

LOADMASTER... Your Waste Equipment Partner



MODEL 400 SERIES

The “**STANDARD**” and the “**DEMOLITION** version”

Parts & Spares Manual

LOADMASTER

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NOMENCLATURE...the "words" Loadmaster uses...use this *lingo* to "talk"



Slider CYLINDER

"Hand Hold(s)..."
Aka...Grab
Handles

The Hopper

Can Coupler

Hopper Sill

Under sill "light bar"

Riding step

The "Chassis"



Sweep CYLINDER

Upper Light Pods

Slider Blade

Sweep Blade



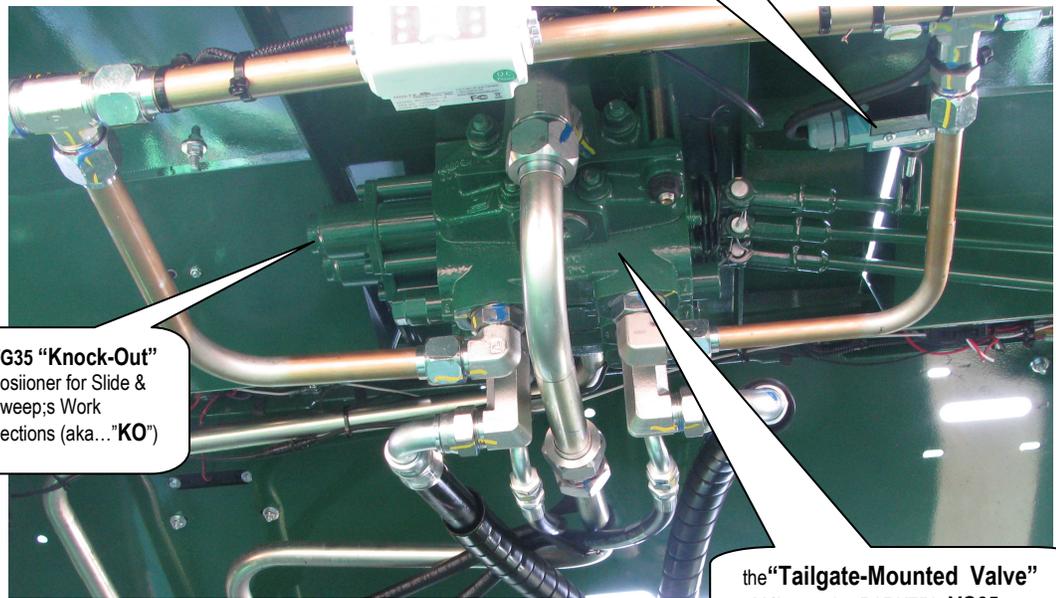
Ejector Blade

Telescopic Cylinder



the "Body-Mounted Valve"
M4's employ PARKER's **VA20**

HI/LO "Port Relief" ...
the M4's "Ejector-
Controller"



VG35 "Knock-Out"
Positioner for Slide &
Sweep;s Work
Sections (aka..."KO")

Throttle-Advance Limit Switch

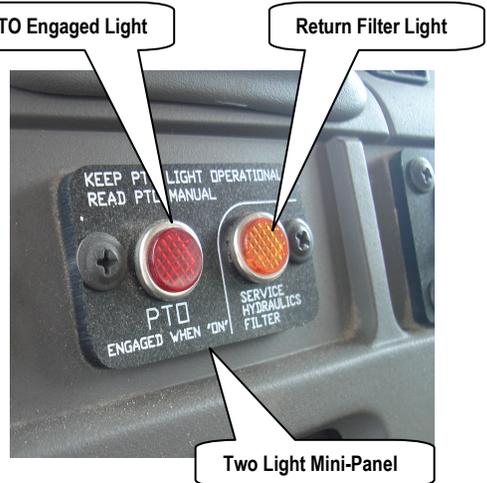
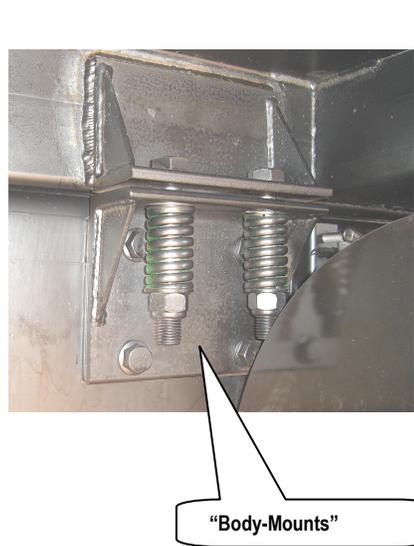
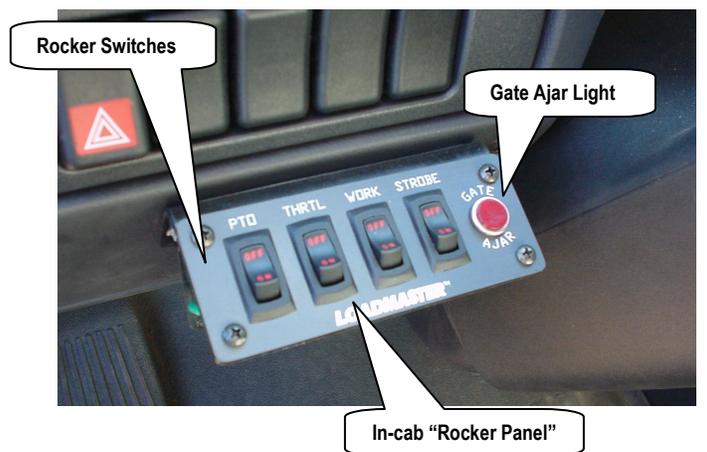
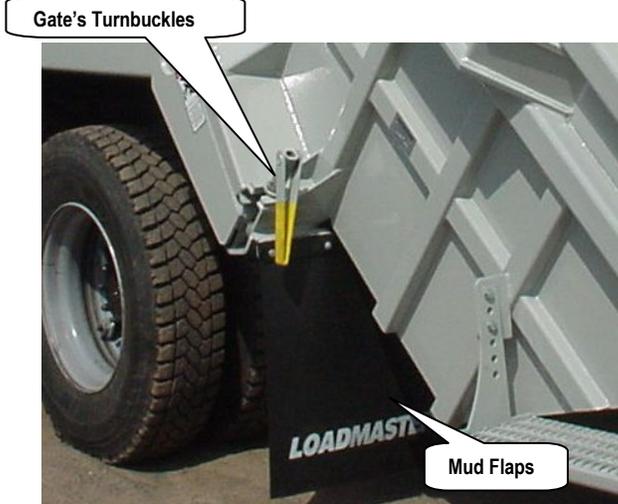
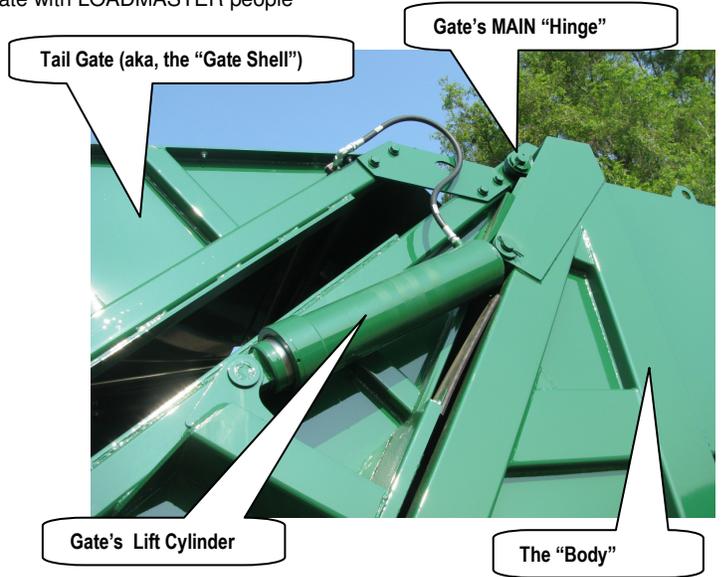
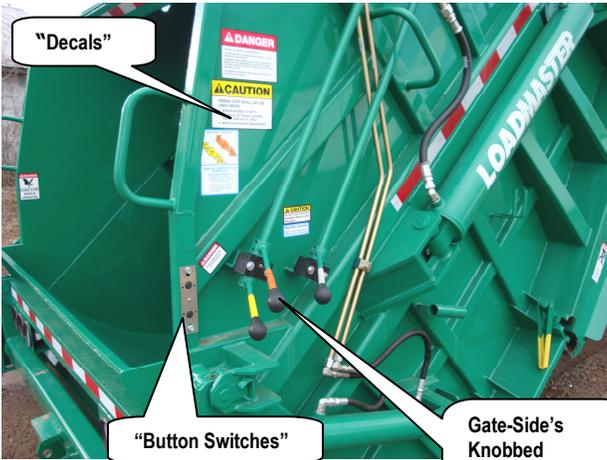
the "Tailgate-Mounted Valve"
M4's employ PARKER's **VG35**



The Body's Face

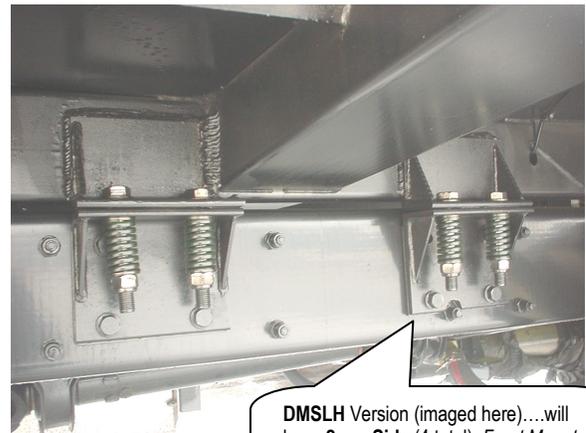
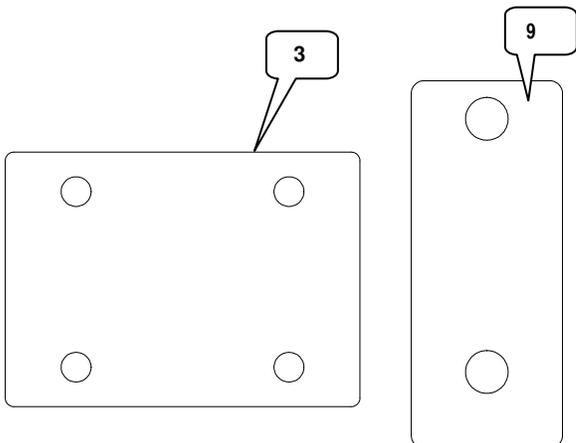
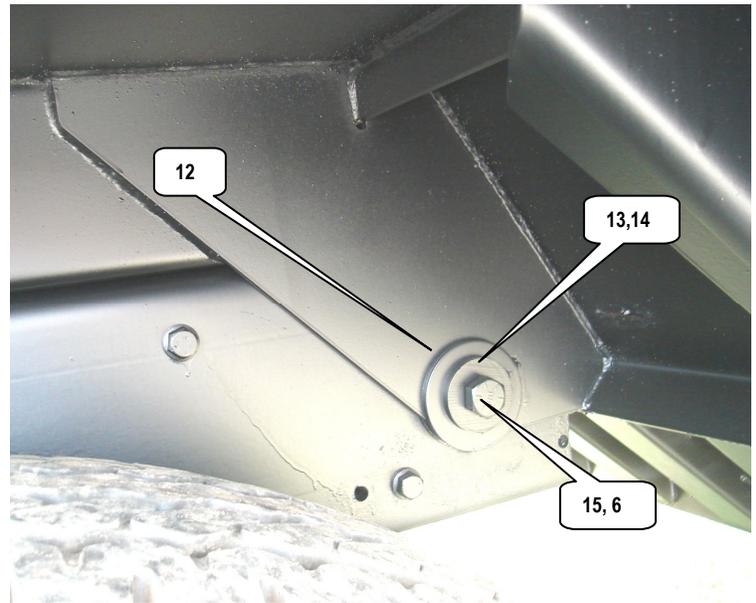
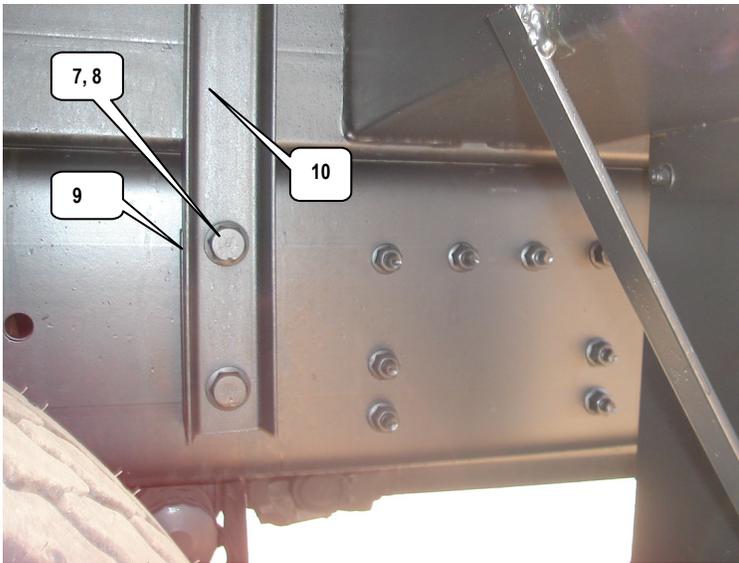
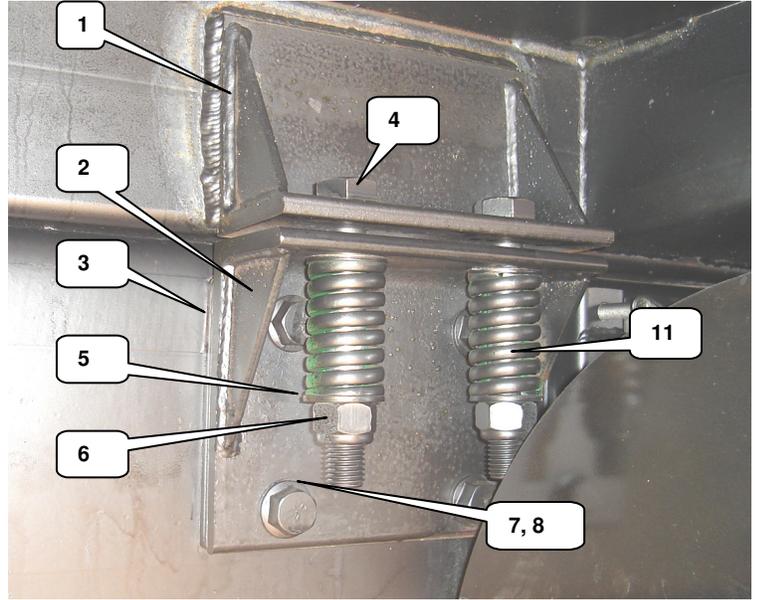
"BENT PEG"
Cable's Hook
Store

NOMENCLATURE......the "words" Loadmaster uses...best *lingo* to communicate with LOADMASTER people



BODY MOUNTING SYSTEM (Body-to-Chassis' Frame Rails)

NO	Q	DESCRIPTION	PART NO
1	2	Upper Front Mount Weldment – 2 spring	0103039
2	2	Lower Front Mount Weldment – 2 spring	0103028
<i>4 each of items 1 & 2 for the DMLSH (2 per side)</i>			
3	-	Spacer"Lower Mount" – 2 spring	0030818
4	-	Hex Hd Capscrew 1.0"NC x 7.0"	9950851
5	14	Flat washer 1.0" (hardened)	9950143
6	6	Lock nut 1"NC	9950034
7	14	Flange nut 3/4" NC	9950050
8	14	Flange bolt 3/4" NC x 2 1/2"	9950802
9	4	Guide channel spacer (when req'd)	0030819
10	2	Guide channel	0070099
11	-	Compression Spring	9960044
12	2	FlatWasher- 2" USS	9950115
13	2	Shoulder'd Pivot Mount (visible on outside)	0080088
14	2	Inner Pivot 3/8" thick washer (not visible)	0080089
15	2	Hex Hd Capscrew 1-13 UNC x 3 1/2" NC (Gr. 8)	9950850



DMSLH Version (imaged here)....will have 2 per Side (4 total) Front Mounts (the STANDARD MOD400 will have 1 Forward Body Mount Per Side (2 total)

EJECTOR BLADE

- 1 - Ejector Blade Weldassy- **Standard** Model400 0100031
STANDARD MOD400

- 2 - Ejector Blade Weldassy- **Demolition** Version 0120204
DEMOLITON version (DMLSH)

The Demoliton version has extra reinforcements
AND thicker ejector Face Panels
(see below)

1,2; Ejector Blade
WeldAssy...This image shows
the Demolition Version

DMLSH
version of
Ejector
employs 1/4"
thick face
panel
(whereas the
STANDARD
MOD400 face
panel is simply
11guage)

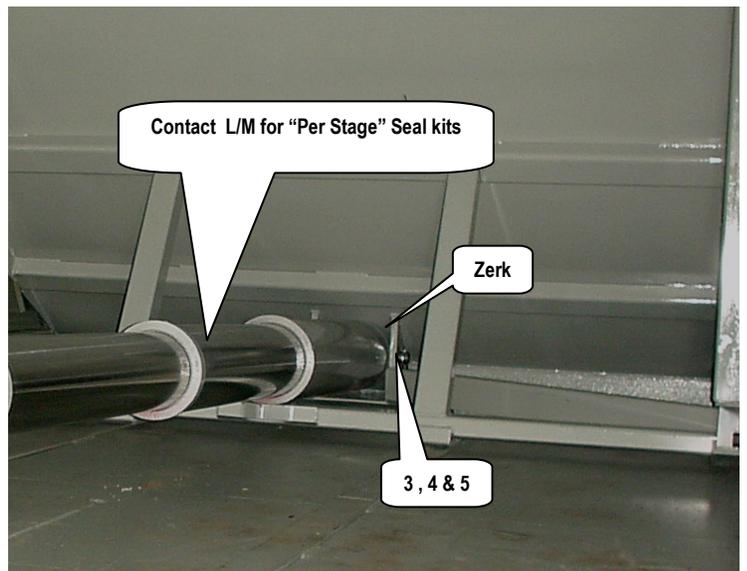
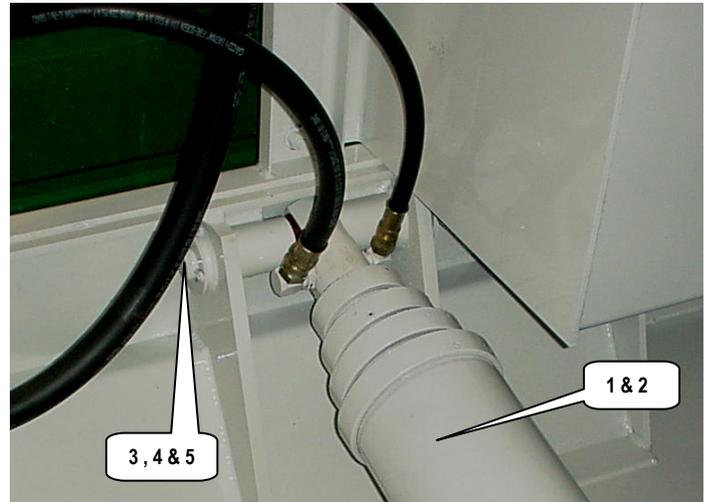
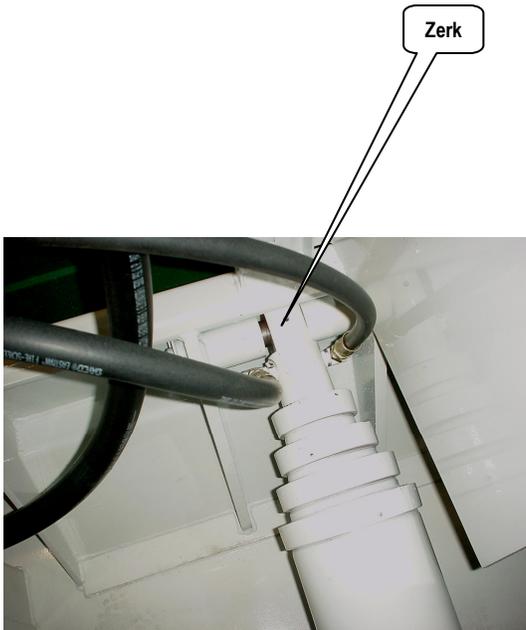
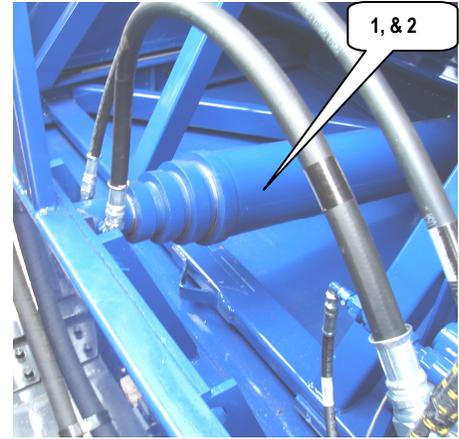
Upper **two**
crossing
channels are
present only
for DMLSH
version



This tubular
diagonalizing
"strut" is
present only
for DMLSH
version of
Ejector
Weldassy

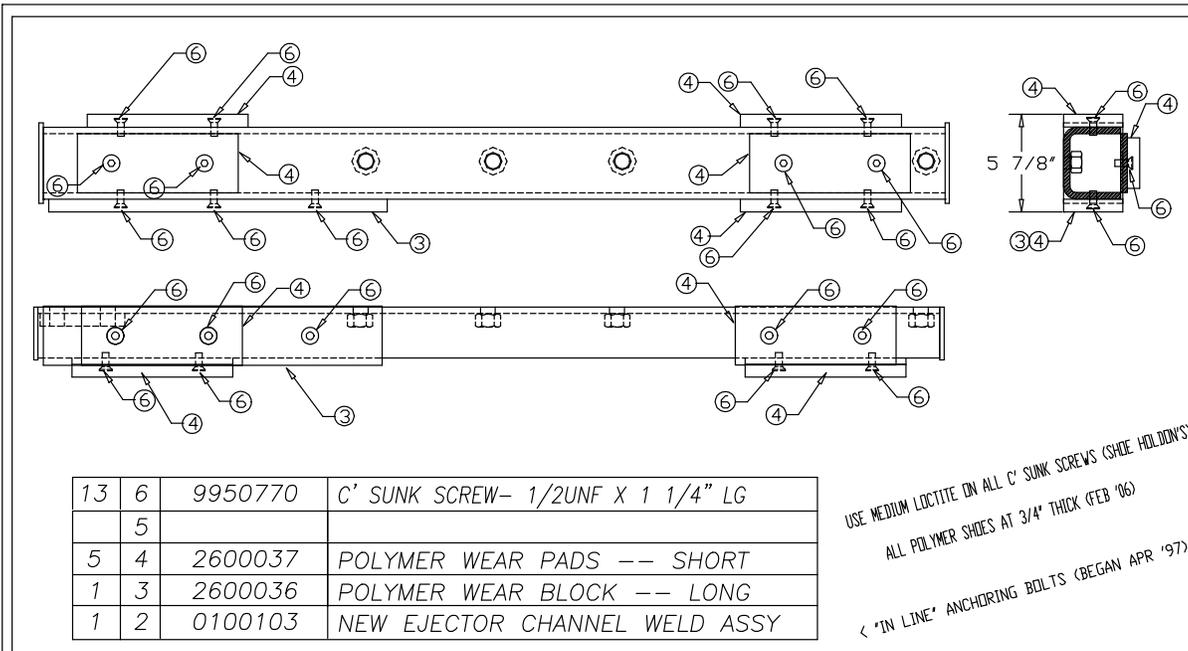
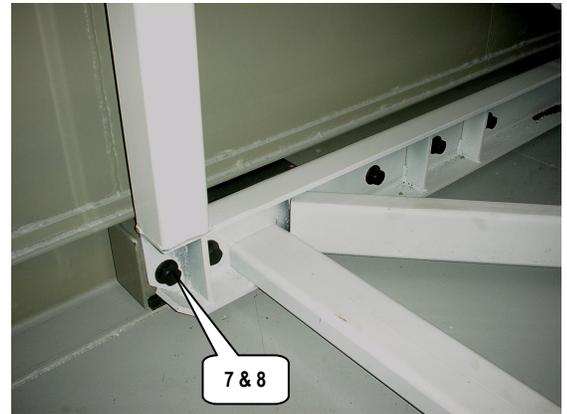
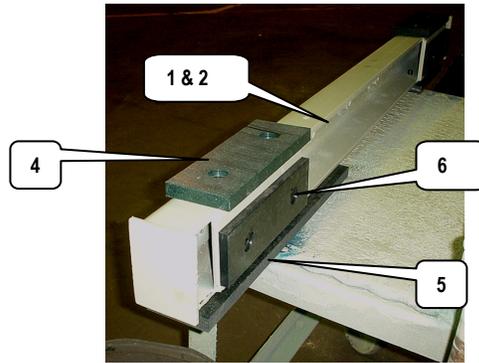
TELESCOPIC CYLINDER AND TELE's PINNINGS

NO	Q	DESCRIPTION	PART NO
1	1	Telescopic Cylinder- all MOD400 25 yarders	9937013
2	1	Telescopic Cylinder – MOD400's 31 yarders	9937014
3	2	Telescopic Pin (at both BodyFace & Ejector)	0080020
4	4	Cotter Pin- 1/4" x 3"	9950210
5	4	Flat Washer SAE – 1 1/2"	9950114



EJECTOR'S TRACKING SHOES (cont'd)

NO	Q	DESCRIPTION	PART NO
1	1	Shoe Carrying Channel and Shoes LH SubAssy <i>Left Hand configuration (aka...Driver's side)</i> <i>All Polymer Shoes pre-assembled to the Chann</i>	0100104
2	1	Shoe Carrying Channel and Shoes RH SubAssy <i>Right Hand configuration (aka...Passenger's side)</i> <i>All Polymer Shoes pre-assembled to the Chann</i>	0100111
3	2	Shoe Carrying Channel WeldAssy <i>The Weldment <u>only</u> ..is the "Same" both LH/RH sides</i>	0100103
4	5	Polymer Shoe- Short (3/4" thk x 3 1/2" x 9 1/2" lg.)	2600037
5	1	Polymer Shoe- Long (3/4" thk x 3 1/2" x 19 1/2" lg) <i>The long shoe (item #5) goes Down & to the Front</i>	2600036
6	26	C'sunk Screw- 1/2" unF x 1 1/4" lg.	9950770
7	-	Flange Head Bolt- 3/4" unc x 2" lg (GR8)	9950800
8	-	Flanged Hex nut- 3/4" unc	9950050



13	6	9950770	C' SUNK SCREW- 1/2UNF X 1 1/4" LG
	5		
5	4	2600037	POLYMER WEAR PADS -- SHORT
1	3	2600036	POLYMER WEAR BLOCK -- LONG
1	2	0100103	NEW EJECTOR CHANNEL WELD ASSY

USE MEDIUM LOCTITE ON ALL C' SUNK SCREWS (SHOE HOLDING'S)
ALL POLYMER SHOES AT 3/4" THICK (FEB '06)
< "IN LINE" ANCHORING BOLTS (BEGAN APR '97)

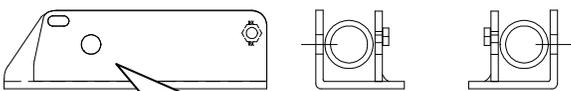
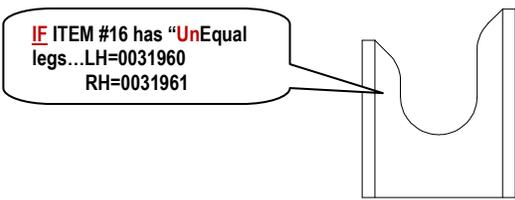
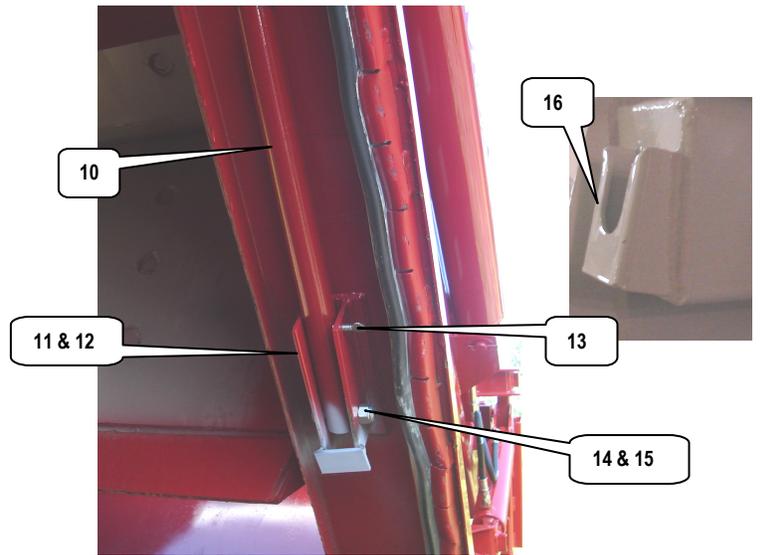
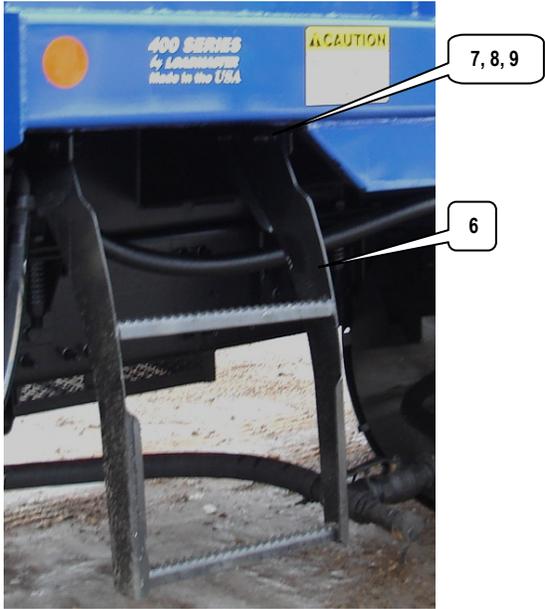
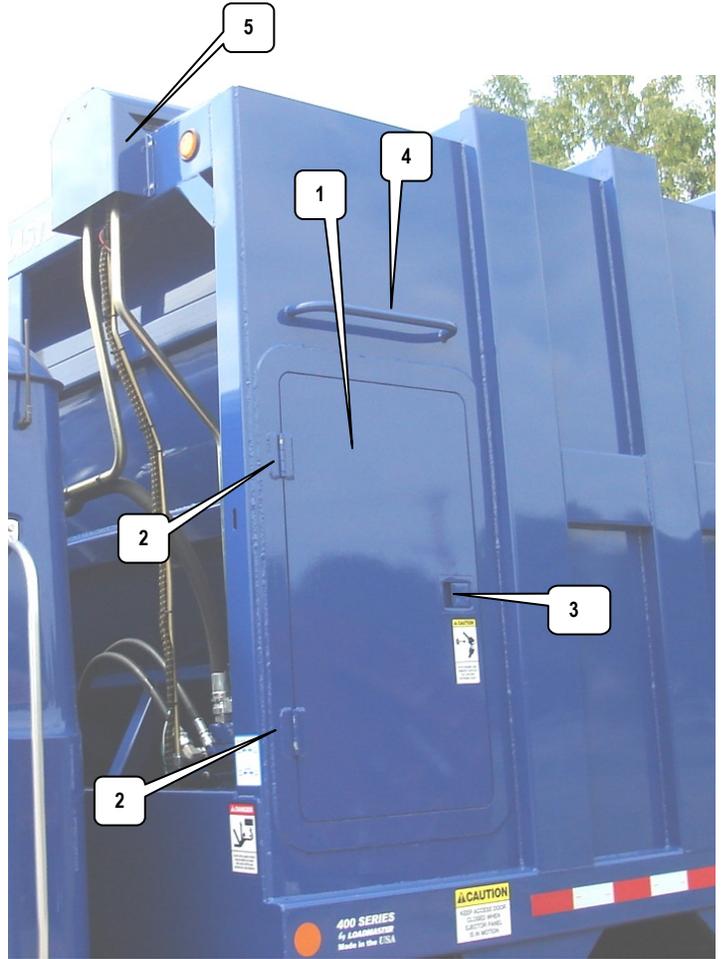
MOD400 EJECTOR SHOE CARRIER AND POLYMER-SHOES: SUBASSEMBLY >> 0100104 LH (DRIVER'S SIDE)
>> 0100111 RH (PASSENGER'S SIDE)

