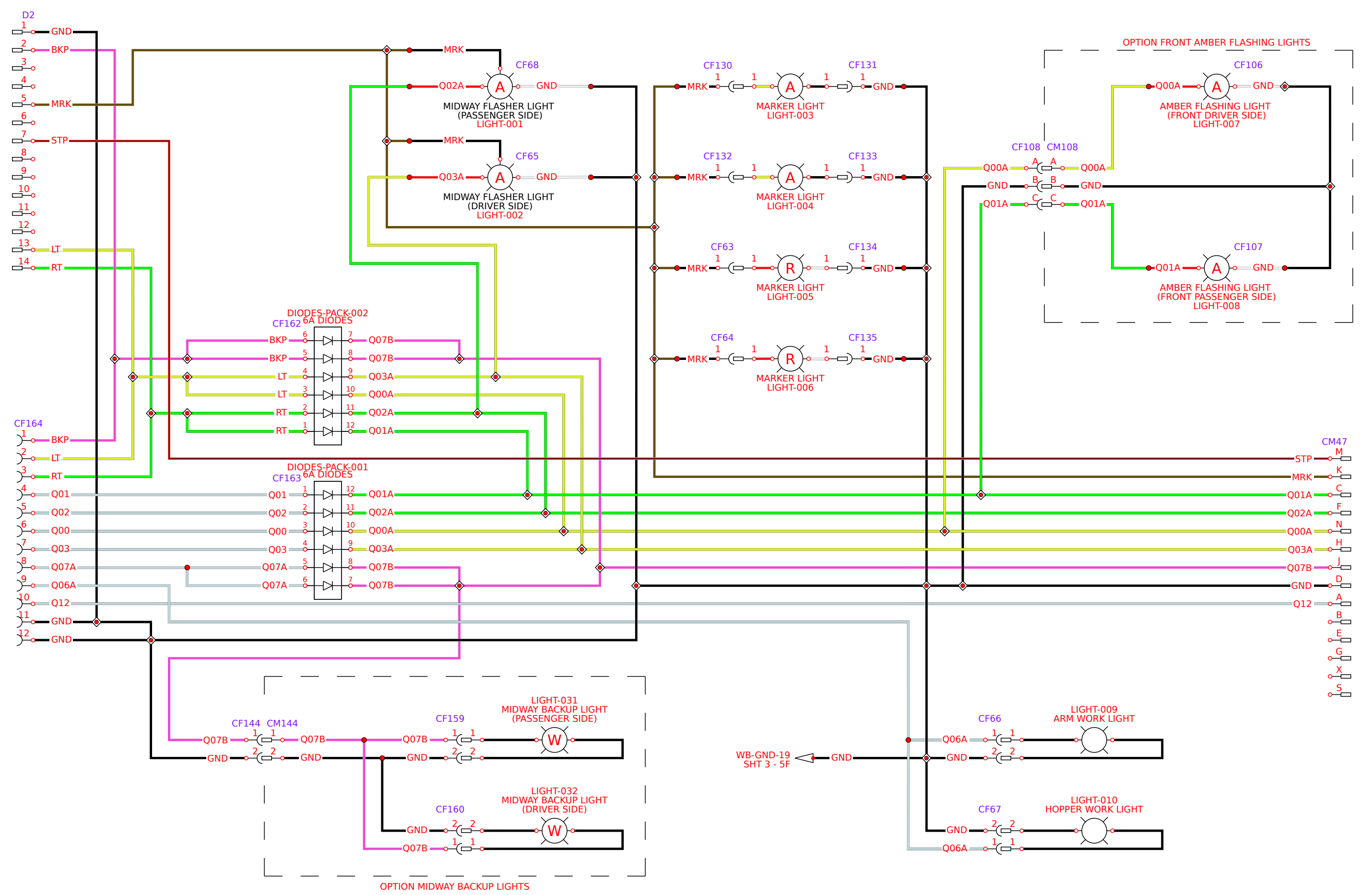
SCHEMATICS

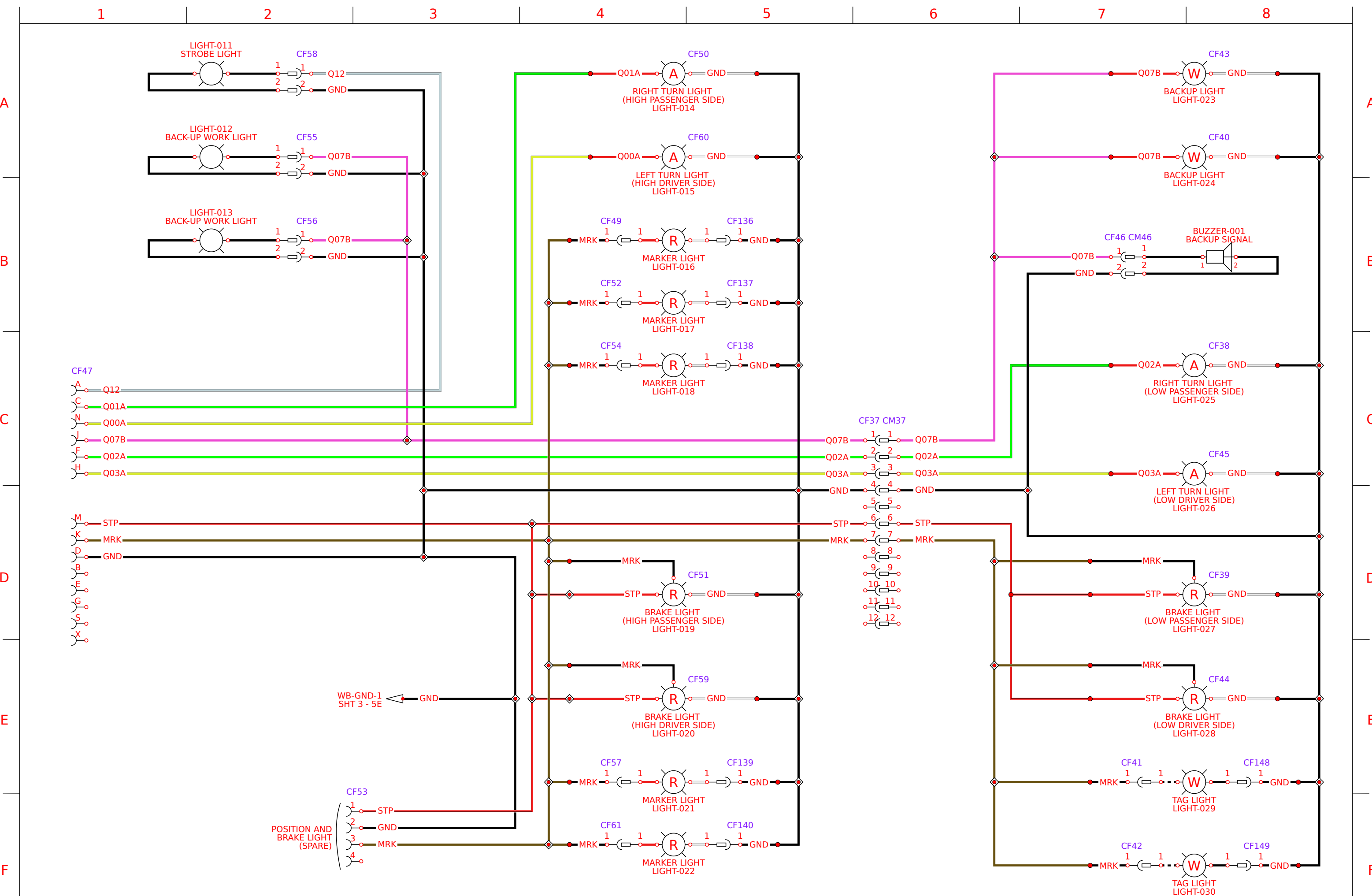


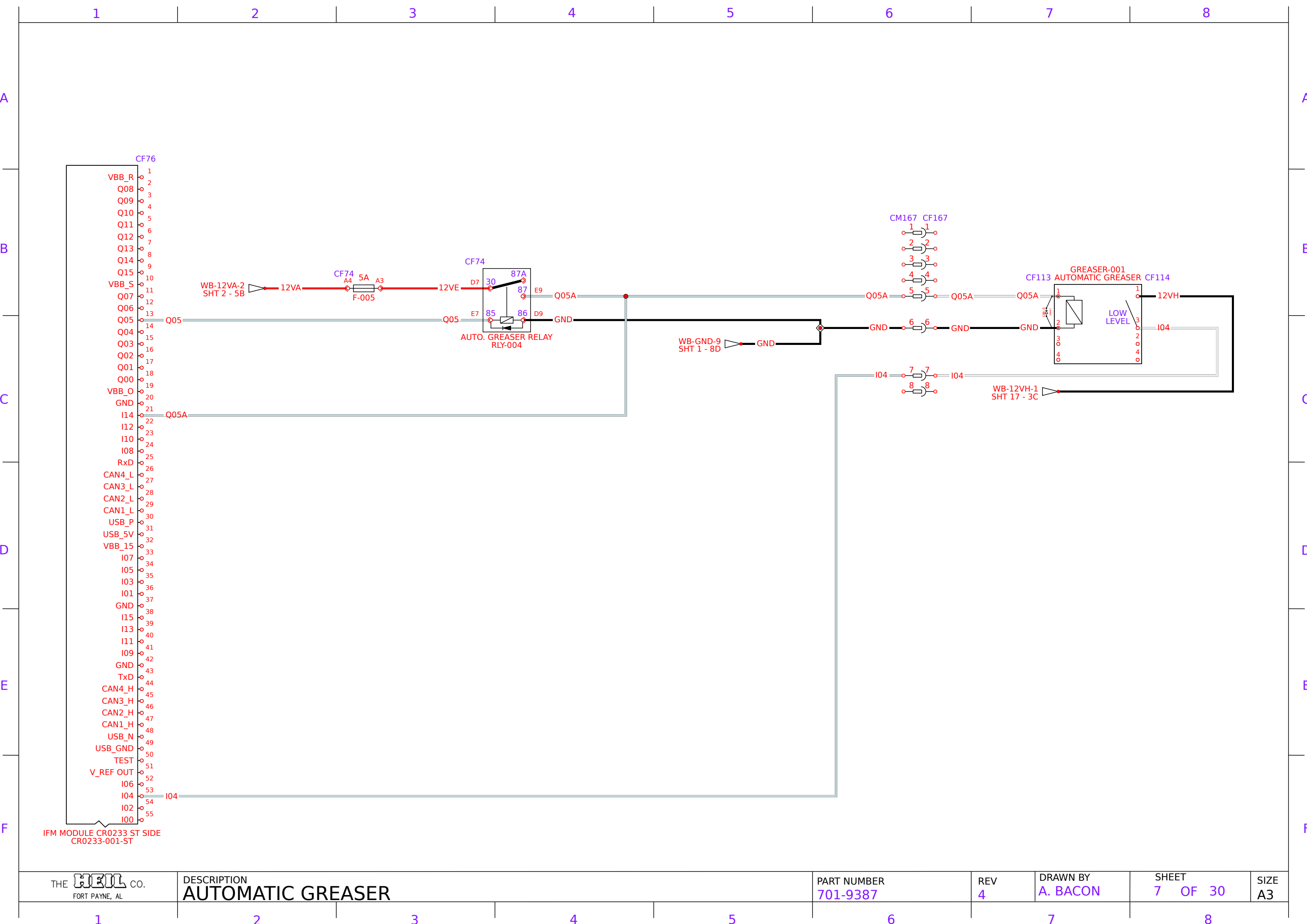


A
B
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F

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A

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F

A

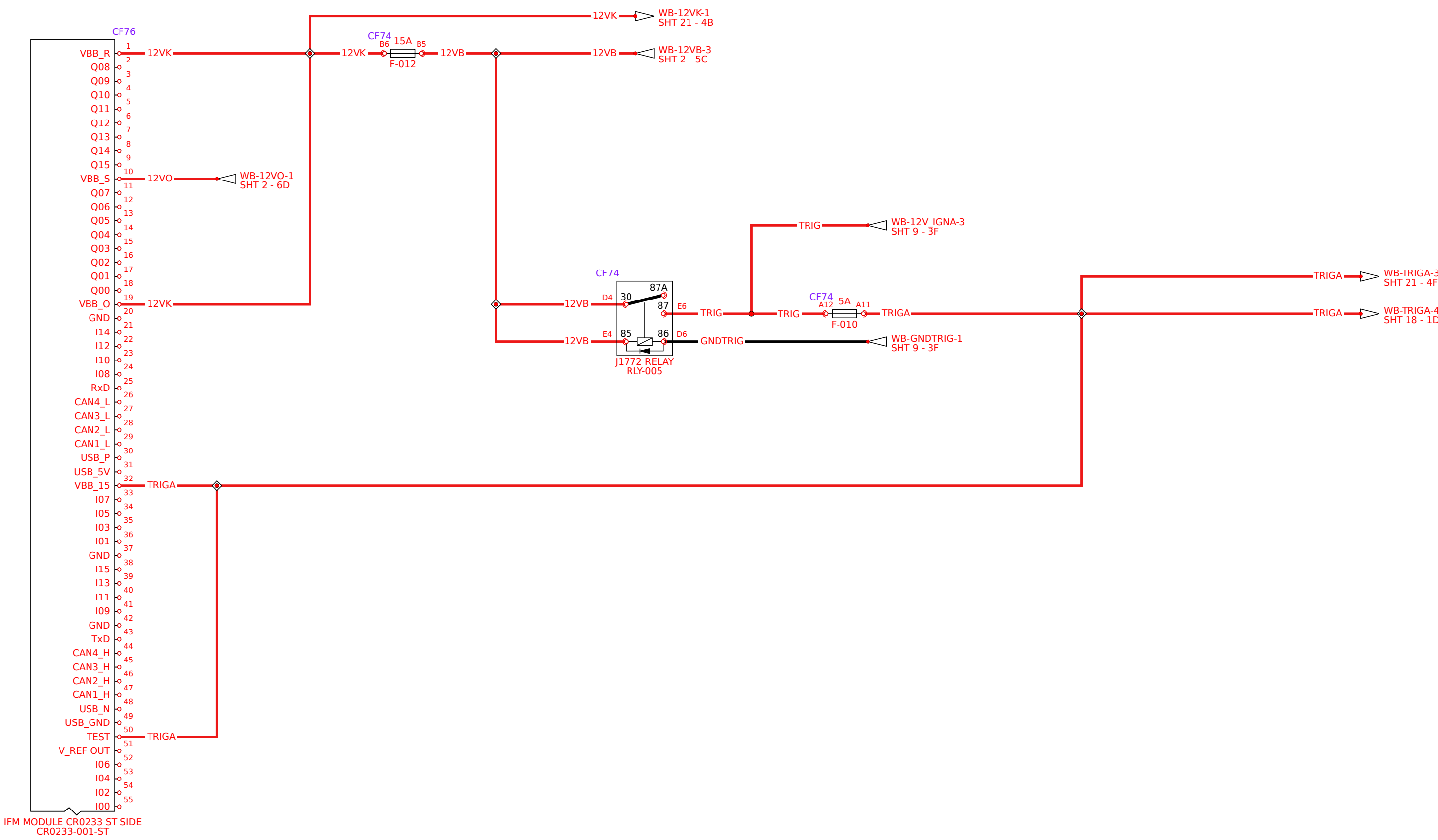
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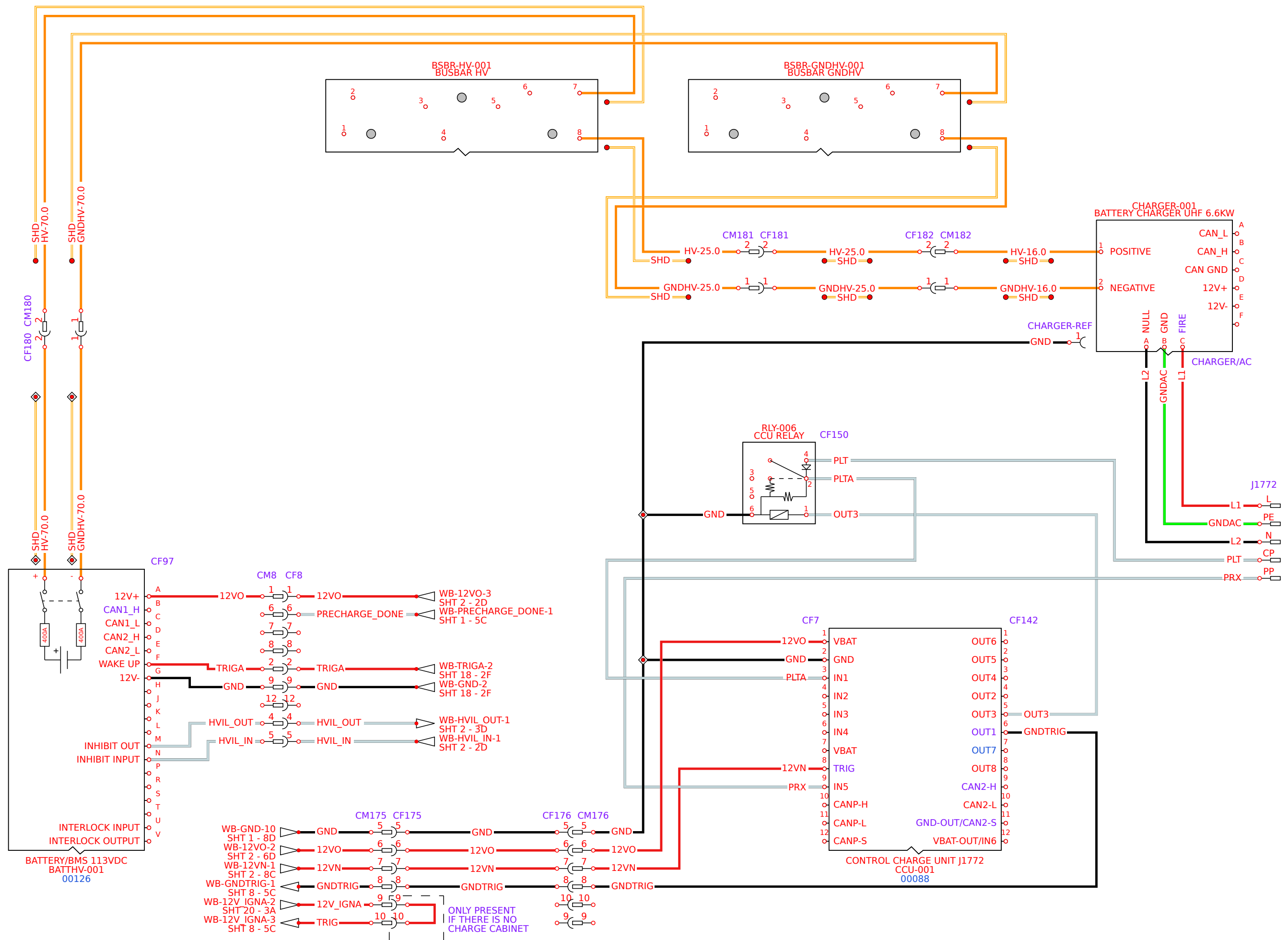
C