SUBASSY IS THE WELDMENT WITH ALL SHOES PRE-ASSEMBLED

1 & 2

BODY SIDE DOOR & LADDER and Tailgate's PROP ROD

NO	Q	DESCRIPTION	PART NO
1	1	Body Access Side Door (Weld-on with "jamb")	0020761
2	2	Butt Hinge- Stainless Steel modified	2600137
3	1	Paddle Latch	9960189
4	1	Grab Handle	0050024
5	1	Brush Deflector (for Hyrdraulic tubes)	0020330
6	1	Ladder WeldAssy	0120730
7	4	Hex Head Cap screw	9950702
8	8	1/2" SAE Flat washer	9950105
9	4	1/2" UNC Nylock Hex Nut	9950029
10	2	Prop Rod Weldment ("Rod Sub-Weld Only")	0120599
11	1	Pivot Box (only) Weldment - LH (drivers side)	0101227
12	1	Pivot Box (only) Weldment- RH (passen side)	0101228
13	2	Thumbscrew (prop storage) 3/8" Unc x 1" lg	9950261
14	2	Hex Hd capscrew 5/8" nc x 3" lg	9950750
15	2	Nylock Nut 5/8" Unc	9950043
16	2	Prop's Reciever (welds to body)	0031841



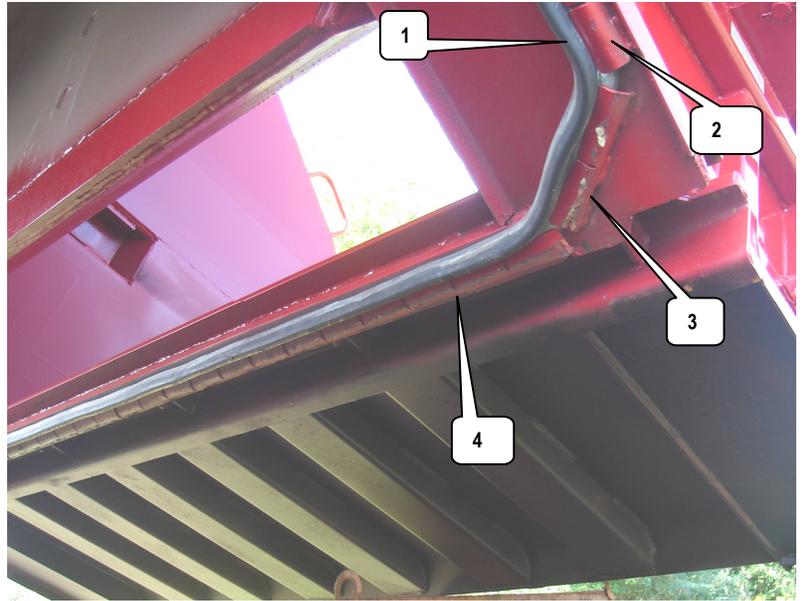
11 & 12 Pivot Box (only) Weldment



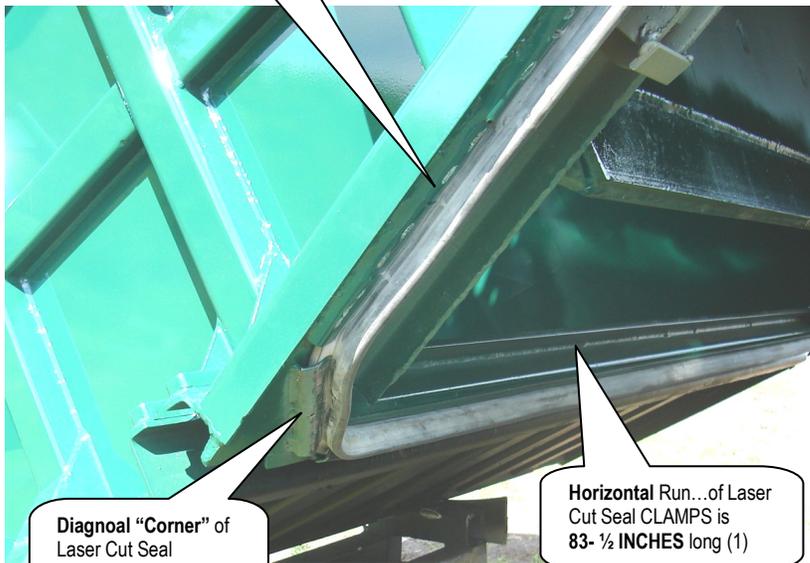
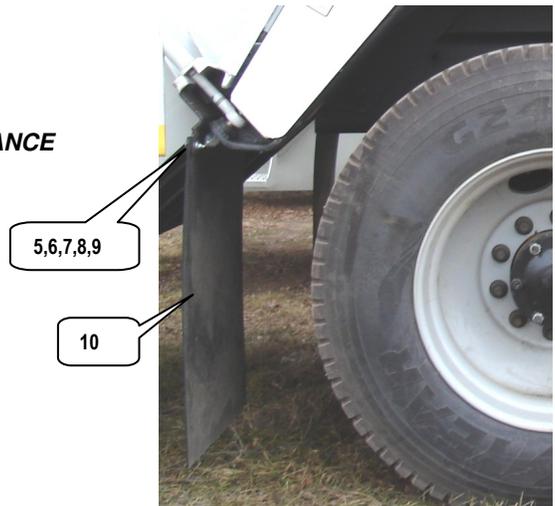
10... Rod "only" Weldment

GATE-TO-BODY SEAL SYSTEM & REARMOST MUDFLAPS

NO	Q	DESCRIPTION	PART NO
1	1	Seamless Rubber GateSeal- 16 foot continuous <i>This rubber extrusion is for Pound & Pry style</i>	9960190
2	2	Weld-On Seal Retainer Pound & Pry style (Left and Sides, 47 3/4" Long)	0020746
3	2	Weld-On Seal Retainer Pound & Pry style (Bottom Corners, 6 1/2" Long)	0020808
4	1	Weld-On Seal Retainer Pound and Pry style (Bottom, 83 1/2" Long)	0020744
Note: Seal Kit # 0120246 contains items 1-4			
5	2	4 Hole Flap Retainer Strip (steel)	0040075
6	8	5/16" x 1 1/4" UNC Capscrew	9950550
7	8	5/16" Fender Washer (on flap side)	9950120
8	8	5/16" Flatwasher (on retainer side)	9950102
9	8	5/16" UNC Locknut	9950026
10	2	Logo Mud flap (polymer type)	9960021
11	2	Rubber Trash Flap	9960203
12	2	Retainer Plate (for Trash Flap)	0020636
13	4	5/16" x 1 1/4" UNC Capscrew	9950550
14	4	5/16" Flatwasher (on retainer side)	9950102
15	4	5/16" Fender Washer (on rubber flap side)	9950120
16	4	5/16" UNC Locknut	9950026



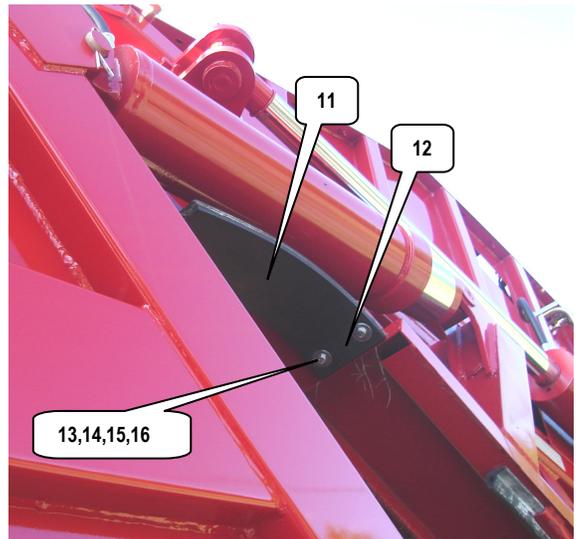
DANGER!! Never "work under" or "cross under" a **Raised Tailgate...** unless it is "**3-WAY SUPPORTED**"! READ your **OPERATOR'S/MAINTENANCE MANUAL** for **SAFE** methods of "supporting" a **Raised Tailgate**



Vertical Runs of Laser Cut Seal CLAMPS are 47 3/4 INCHES long (2)

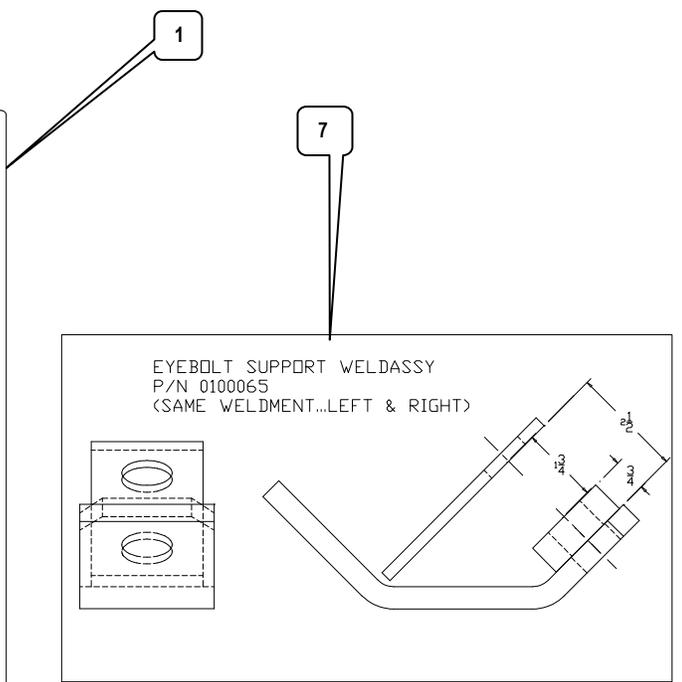
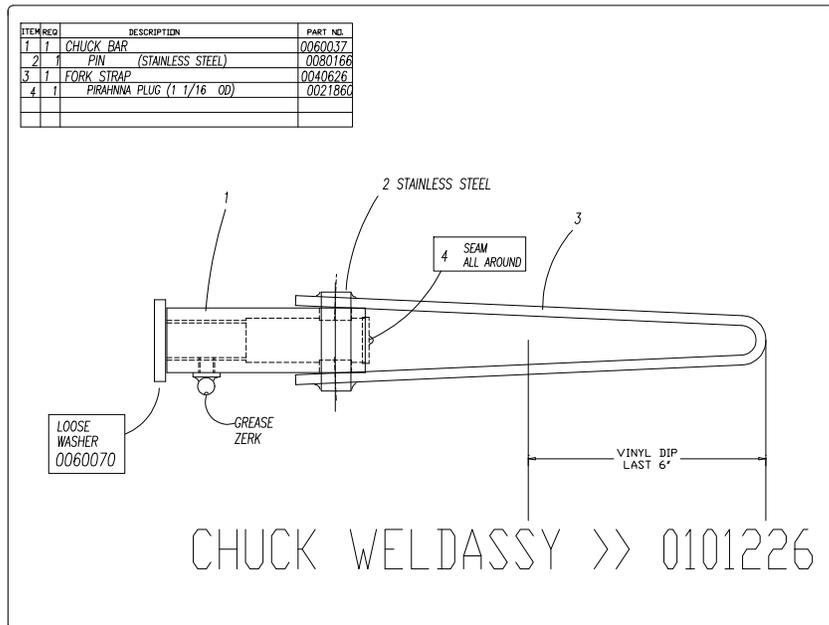
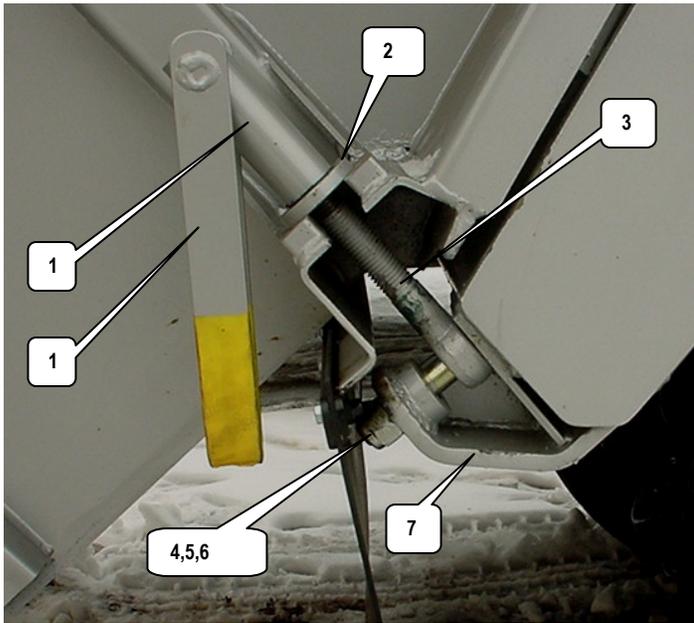
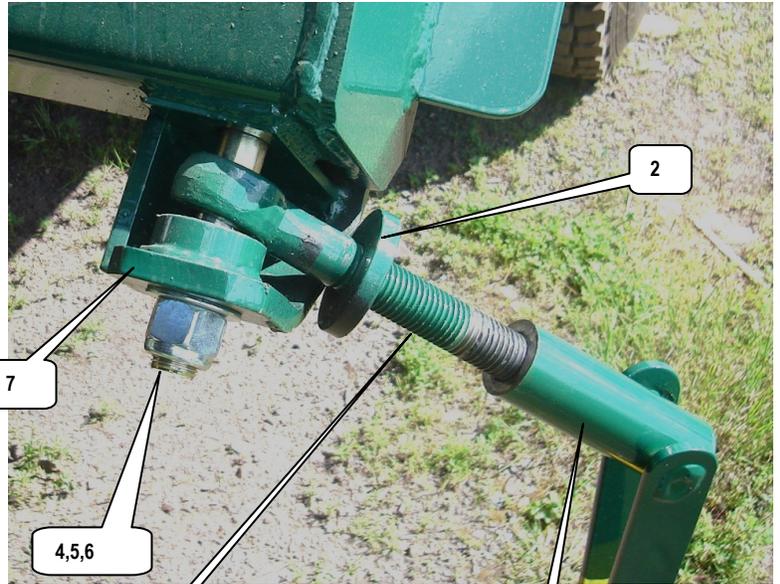
Diagonal "Corner" of Laser Cut Seal CLAMPS are 6 1/2 INCHES long (2)

Horizontal Run...of Laser Cut Seal CLAMPS is 83- 1/2 INCHES long (1)



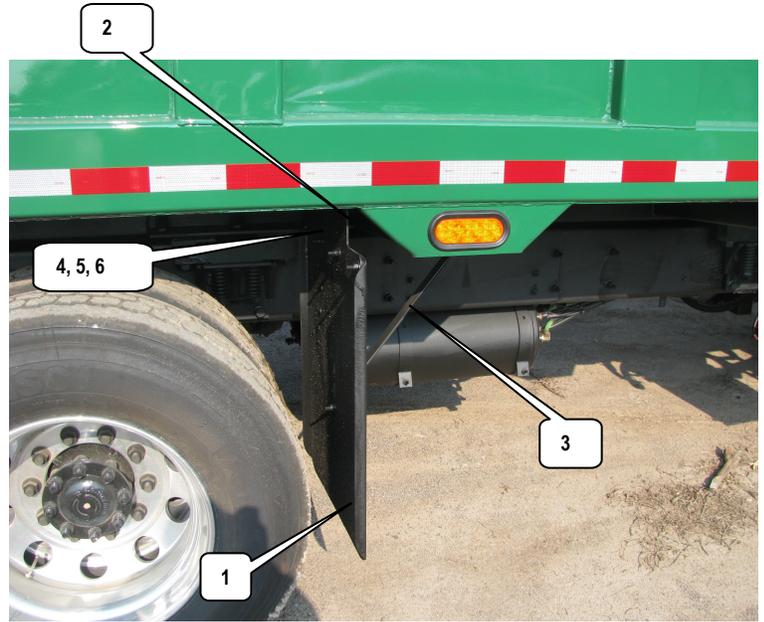
TURNBUCKLE STYLE Gate Latches

NO	Q	DESCRIPTION	PART NO
1	2	Chuck Weldment (2007 Style)	0101226
2	2	Anti friction "Washer"	0060070
3	2	Eyebolt	9960045
4	2	Hex hd cap screw 7/8 UNF x 4 long (GR 8)	9950815
5	2	Lock Nut 7/8"-14 unf	9950033
6	2	Flatwasher 7/8"	9950109
7	2	Eyebolt Support Weld Assy <i>Symetrical...works on both Left/ Right</i>	0100065



STEEL MUDFLAP OPTION (Ahead of rear tandem tire)

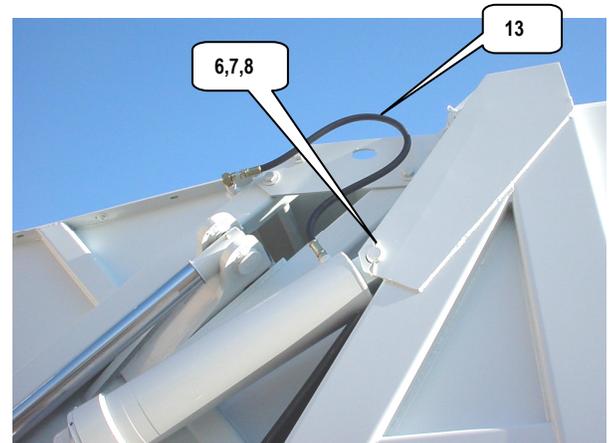
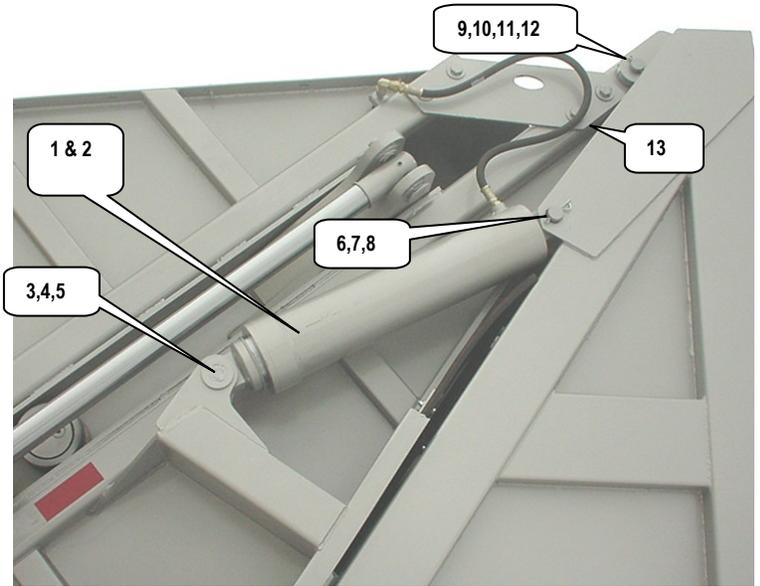
NO	Q	DESCRIPTION	PART NO
1	2	Steel MudFlap (newer FLANGED style)	0022007
2	2	Flap Mount Bracket (welds to body floor)	0021873
3	2	Diagonal Brace	0040593
4	12	CapScrew- 3/8 UNC x 1" lg (G5)	9950602
5	12	LockNut- 3/8 UNC	9950027
6	16	FlatWasher- 3/8 SAE	9950103



These "ahead of the tandem" STEEL Mudflaps are OPTIONAL..but **every** DMSLH (Demolition) has these STEEL Mudflaps as "**Standard**" to DMSLH's "package" <Note: Complete Pair of Steel Mudfaps KIT BOM is 0120211>

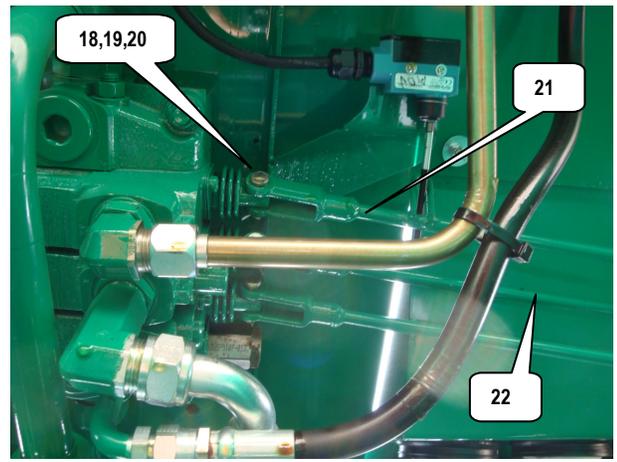
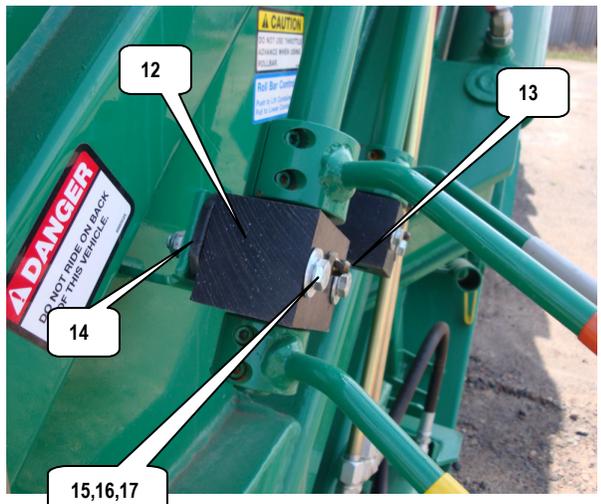
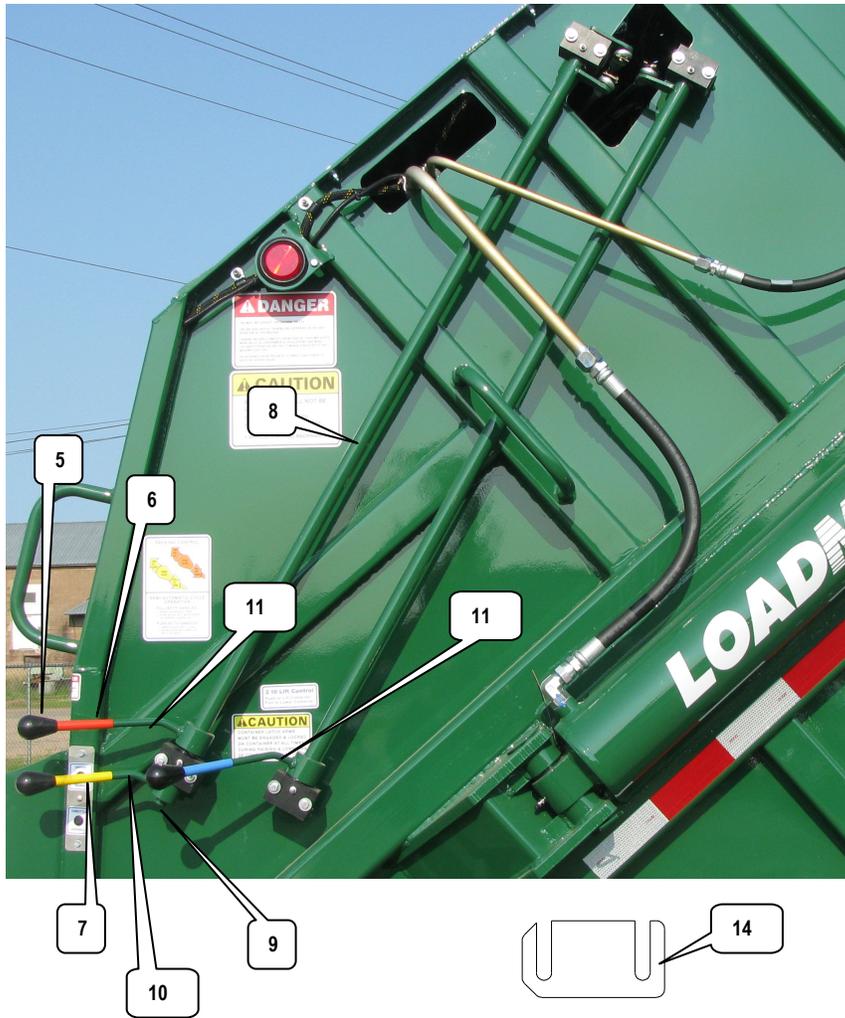
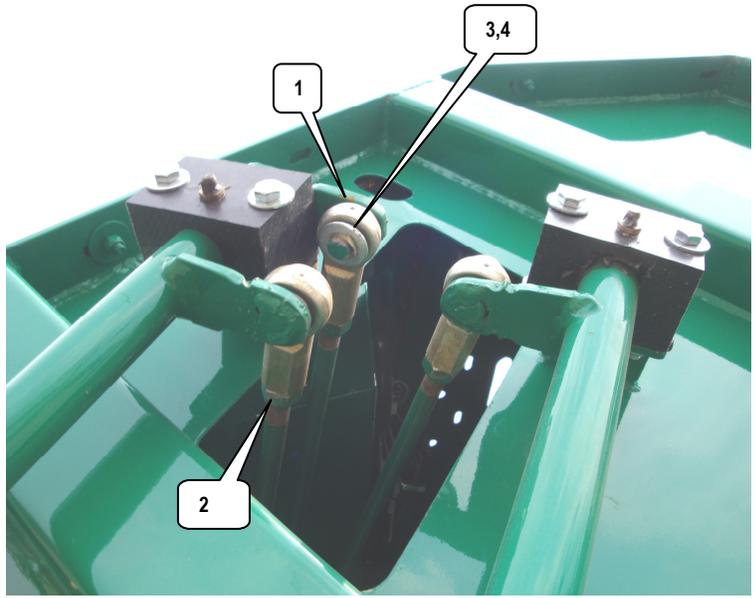
GATE RAISE/LOWER CYLINDERS w/ Pinnings & Plumbings

NO	Q	DESCRIPTION	PART NO
1	2	Hydraulic Cylinder- MOD400 Gate Hoist	9937046
2	-	Seal Kit for MOD400 Gate Hoist Cylinder	8800454
3	2	Pin Assembly – Base end	0101029
4	2	Flatwasher 1½" SAE	9950114
5	2	Cotter Pin ¼" x 3"	9950210
6	2	Pin Assembly – Rod end	0101030
7	2	Flatwasher 1½" SAE	9950114
8	2	Cotter Pin ¼" x 3"	9950210
9	2	Tailgate Hinge Pin Assembly	0101028
10	-	Tailgate Hinge (Donut) Shim ¼" thk	0060277
		3/8" thk version	0060262
		1/2" thk version	0060263
11	2	Flatwasher 1½" SAE	9950114
12	2	Cotter Pin 5/16" x 4"	9950213
13	2	Tailgate Lift Cylinder Hose	9934121



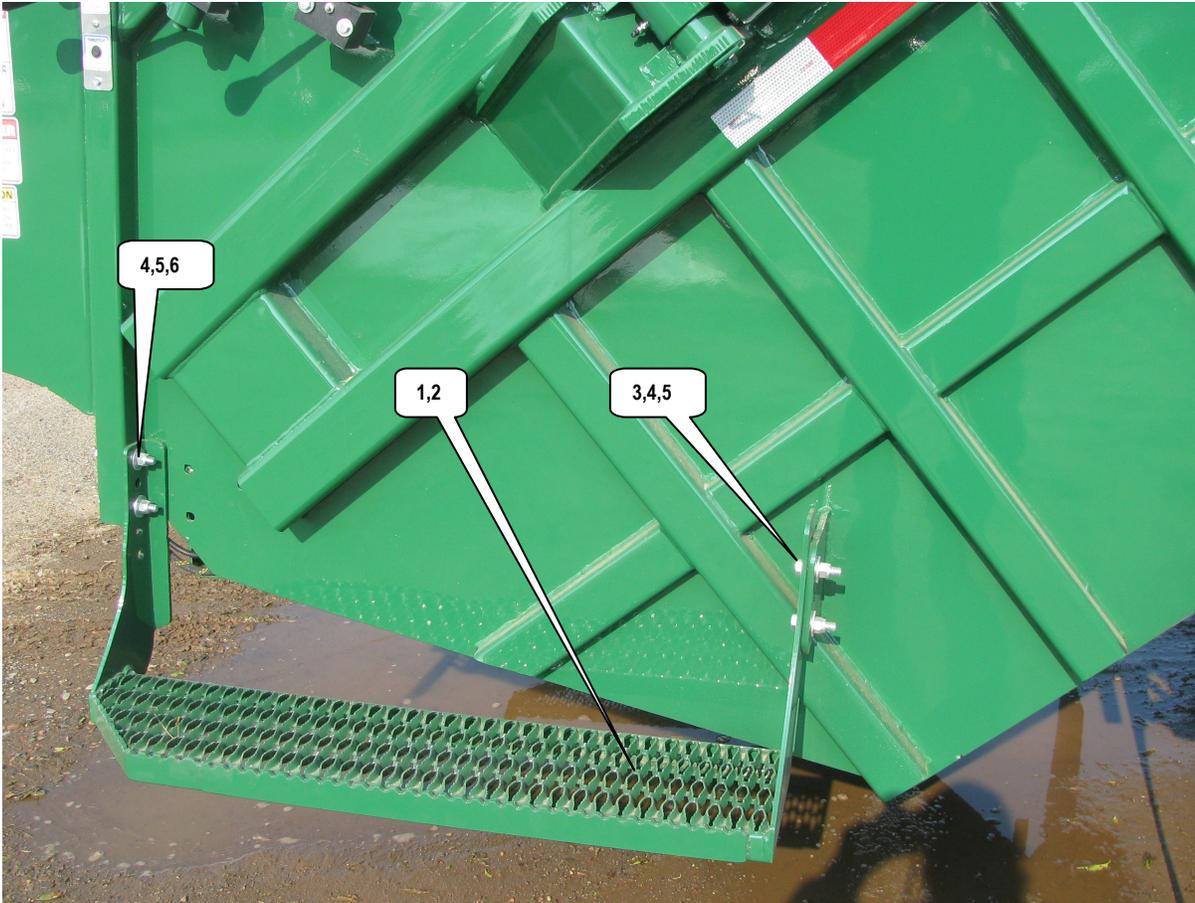
GATE SIDE CONTROLS

NO	Q	DESCRIPTION	PART NO
1	2	1/2" Spherical Rod End	9960331
2	2	1/2" UNF Hex Nut	9950017
3	2	1/2" SAE Flatwasher	9950105
4	2	5/8" Zinc "C" Clip	9960333
5	2	Tapered Control Knob	9960221
6	1	Orange Handle Sleeve (Slide Blade)	9960223
7	1	Yellow Handle Sleeve (Sweep Blade)	9960222
8	1	Control Tube Weldment (Visible)	0101431
9	1	Control Shaft Weldment (Hidden in tube)	0101430
10	1	Control Lever Weldment 3/4" Bore (shaft)	0101421
11	1	Control Lever Weldment 1 1/8" Bore (tube)	0101239
12	1	Control Block	0101160
13	1	Grease Zerk (1/4" npt...summer 2015)	9950288
14	1	Control Block Shim (if needed)	0021546
15	2	5/16" X 3" UNC Capscrew	9950560
16	4	5/16" SAE Flatwasher	9950102
17	2	5/16" UNC Lockwasher	9950026
18	2	1/2" x 1 1/2" Clevis Pin (STAINLESS STEEL)	9950260
19	2	1/8" x 1" Cotter Pin	9950201
20	2	1/2" SAE Flatwasher	9950105
21	1	Push / Pull Rod Weldment – Slide (with trigger)	0101397
22	1	Push / Pull Rod Weldment – Sweep (no trigger)	0101392



GATESIDE STEP

NO	Q	DESCRIPTION	PART NO
1	1	Riding Step Weld assembly – LH (Driver's side)	0101335
2	1	Riding Step Weld assembly – RH (Passenger's side)	0101334
3	4	1/2" X 1 1/2" UNC Capscrew	9950702
4	8	1/2" SAE Flatwasher	9950105
5	4	1/2" UNC Locknut	9950029
6	4	1/2" X 4 1/2" UNC Capscrew	9950714

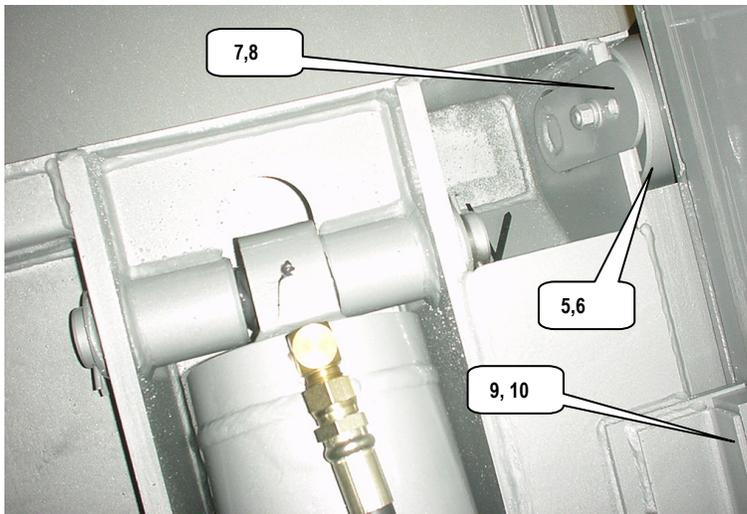
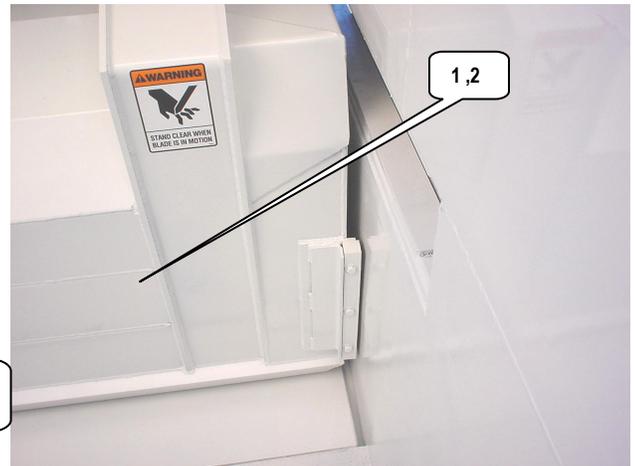
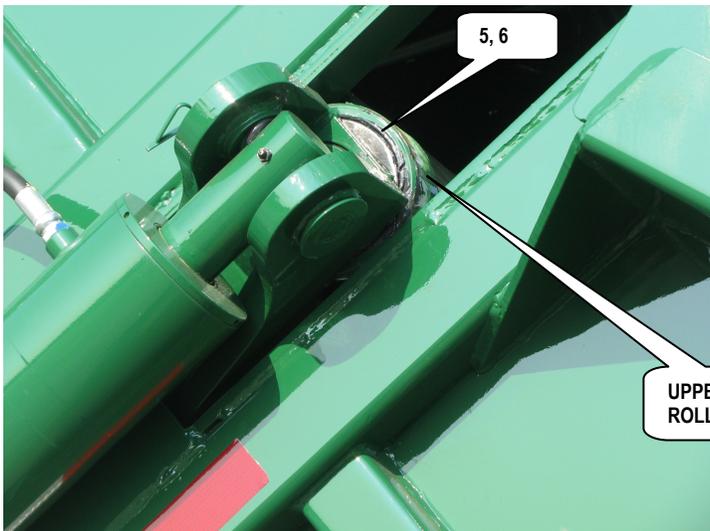
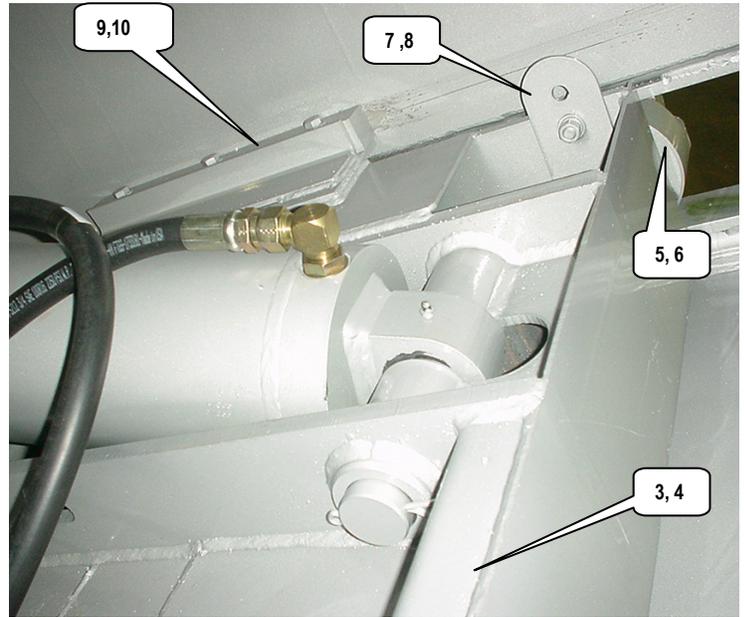


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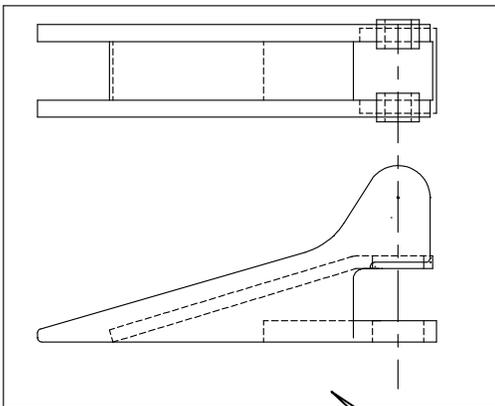
SLIDER (CARRIAGE) & SWEEP ...UPPER Rollers, Axles & Guides....

NO	Q	DESCRIPTION	PART NO
1	1	Sweep Blade Weld Assy- STANDARD M4	0102020
2	-	Sweep Blade Weld Assy- DEMOLITION (DMLSH)	0120202
3	1	Slider Blade Weld Assy- STANDARD M4	0102065
4	-	Slider Blade Weld Assy- DMLSH version but ... DMLSH's Slider Weld has Face Liner 0030649 <1 req> Welded-On... for thickness "doubler"	0102065
5	2	Upper Roller Assy (includes Alum Brnze bushing)	0102042
6	2	Alum Brnze Bushing ONLY (for UPPER roller <u>only</u>)	9960082
7	1	Axle Pin Weld Assy - LH (for "upper roller")	0102041
8	1	Axle Pin Weld Assy- RH (for "upper roller")	0102040
9	2	Guide Blocks SubAssy <i>The subweld <u>with</u> the POLYMER wear block</i>	0102010
10	2	Polymer Wear Block only	2600017

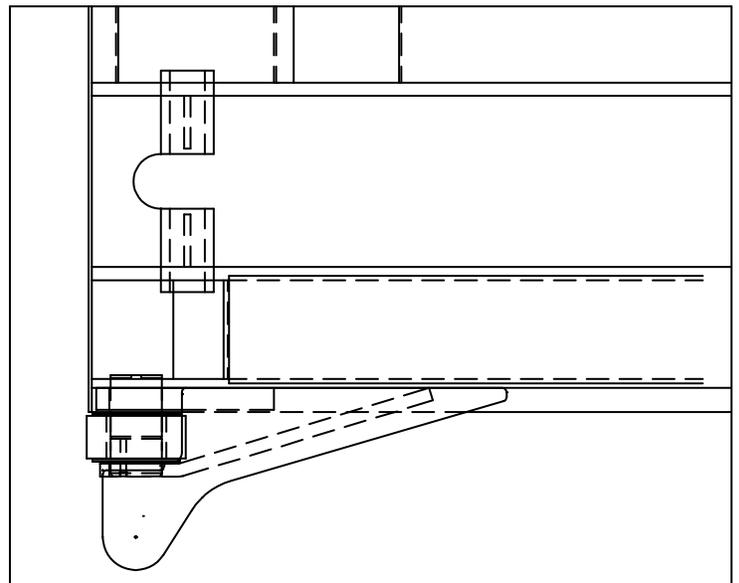
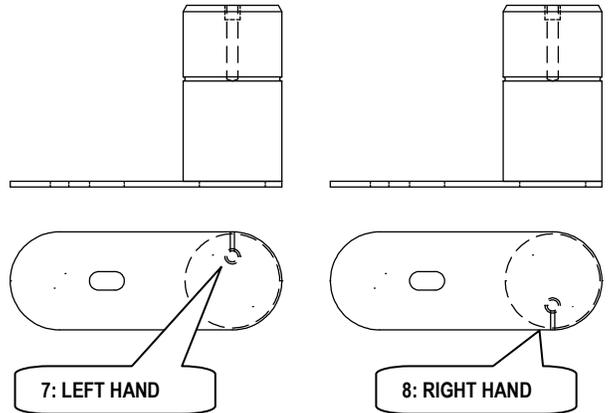
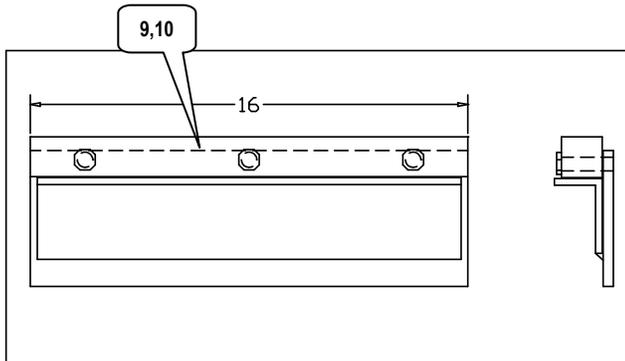
NOTE: Rollers are "SAME" for both M4 "STANDARD" and "DMLSH"



SLIDER (CARRIAGE) & SWEEP...UPPER Rollers, Axles, & Guides

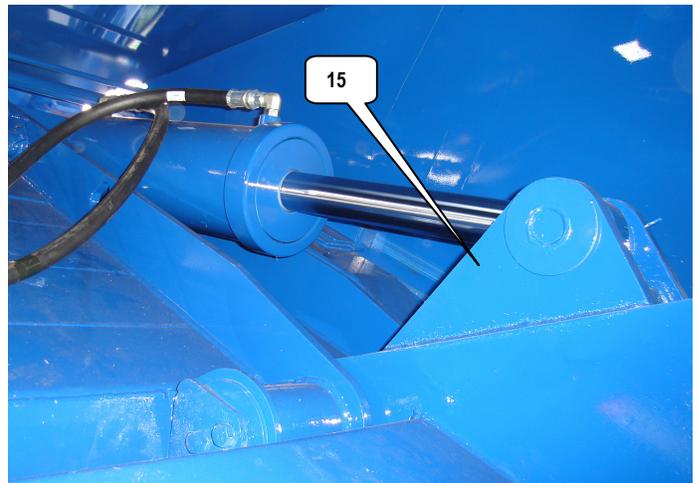
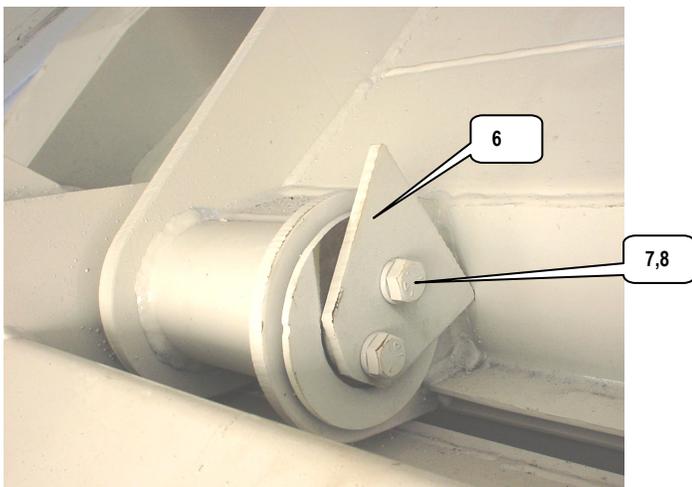
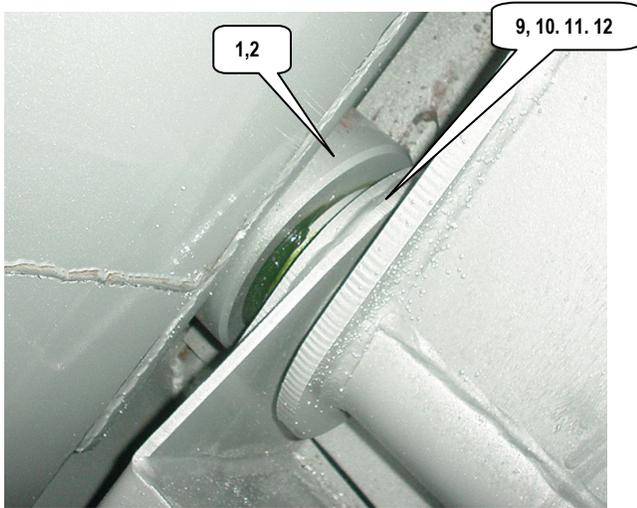
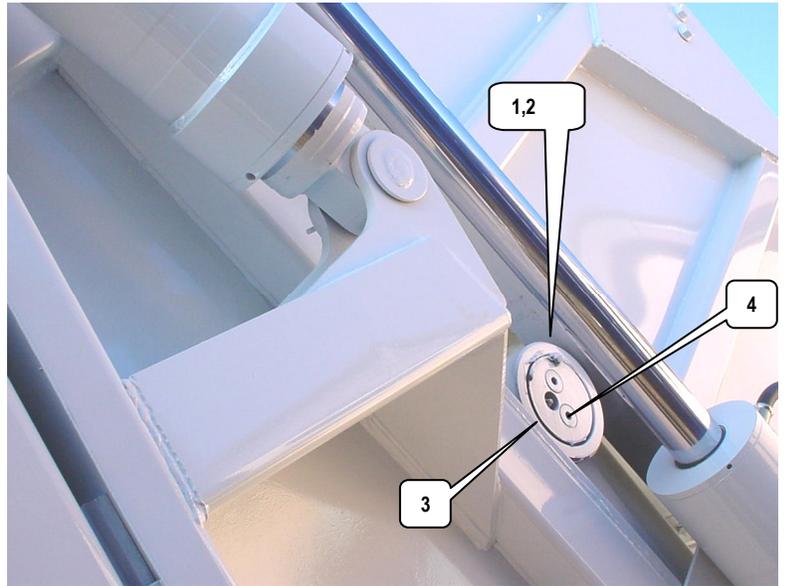


**0102064...PACK
CYLINDER SUB-
WELD ASSY**

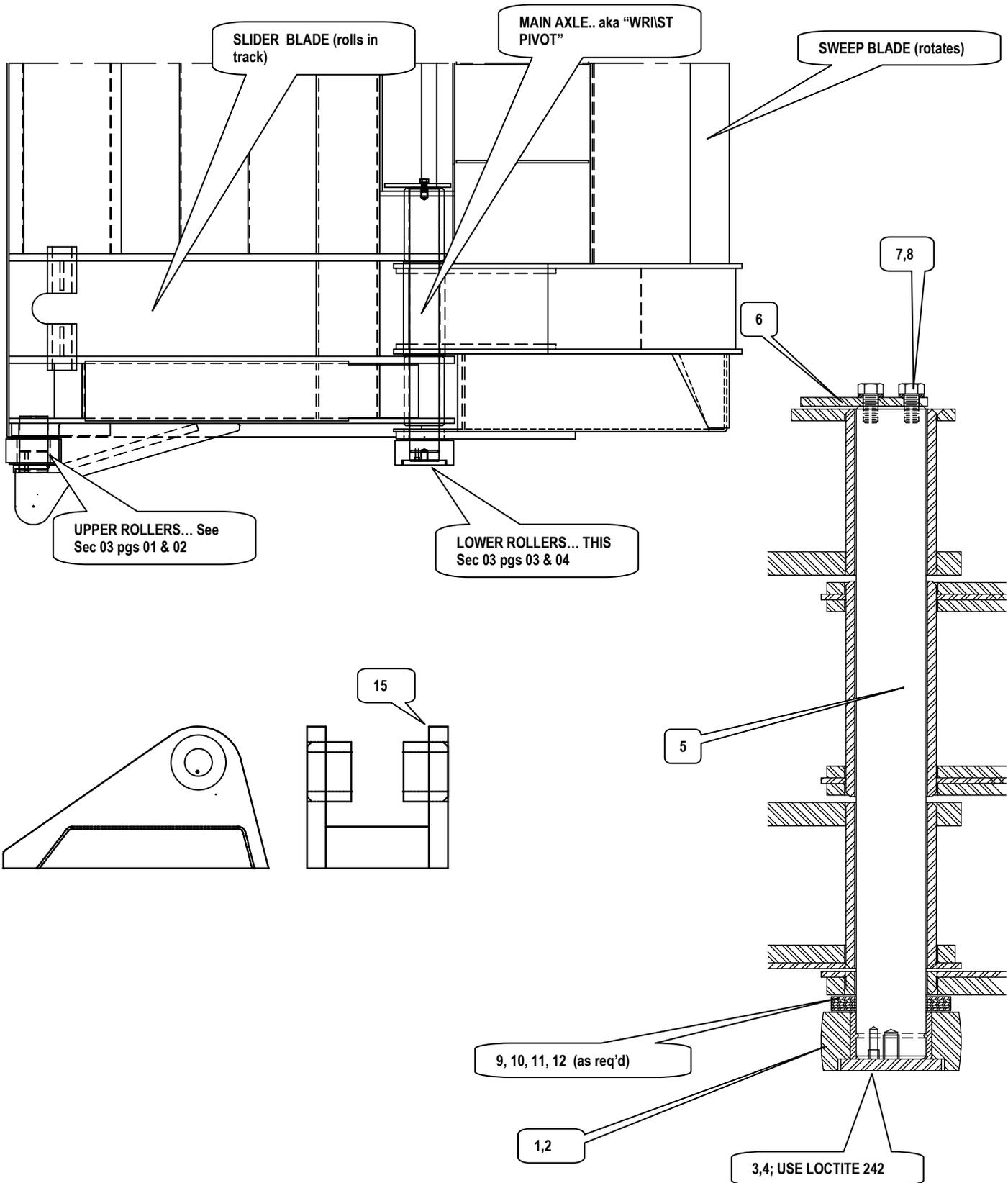


SLIDER AND SWEEP...LOWER Rollers, Axles & Guides

NO	Q	DESCRIPTION	PART NO
1	2	Lower Roller Assy (includes Alum Brnze bush)	0102043
2	2	Alum Brnze Bushing ONLY (for lower roller only)	9960083
3	2	Roller Retainer (lower roller only)	0080030
4	4	Flathead Screw- 5/8 UNF x 1 1/4" lg	9950752
5	2	Shaft- Main Wrist Axle	0080031
6	2	Fixed Retainer (for Main Wrist Axle)	0030220
7	4	CapScrew- 5/8 UNF x 1 1/4" lg	9950752
8	4	Lock Washer- 5/8	9950150
9	a/r	Thrust Donut Shim- 3/32" THK	0020316
10	a/r	Thrust Donut Shim- 3/16" THK	0021622
11	a/r	Thrust Donut Shim- 1/4" THK	0021623
12	a/r	Thrust Donut Shim- 3/8" THK	0021624
13	2	Guide Blocks SubAssy	0102010
		<i>The subweld with the POLYMER wear block</i>	
14	2	Polymer Wear Block only	2600017
15	2	Anchor Plate SubWeld Assy (sweep's rod-side)	0102027

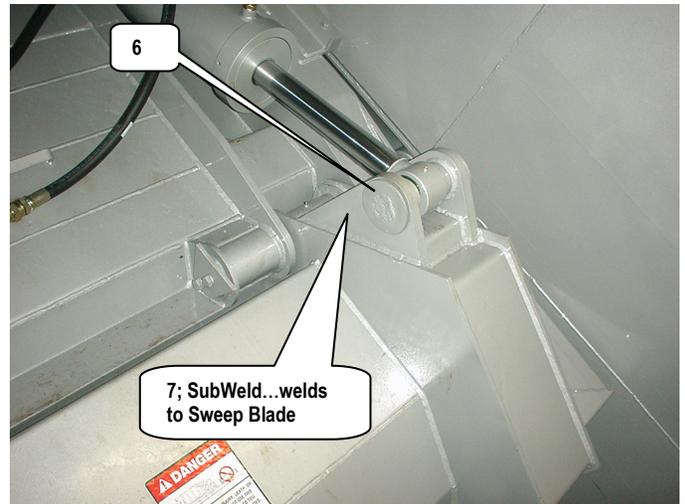
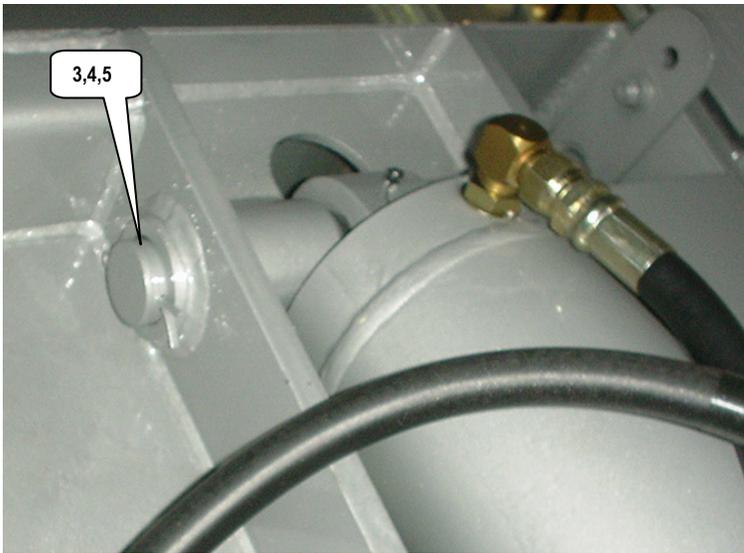
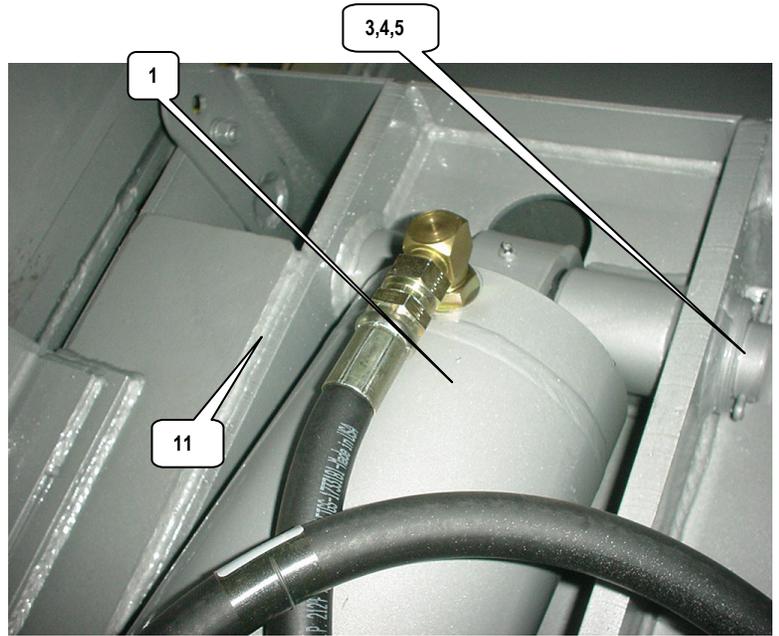


SLIDER AND SWEEP...Lower Rollers, Axles & Guides



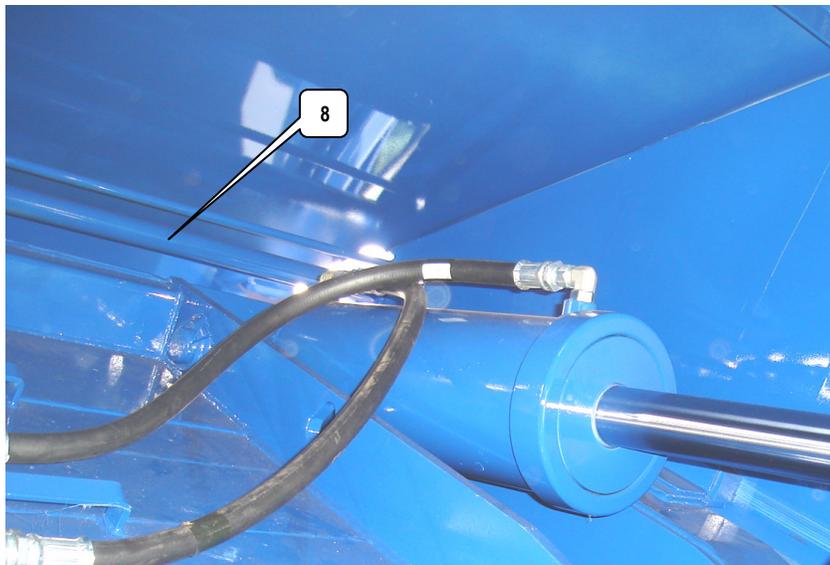
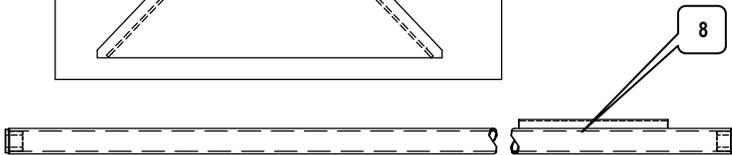
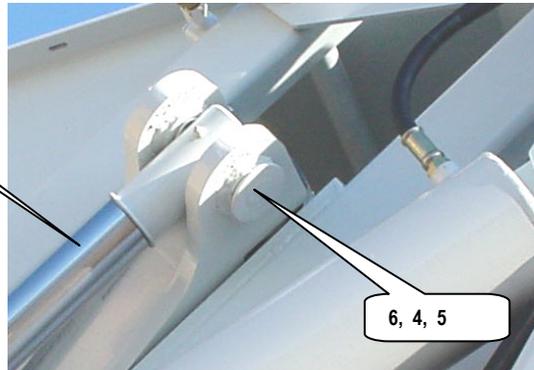
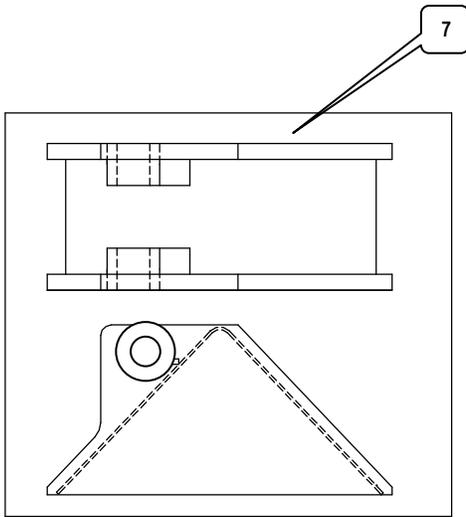
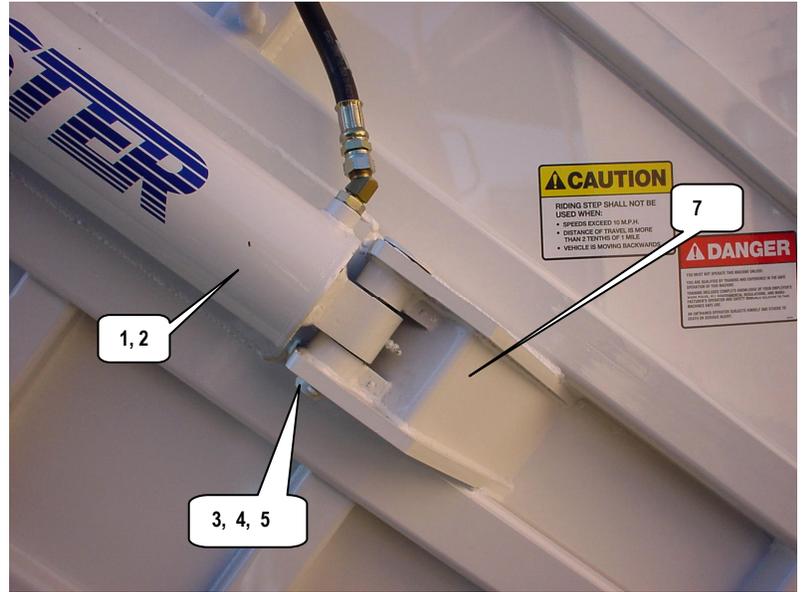
SWEEP CYLINDERS AND PINNINGS

NO	Q	DESCRIPTION	PART NO
1	2	Sweep Cylinder	9937005
2	-	Seal Kit (for Cyl 9937005)	8800454
3	2	Pin- Sweep's Base-End	0080059
4	4	Cotter Pin- 1/4 x 3"	9950211
5	4	Flatwasher- 1 1/2'	9950114
6	2	Pin- Sweep's rod-side	0101115
7	2	Sweep Cylinder's Mount (Rod Side...weld on) <i>Sub Weld... welds to Sweep Blade</i>	0102027
8	-	-	-
9	-	-	-



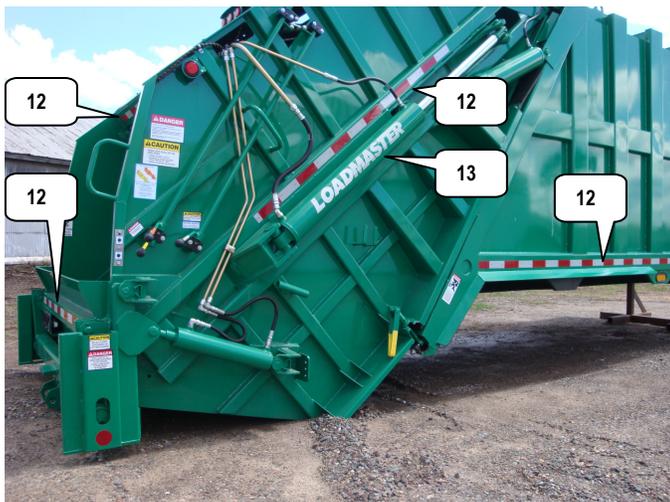
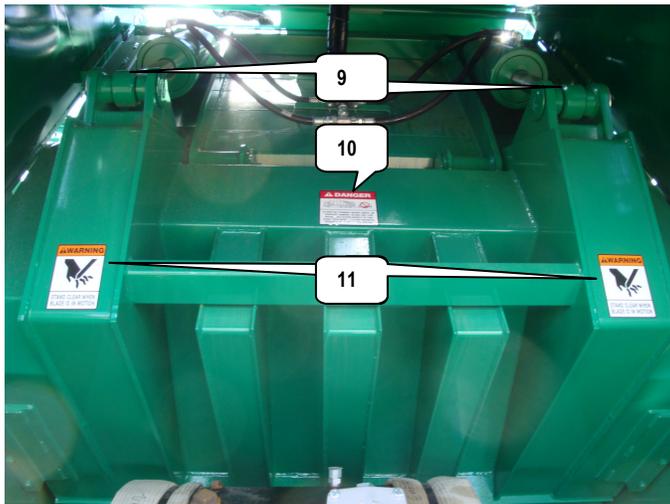
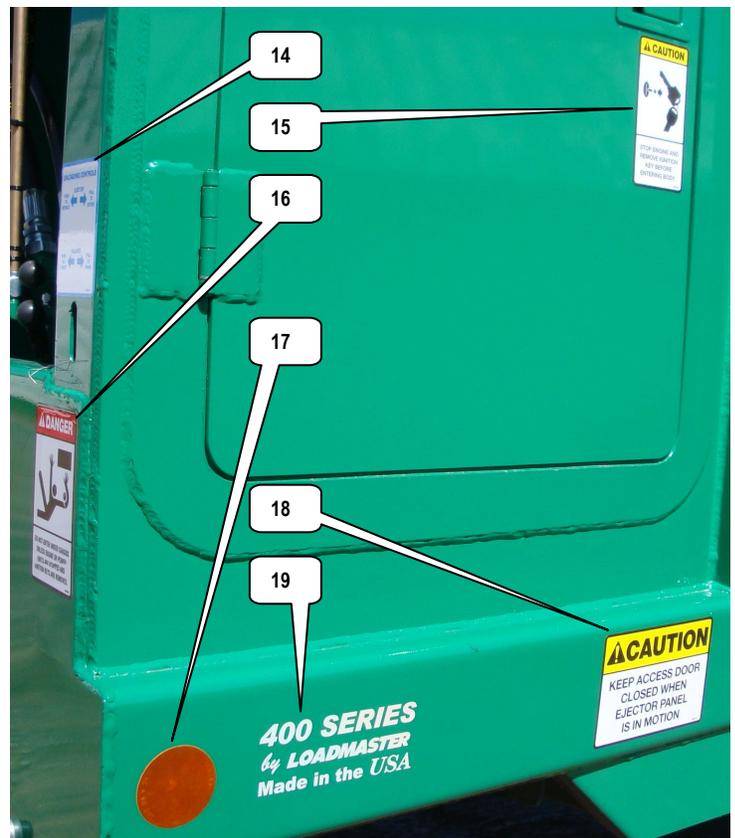
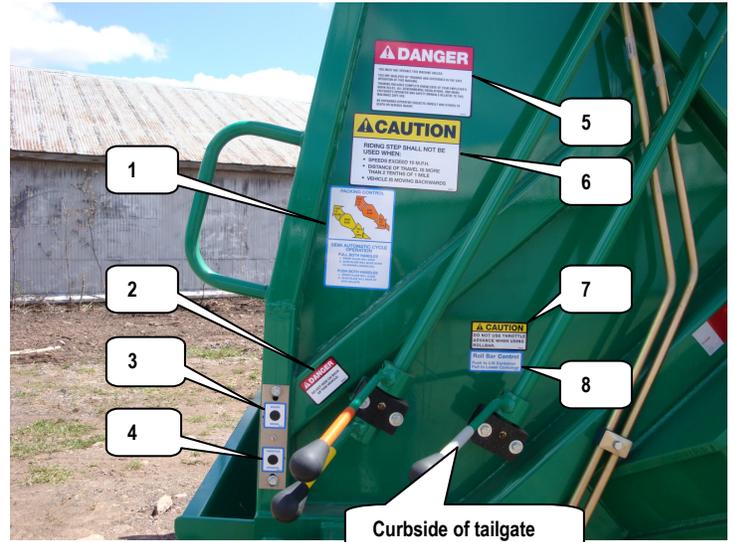
SLIDER CYLINDERS AND PINNINGS