D

E

F





A

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F

A

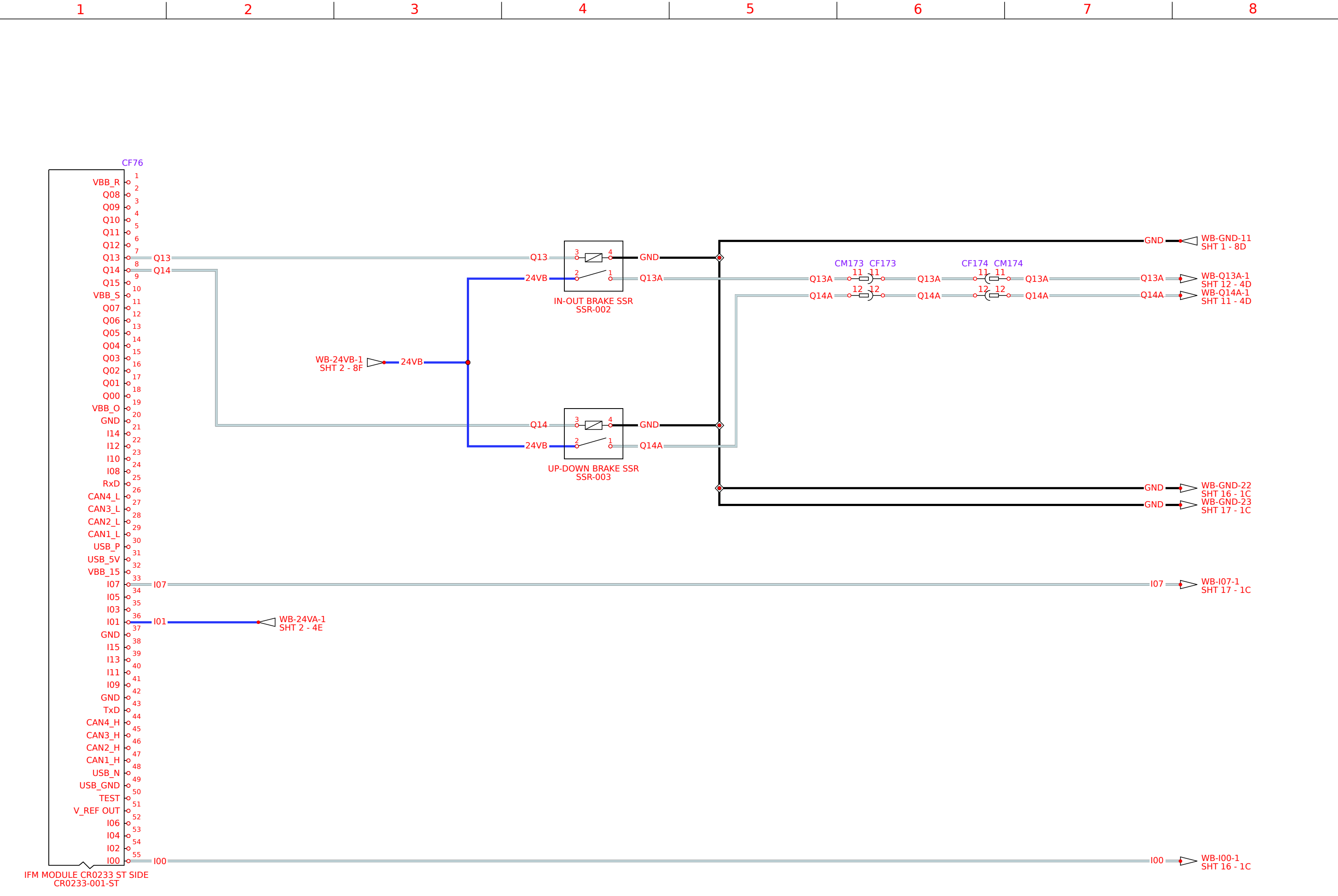
B

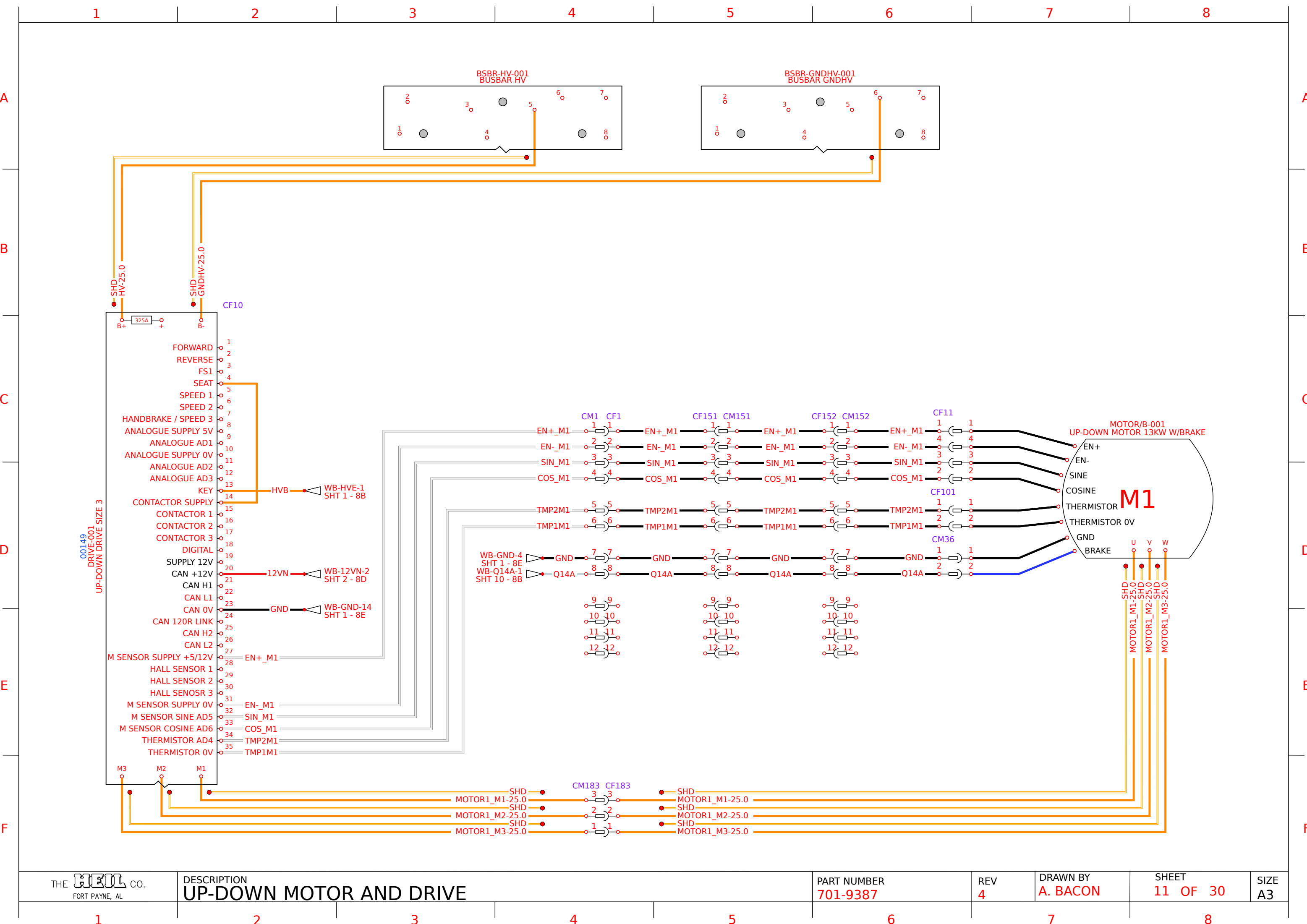
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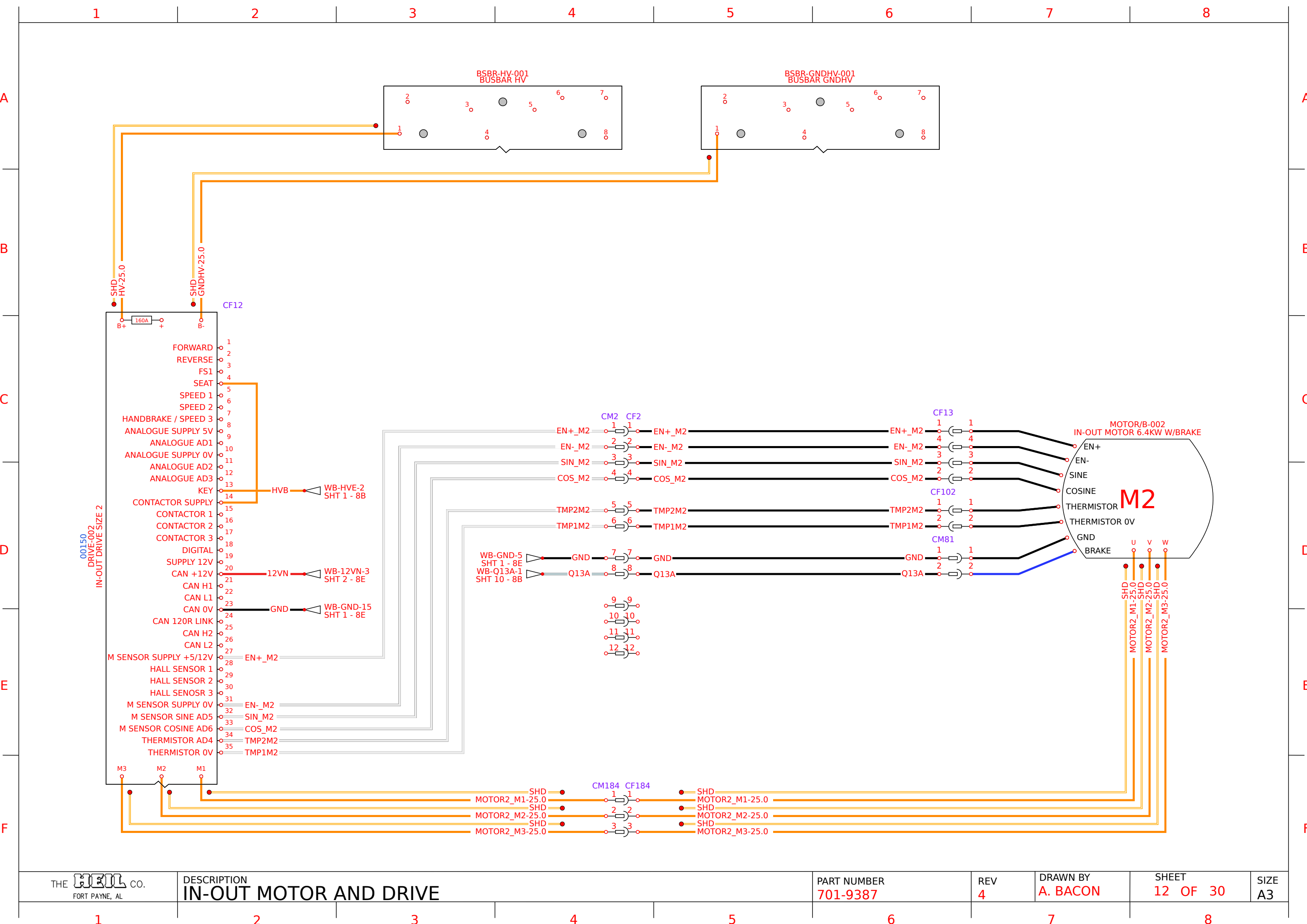
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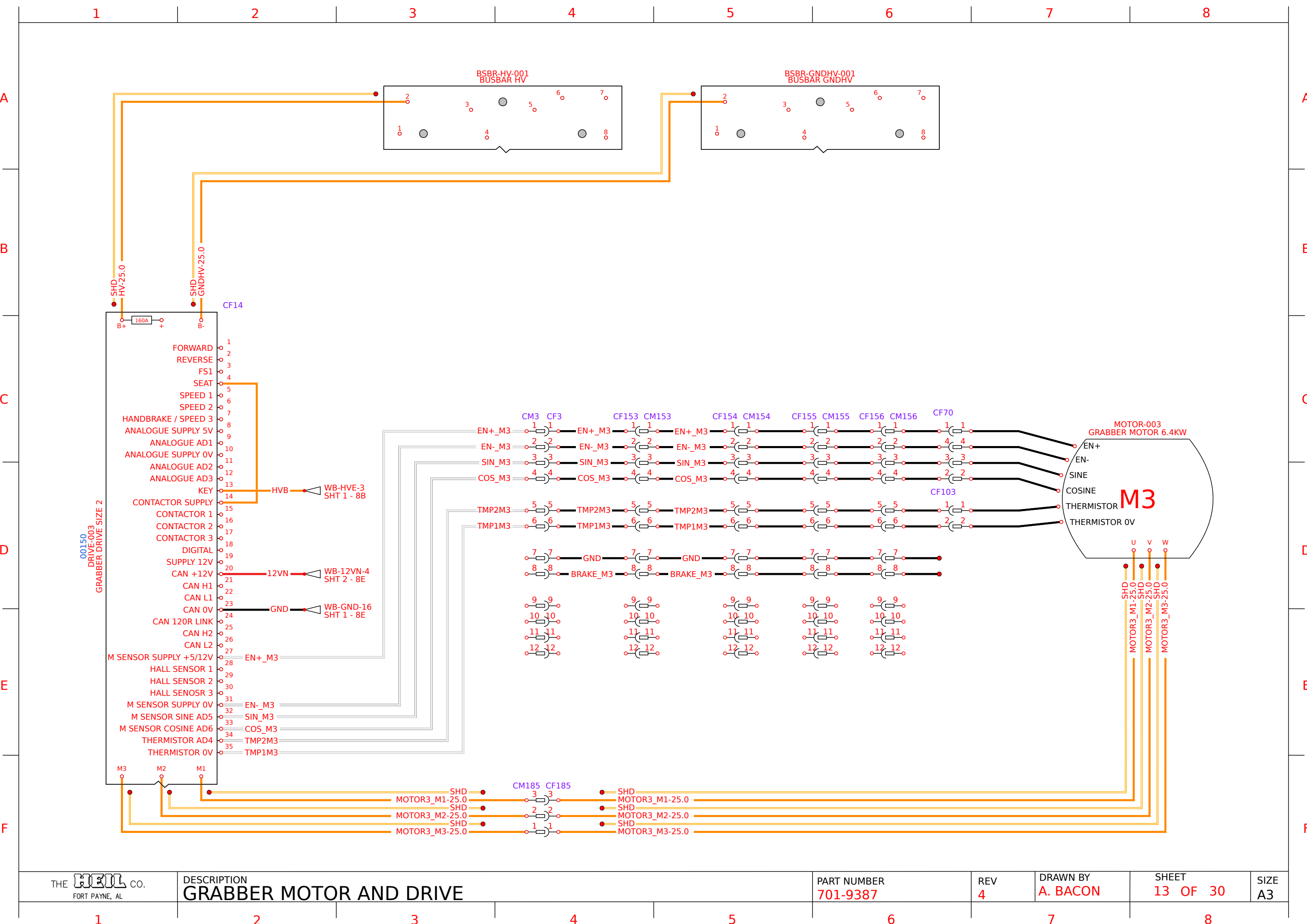
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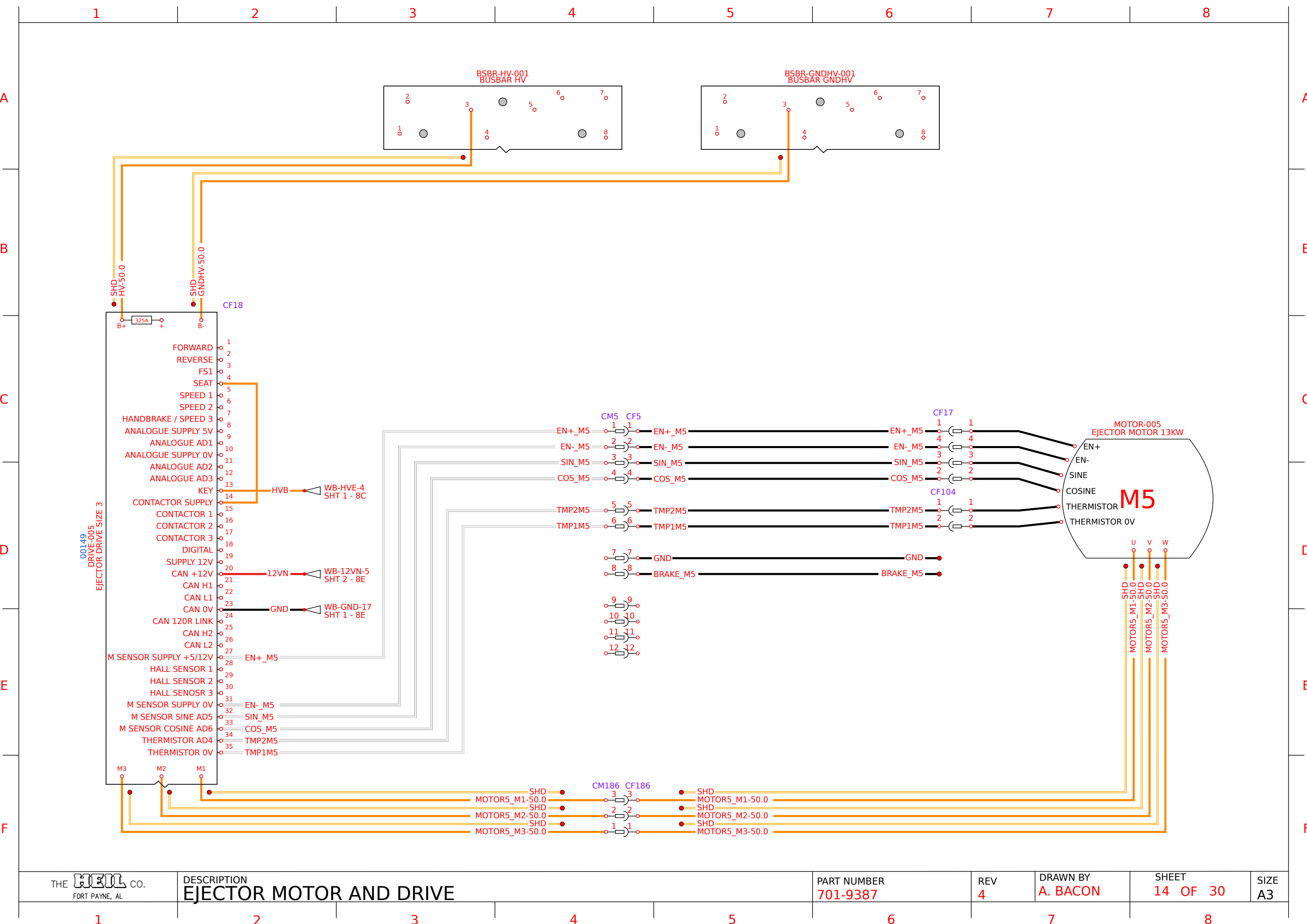
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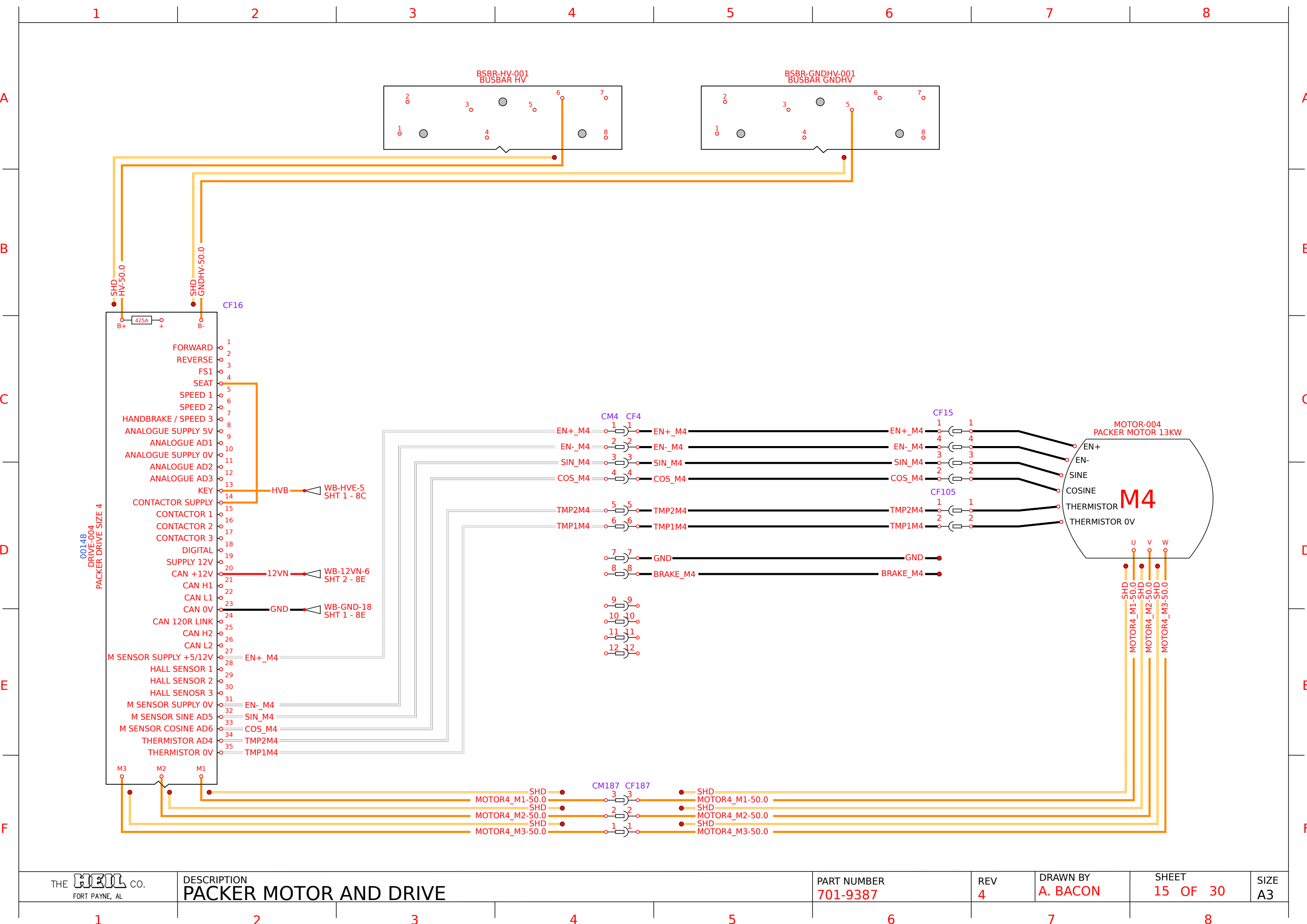