NO	Q	DESCRIPTION	PART NO
1	2	Slider Cylinder	9937004
2	-	Seal kit for Cyl 9937004	8800456
3	2	Pin Weld Assy- slider's lower pin	0101114
4	4	Cotter Pin- 1/4" x 3'	9950211
5	4	Flat Washer- 1 1/2"	9950114
6	2	Pin Weld Assy- slider's upper pin	0101027
7	2	Pack Cylinder Mount Sub Weld Assy Subweld... welds to Gate Shell	0101059
8	1	Draft Bar Weld Assy Bolts inside gate shell ...up high	0101092
9	-		
10	-		



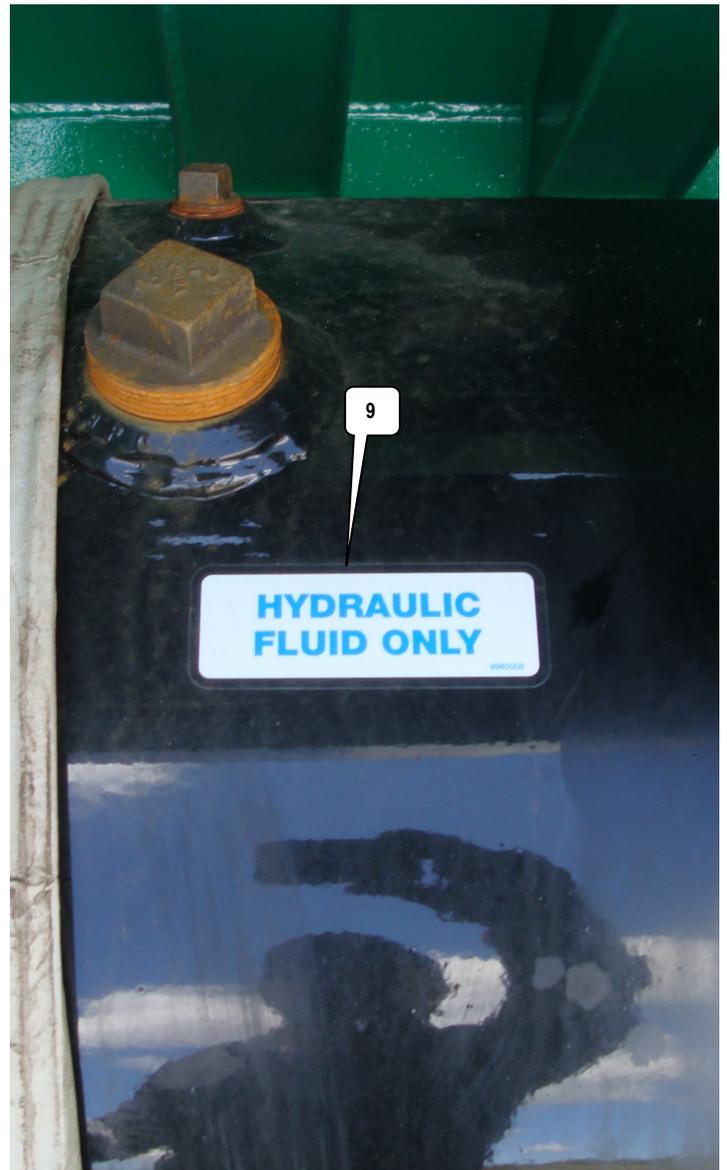
INDIVIDUAL DECALS BY "LOCATIONS"

NO	Q	DESCRIPTION	PART NO
1	1	Color code Overlay decal	9980069
2	2	DANGER... <i>Do not ride on back...</i>	9980025
3	2	Driver Signal Label	9980007
4	3	Throttle Advance Label	9980009
5	2	DANGER... <i>You must not operate...</i>	9980020
6	2	CAUTION... <i>Riding step...</i> (Large version)	9980024
7	1	CAUTION... <i>Do not use throttle adv. W/rollbar...</i>	xxxxxxx
8	1	Rollbar Control Label	xxxxxxx
9	2	Grease Left and Right Weekly	9980070
10	1	DANGER... <i>to prevent possible...</i>	9980015
11	2	DANGER... <i>Stand clear when...</i>	9980018
12	-	Conspicuity Taping (52' total in 6 locations)	9980058
13	3	Logo Decal (36") - White Conspicuity/Reflective - Blue Conspicuity/ Reflective <i>1 on each slide cyl. 1 on front of body</i>	9980054 9980055
14	1	UNLOADING CONTROLS instructional	9980023
15	1	CAUTION... <i>stop engine...</i>	9980021
16	2	DANGER... <i>do not enter...</i>	9980016
17	2	3" Reflective Circle – Amber	9910300
18	1	CAUTION... <i>keep access door...</i>	9980019
19	2	"400 Series" Script Logo	--



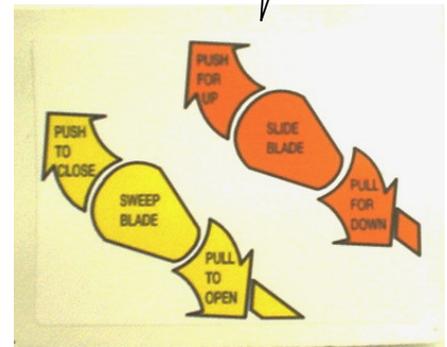
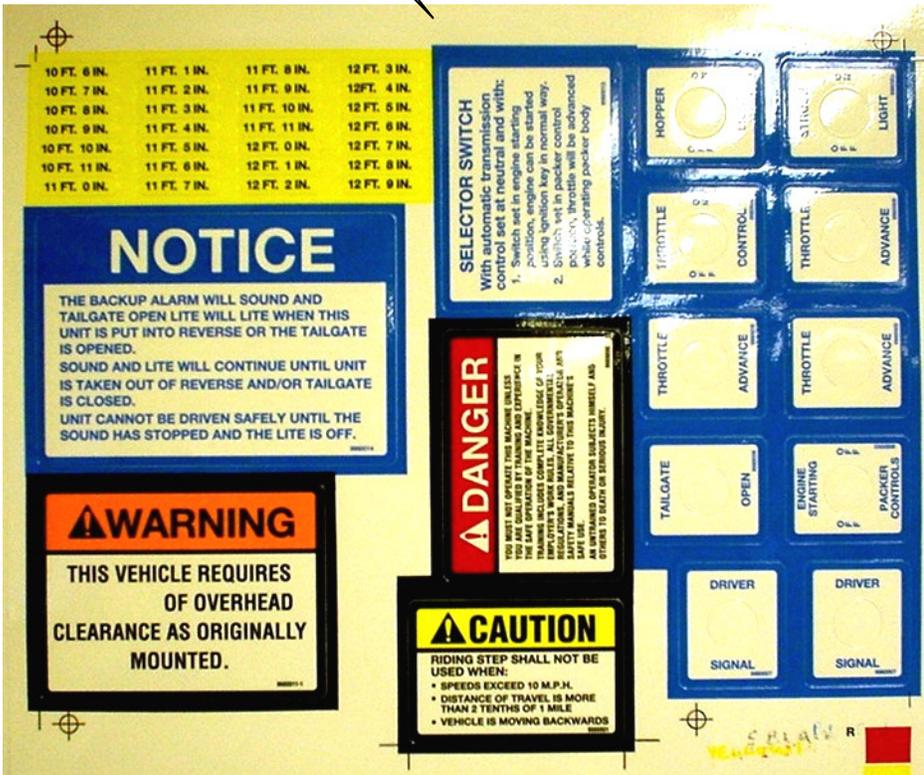
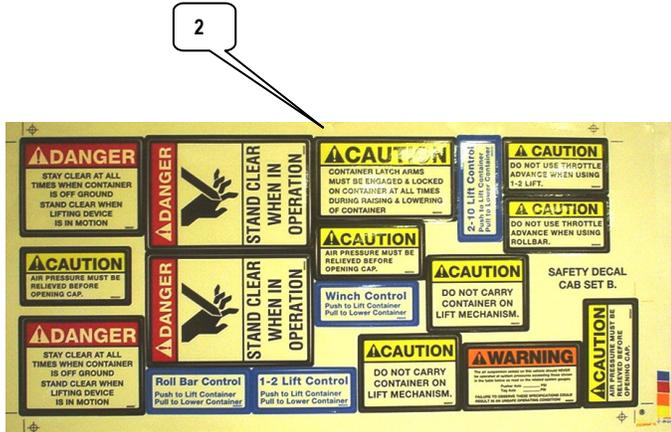
INDIVIDUAL DECALS BY "LOCATIONS" (CONT'D)

NO	Q	DESCRIPTION	PART NO
1	1	NOTICE. the backup alarm...	9980014
2	1	WARNING...this vehicle requires...	9980011
3	1	DANGER...You must not operate...	9980000
4	1	CAUTION...riding step... (in-cab "small")	9980001
5	2	DANGER... you must not operate	9980020
6	2	CAUTION...riding step shall...	9980024
7	2	DANGER...do not ride on back...	9980025
8	2	DRIVER SIGNAL Label	9980007
9	1	HYDRAULIC FLUID ONLY Label	9980008



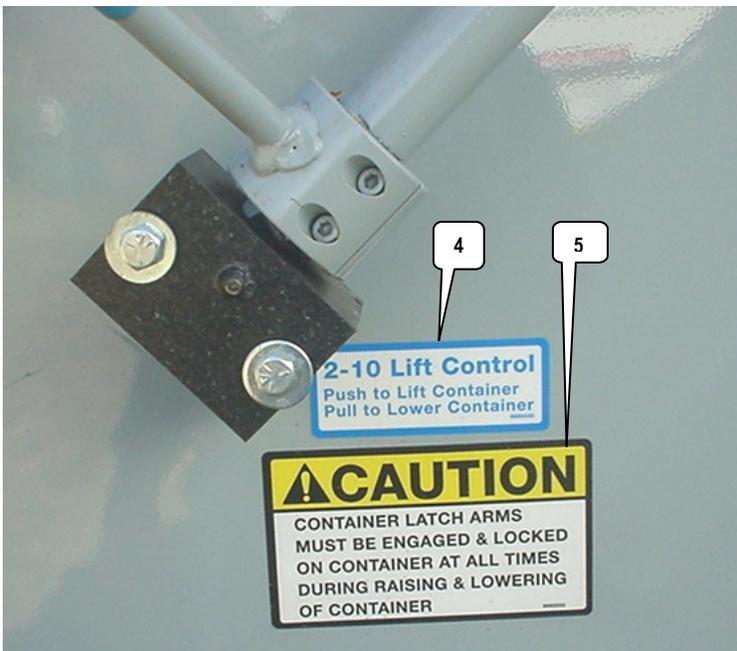
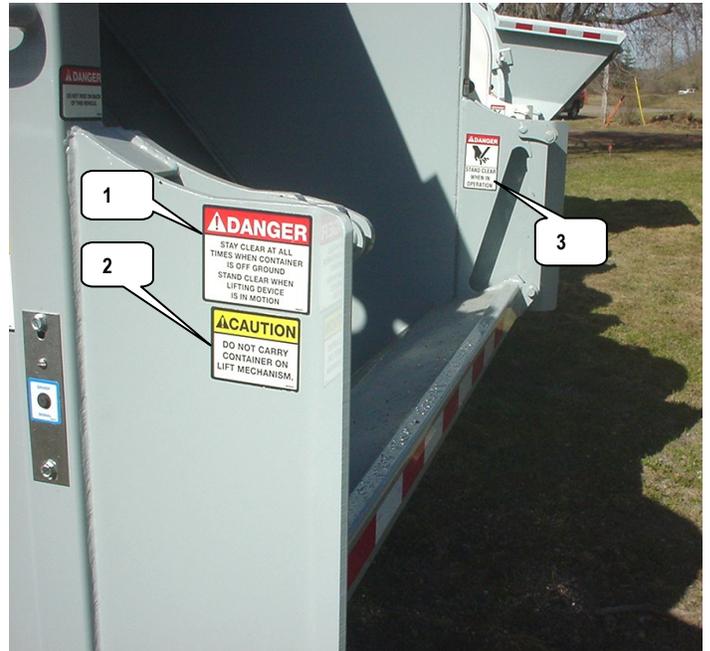
DECAL "SHEETS"...AVAILABLE "groups" on a backing sheet

NO	Q	DESCRIPTION	PART NO
1	1	Body Decal Sheet	9980038
2	1	Options Decal Sheet	9980037
3	1	Cab Decal Sheet	9980036
4	1	Knob Overlay Decal	9980069
5	2	Grease Weekly Decal	9980070



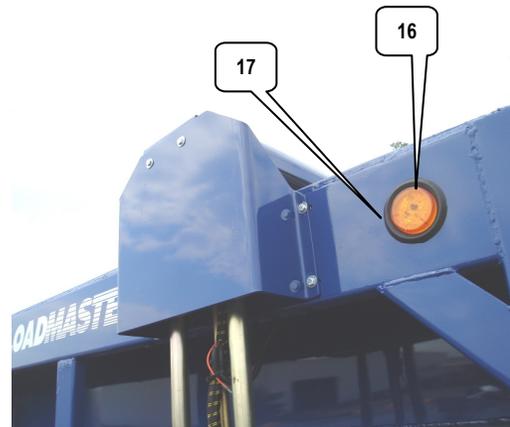
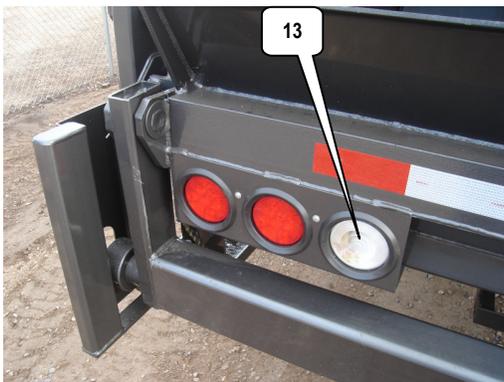
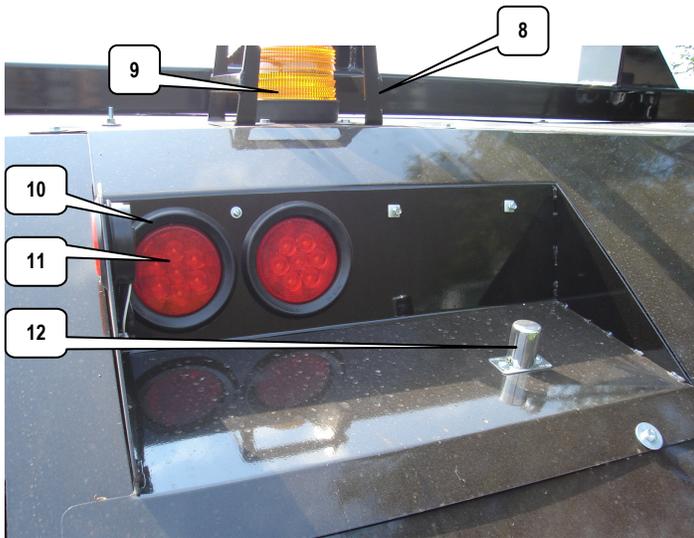
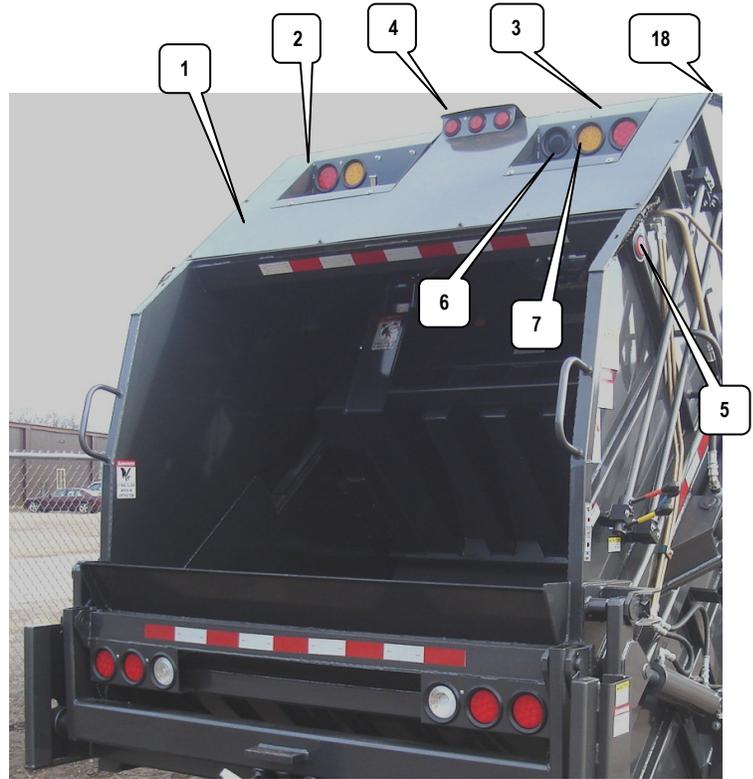
COMMON OPTION DECALS...MAINLY "Container Handling"
 Images show "Excel" model, but 400 Series is the same

NO	Q	DESCRIPTION	PART NO
1	2	DANGER...stay clear at...	9980027
2	2	CAUTION...do not carry...	9980028
3	2	DANGER...stay clear...	9980026
4	1	"2-10" Knobbed lever label	9980030
5	1	CAUTION...container latch arms...	9980033
6	-	CT (Cart Tipper) decals Contact "Tipper Company" with your tipper "model no." For CT fresh Decal replacements	not L/M



STREET LIGHTINGS

NO	Q	DESCRIPTION	PART NO
1	1	Lower Cover Sheet	0021257
2	1	Light Pod L/H	0120292
3	1	Light Pod R/H	0120291
4	1	MOD400 Triple Light Weld Assy	0101415
5	5	2 1/2" Red LED Marker Light	9910224
6	1	Backup Alarm	9910168
7	-	(OPTION) 4" Round Amber Strobe (SAE1)	9910250
	-	(OPTION) 4" Round Amber Strobe (SAE4)	9910251
<p>Mounting one "250" and one "251" creates alternating Flashing "Pair". (These 4" Round Strobe Pairs do not Need separate flasher module.</p>			
8	1	(OPTION) Strobe Cage Weldment (Weldment only)	0120215
9	1	(OPTION) Strobe Light (Beacon Style)	9910044
10	-	4" Grommet	9910216
11	8	4" Round Red LED	9910226
12	1	License Plate Light	9910049
13	2	4" Backup Light – Incandescent (Standard)	9910213
	2	LED (Option)	9910277
14	2	Oval Amber Side Marker (w/ Turn Signal)	9910227
15	2	Oval Grommet	9910215
16	2	2 1/2" Amber LED	9910225
17	2	2 1/2" Grommet	9910217
18	1	Upper Rain Cover Sheet	0020679



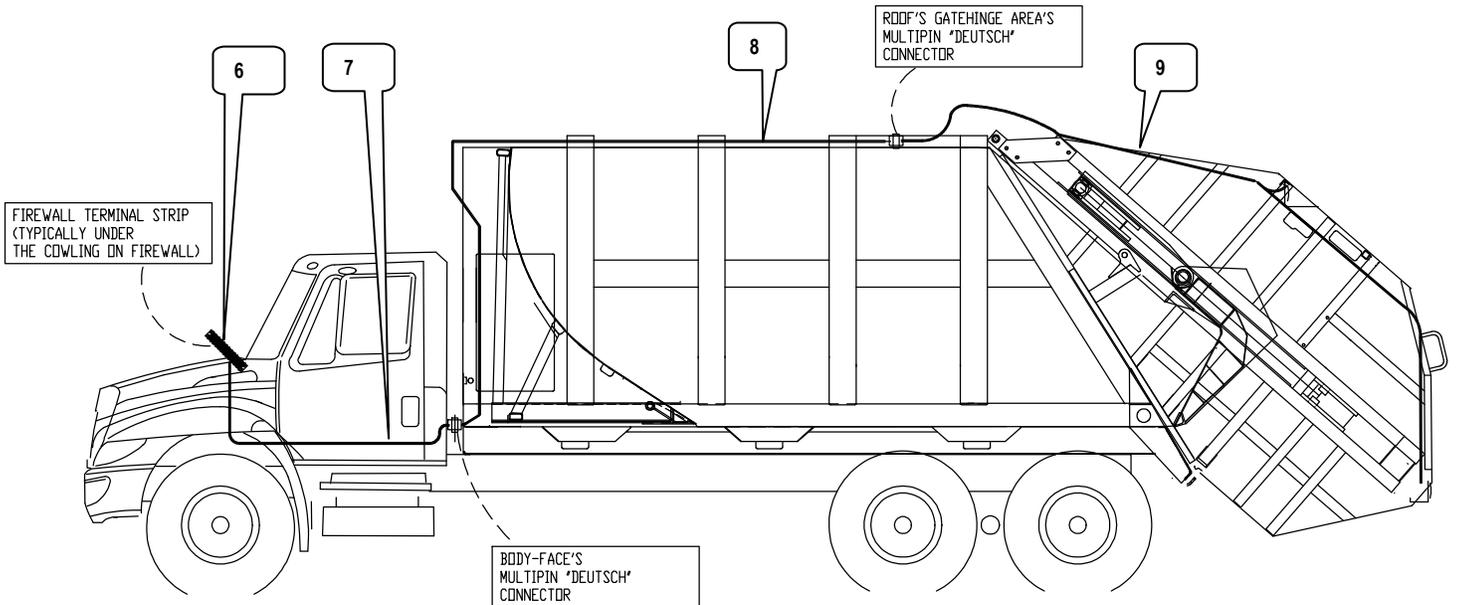
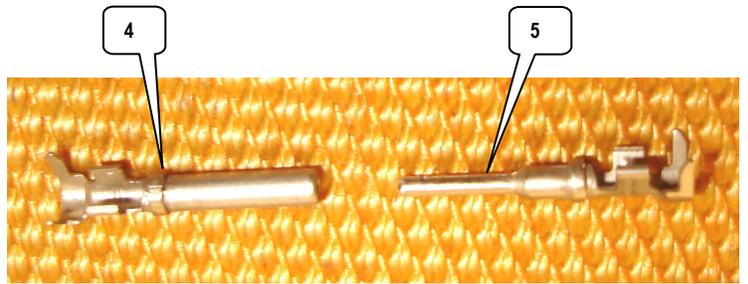
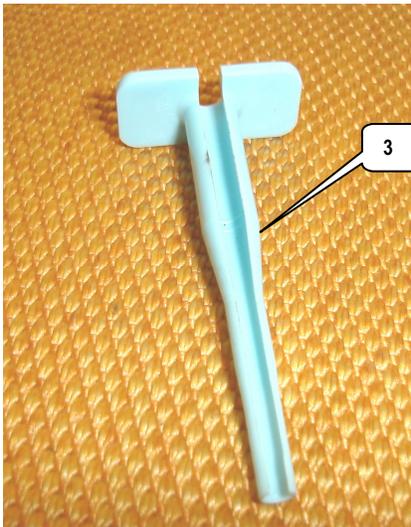
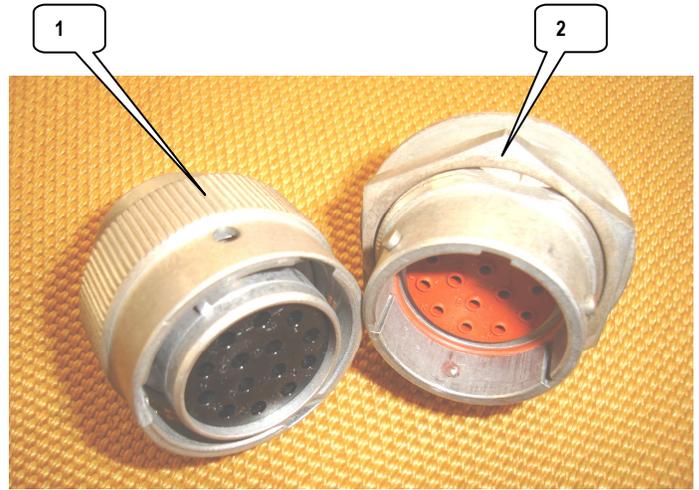
STREET LIGHTINGS & SHEET METALS

NO	Q	DESCRIPTION	PART NO
1	-	--	-

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ELECTRICAL "HARNESING" BY GEOGRAPHY

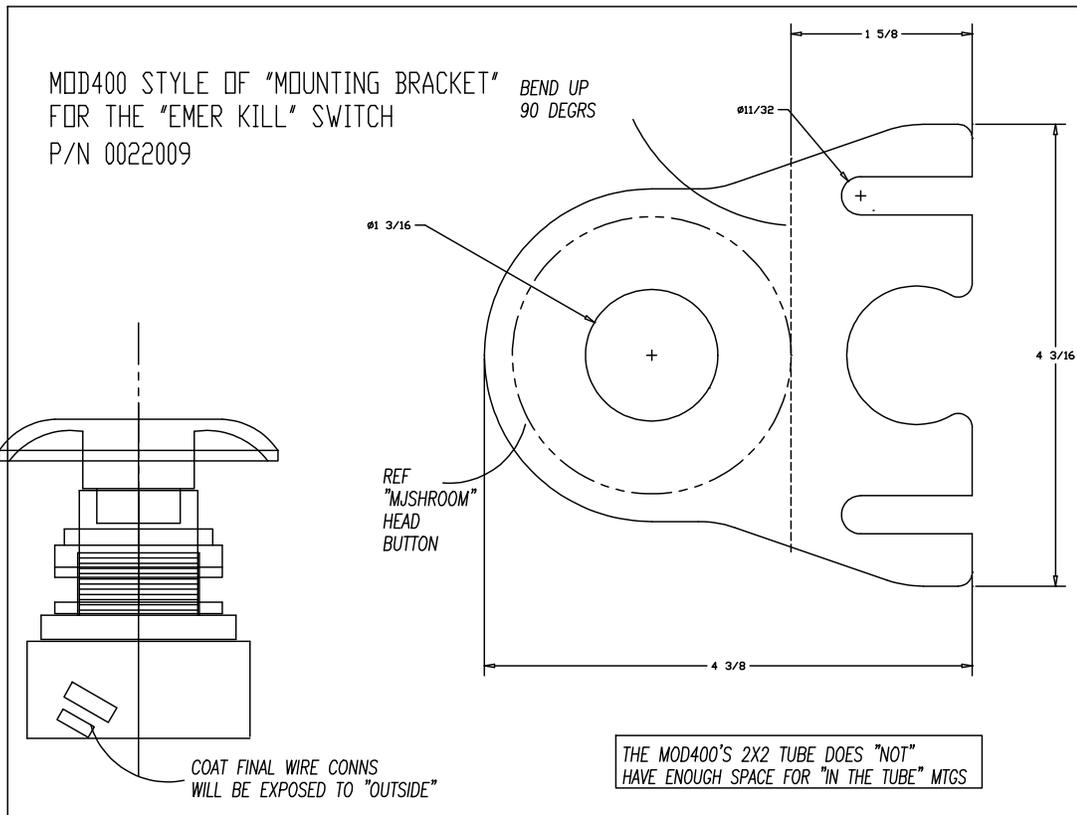
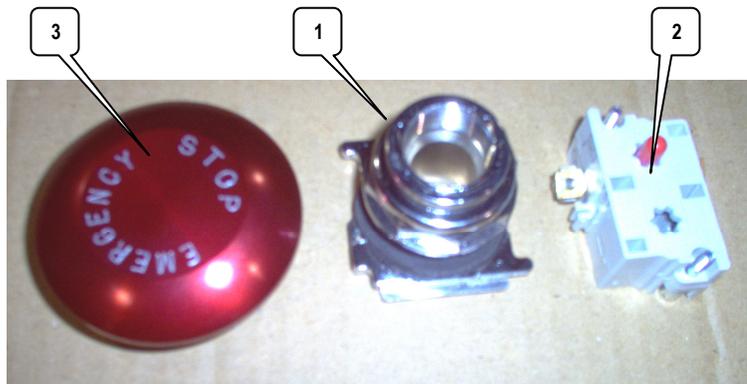
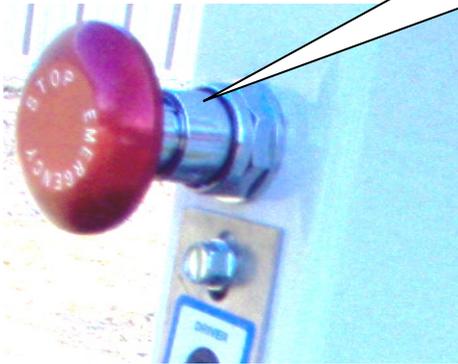
NO	Q	DESCRIPTION	PART NO
1	-	Deutsch Male "Halve" of Conn <i>The halve with the knurled sleeve outside</i>	8800104
2	-	Deutsch Female "Halve" of Conn <i>The halve with the bulkhead Nut & spring washer</i>	8800103
3	-	Extractor Tool (for wires w/ #8 or #9)	8800105
4	-	Female Pin (inserts into item #6)	8800107
5	-	Male Pin (inserts into item #9)	8800106
6	1	TermStrip- 18 Slot "WAGO" (if req'd)	9910399
7	1	Cab Harness (newer 2012 style)	9910429
8	1	Body Harness (newwe 2013 style)	9910447
9	1	Tailgate Harness- MOD400 style ("old") <i>For MOD400....tailgate harness includes light pod wirings</i>	9910133



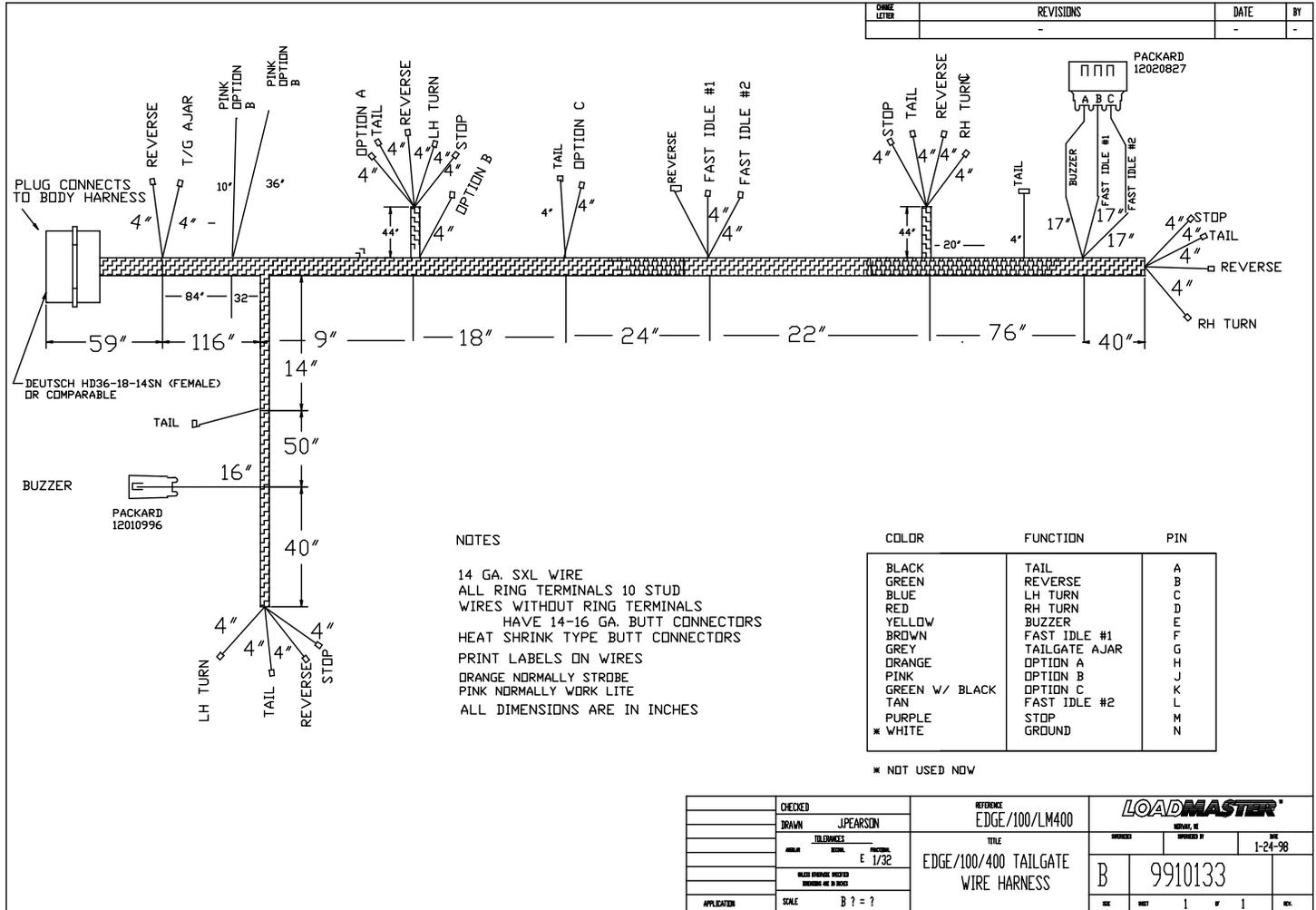
"OPTIONAL" EMERGENCY PTO KILL SWITCH

- 1 2 Emer. **STOP** Switch (Push / Pull 2 Position Operator) 9910206
- 2 2 Emer. **STOP** Switch (Contact Block) 9910207
- 3 2 Emer. **STOP** Switch (Red Jumbo Mushroom Button) 9910208

EMERGENCY STOP SWITCH / LOCATED AT REAR HOPPER SIDES (See item numbers @ right)



3-“Tailgate” Harness 9910133



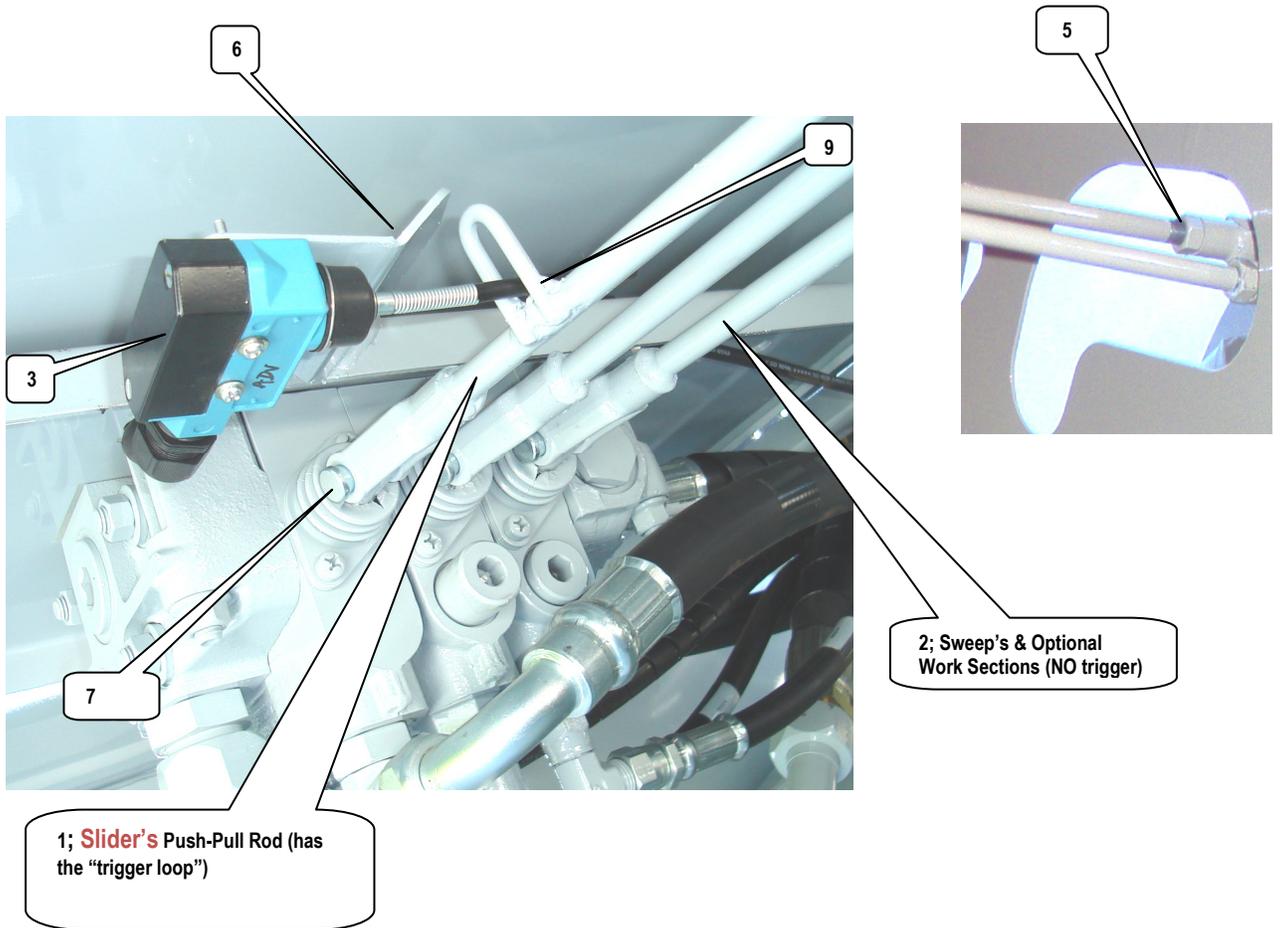
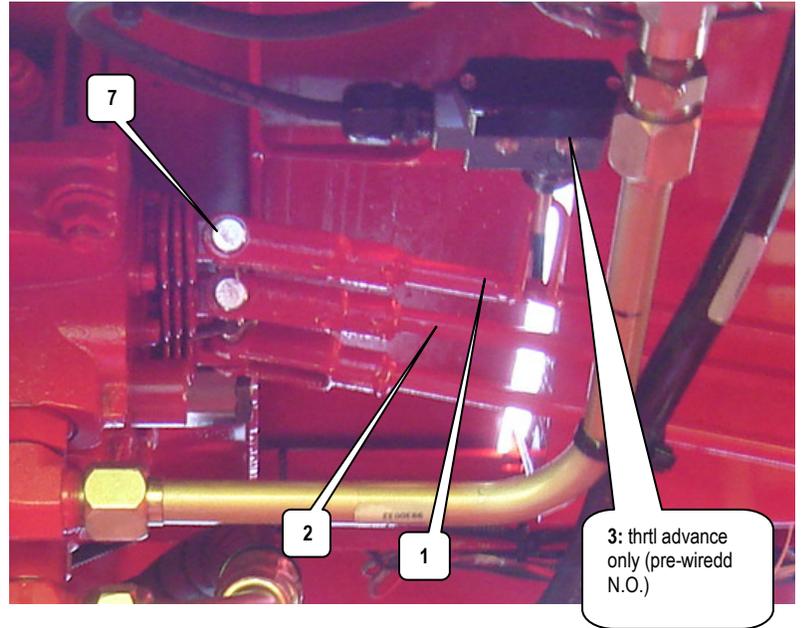
4- “Light pod” Harness (for upper light pod sub assembly)

For the MODEL 400 (only)...there is no “separate” LightPod Harness. The wires are integral To the above Tailgate Harness.

CHECKED	REFERENCE	LOADMASTER		
DRAWN J. PEARSON	EDGE/100/LM400	ISSUED BY	ISSUED IN	DATE
APPROVED E 1/32	EDGE/100/400 TAILGATE WIRE HARNESS	B	9910133	1-24-98
SCALE B ? = ?		REV	REV	REV

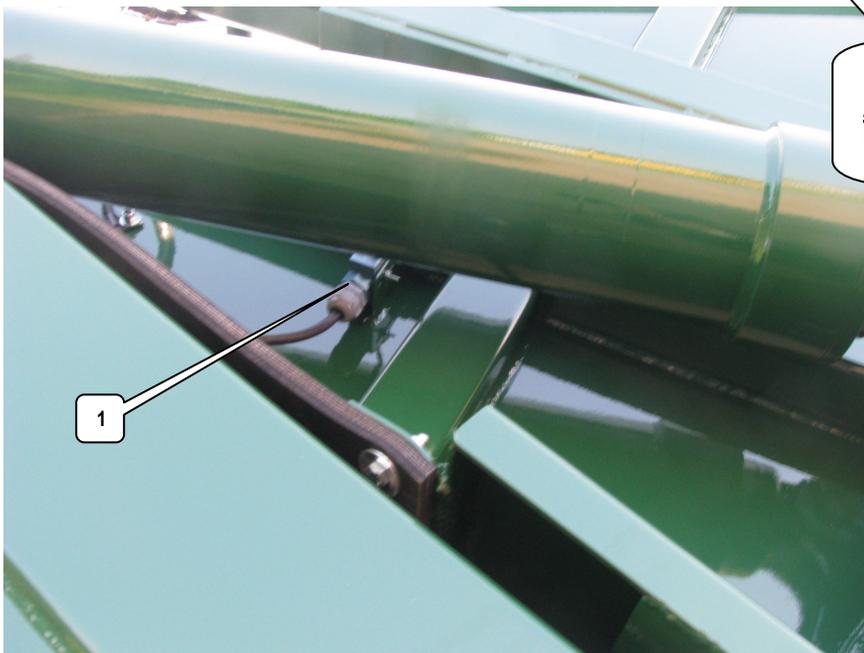
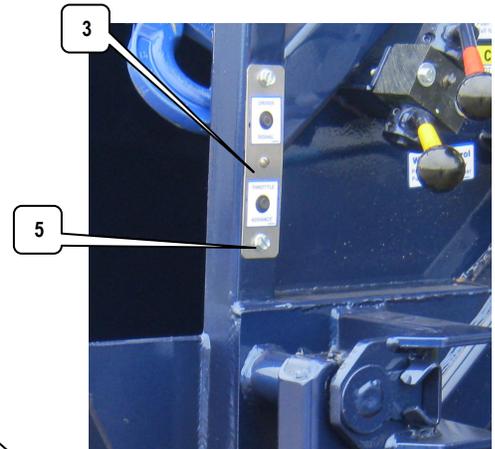
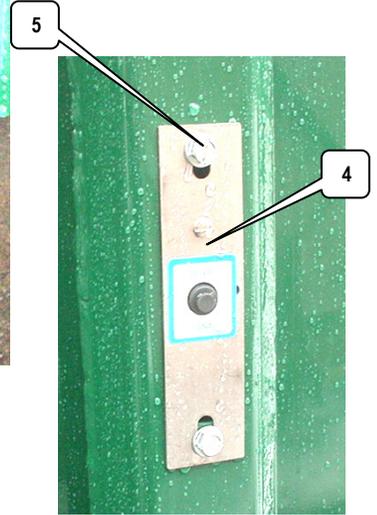
THROTTLE- ADVANCE LIMIT SWITCH W/ "Push-Pull" Rods

NO	Q	DESCRIPTION	PART NO
1	1	Control Rod with trigger (Slider's "Push-Pull" Rod) <i>Horse shoe Trigger for switch</i>	0101397
2	1	Control rod (with out switch trigger) <i>Sweep's and any OPTIONS</i>	0101392
3	1	PRE-WIRED THROTTLE ADVANCE SWITCH ASSY MOUNTING SCREWS INCLUDED Wired N.O. for the Throttle-Advance with Footage of SJOOW jacketed cable and watertight Connector at the switch body	0101193
	1	Limit Switch <i>only</i>	9910131
	1	<i>Cord-grip</i> sealing connector (at switch's body)	9910130
4	- -	-	-
5	2	.50 UNF Jam nut	9950017
6	1	Mount plate-Throttle-Adv (mod400 style)	0020771
7	3	1/2 x 1 1/2 STAINLESS STEEL Clevis pin	9950260
8	- -	-	-
9	1	Trigger Loop "only" <i>Weld-on part...the U-shaped piece</i>	0080131



GATE AJAR SWITCH & BUTTON-HEAD SWITCHES

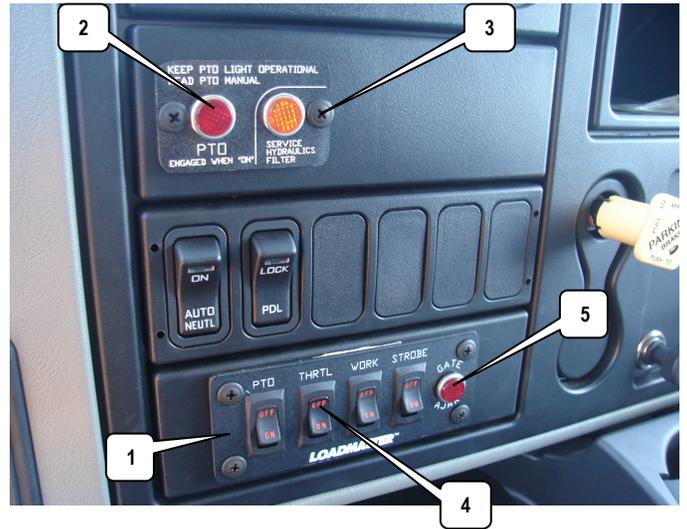
NO	Q	DESCRIPTION	PART NO
1	1	Pre-Wired GATE AJAR limit switch ASSEMBLY Includes the switch, the SJOOW cable, the cord-grip and attachment fasteners....wired N.C. for the <i>gate ajar</i> function Limit Switch Switch <i>only</i> (wobble stick) Cord Grip Only	0101192 9910131 9910130
2	1	Momentary Button Head Switch <i>Cole-Hersee ENCAPSULATED style</i>	9910345
3	1	Stainless Steel Switch Panel- Dual	9910179
4	1	Stainless Steel Switch Panel- Single	9910180
5	4	Self-Drilling/ tapping Screws- STAINLESS <i>5/16-18 x 1/2" long FASTENAL 32415</i>	----



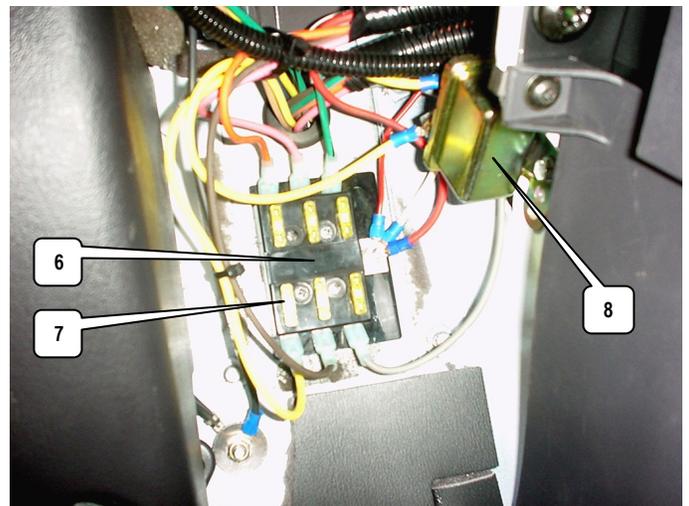
1; WIRED NC for GATE AJAR.... AND "HELD OPEN" BY THE LOWERED TAILGATE

IN CAB ELECTRICAL CONTROL PANELS

NO	Q	DESCRIPTION	PART NO
1	1	Rocker-Switch Deck Complete 4-gang of Rockers w/ ajar light on its panel Red-band will "show" when rocker is in "ON" position	9910128
2	1	Two-Light Mini-Panel <pto & service filter> Complete 2-lite on its panel IMPORTANT: Keep the PTO light in good working condition!!	9910273
3	6	Trim Screw- Black anodized "Tek's #8 x 1/2"	9950435
4	4	One Replacement Rocker Switch only 2-position on/off almost always (snap-in)	8800506
5	1	One Gate Ajar Pilot light (w/ bulb) Snap-in the hole...style of housing IMPORTANT!!! Keep Gate Ajar light in good working condition!!	9910197



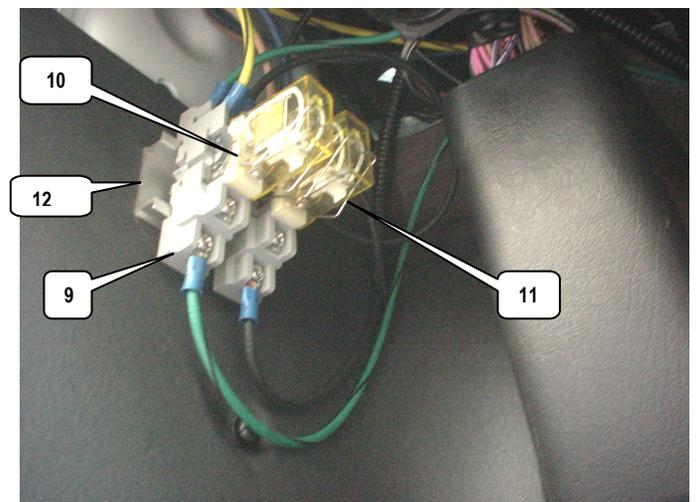
6	1	Fuse Block (just the base...no fuses) Base here fuses 6 separate circuits "Branche"	9910092
7	6	Fuse All ATC 20 amp...except PTO fuse is 7 1/2 amp!	NAPA, etal
8	1	Buzzer Old fashioned, common Cole Hersee style of Driver Signal Buzz	9910077
9	-	Relay Base (gray color: hard-wiring base) Typically two req'd...but can vary	9910185
10	-	Relay Yellow, transparent ICECUBE relay...plugs into Base above	9910184
11	2	Relay Anchoring Kit Includes 2 (per relay) stamped side clips & <u>one</u> wire holder	9910186
12	1	3" DIN Rail	9910187
13	-		



<<IMPORTANT: Always "anchor" the Plug-In Relay with anchoring kit...relay WILL NOT stay affixed to Base if not ANCHORED. It will come Loose. >>

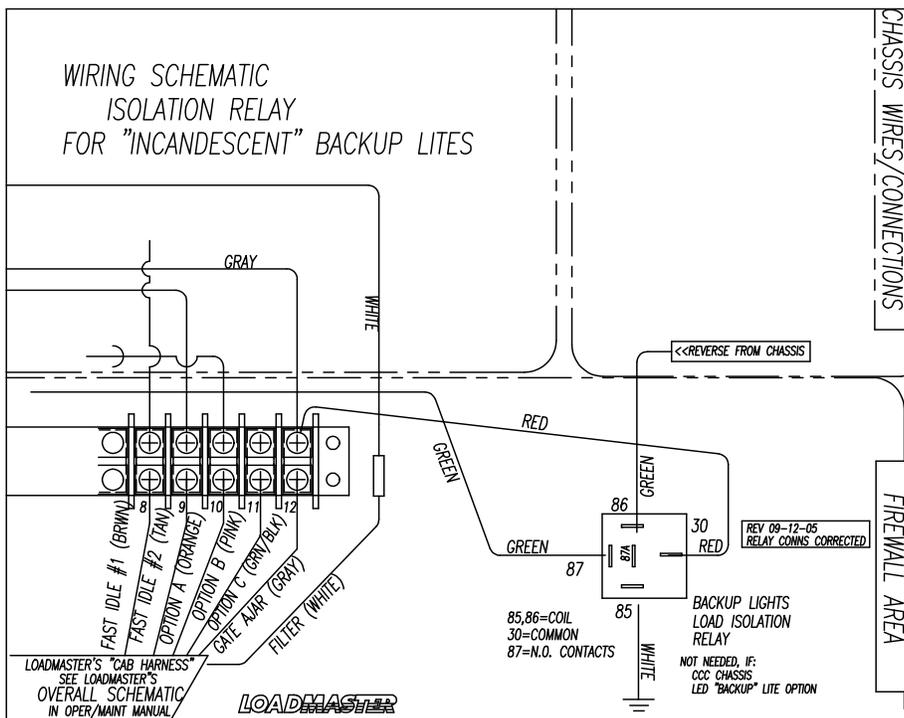
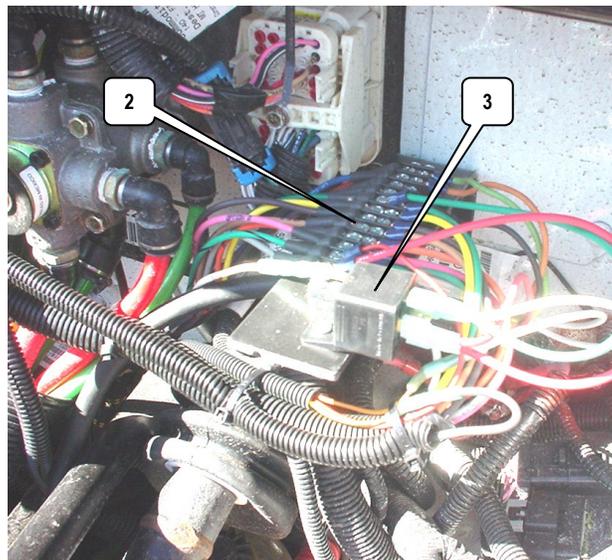
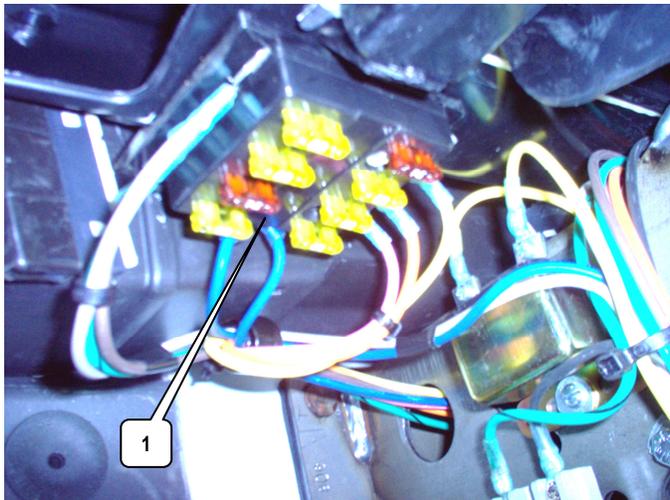
NOTE: the above LOADMASTER electrical "interface" the L/M Body To the particular Chassis....most of these stuffs tend to be located "Under Dash" on left side of Steering Wheel...BUT LOCATIONS WILL VARY WITH CHASSIS PARTICULARS...use these images to IDENTIFY the LOADMASTER Electrical stuffs when "troubleshooting" Electricals...If still can not "locate"...contact LOADMASTER 800-433-2768

Some Chassis do not need the above "interfacing" stuffs...most notably: The CCC LET's and "other" Chassis that have a Fender Mounted Body-Builder's Junction Box. Another "prime" example of the above stuffs not even existing on your unit...International's Factory 6-pack w/ Remote Power Module (aka=RPM) multi-plex "systems" do not require these stuffs.



UNDER-DASH / FIREWALL ELECTRICALS

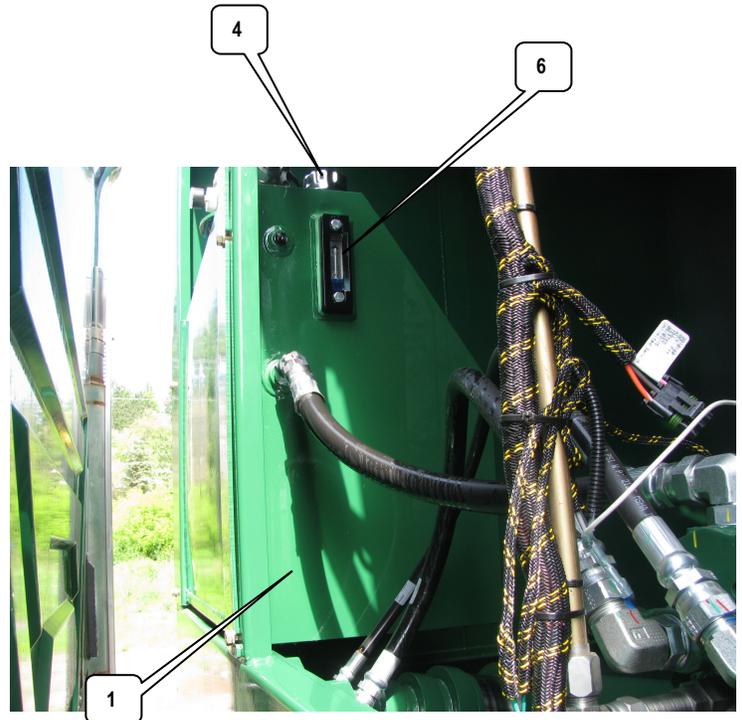
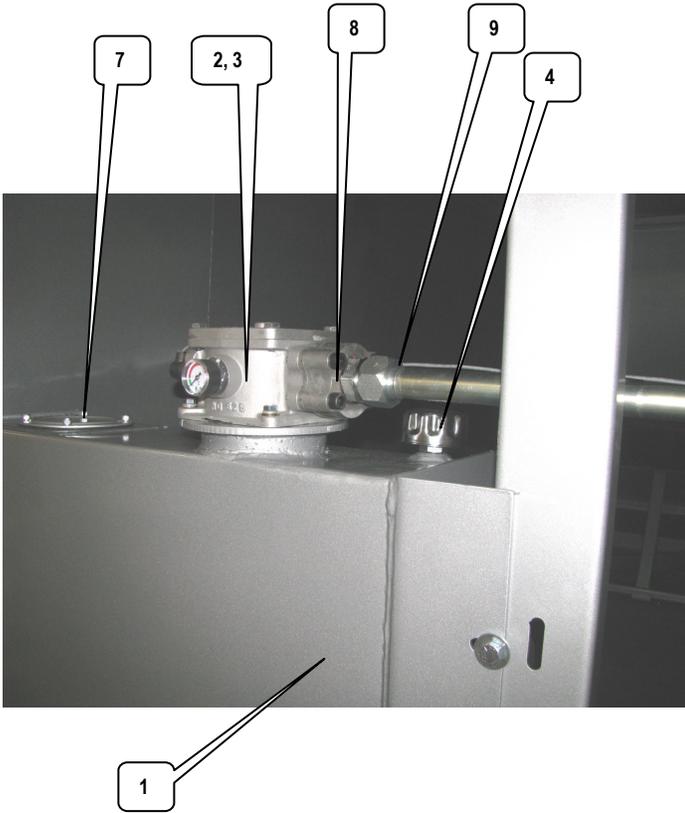
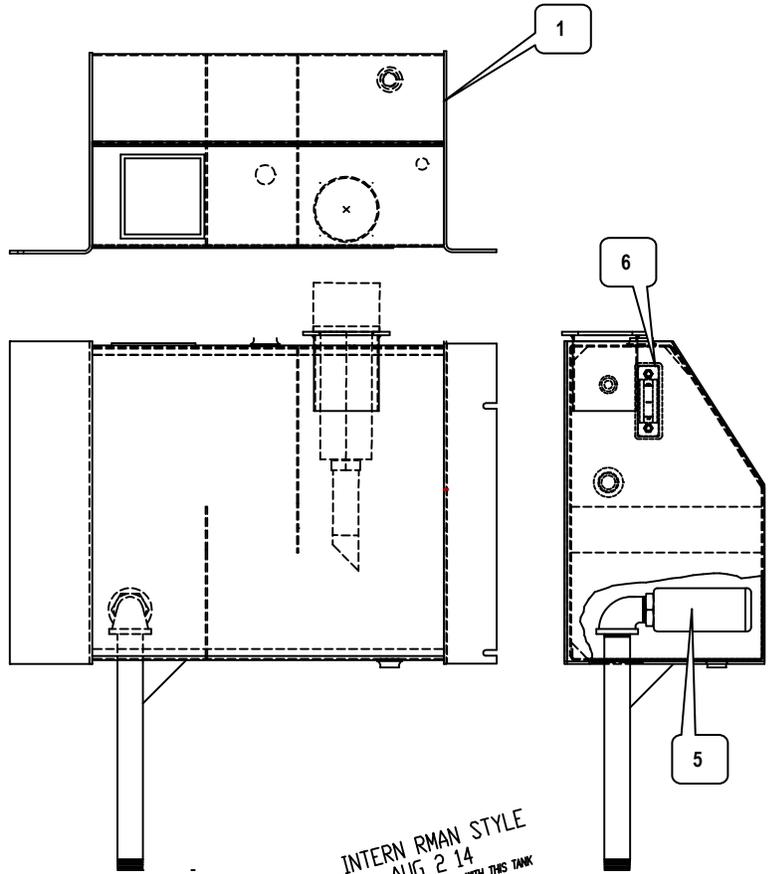
NO	Q	DESCRIPTION	PART NO
1	1	Slotted Fuse Block (8 Slots)	9910092
2	1	Firewall Terminal Strip – 12 position WAGO style Term Stri- 18 slot (not shown)	9910043 9910399
3	1	Relay: Back-Up Lights "Isolation" Relay Used for "standard" Incandescent Back-Up lights << Isolates the Load from the Load-Finicky chassis brain >> Bosch "foot-mount" style	9910267



OIL TANK & RETURN FILTER... IN-BODY STYLE of OIL TANK
 (INTERNORMAN filter... began JULY 2014...all production)

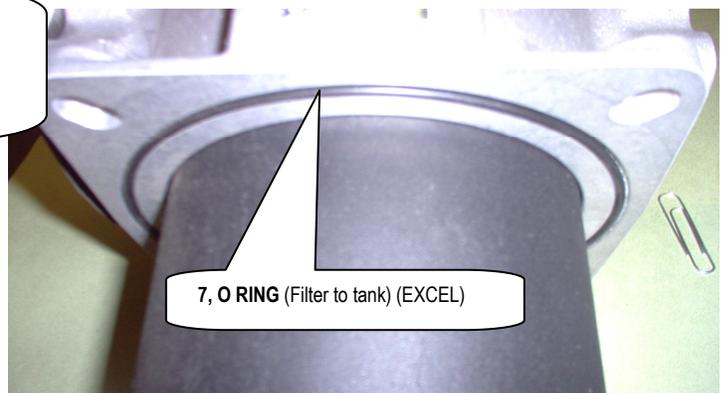
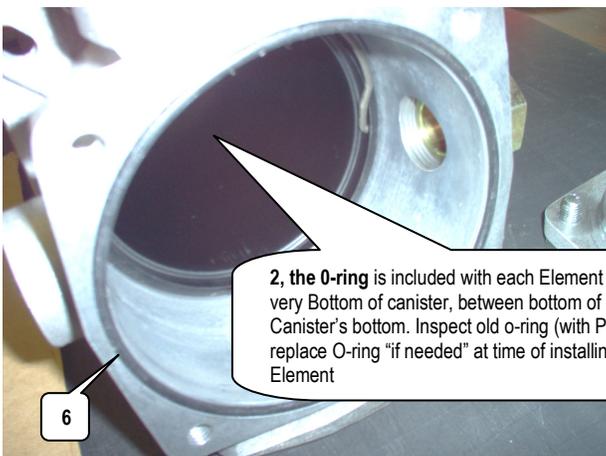
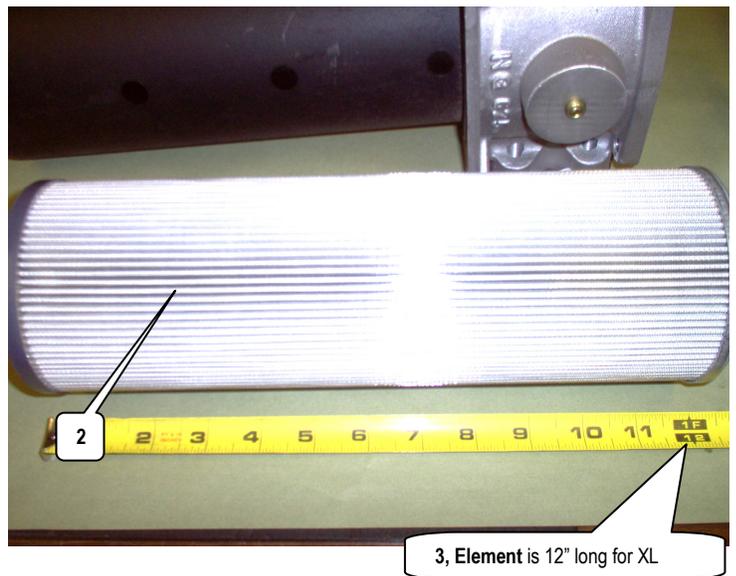
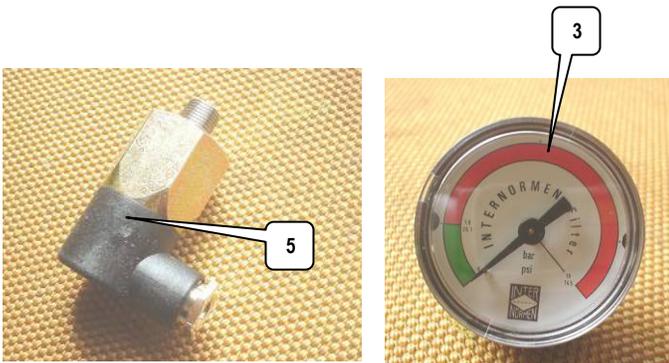
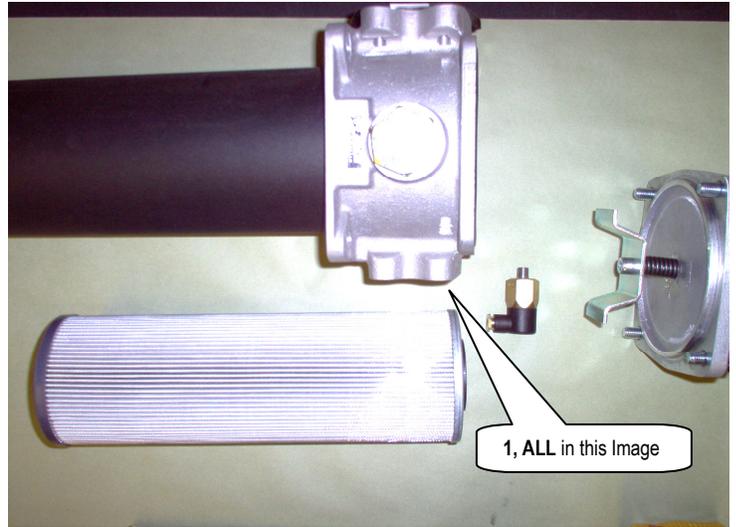
NO	Q	DESCRIPTION	PART NO
1	1	Oil Tank Weld Assy- INTERNORMAN style Began AUG '14 "INTERNORMAN" filter	0100611
2	1	Return Filter Assembly -INTERNORMAN style The ENTIRE Filter assembly	9931106
3	1	Element Only (Internorman)	8800683
4	1	Breather- Fluted Chrome (3/4" npt)	9931120
5	1	Suction Stainer- 2" npt x 100 MESH	9931003
6	1	Site Glass (oil level) Kit (began aug '14)	9931118
7	1	Inspection Cover Kit	9931005
8	1	Metric X SAE 4-bolt Flange Adapter	9933408
9	1	Hydrau Tube Assy- M4 Return	9930271
10	1	-	-