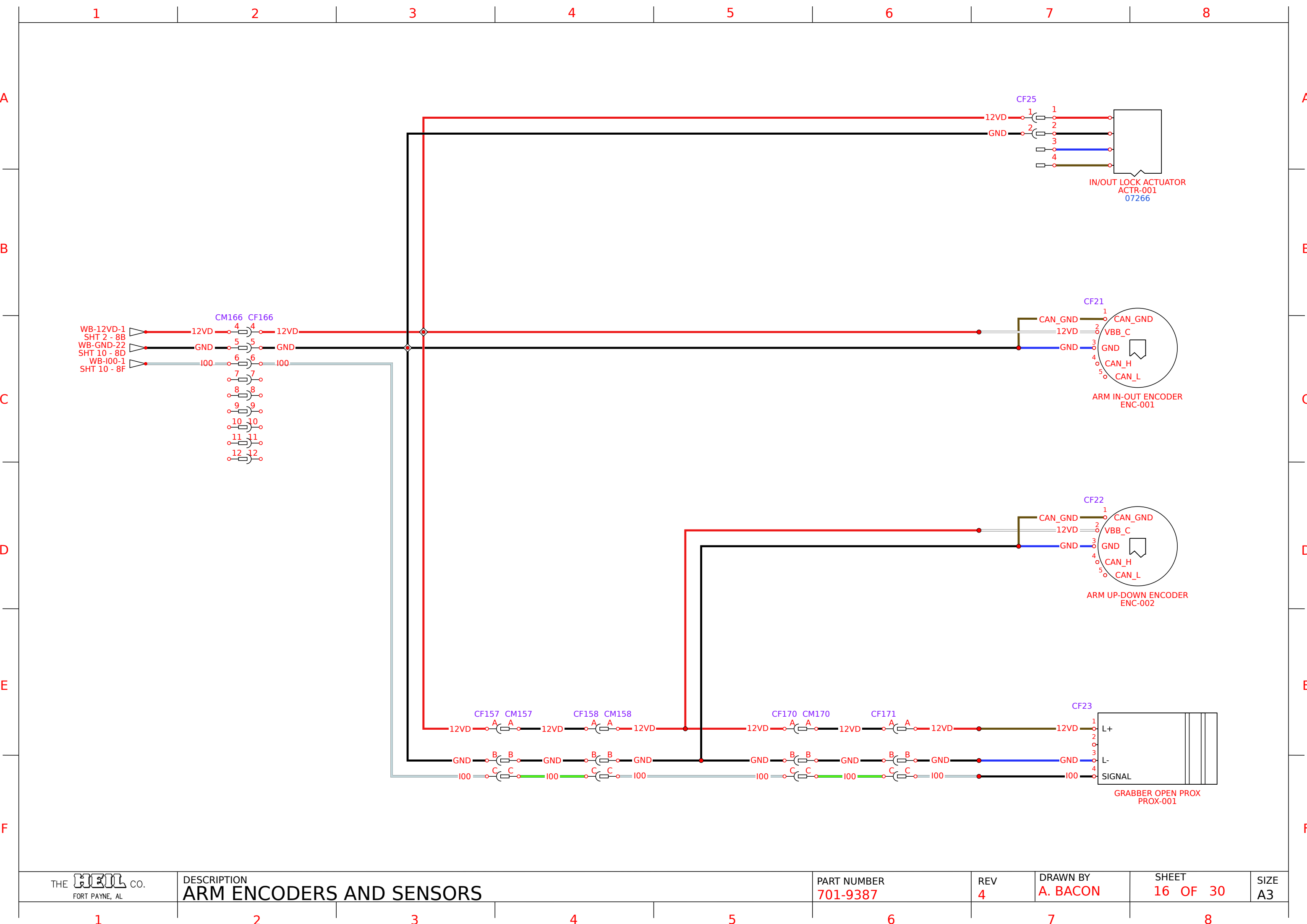












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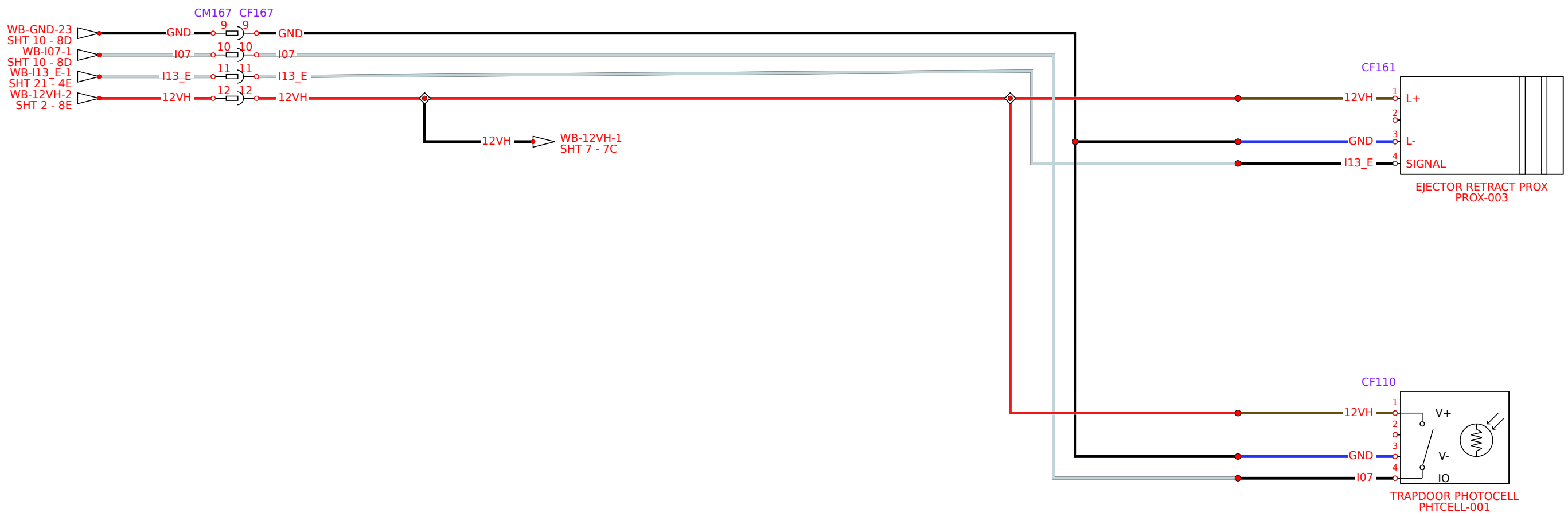
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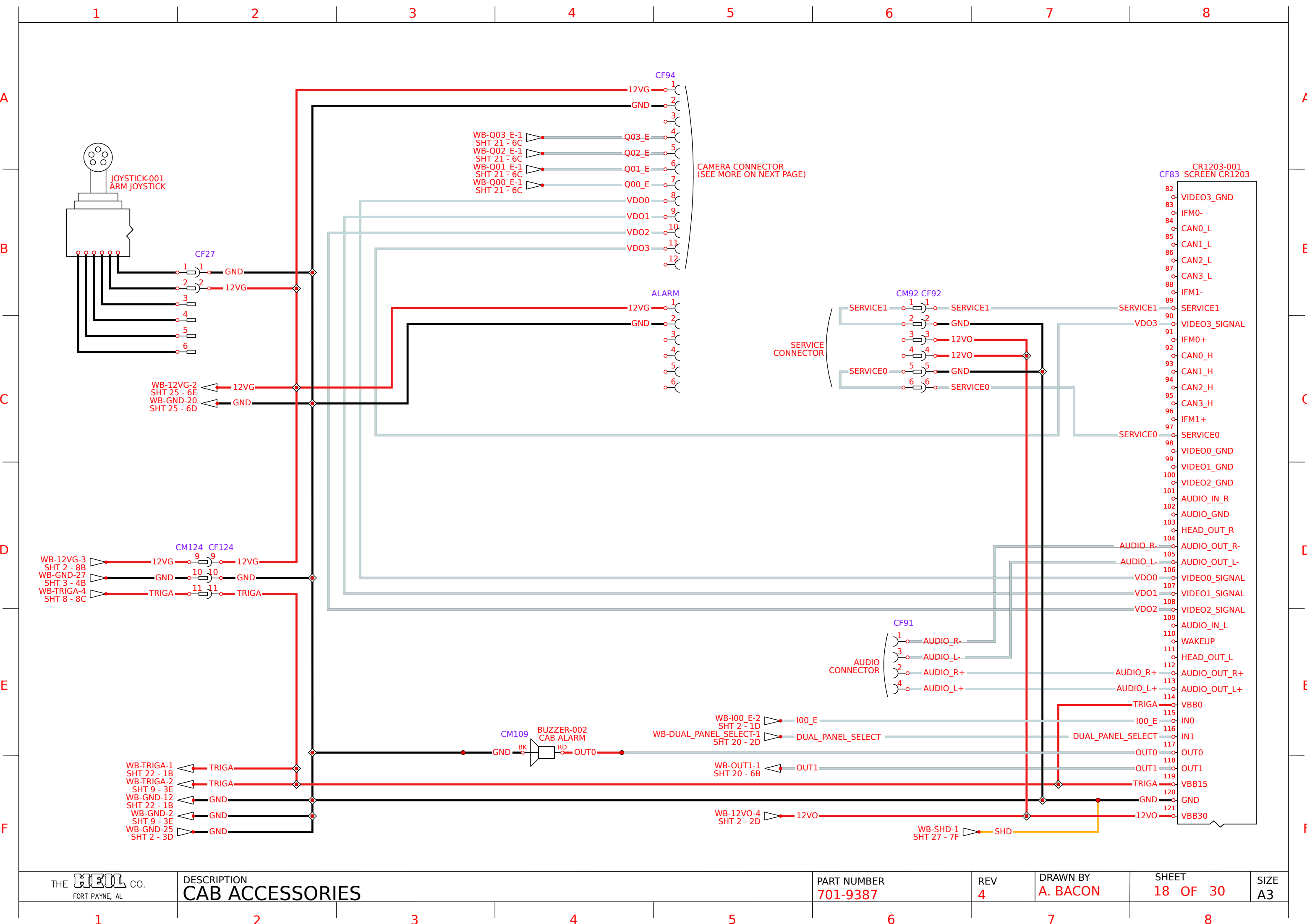
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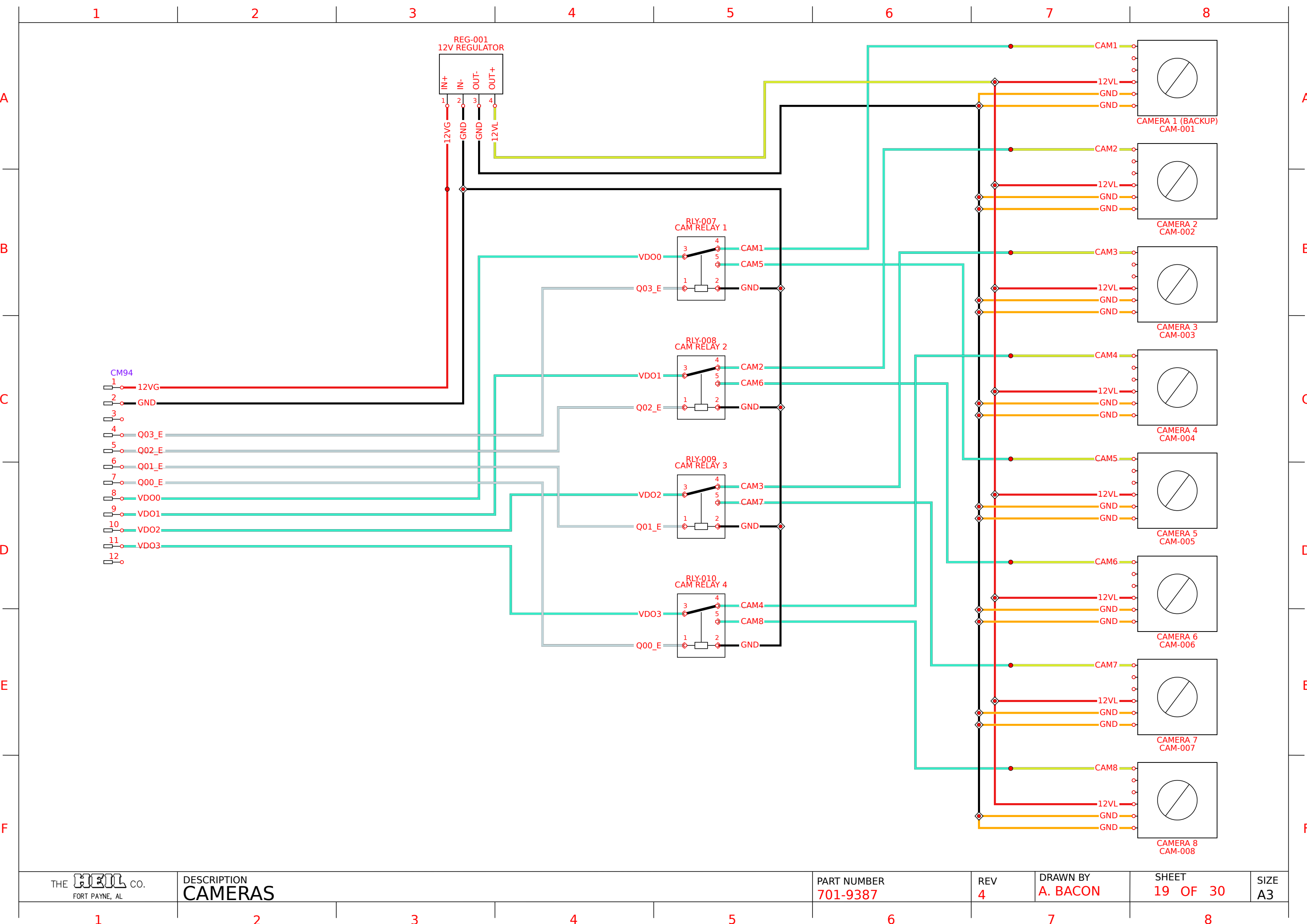