See Model 400 "OLD" Parts Catalog... for obsolete ZINGA filtration..
 All production prior to **JULY 2014**...will be ZINGA (which is not THIS
 "Internorman" filtration ..for the IN-BODY style of Oil Tanks)



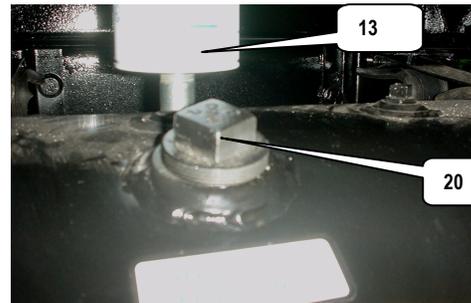
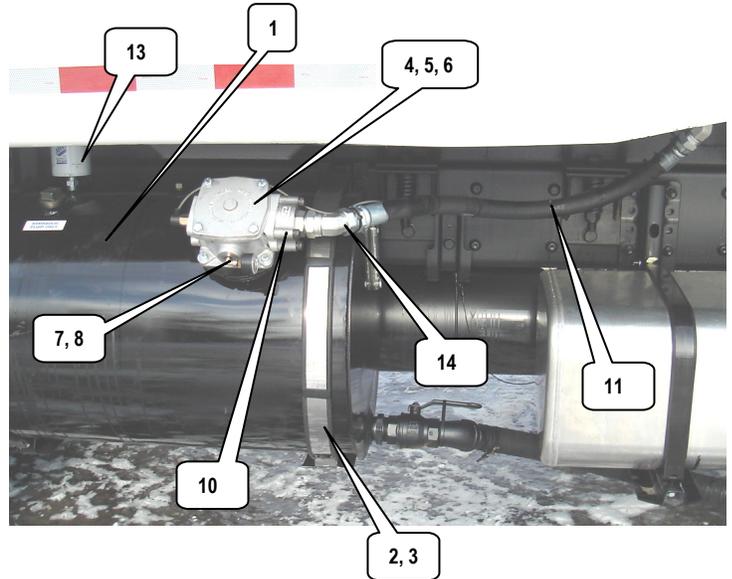
RETURN FILTER'S SERVICEABLE PARTS (Internorman)

NO	Q	DESCRIPTION	PART NO
1	1	Entire Filter Assy (Internorman) <i>Includes all shown in image to right (Filter Monitor Gauge, Clog Indicator Switch, Element)</i>	9931106
2	1	Filter Element - Internorman <i>Your "key" service item...Maintain for hydraulics "health"</i>	8800683
3	1	Filter Condition Monitor (visual) <i>Replace if damaged (important "Monitor")</i>	8800696
4	1	Monitor's Adapter Metric Elbow (not shown)	9933411
5	1	Clog Indicator Elect Switch <i>Wired to drive a Dash Panel Light</i>	8800697
6	1	O-ring <i>Seals betwixt Canister's upper shoulder & cast Head</i>	8800846
7	1	O-ring <i>Cap's seal & Betwixt Head and tank top boss</i>	8800821



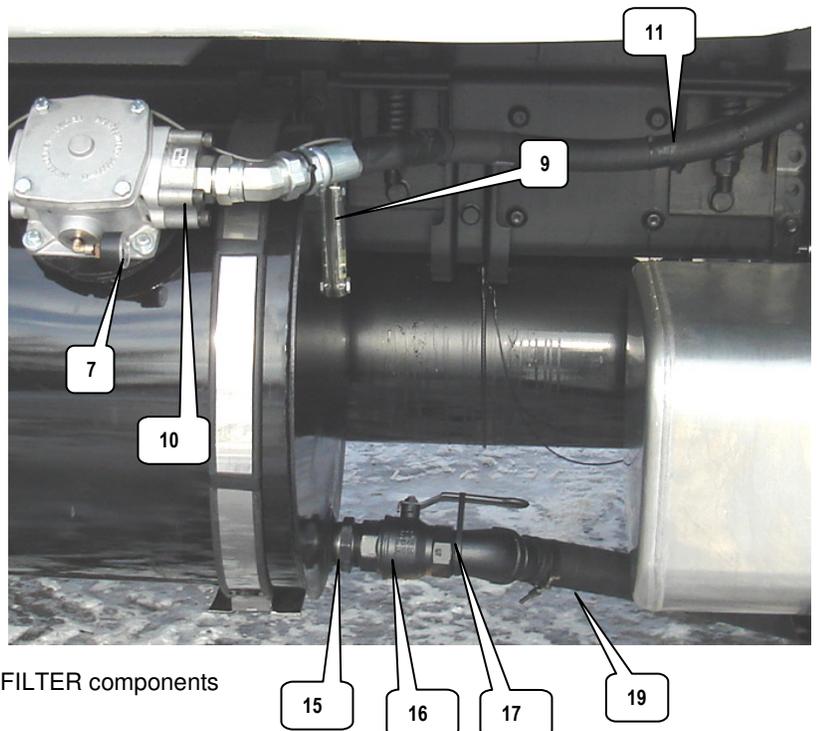
ROUND FRAME-MOUNTED TANK (A option for STANDARD M4's)
Frame-Mounted Tank is "standard feature" for DMLSH M4's

NO	Q	DESCRIPTION	PART NO
1	1	Round Frame Tank Weld Assy <i>Frame-Mounted Tank is "standard" to DMLSH</i>	0120463
2	1	Tank bracket Set <i>Includes a pair of straps & frame bolting brackets</i>	9960239
3	2	Rubber Isolator Extrusion <i>Need 2 pieces per installation</i>	9960241
4	1	Complete Filter Assembly (internorman) <i>Entire filter assy includes the serviceable Element, "Condition monitor", and monitor Pressure Switch</i>	9931106
5	1	Half -length Diffuser Tube (6" Long) (not seen)	modify
6	-	Serviceable Element only for Item#4 <i>Microglas premium element Each element has "integral" by-pass valve</i>	8800683
7	1	Filter's Condition Monitor gauge only	8800696
8	1	Filter's in-cab light's Pressure Switch only	8800697
9	1	Oil Level Sight Glass <i>"Old Style" (narrow) Site Glass is used on Frame Tank</i>	9931004
10	1	Split Flange Adapter...#20 ORB Female	9933408
11	1	Return Hose Assy 1 1/4" diameter... (Will be 2" STD.) <i>Length will vary with location of tank itself</i>	varies
12	1	Adapter 90 degree...#16 MJIC x #16 JIC FMS	9933055
13	1	Breather- Chrome Fluted (3/4"NPT...newer style) <i>Old style shown in image</i>	9931120
14	1	Elbow (#20 ORB X #20 JIC)	varies



ROUND FRAME TANK'S SUCTION

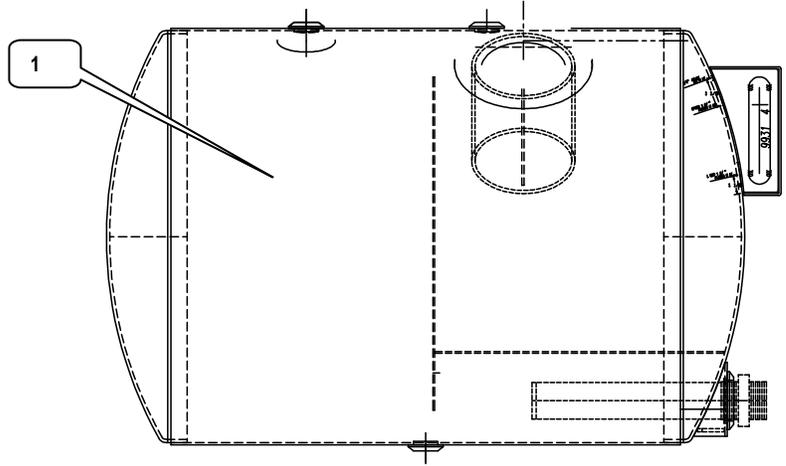
NO	Q	DESCRIPTION	PART NO
15	1	Suction strainer	9931102
16	1	Full Port Ball Valve 2" NPT (aka, gate valve)	9932003
17	1	Anti-tamper Tye Wrap <i>(Cut it off when you need to close "gate valve")</i>	Ordinary
18	1	Frame Tank Return Tube (MOD400) <i>M4 only style</i>	9930238
19	1	2" Suction hose...goes to pump suction port <i>Length varies per chassis, but MUST BE 2"</i>	varies
20	1	2" Pipe Plug (for tank Fill Hole)	9933116



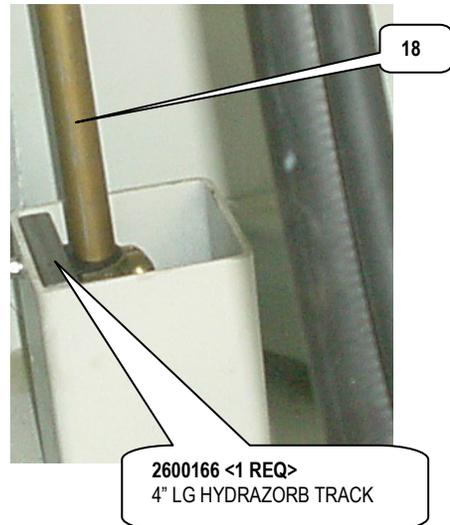
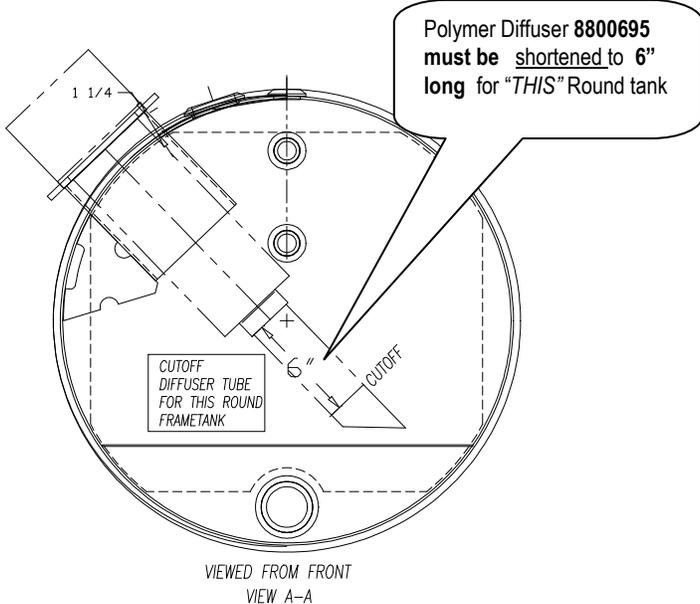
See SEC 06 -pg. 02... for all the **INTERNORMAN** Serviceable FILTER components

ROUND FRAME-MOUNTED TANK

BAND STRAP "EXTENDER" BRACKET" 0120464 <2 REQ>

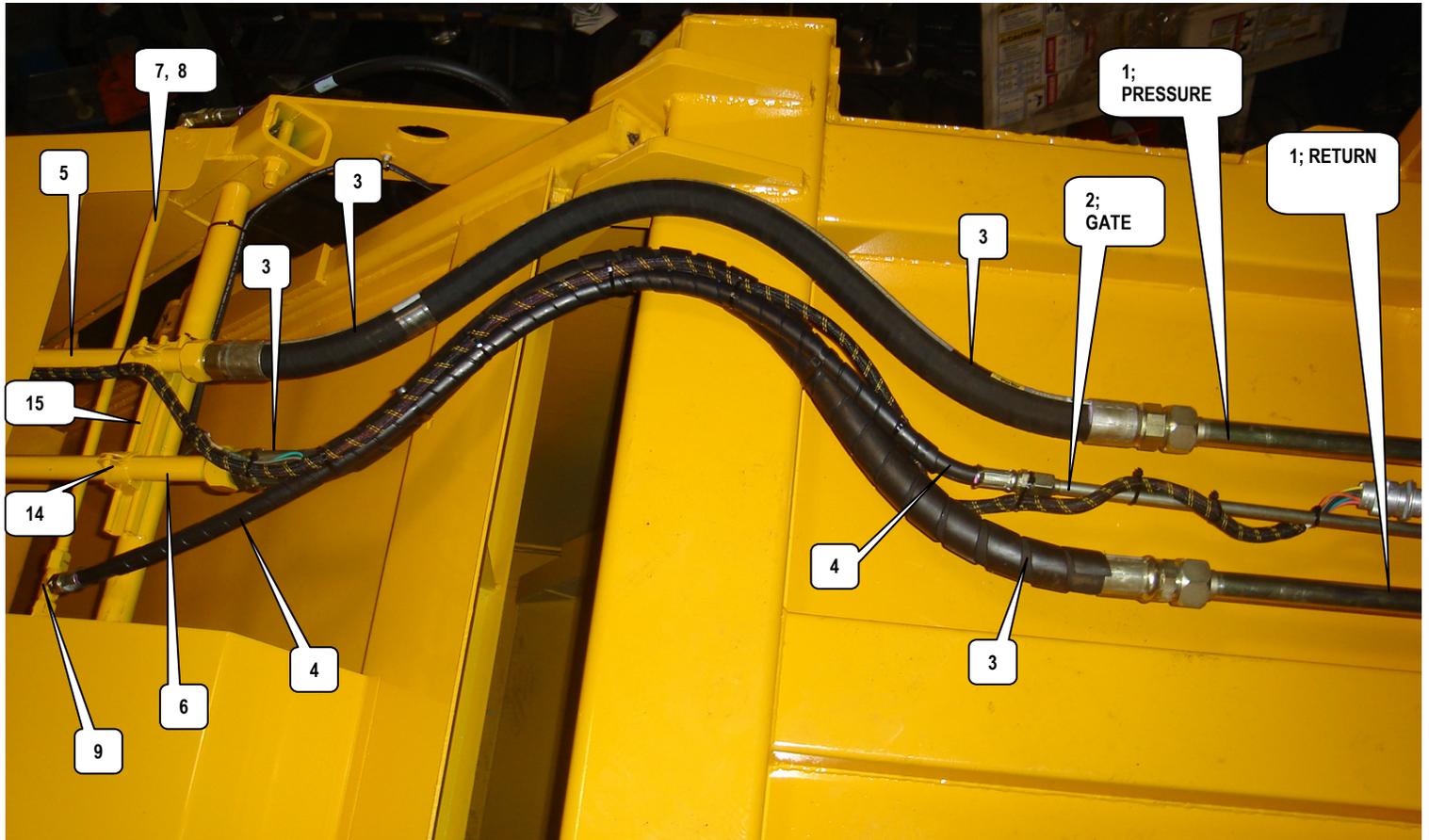


Frame-Mounted Oil Tank... aka.. "FRAME TANK"



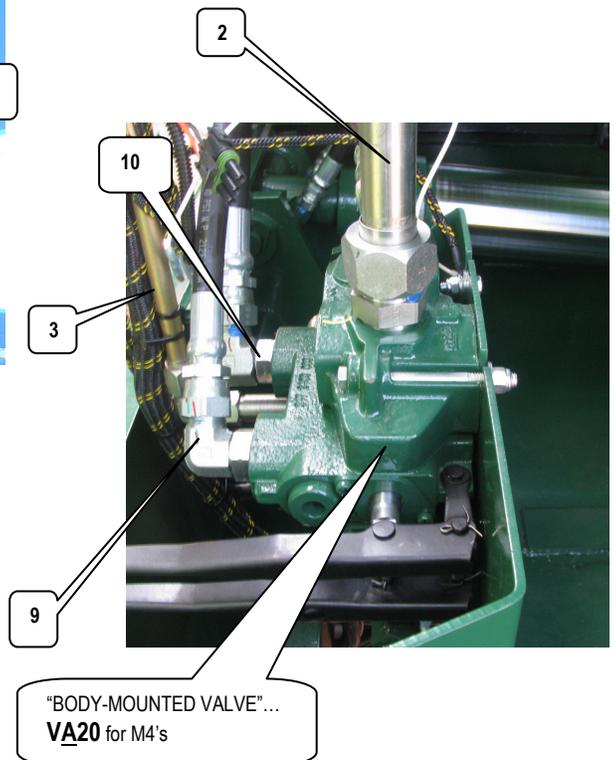
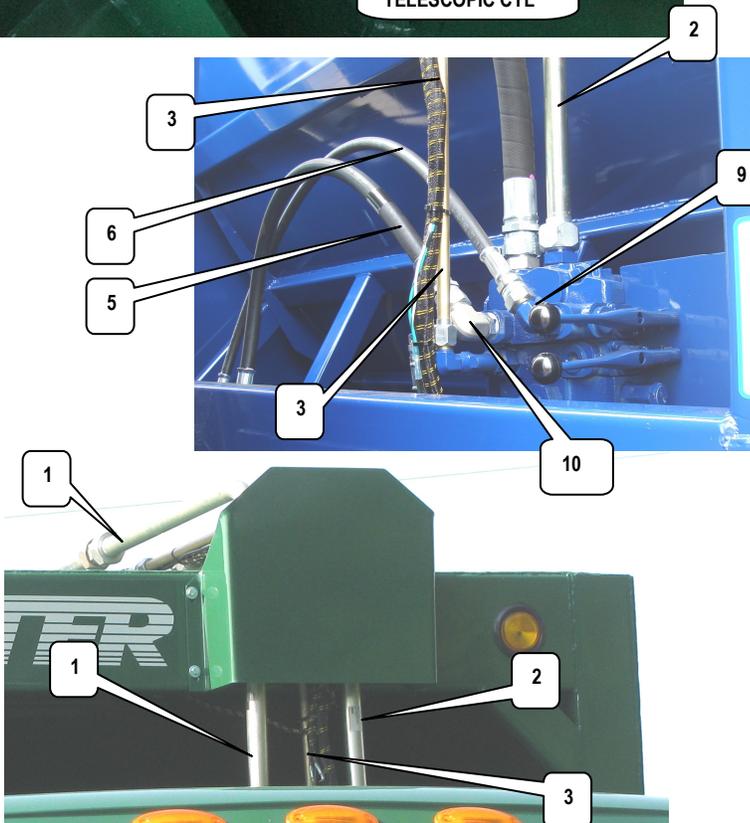
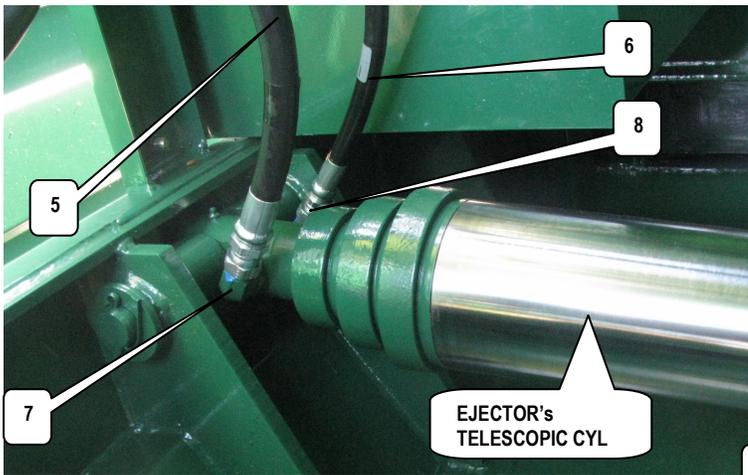
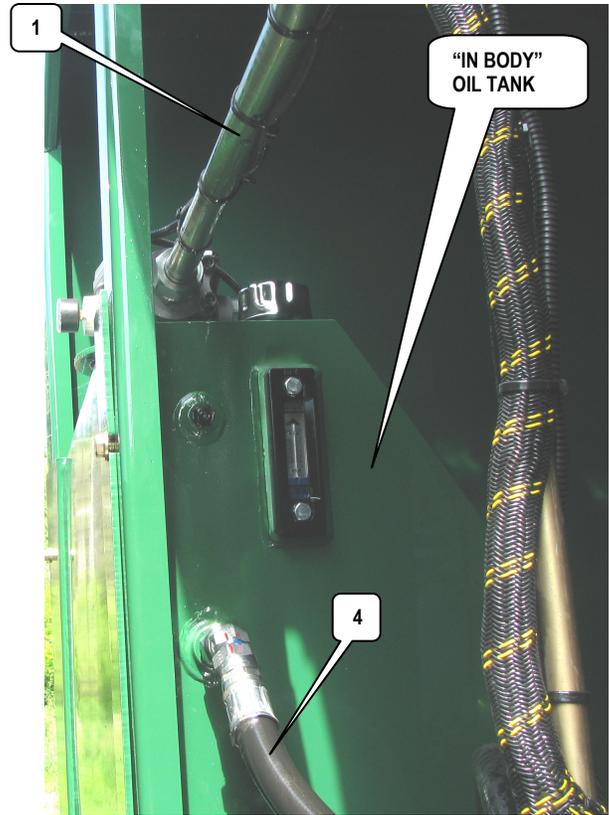
PLUMBINGS...TUBES & HOSES... at BODY FACE & ROOF

NO	Q	DESCRIPTION	PART NO
1	2	Hydrau Tube Assy- M4 25 Roof (1 1/4" OD)	9930063
	2	Hydrau Tube Assy- M4 31 Roof (1 1/4" OD)	9930066
2	1	Hydrau Tube Assy- M4 25 Roof (5/8" tailgate lift)	9930062
	1	Hydrau Tube Assy- M4 31 Roof (5/8" tailgate lift)	9930065
3	2	Hose Assy- 1 1/4 x 53 (JIC #20 Male both ends)	9934018
4	1	Hose Assy- 1/2 x 55 (JIC #10 x #10 JIC fem-swiv)	9934117
5	1	Hydrau Tube Assy- M4 Pressure/Supply (1 1/4")	9930030
6	1	Hydrau Tube Assy- M4 Return (1 1/3")	9930031
7	1	Hydrau Tube Assy- Gate Lift LH side (5/8" x 26")	9930180
8	1	Hydrau Tube Assy- Gate Lift RH side (5/8" x 55")	9930042
9	1	Tee #10 JIC Male	9933012
10	2	Hose Assy- 1/2" x 44" (#10 orb x #10 jic male) <i>Gate Lift Cylinder's HOSE</i>	9934121
12	-	5/8" Hydratorb Tube Clamp Kit (not shown)	9960049
13	-	1" Hydratorb Tube Clamp Kit (not shown)	9960050
14	-	1 1/4" Hydratorb Tube Clamp Kit	9960052
15	-	Hydratorb Track Chann- 13" lg. (welds-on)	2600010
16	-	Hydratorb Track Chann- 3" lg. (welds -on; not shown)	2600012
17			



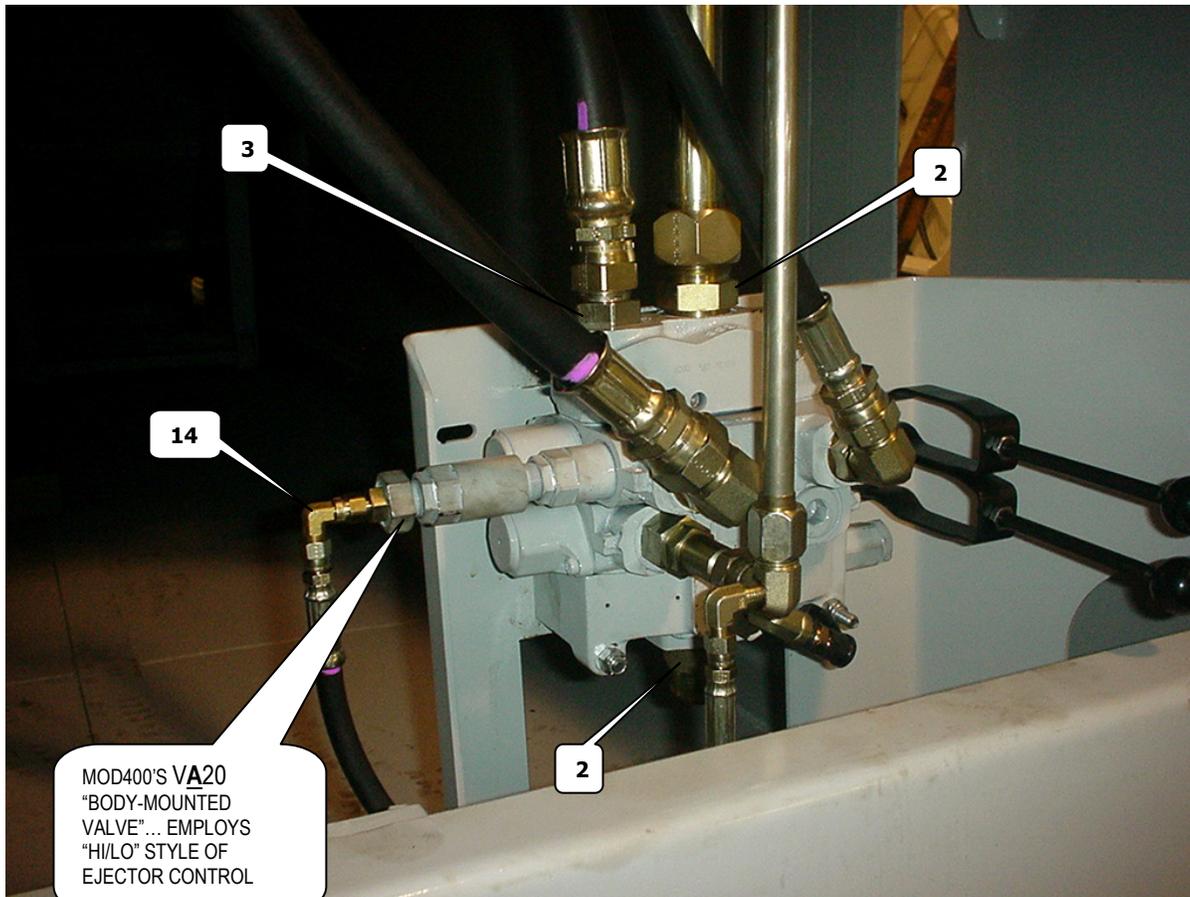
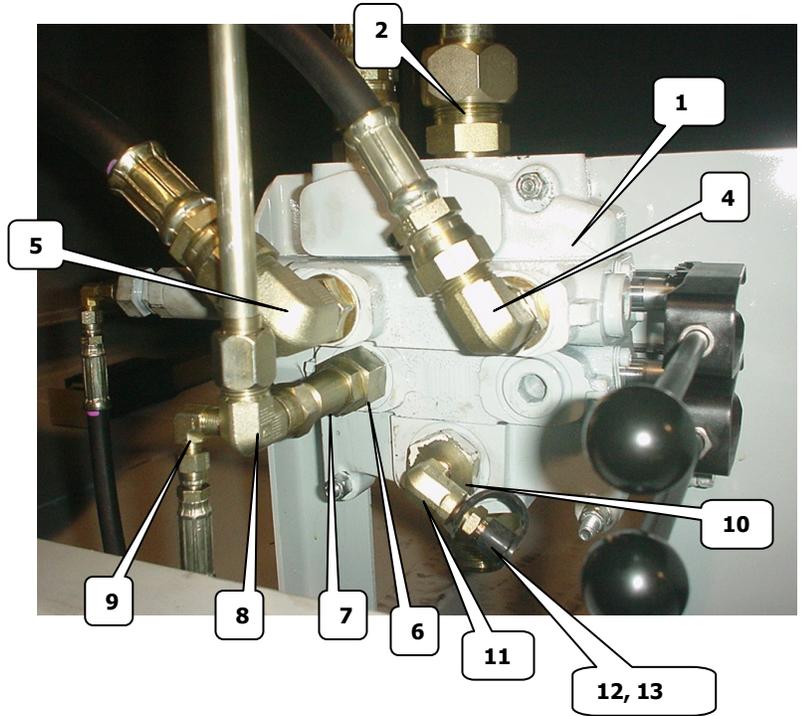
PLUMBINGS...TUBES & HOSES... at BODY FACE & ROOF

NO	Q	DESCRIPTION	PART NO
1	1	Hydrau Tube Assy- Return Roof Tube -to- Filter <i>Internorman filter style (began AUG 2014)</i>	9930271
2	1	Hydrau Tube Assy- Valve Outlet -to- Roof Tube <i>Aka... pressure/ supply tube</i>	9930045
3	1	Hydrau Tube Assy- Tailgate Up/Down (5/8" OD)	9930050
4	1	Hose Assy- PB Aux Return Hose <i>This style began OCT '14 (Internorman)</i>	9934xxx
5	1	Hose Assy- 3/4 X 38 (#12 JIC F/S x #16 JIC F/S)	9934020
6	1	Hose Assy- 1/2 x 48 (#12 JIC F/S x #10 JIC F/S)	9934027
7	1	90 Degr Adapter- #12 orb x #12 jic	9933038
8	1	90 Degr Adapter- #8 orb x #10 jic	9933035
9	1	90 Degr Adapter- #12 orb x #12 jic	9933038
10	1	90 Degr Adapter- #12 orb x #16 jic	9933247



VA20 "BODY-MOUNTED VALVE" PLUMBINGS
(VA20 began approx March 2006)

NO	Q	DESCRIPTION	PART NO
1	1	Body-Mounted Valve- whole (VA20 STYLE) Previously "V40" (before mar 01, 2006)	9932107
2	2	Straight Adapter- 16orb x 20 jic	9933384
3	1	Straight Adapter- 16orb x 16 jic	
4	1	Adapter-90 degr 12orb x 12jic	9933038
5	1	Adapter-90 degr 12orb x 16 jic	9933247
6	1	Adapter Bushing- #12orb x #10 orb	9933430
7	1	Straight Long- #10orb x #10jic	9933429
8	1	90 Degr adapter w/ 1/4" npt tapout	2600115
9	1	90 Degr Adapter 1/4" npt malex #4jic male	9933069
10	1	#16 ORB plug, tapout 1/4"npt	2600116
11	1	90 degr Adapter...1/4"npt strected	9933308
12	1	Guage Stem (pressure)	9933307
13	1	Stem's Plastic Protector	9933386
14	1	Adpater-90 Degr #6orb x #4 jic	9933357
15			
16			