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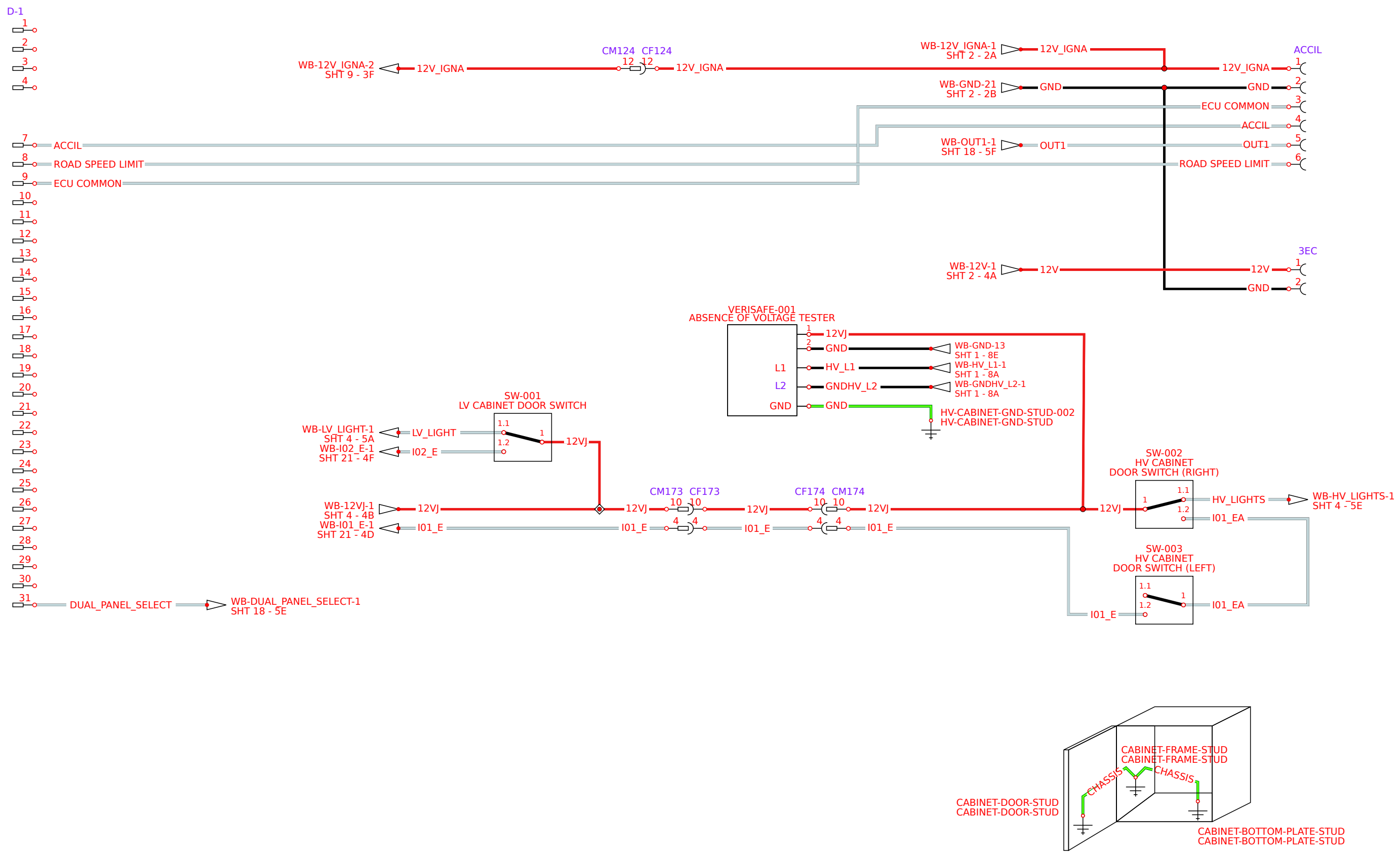
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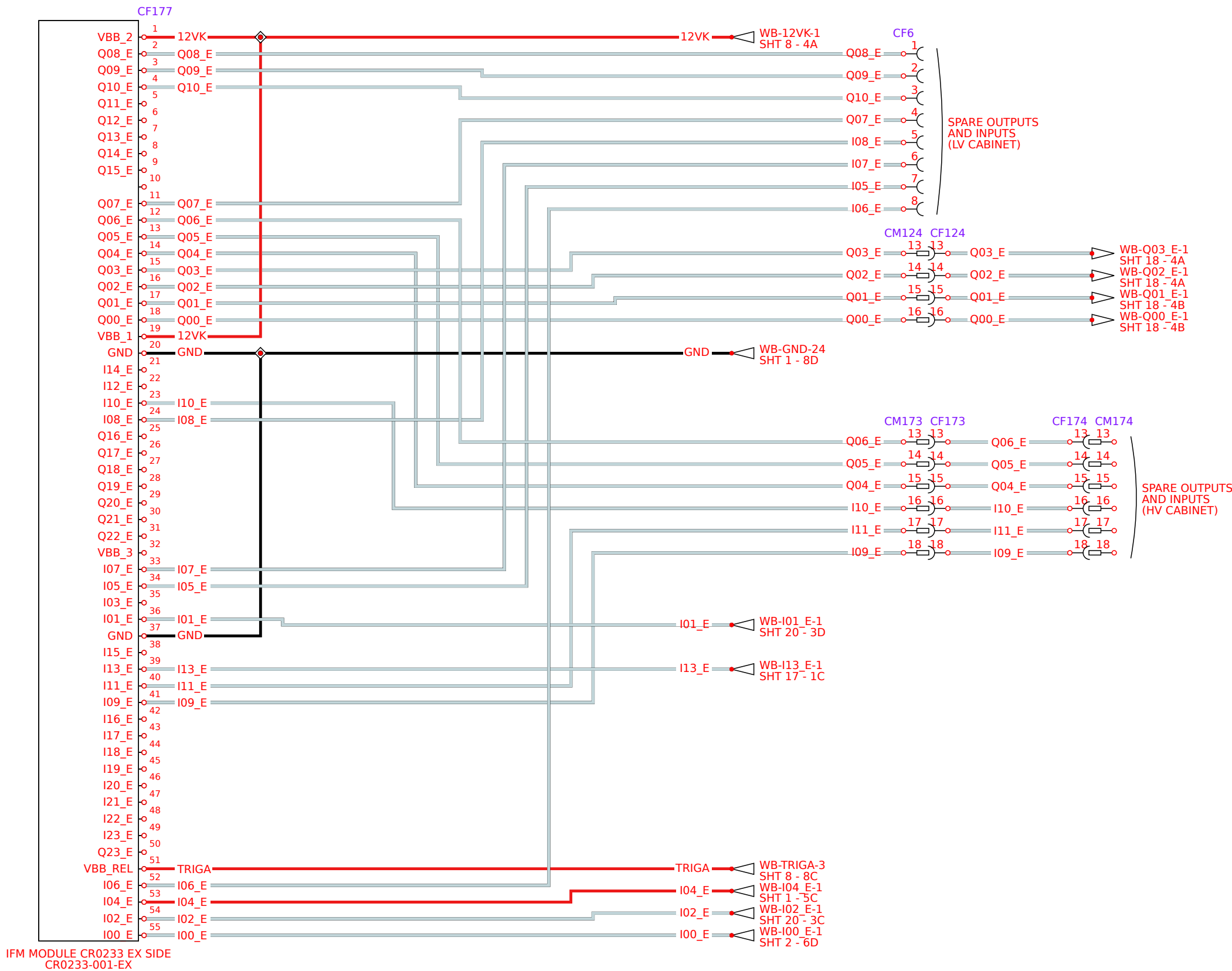
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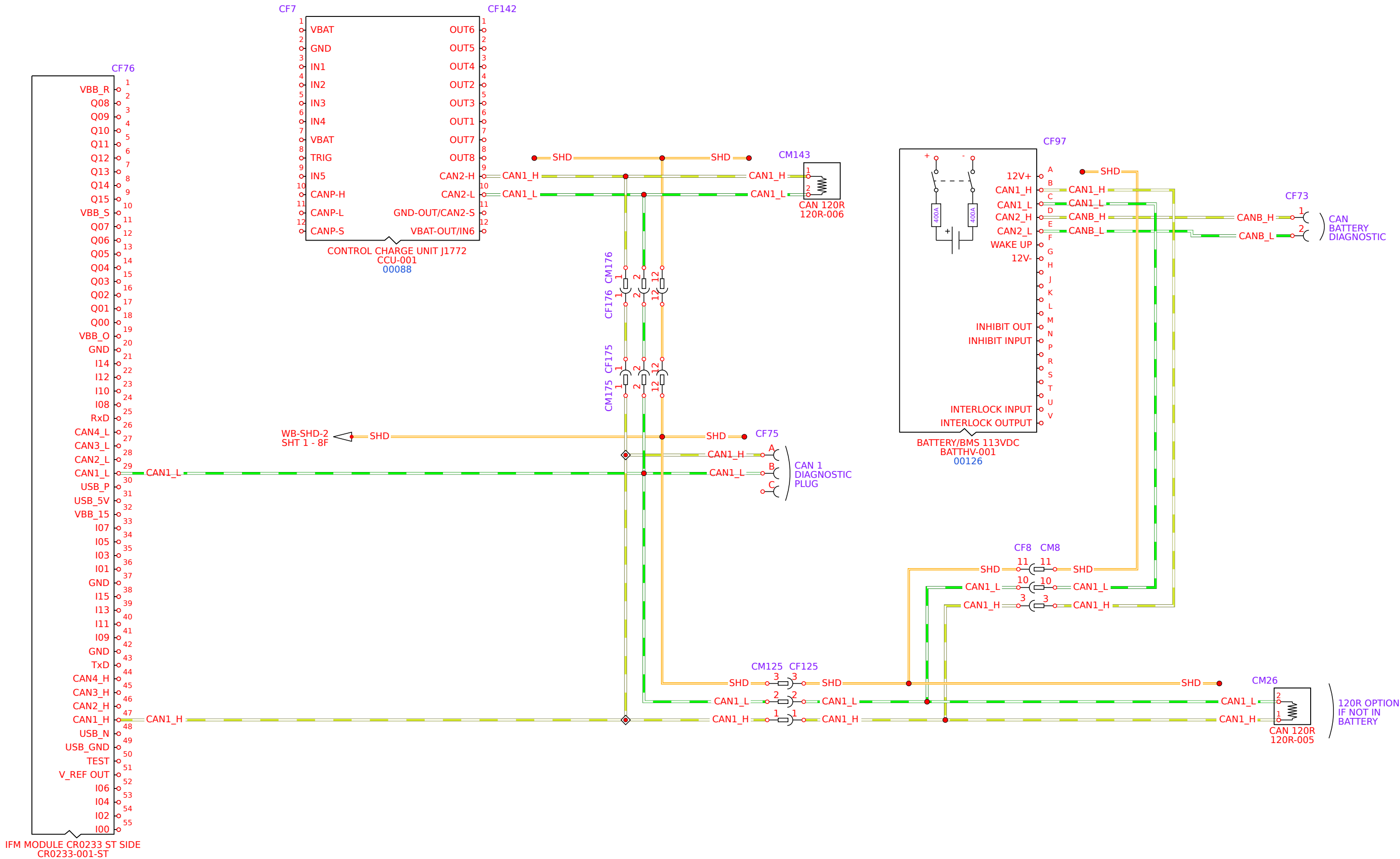
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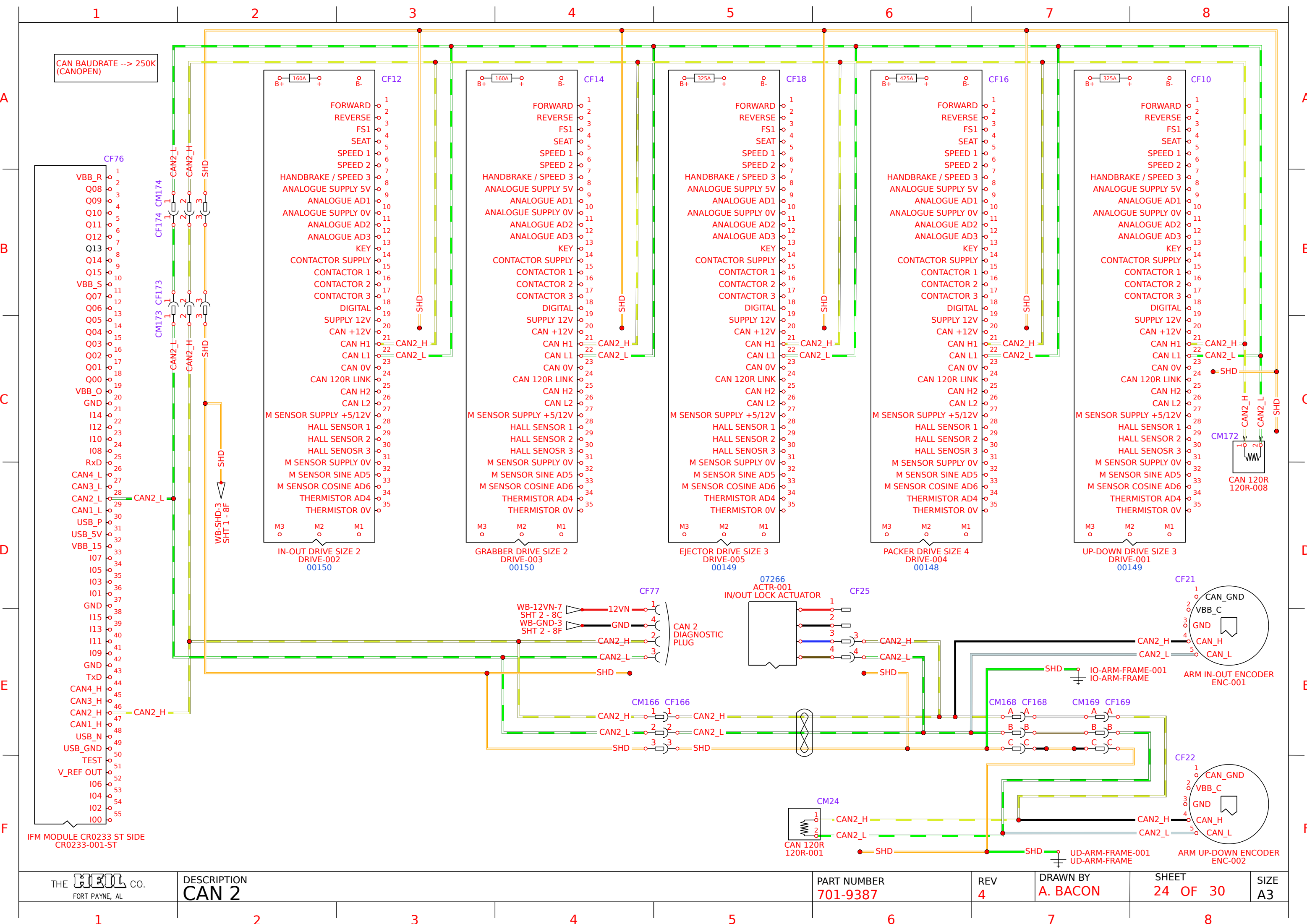
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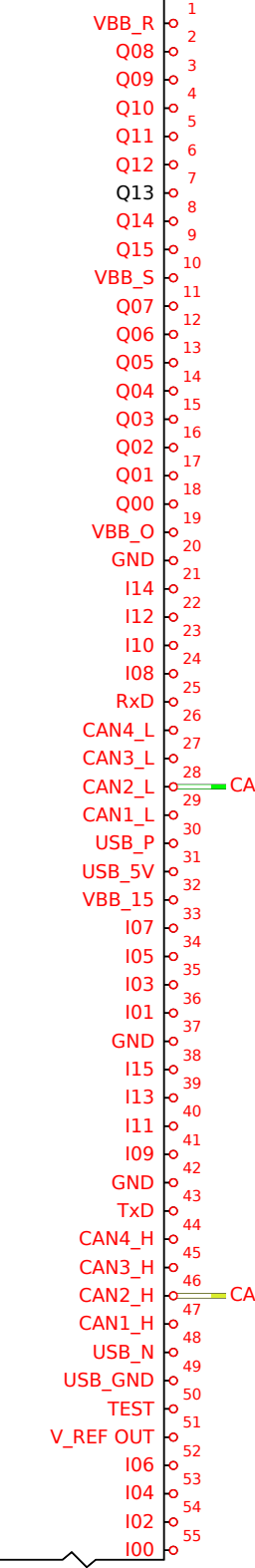
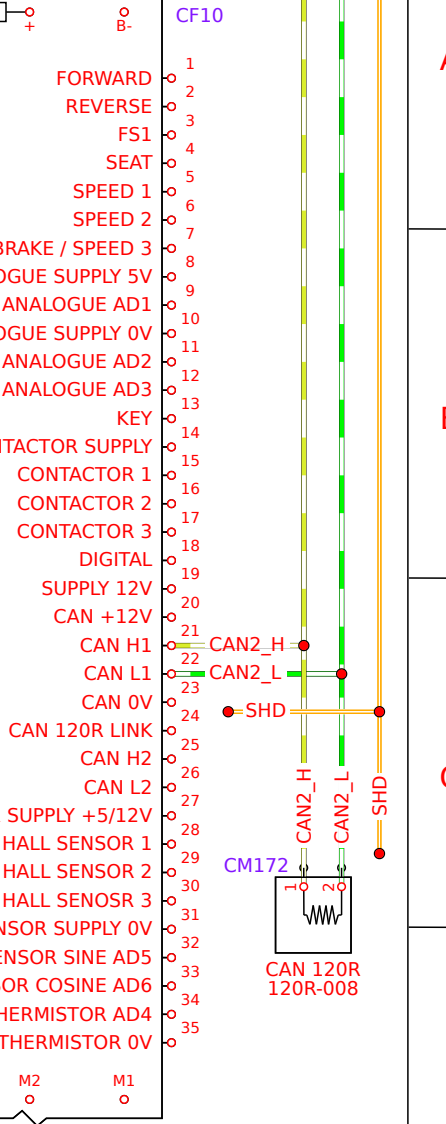
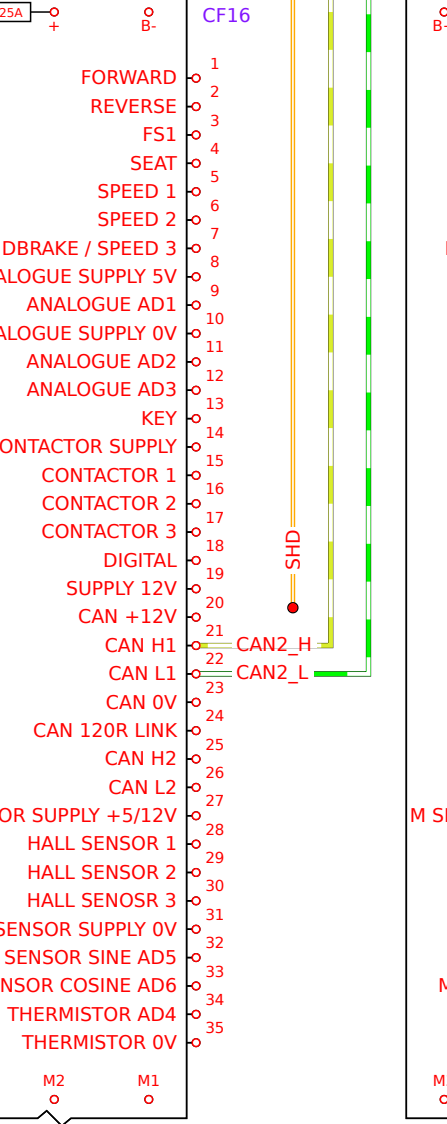
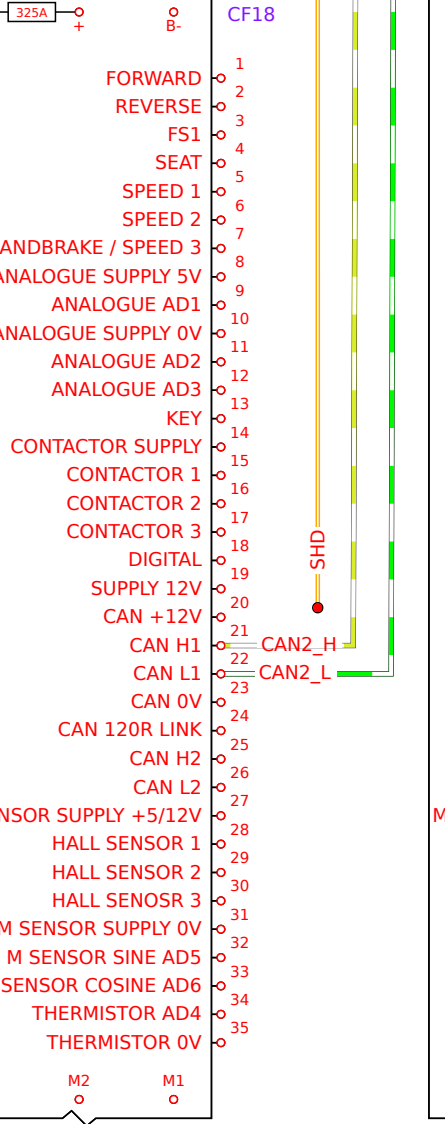
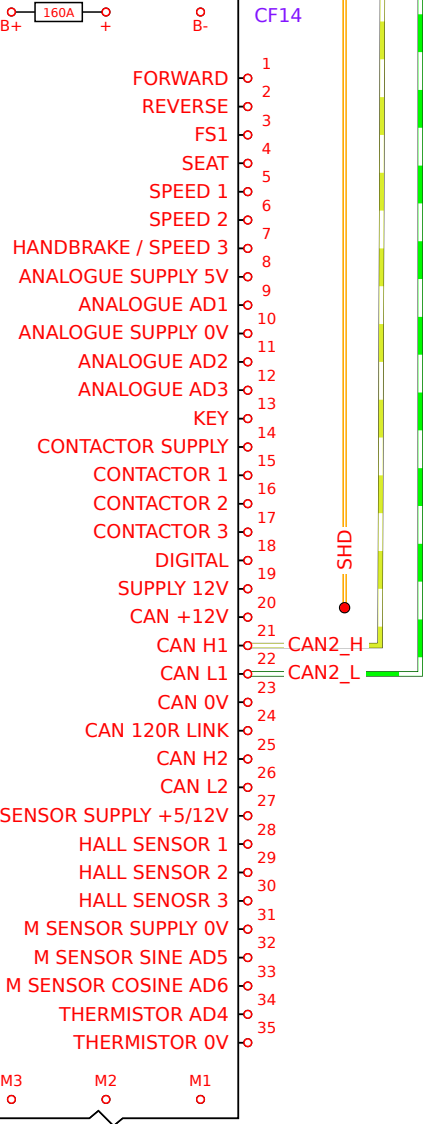
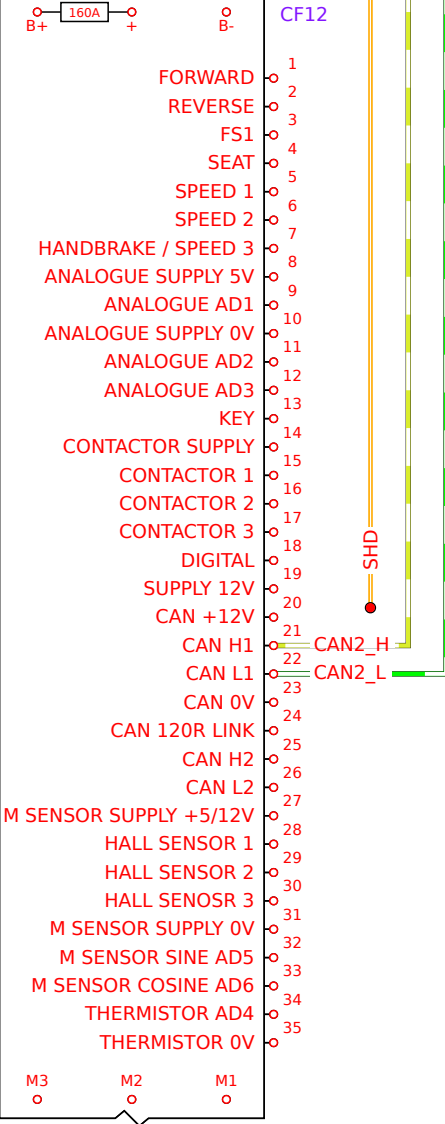
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CAN BAUDRATE --> 500K