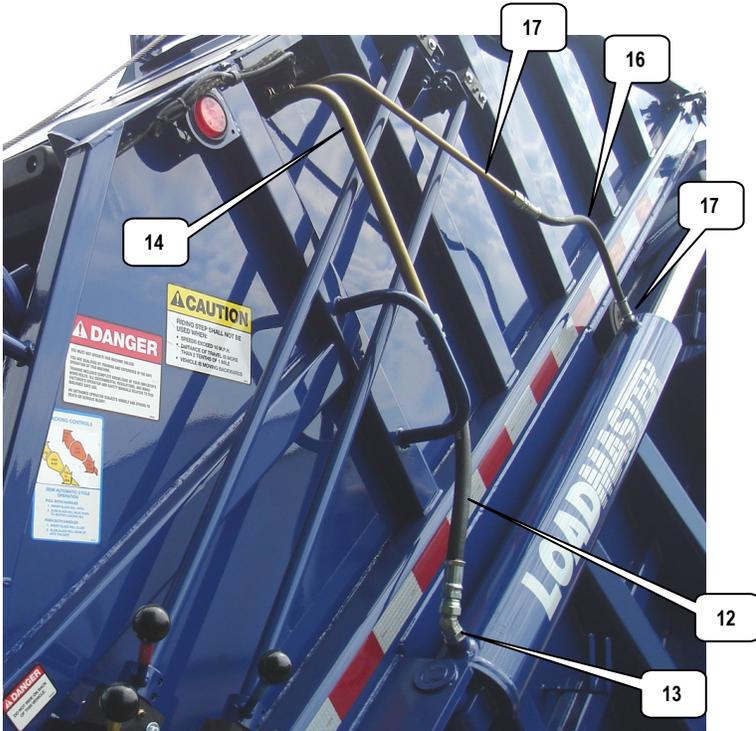
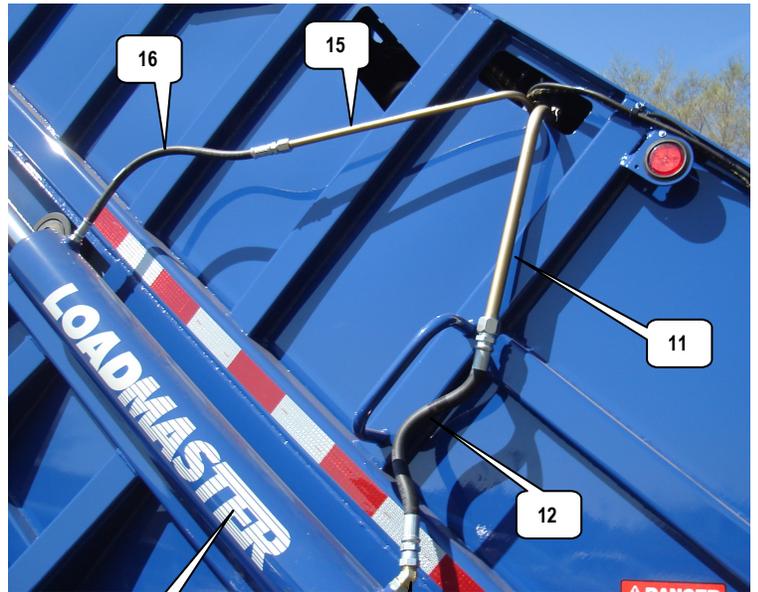
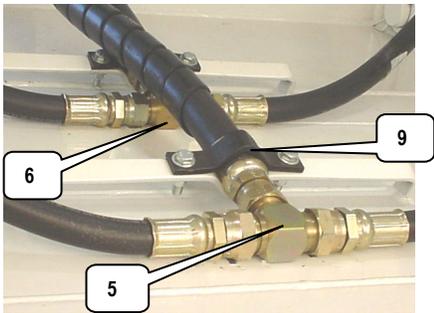
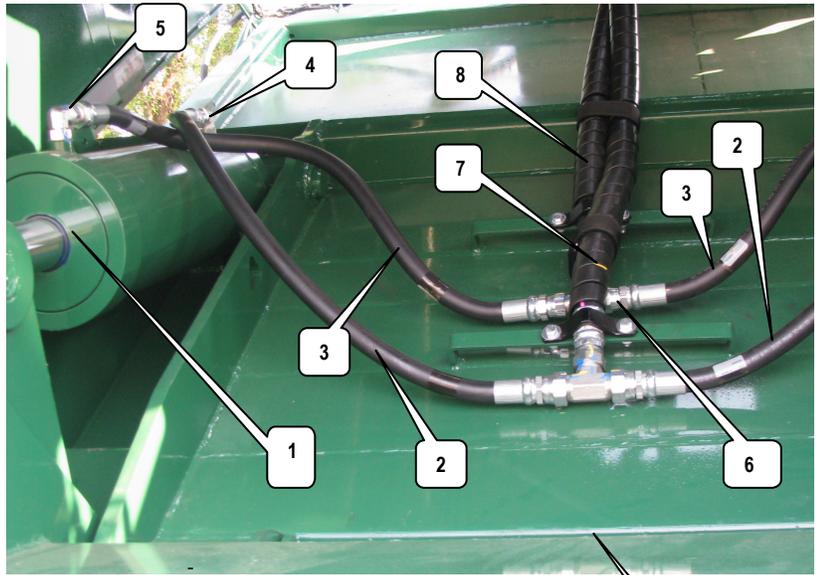
MOD400'S VA20
"BODY-MOUNTED
VALVE"... EMPLOYS
"HI/LO" STYLE OF
EJECTOR CONTROL

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NO	Q	DESCRIPTION	PART NO
1	- -		-
2	- -		-
3	- -		-
4	- -		-
5	- -		-
6	- -		-

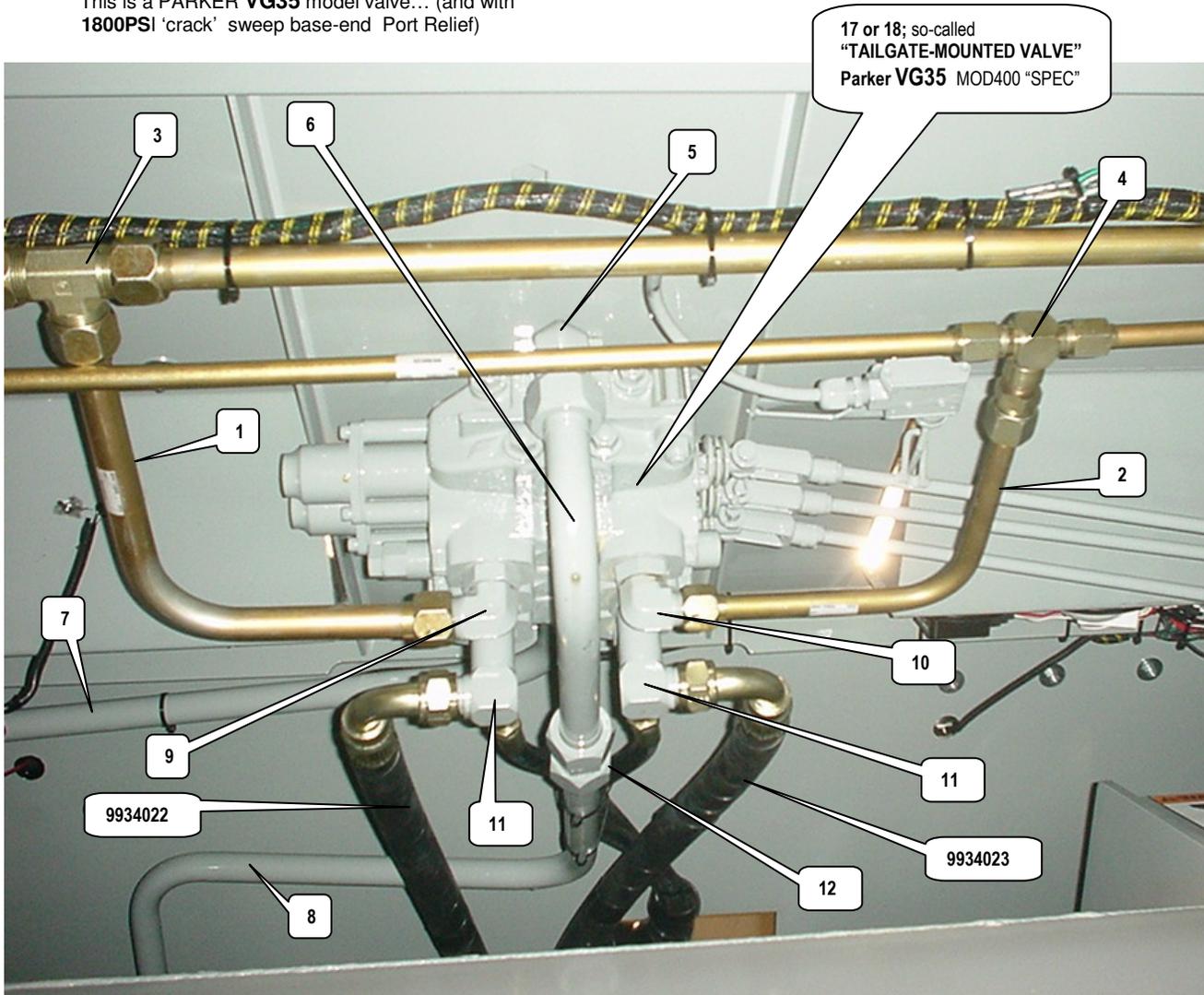
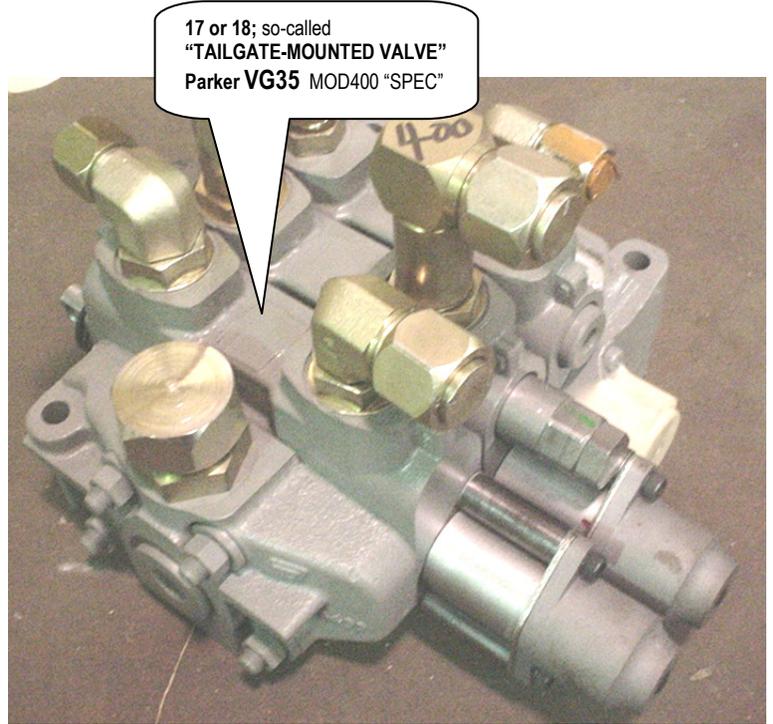
PLUMBINGS... SLIDE & SWEEP BLADES

NO	Q	DESCRIPTION	PART NO
1	2	Sweep Cylinder (M4)	9937005
2	2	Hose Assy- 3/4 X 38 (#16 jic f/s x #12 jic f/s)	9934020
3	2	Hose Assy- 3/4 x 38 (#12jic f/s x #10 jic f/s)	9934021
4	2	90 Degr Adapter (#12 orb x #12 jic)	9933038
5	1	Tee- #16 JIC	9933014
6	1	Tee- #12 JIC	9933013
7	1	Hose Assy- 1 x 94 (#16 jic f/s x #16 jic 90 tubular)	9934022
8	1	Hose Assy- 1 x 85 (#12 jic f/s x #16 jic 90 tubular)	9934023
9	2	Hose Clamp (at Tees)	0040132
10	2	Slider Cylinder (M4)	9937004
11	1	Hydrau Tube Assy- Driver's Side (1" OD)	9930036
12	2	Hose Assy- 3/4 x 27 (#16 jic male x #12 jic f/s)	9934025
13	2	45 Degr Adapter #12 orb x #12 jic	9933086
14	1	Hydrau Tube Assy- Passen Side (1" OD)	9930037
15	1	Hydrau Tube Assy- Driver's Side (5/8" OD)	9930034
16	2	Hose Assy- 1/2 x 25 (#10 jic male x #10 orb)	9934065
17	1	Hydrau Tube Assy- Passen Side (5/8" OD)	9930035
18	1		
19			



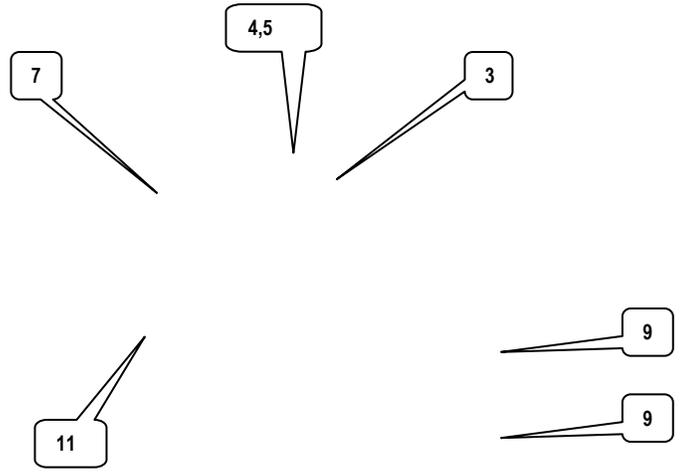
PLUMBINGS... SLIDE & SWEEP BLADES

NO	Q	DESCRIPTION	PART NO
1	1	Hydrau Tube Assy- 1" O.D. (Driver's Side)	9930033
2	1	Hydrau Tube Assy- ¾" O.D. (Passen Side)	9930032
3	1	Tee- #16 JIC	9933014
4	1	Tee- #12 JIC	9933013
5	1	90 Degr Adapter- #20 ORB x #20 JIC	9933041
6	1	Hydrau Tube Assy- 1 ¼" Outlet	9930099
7	1	Hydrau Tube Assy- 1 ¼" Feed/Pressure	9930030
8	1	Hydrau Tube Assy- 1 ¼" Return/Outlet	9930031
9	1	90 Degr Adapter- #16 orb x #16 jic	9933039
10	1	90 Degr Adapter- #16 orb x #12 jic	9933051
11	2	90 Degr Adapter- TALL #16 orb x #16 jic	9933044
12	1	Union Adapter- #20 jic	9933006
13	1	Straight Adapter- #20 orb x #20 jic (at "inlet")	9933028
14	-	-	-
15	-	-	-
16	-	-	-
17	-	- "Tailgate-Mounted Valve" Assy- M4 "spec" (3-spool)	9932121
18	-	- "Tailgate-Mounted Valve" Assy- M4 "spec" (4-spool) M4 (Mod400) must have Parker's "standard/lower" adjustment-range Knock Out Positioner. This is a PARKER VG35 model valve... (and with 1800PSI 'crack' sweep base-end Port Relief)	9932122



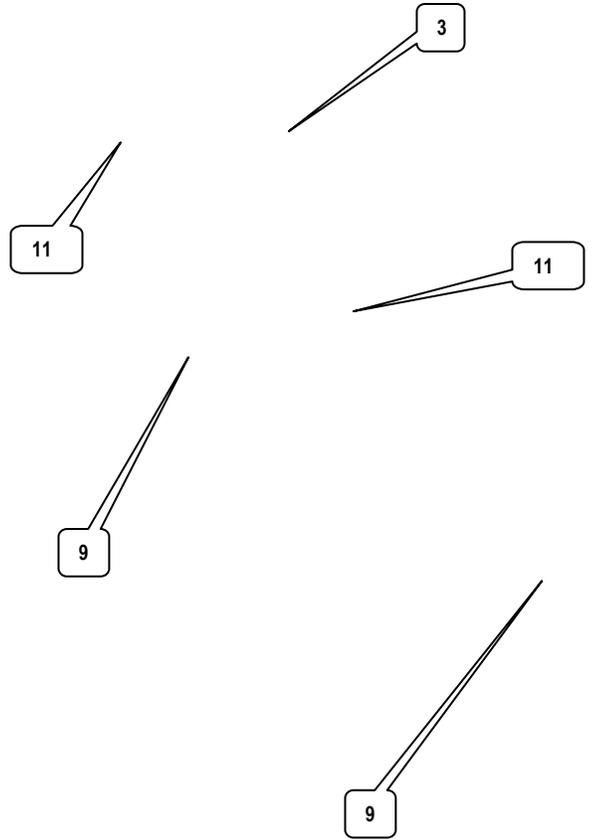
XXX

NO	Q	DESCRIPTION	PART NO
1	Q	XX	XX
2	Q	XX	
3	Q	XX	
4	Q	XX	
5	Q	XX	
6	Q	XX	
7	Q	X	
8	Q	X	
9	Q	X	
10	Q	X	
11	Q	X	
12	Q	X	
13			
14			
15			



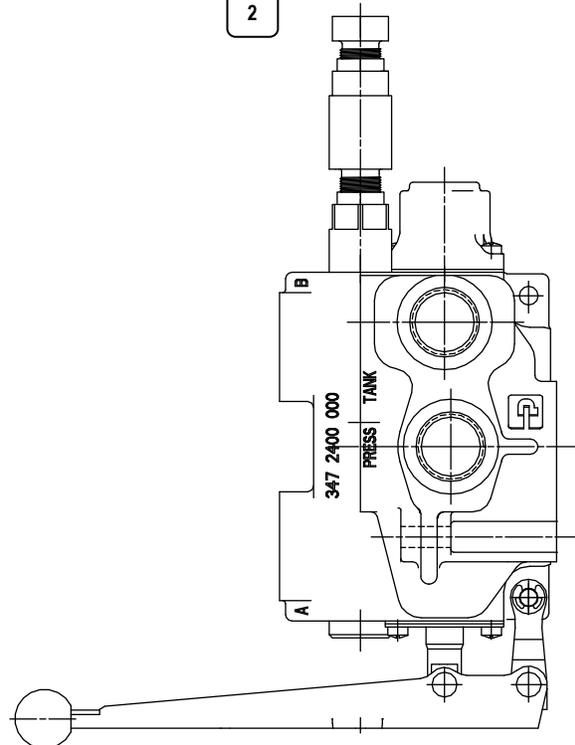
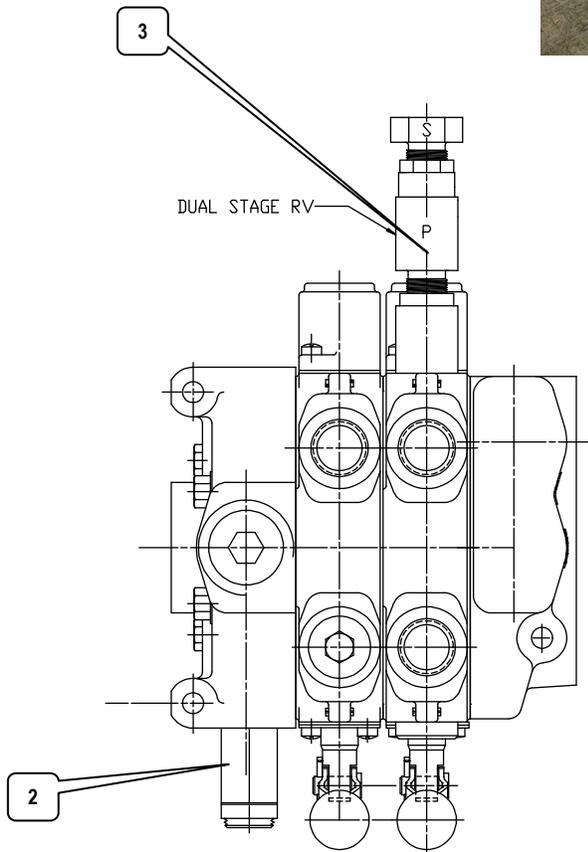
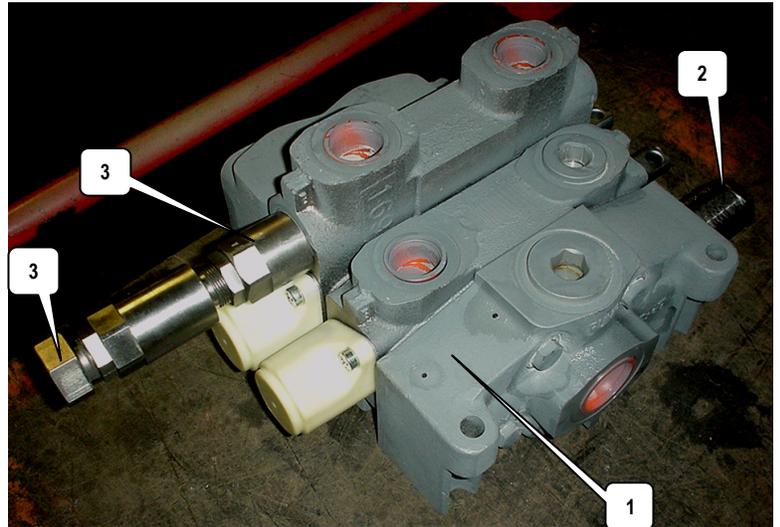
ZZZ

NO	Q	DESCRIPTION	PART NO
1	Q	XX	XX
2	Q	XX	
3	Q	XX	
4	Q	X	
5	Q	X	
6	Q	X	
7	Q	X	
8	Q	X	
9	Q	X	
10	Q	X	
11	Q	X	
12	Q	X	



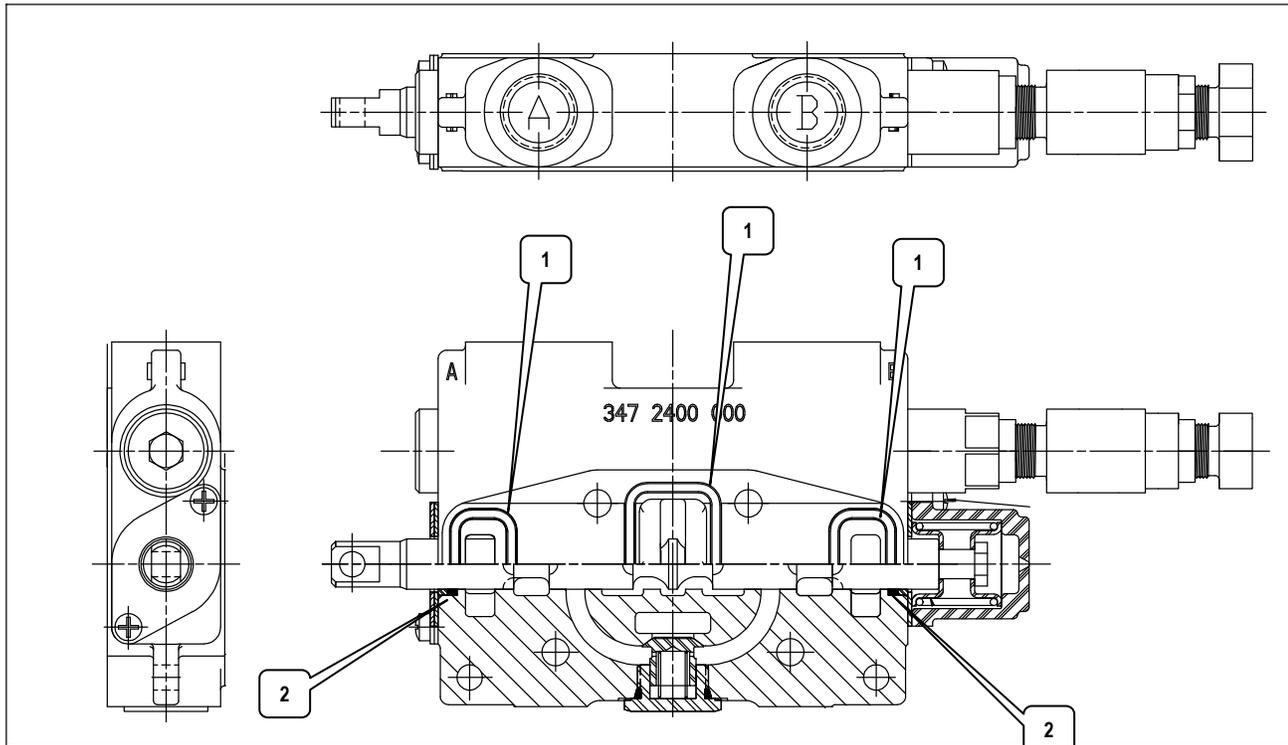
"BODY-MOUNTED VALVE"...Serviceable items/ Parker VA20

NO	Q	DESCRIPTION	PART NO
1	1	Entire Valve Assy (VA20 , as imaged to the right) Pressures will NOT be preset...see Serv Manual to Adjust/ Dial In the pressures to <u>Factory Spec</u>	9932107
2	1	Main System Relief Cartridge Only (VA20 style)	8800624
3	1	Dual Stage Port Relief Only (VA20 Style) Which is the MOD400's "Ejector-Controller" AKA... "HI / LO" Port Relief	8800625
5	-	-	-
6	-	-	-



"BODY-MOUNTED VALVE"...Serviceable Seals (Parker **VA20** only)

NO	Q	DESCRIPTION	PART NO
1	-	Section Seal Kit- VA20 Style (one "section')	8800626
2	2	Spool Seal Kit-VA20 Style <i>2 per Section..."same" seals at BOTH spool ends</i>	8800627
3	- -		
4	- -		
5	- -		



Note: in LoadMaster "lingo".. the **"BODY-MOUNTED VALVE"** is the 2-section valve (Ejector Extend/Retract and Gate Raise/Lower) that mounts to the "body" ...at the "body FACE region".

VG35 "KNOCK-OUT" STYLE WORK SECTIONS...Seals, etc

The MOD400's employ the Parker VG35 for the "Talgate-Mounted Valve"

NO	Q	DESCRIPTION	PART NO
1	1	Seal, O-ring <i>Right at the worksection "casting"</i>	8800789
2	2	Seal...directionally- sensitive at install <i>NOTE the correct orientation & position</i>	8800790
3	2	Backup Ring <i>Used "correctly" with item #2 above</i>	8800791
4	1	Seal, O-ring	8800792
5	1	Seal, O-ring	8800793

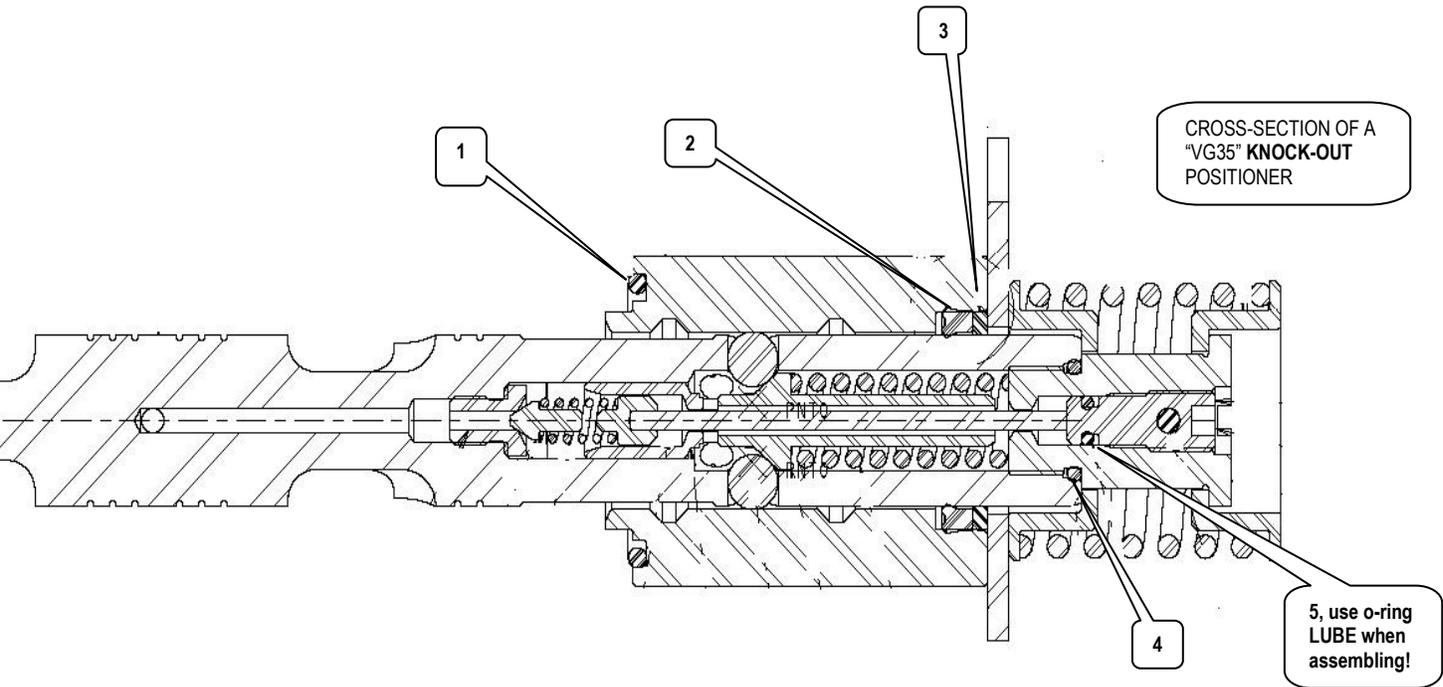
NOTE the correct "Orientation" of items 2 & 3!!!! Assure CORRECT or seal system will "fail"

NOTE: these Seals are for Excel's **VG35 K.O. style Work Sections only** (see other parts catalogues for other models of valves)

NOTE: for LoadMasters...spool & K.O.'s are ALWAYS installed in "TANDEM" work-section style of *castings*

NOTE: Seal Item#2 & #3 is ALSO used at spools "handle side" (side "opposite of shown here...SAME seals at both ends of SPOOL)

(See Sec 08 -Pgs 13 & 14 for the Seals, etc for any *OPTION* style Work Section. *OPTION* worksections use a *Different* Seal Arrangement)



ENTIRE VG35 SPOOL & KNOCKOUT ASSY IS P/N 8800950 (AS IMAGE SHOWS HERE)...see Service Manual for correct SETTING per usage (NOT "preset" by L/M.. must be dialed-in/ adjusted "on the unit")

NOTE: 8800950 is the GEN1 "Spool & KO"... this GEN1 is the ONLY style that WORKS well in a MOD400 Do NOT try to use GEN3 or GEN 4 in any Mode I400... gen3/ gen 4 styles do NOT properly adjust down to the LOWISH pressure settings, required for the MOD400's

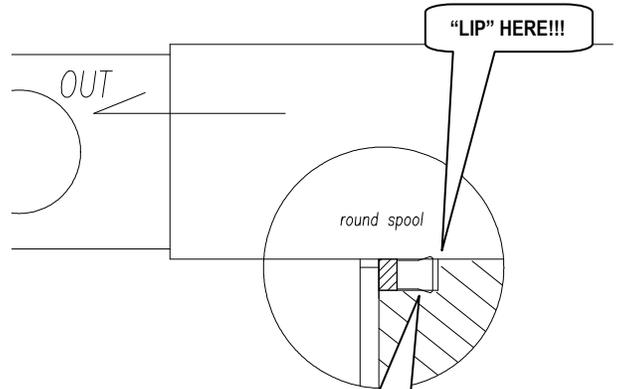


Pressure Setting Adjustment is a Allen-Screw here

NOTE: The GEN2 "Spool & KO", which is p/n 8800772 "would" also function fine... in a M4: But > at AUG 2015, the GEN2 is "no longer available"

VG35 "KNOCK-OUT" STYLE WORK SECTIONS...Seals, etc

NO	Q	DESCRIPTION	PART NO
1	2	SPOOL SEAL ("2" per spool/ K.O. section style) <i>This "same" seal is at both ends of spool</i>	8800790
2	2	BACKUP RING FOR SPOOL SEAL	8800791
3	1	RETAINER FOR SPOOL SEAL <i>Thicker metal; retains the spool seal</i>	8800797
4	1	BELLOWS BOOT	8800798
5	1	BELLOWS BOOT RETAINER <i>Thin metal; retains boot only</i>	8800799
6	2	FILLISTER SCREW (1/2" long)	8800800



ASSURE seals are in order & "lip" direction is as SHOWN here...there is ONLY ONE Correct way, to avoid LEAKAGE

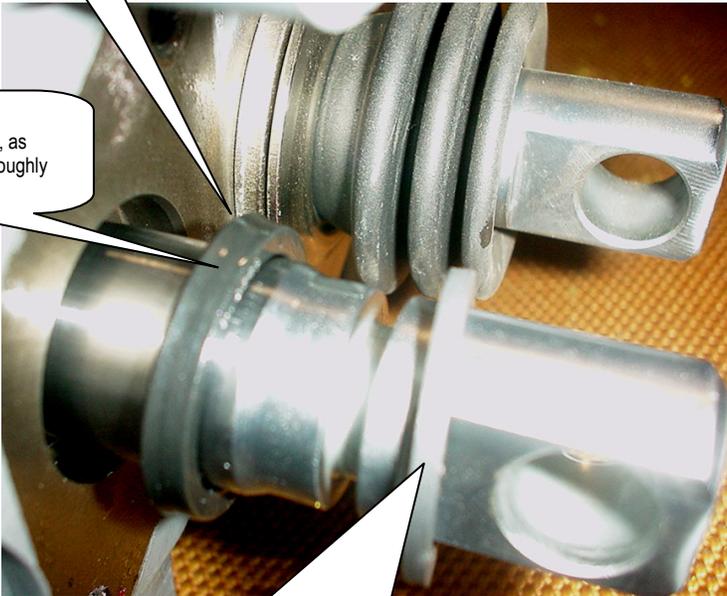
NOTE: This page's Spool Seals are correct ONLY for the "KO" work sections. See Sec 09- pgs 13 & 14 for the "OPTION" work-section's spool seals.



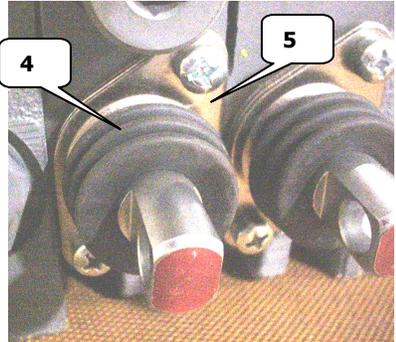
6

"LIP" HERE!!!

ITEM #1: SPOOL SEAL:
note correct installed direction, as imaged; soft rubber = do not roughly drag spool "lands" across seal



ITEM #2: backup ring grey color "teflon" plastic



TAILGATE-MOUNTED VALVE...UNIVERSAL KNOCK-OUT WORK-SECTION

The MOD400's employ the Parker VG35 for the "T/G-Mtd Valve"

NO	Q	DESCRIPTION	PART NO
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1 - Universal KnockOut (K.O.) Work Section (VG35) **8800XXX**

Contact L/M.... must be **GEN1** (or GEN2) to "work " in a M4

This particular universal VG35 K.O. work section is "adaptable" to Slider Or Sweep. The Mod400 uses two K.O. Work-sections...the Slider blade's work section (the section closest to "ground") and the Sweep blade's work section (right next to slider, just above slider's).