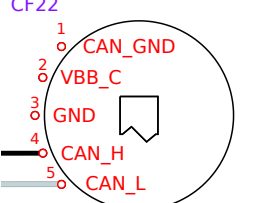
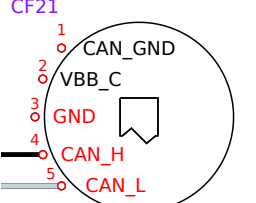
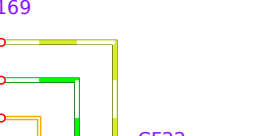
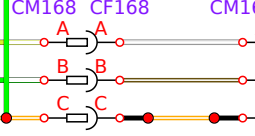
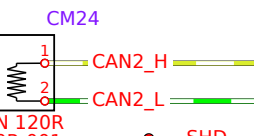
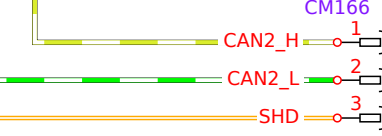
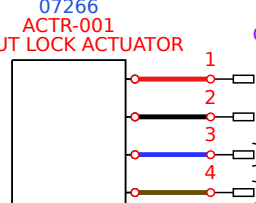
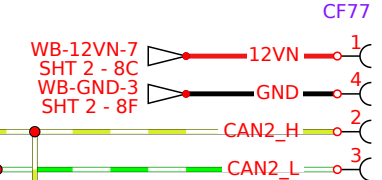




CAN BAUDRATE --> 250K
(CANOPEN)



IFM MODULE CR0233 ST SIDE
CR0233-001-ST



THE HEOL CO.
FORT PAYNE, AL

DESCRIPTION
CAN 2

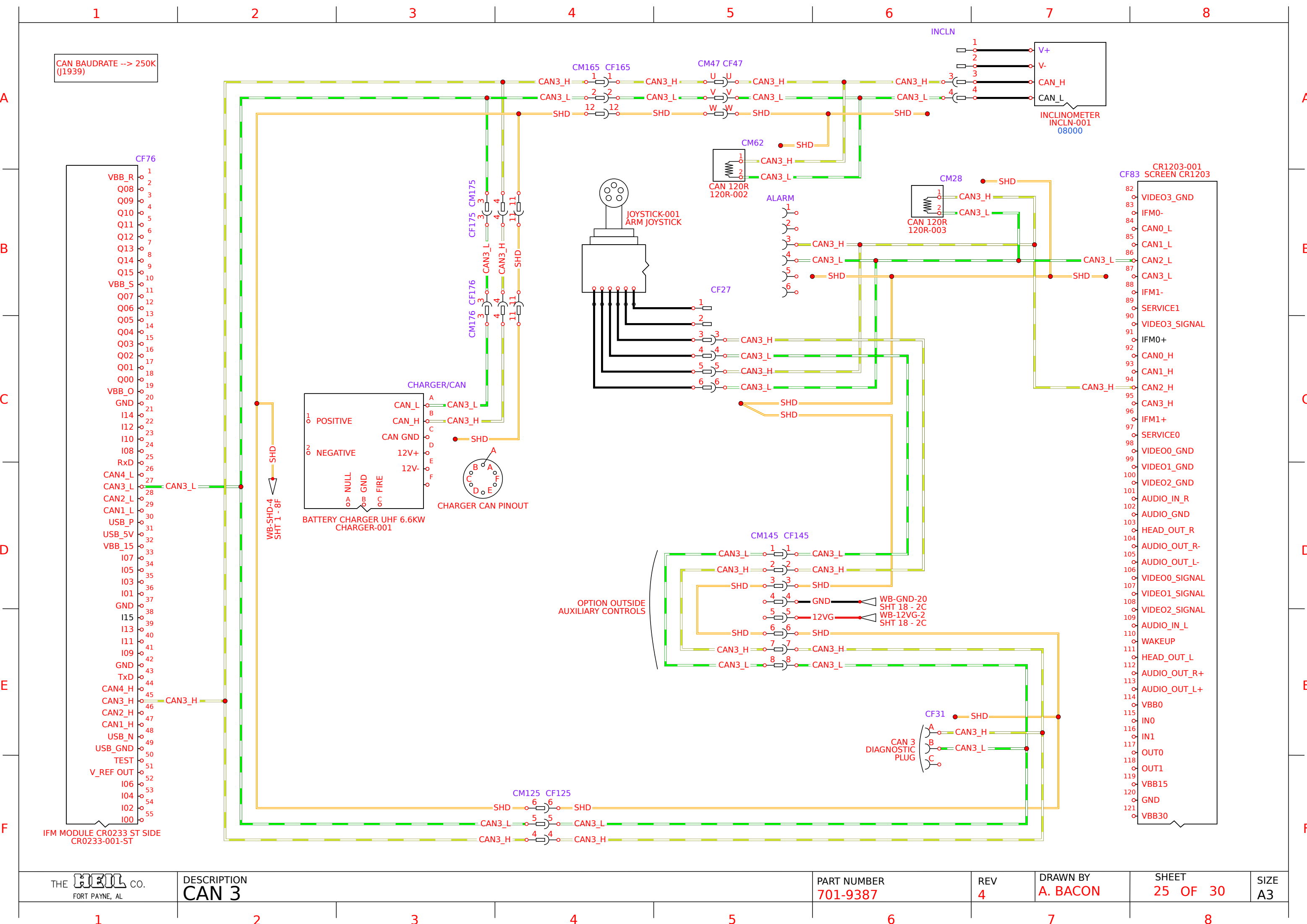
PART NUMBER
701-9387

REV
4

DRAWN BY
A. BACON

SHEET
24 OF 30

SIZE
A3



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CAN BAUDRATE --> 250K
(CANOPEN)

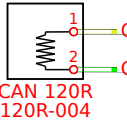
CF76

- 1 VBB_R
- 2 Q08
- 3 Q09
- 4 Q10
- 5 Q11
- 6 Q12
- 7 Q13
- 8 Q14
- 9 Q15
- 10 VBB_S
- 11 Q07
- 12 Q06
- 13 Q05
- 14 Q04
- 15 Q03
- 16 Q02
- 17 Q01
- 18 Q00
- 19 VBB_O
- 20 GND
- 21 I14
- 22 I12
- 23 I10
- 24 I08
- 25 RxD
- 26 CAN4_L
- 27 CAN3_L
- 28 CAN2_L
- 29 CAN1_L
- 30 USB_P
- 31 USB_5V
- 32 VBB_15
- 33 I07
- 34 I05
- 35 I03
- 36 I01
- 37 GND
- 38 I15
- 39 I13
- 40 I11
- 41 I09
- 42 GND
- 43 TxD
- 44 CAN4_H
- 45 CAN3_H
- 46 CAN2_H
- 47 CAN1_H
- 48 USB_N
- 49 USB_GND
- 50 TEST
- 51 V_REF OUT
- 52 I06
- 53 I04
- 54 I02
- 55 I00

IFM MODULE CR0233 ST SIDE
CR0233-001-ST

WB-SHD-5
SHT 1-8F

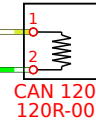
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CAN 120R
120R-004

SHD

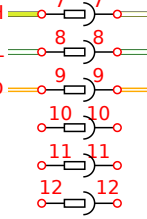
CM72



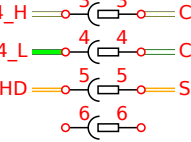
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120R-007

SHD

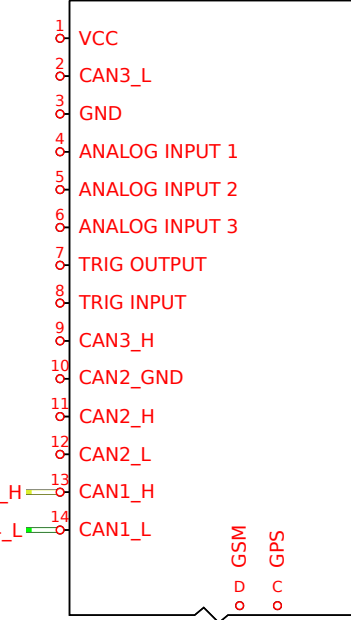
CM125 CF125



CF-RUD CM-RUD



CR3158-001
IFM MODULE CR3158



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SHD
J1939_H
J1939_L

D-1

J1939
(CHASSIS)

5
6
J1939_H
J1939_L

SHD

CM188

J1939_H
J1939_L
CAN 120R
120R-009

CR1203-001
CF83 SCREEN CR1203

- 82 VIDEO3_GND
- 83 IFM0-
- 84 CAN0_L
- 85 CAN1_L
- 86 CAN2_L
- 87 CAN3_L
- 88 IFM1-
- 89 SERVICE1
- 90 VIDEO3_SIGNAL
- 91 IFM0+
- 92 CAN0_H
- 93 CAN1_H
- 94 CAN2_H
- 95 CAN3_H
- 96 IFM1+
- 97 SERVICE0
- 98 VIDEO0_GND
- 99 VIDEO1_GND
- 100 VIDEO2_GND
- 101 AUDIO_IN_R
- 102 AUDIO_GND
- 103 HEAD_OUT_R
- 104 AUDIO_OUT_R-
- 105 AUDIO_OUT_L-
- 106 VIDEO0_SIGNAL
- 107 VIDEO1_SIGNAL
- 108 VIDEO2_SIGNAL
- 109 AUDIO_IN_L
- 110 WAKEUP
- 111 HEAD_OUT_L
- 112 AUDIO_OUT_R+
- 113 AUDIO_OUT_L+
- 114 VBB0
- 115 IN0
- 116 IN1
- 117 OUT0
- 118 OUT1
- 119 VBB15
- 120 GND
- 121 VBB30

SHD WB-SHD-1
SHT 18 - 7F

THE **HEEL** CO.
FORT PAYNE, AL

DESCRIPTION
CAN J1939

PART NUMBER
701-9387

REV
4

DRAWN BY
A. BACON

SHEET
27 OF 30

SIZE
A3

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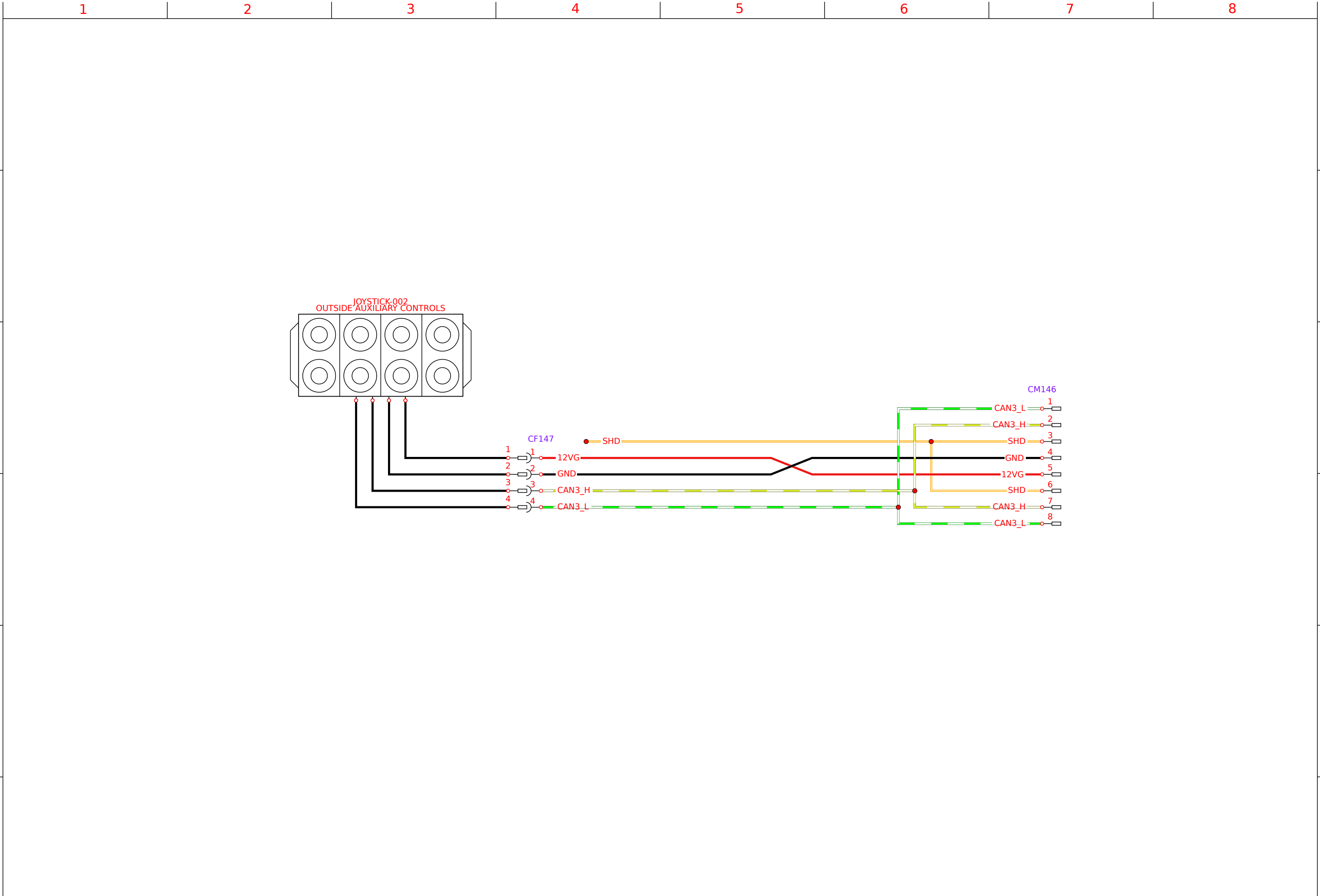
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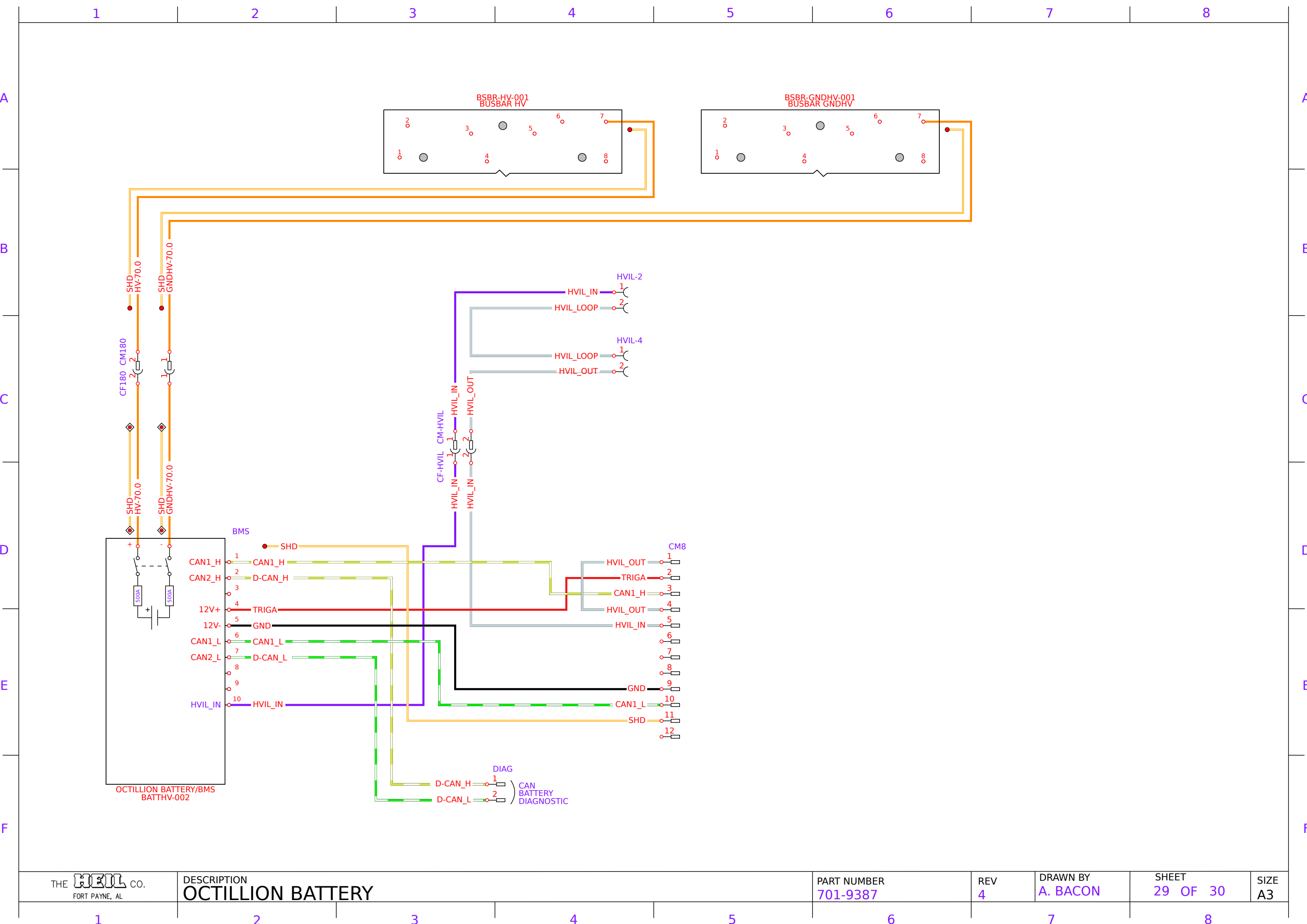
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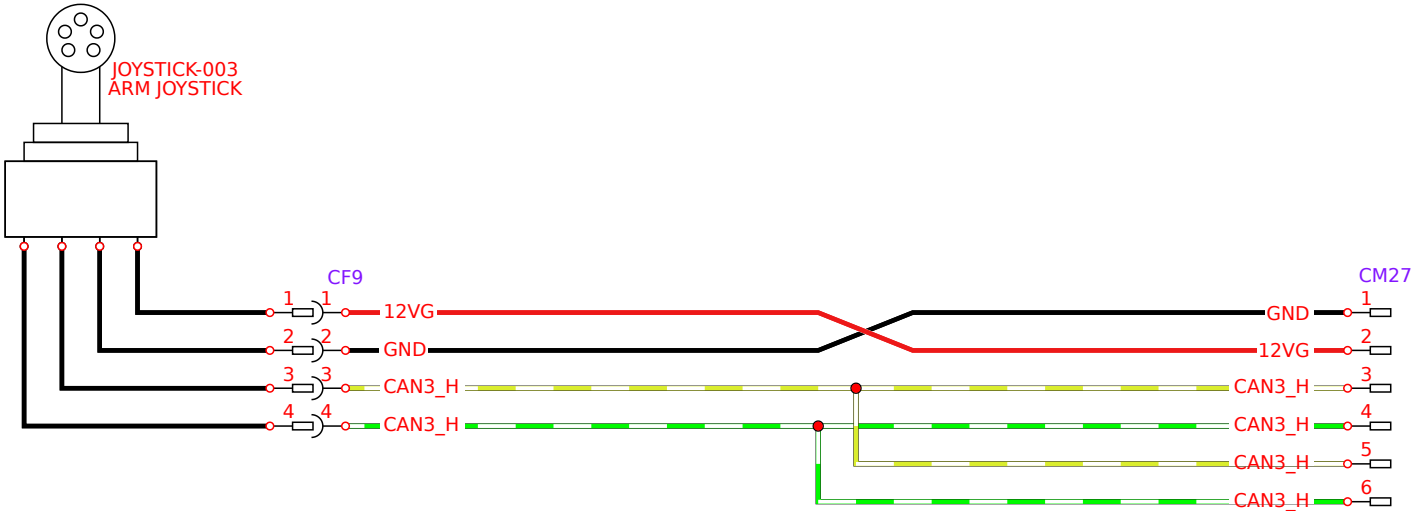
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HEIL ENVIRONMENTAL WARRANTY STATEMENT

The Heil Co. d/b/a Heil Environmental ("Heil") warrants its solid waste collection equipment to be free from defects in material and workmanship under normal use performed in accordance with the product Operator Manual for a period of twelve (12) months or two thousand (2,000) hours of operation, whichever occurs first, from the date of equipment In-Service or during the period of coverage offered by a Heil-issued extended warranty program. Warranty coverage depends upon proper service and maintenance of the equipment as described in technical documentation including: Service Bulletins, Technical Service Notes, and Operation Manuals. Normal "wear parts", routine maintenance items (such as oil and grease), and consumables are excluded from warranty coverage. All warranties offered by Heil are valid only to the original purchaser of the equipment and cannot be transferred. Please see the paperwork applicable to your particular sale for full warranty details.

This warranty is expressly limited to the repair or replacement of any component or part thereof, of any such unit manufactured by Heil that is proven to Heil's satisfaction to have been defective in material or workmanship. Such components or parts shall be repaired or replaced at Heil's option without cost to the standard purchaser for parts and labor provided such unit is returned to an authorized Heil Dealer for replacement or repair. The repair or replacement must be performed during the standard or extended warranty coverage period.

Before any warranty can be allowed on new equipment, a warranty registration form must be on file with Heil's warranty department.

All OEM service parts sold by Heil have a six (6) month warranty from the date of purchase. Aftermarket parts sold by Heil Parts Central are supported by a 90-day warranty. The parts warranty covers parts only and is normally validated through parts return for factory inspection to inspect for a manufacturing defect in material or workmanship. Labor, troubleshooting, etc. is not covered under the parts warranty policy.

HEIL MAKES NO OTHER WARRANTY, EXPRESSED OR IMPLIED, AND MAKES NO WARRANTY OF MERCHANTABILITY OR OF FITNESS FOR ANY PARTICULAR PURPOSE. HEIL DOES NOT ASSUME ANY LIABILITY FOR LOSS OF PROFITS, PRODUCT, TIME, OR ANY OTHER DIRECT, INCIDENTAL, OR INDIRECT CONSEQUENTIAL LOSSES, DAMAGES OR DELAYS. ANY IMPROPER USE, OPERATION BEYOND RATED EQUIPMENT/COMPONENT CAPACITY, SUBSTITUTION OF PARTS THAT ARE NOT HEIL APPROVED, OR ANY ALTERATION OR REPAIR BY OTHERS IN SUCH A MANNER AS IN HEIL'S SOLE JUDGMENT AFFECTS THE PRODUCT OPERATION OR INTEGRITY SHALL VOID THE WARRANTY.

Other than the extension of the standard warranty period purchased under a supplemental Heil Extended Warranty Program or specific contract terms & conditions, no employee or representative is authorized to modify this warranty in any way nor shall any other warranties be granted. However, Heil retains the right to modify its warranty program prospectively at any time.

The above warranty supersedes and is in lieu of all other warranties expressed or implied. The foregoing is a summary of the full-length Heil Warranty Policy, which is applicable to each sale. Please be sure to consult such Heil Warranty Policy for limitations, exclusions, and specific terms.



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www.heil.com

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(866-275-4345)

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TechSupport@DoverESG.com