When replacing the **Slider's** work section...you just need to order Item 1 and at least one "Section Seal kit-VG35" (P/N 8800716). The Slider's work-section has no port mounted devices and the Slider "casting" is not originally machined for work port devices.

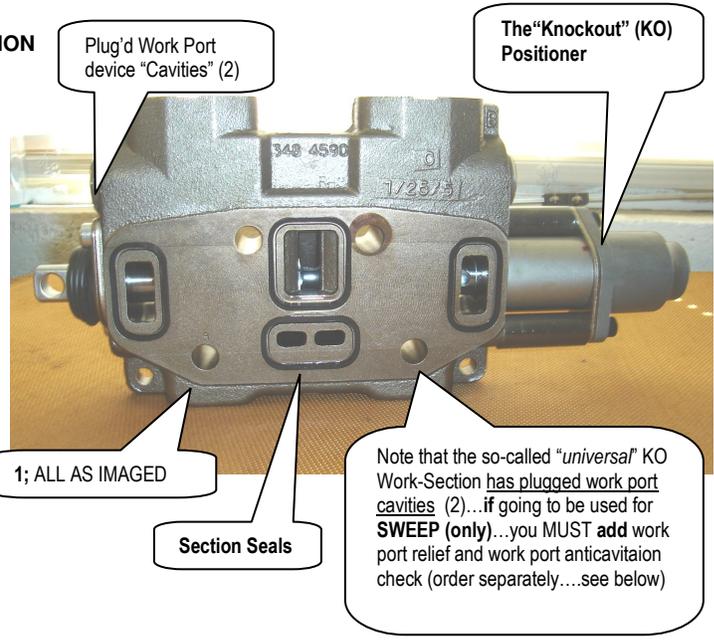
When replacing the **Sweep's** work section...order this universal KO Work section **AND** also order...

- 1) The "Section Seal kit- VG35" (at least one...see next page)
- 2) The Sweep's structure-protecting Port Relief (**1800** PSI "crack")
- 3) The Anticavitation Check (VG35...see below)

!!!DO **NOT** operate your Mod400 WITHOUT the **IMPORTANT** "STRUCTURE-PROTECTING" PORT RELIEF AND ANTICAV!!! installed into the **SWEEP** blade's work-section! (Relief on Sweep Cylinder's BASE-End) Very Important!!!!

Any spares K.O. work-sections ordered are **NOT** pre-set to their correct MOD400 Specifications...Read your M4 Hydraulics Manual to Check/Adjust either K.O. positioner to correct Model 400specs... Check/Adjust KO's just after installing the fresh KO work-section into your truck.

The MOD400 uses Parker's **VG35** for the multi-sectioned Tailgate-Mounted Valve...the "**G**" means IMPACTED GRAPHITE castings (hi-pressure version). (Do NOT use the structurally weaker **VA35** componentry.)



TAILGATE MTD VALVE...SWEEP WORK SECTION'S PORT DEVICES...the Port Relief and the Anticav (together) protects the structure.

NO	Q	DESCRIPTION	PART NO
----	---	-------------	---------

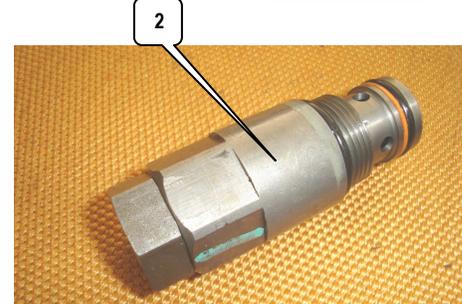
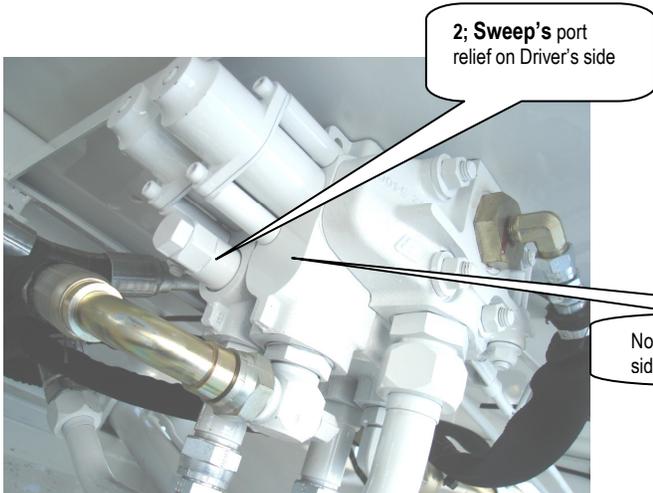
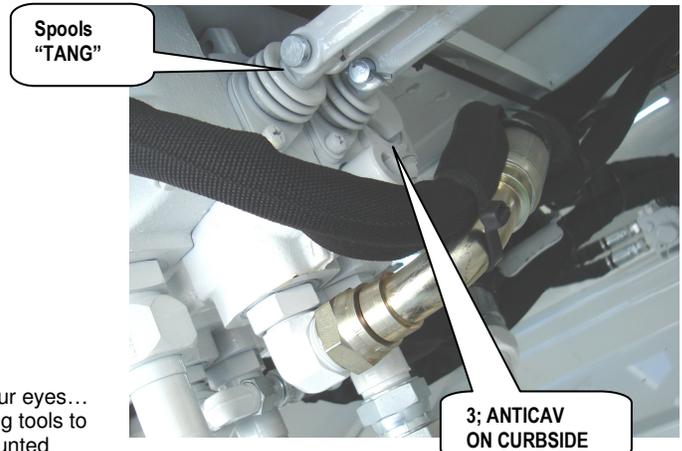
1 - Universal **VG35** Work Section w/ K.O. positioner 8800729
See above information

2 1 **VG35** Port Relief (pre-set to **1800 PSI** "crack" M4) **9932081**
Includes "seals"...**USE ONLY 1800C in any M4 !!**
The port relief's end will be **EMBOSSED 1800** (visual check)
Note position...be sure to install at the work port *at the Knock-Out side!*
(Which is Sweep Cyl's **BaseEnd**...aka "push end")

3 1 **VG35** Anti-cavitation Check 8800732
Includes all the seals and the

Note position be sure to install the AntiCav at the spool's Passenger-side!

Tip... Always inspect the castings CAVITY to be *clean*...with a penlight and your eyes... whenever working on *any* VG35 port device. Use amagnet-wand and/or hooking tools to "fish". If Cavity is not cleaned off all **DEBRIS**...the fresh seals or fresh port-mounted device will probably immediately malfunction also.



Notice that **Slider's** Work Section has no Port Devices on either side: NO cavities in SLIDER section

VG35 "SECTION SEALS"

NO	Q	DESCRIPTION	PART NO
1	a/r	Section Seal Kit (VG35 style) One seal kit is enough for <i>one</i> section. There will be 3 smaller diameter SQUARISH cross-section'd o-rings, And ONE larger diameter "squarish"-ring needed...in the seal "kit".	8800716

Tip...be sure to Evenly Torque up your VG35 tie-rods to **76 FT-Lbs.**
when re-assembling...uneven or excessive torquing can cause erratic valve operation. Start at a low torque, say 30 Ft-LBS, then 55, then torque up EVENLY to 75 FT-LBS.

Too-low of tie-bolts torque can cause newly installed section seals to quickly fail (blow out) and "leak". Too-high torquing will cause casting "distortion".



1; ALL "FOUR" PER one p/n

Tip...Wipe any **Oil Film** from the Flat Machined surface when re-assembling...any Oil "film" left on the machined flat surface of section casting will cause "False Torqueing" (even when tie-rods are uniformly & incrementally "torqued-up" to VG35's correct 75 ft-lbs). The film of oil will **later** cause "relaxing" of tie-bolts).



The VG35 section seals have a "SQUARISH" cross section

"TAILGATE-MOUNTED VALVE" ...VG35 MISCLY SERVICE PARTS
 <The MOD400's employ the Parker VG35 for the "Tailgate-Mounted Valve">

NO Q DESCRIPTION PART NO

- 1 1 VG35 Tie Bolts KITS
 4 tie-bolts per VG35 (not the "3" imaged)
 One Kit= 4 ties/ 8 nuts/ 8 hardwashers
 - 2 Section 8800689
 - 3 Section 8800690
 - 4 Section 8800691
 - 5 Section 8800692
 - 6 Section 8800693

TIP: Torque-up evenly & incrementally to 75 FT LBS for VG35 (only)

- 2 - VG35 Spool & KO Complete Assembly (as imaged) **8800950**
 "Gen 1" Knock Out must be used in MOD400.

Does not include Bonnet, Spool-to-Casting seals not included;
 And... "KO" will **NOT** be Pre-Set by Loadmaster...Read Hydraulics Manual
 for Mod400's, then "field" Check & Adjust the K.O.'s to Factory Spec.

- 3 - Rubber Plug- VG35 (K.O. Adjust access hole) 8800830

Always keep this Adjuster hole SEALED!
 Dust/Dirt and/or Water will ruin the K.O. internals (wear, foul, rust & even Frozen water)

- 4 - Universal VG35 KO Work Section **8800729**
 The entire assy ...as imaged; casting & Spool & KO
 Adaptable to either Slider or Sweep

- 5 - "NR" Plug for a Work Port Cavity 8800694
 "NoRelief" plug...fills cavity "if no relief or anticav is needed"

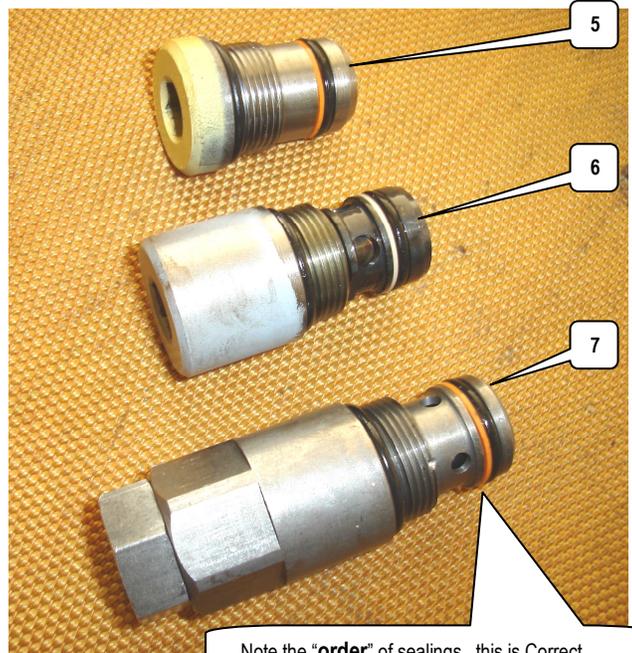
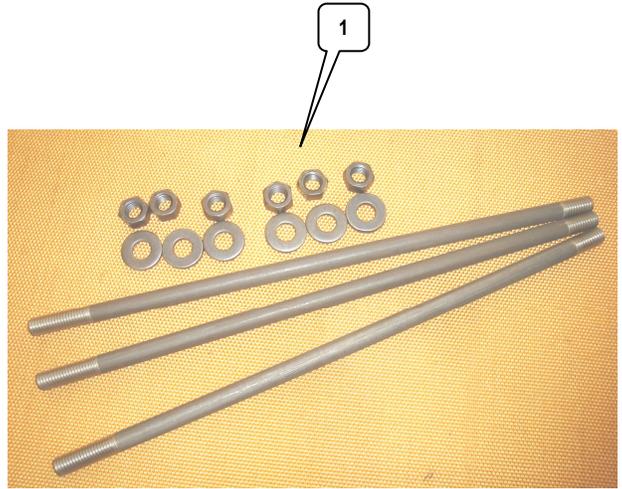
- 6 1 AntiCavitation Check (VG35 style) 8800732

MUST be present on Sweep Section's rod-side (curbside)!!

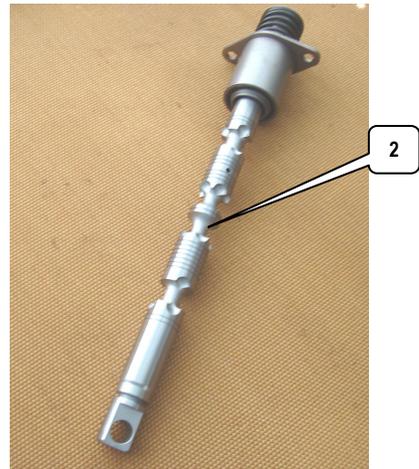
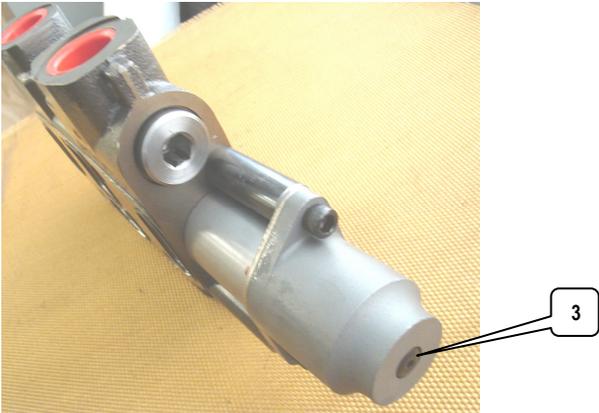
- 7 1 Port Relief (VG35 style) **1800PSI** "crack" setting **9932081**
MUST be present on Sweep Section's base-side (streetside)!!
Use ONLY (only!!) 1800 PSI for any Model 400

Items #6 & #7, together, create the **Structure Protection System**
 and are critically Important...never Remove, Shim or Disable!

The M4's "Tailgate-Mounted Valve" is the multi-section valve "mounted/ hanging"
 in the Tailgate Shell.



Note the "order" of sealings...this is Correct



"TAILGATE-MOUNTED VALVE"...VG35 MISCLY SERVICE PARTS

NO	Q	DESCRIPTION	PART NO
9	1	"NR" (No Relief) Plug: VG35 Inlet-Cover Style	8800669

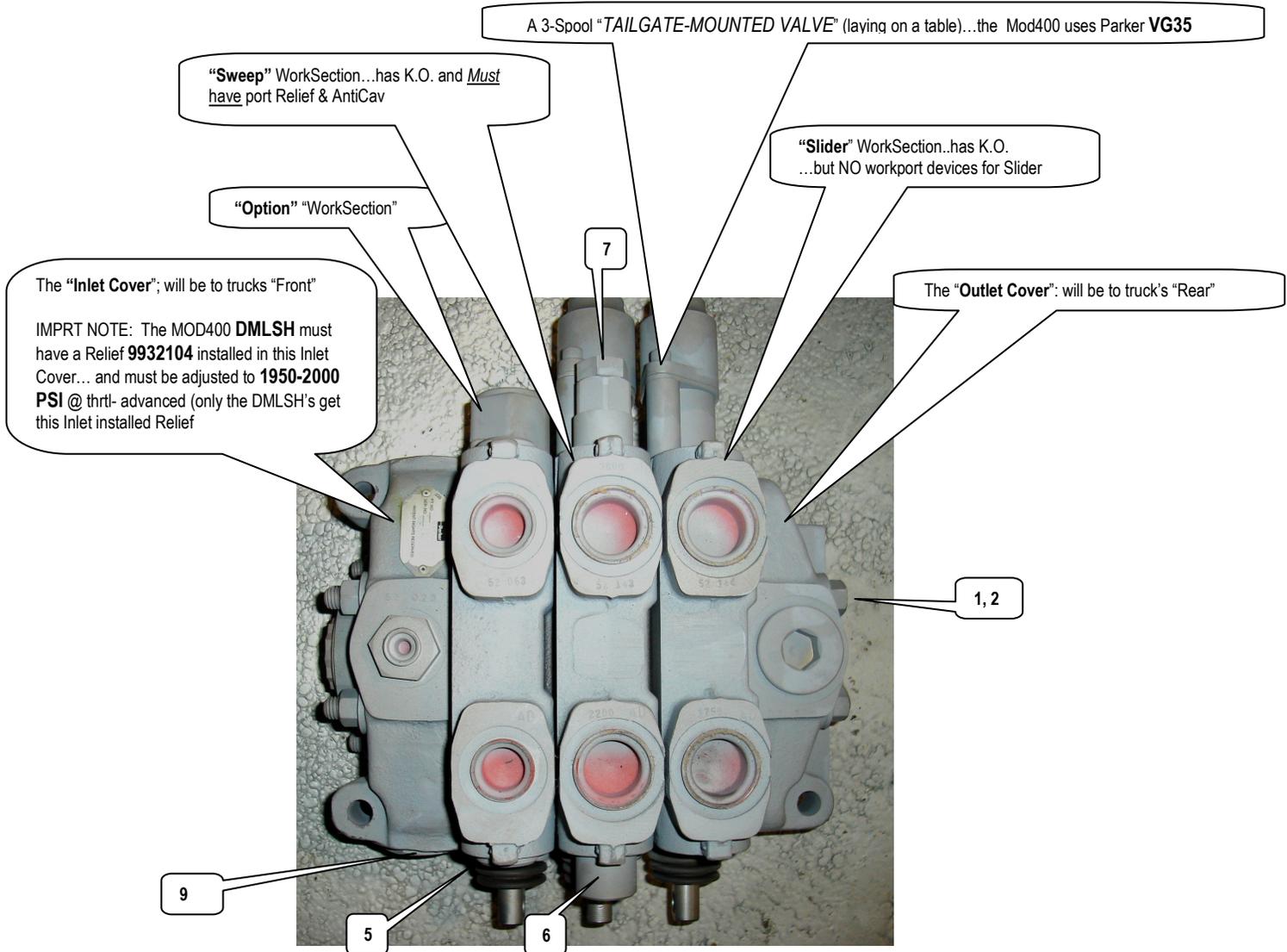
"Standard" M4's will have this PLUG in Inlet Cover.

BUT> "DMLSH" M4's must have relief 9932104 installed (plug removed)...and must be ADJUSTED to 1950-2000 PSI @ thrtl-advanced (demolitions ONLY have a relief). (Demolitions ONLY must have a Relief in Inlet Cover of the Tailgate-Mounted Valve)

MODEL 400s "Tailgate-Mounted Valve" part numbers
The whole valve assy...in MOD400 "spec"...as imaged below
2-spool >> no p/n (use the 3- spool and plug unused work ports)
3-spool >> **9932121**
4-spool >> **9932122**
5-spool >> no p/n (add one OPT worksection to 9932122)
6-spool >> no p/n (and very rare in M4 world)



Note: any "spares-ordered" Option work-sections will have NO port reliefs. YOU MUJST Order the correct Port Reliefs "separately"... Per your desired Specific Option PORT RELIEFS.. Contact Loadmaster for assistance on "needed" Port Reliefs per you particular Option (it varies).



VG35 "OPTION" WORKSECTIONS....Spool Seals, etc

NO	Q	DESCRIPTION	PART NO
1	2	Seal, O-ring (Black color) <i>Only for a <u>Option</u> work-section!!</i>	8800186
2	2	BackUp Ring (Orange plastic) <i>NOTE the correct orientation & position</i>	8800187
3	3	Retainer ("2" at tang-end/ "1" at detent-side)	8800188
4	1	Retainer (thin steel; cages the boot)	8800799
5	1	Bellows Boot	8800798



NOTE: Assure the correct "Orientation" of items 1 & 2 as imaged here (Assure CORRECT orientation...or seal system will "fail")

NOTE: these Seals are for Excel's VG35 **OPTION** Worksection.'s **only** (see sec 08 pgs 05 & 06 for the SealSystem for a KnockOut section)

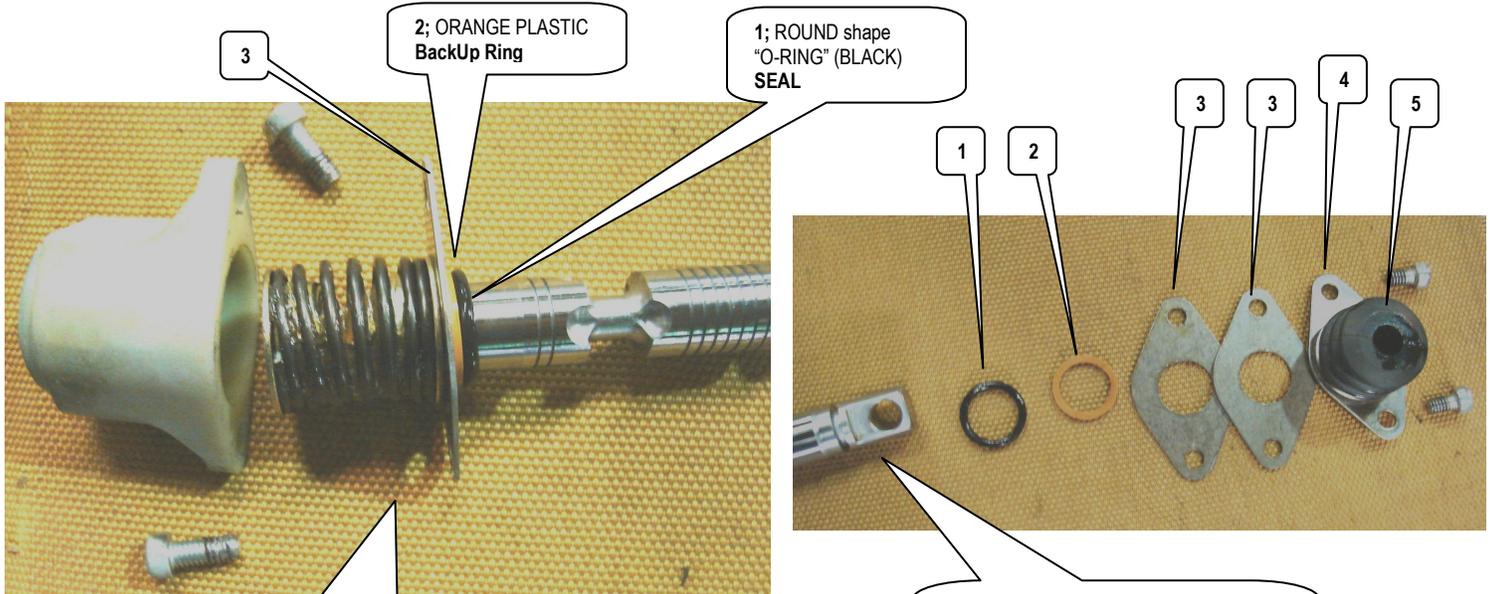
NOTE: for LoadMasters...OPTION spool & worksection castings are ALWAYS "PARALLEL" work-section castings

NOTE: Seal Item#2 & #3 is **ALSO** used at spools "handle side" (side "opposite of shown here...SAME pair of seal & backup ring... at both ends of SPOOL of the OPTION worksection)

NOTE: A Option Worksection does NOT have the Knock-Out Postioner..Typ options are Winches/Rollbars/ Roof-Mtd Cable Reeveer/Cart Tippers etc etc...

(See Sec08- Pgs 3 & 4 for Seals, etc for a *Knock-Out* style of Work Section....used different items)

NOTE: Most OPTION Worksections will **ALSO** require Work Port Reliefs...see CHART at Sec12-Pg01 for a listing of "REQUIRED" port reliefs per exact type of OPTION (winch, Cart Tippers, Roll Bar etc etc have "different" Port Relief "settings").



THIS is a "OPTION" Work-Section ...which has the :SPRING -CENTER'D style of "DETENT " (NOT a Knock-Out)

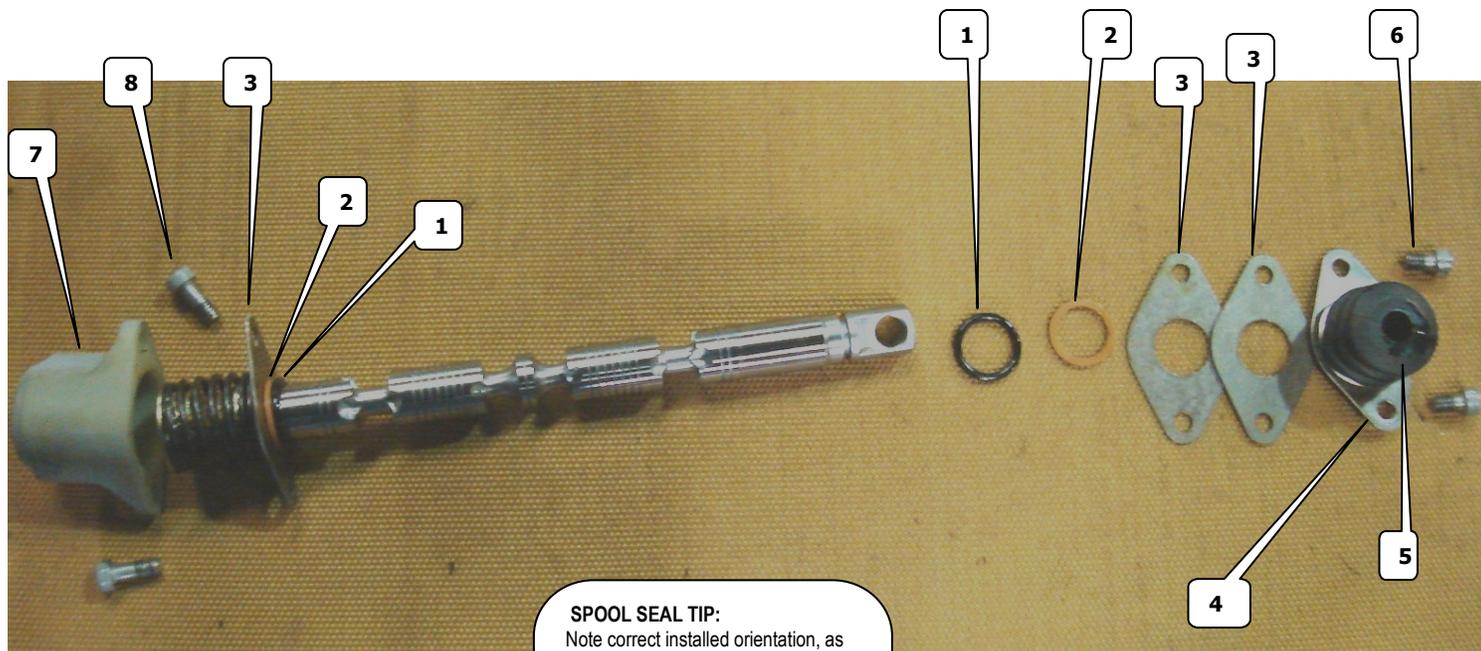
THIS is the **Tang End** Side of a "OPTION" Work Section...(has the Push-Pull rod attachment).



VG35 "OPTION" WORK-SECTIONS...Spool Seals, etc

NO	Q	DESCRIPTION	PART NO
1	2	SPOOL SEAL <i>This "same" seal is at both ends of spool</i>	8800186
2	2	BACKUP RING (FOR SPOOL SEAL)	8800187
3	3	Seal RETAINER <i>2 req at tang-end & 1 req at detent-side</i>	8800188
4	1	Bellows Boot RETAINER <i>thin metal...holds boot from the outside</i>	8800799
5	1	BELLOWS BOOT <i>Thin metal; retains boot only</i>	8800798
6	2	FILLISTER SCREW (1/2" lg tang end)	8800800
7	1	Bonnet Cap- vented Option-section style	8800189
8	2	FILLISTER SCREW (3/4" long at bonnet)	8800190
9	-	"Universal" VG35 OPTION Work Section <i>The whole section & spool Assembly. Always a "Paralle" style of Casting for VG35: "Universal" Work Section shipped with Plugged Work Port Device cavities. See Chart Sec12- Pg 06... scroll the MODEL 400 "column"... to order separately the MOD400 :Per your specific Option(s)"Port devices!!></i>	8800730

Note: the *OPTION* VG35 work sections employ DIFFERENT spool seals... (versus the "Knock Out" <KO> work-sections.spool seals)

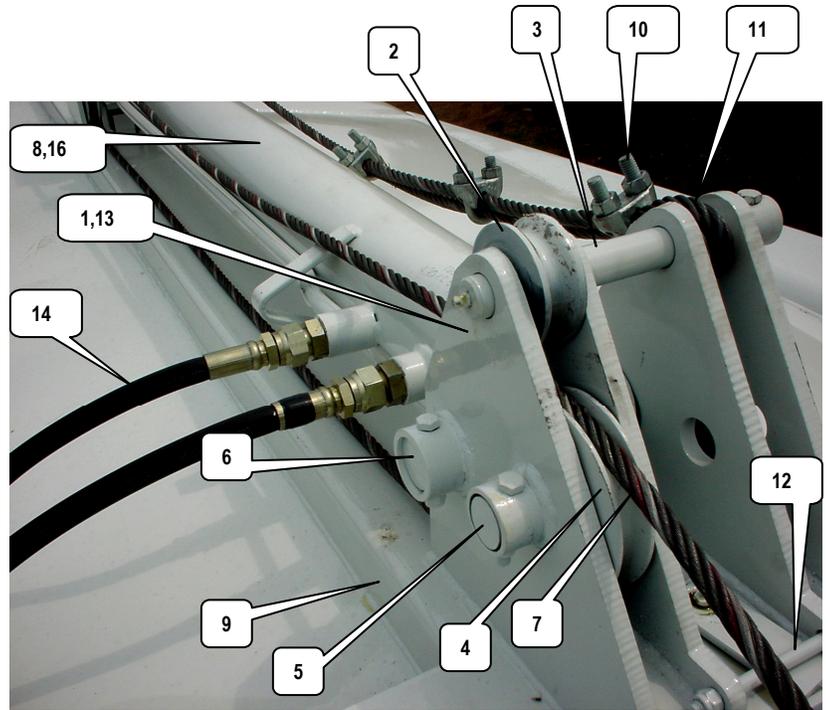


SPOOL SEAL TIP:
Note correct installed orientation, as imaged HERE

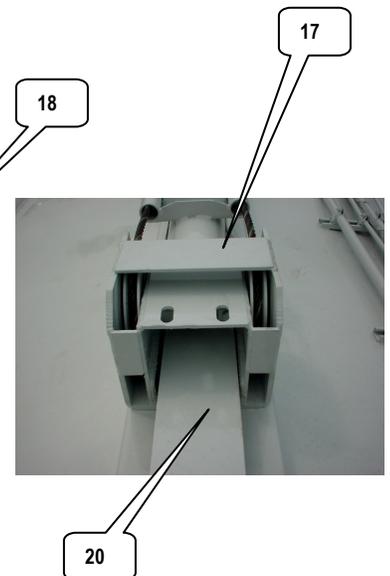
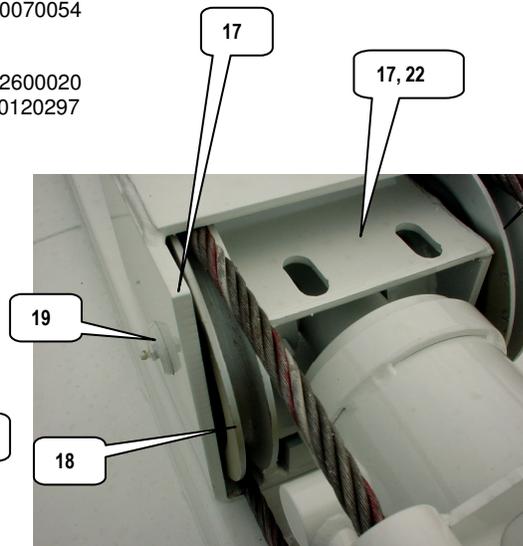
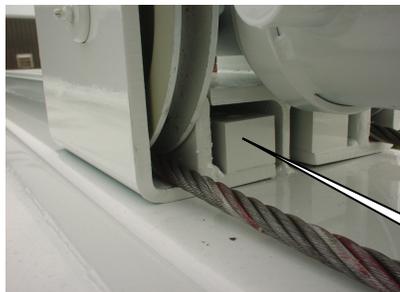
Soft rubber = do NOT roughly drag spool "lands" across seal...
Apply a bit of grease before slipping in the spool and be "carefull/ gentle" when installing Spool into Casting's Bore. <OR= install tang end spool Seal AFTER the spool is slipp'd into work section casting>

"2-10" REEVER OPTION

NO	Q	DESCRIPTION	PART NO
1	1	Rearward Sheave box Weld assy (Weldment "only" that welds to "channel")	0120635
2	1	3" Diameter Sheave	9960243
4	1	5" Diameter Sheave	9960074
3	1	Pin	0080227
5	1	Axle	0080226
6	1	Pin (for cylinder base-end)	0080228
7	1	Cable (1/2" x 52 foot...with "hook")	9960140
8	1	Hydraulic Cylinder (2-10) (This "style" has welded on barrel "guide eyes")	9937067
9	1	Main Backbone Channel If M4 "Standard" , then part no is 0030242 If DMLSH (DEMOLITION) , part no is 0032734	
10	3	Wire Rope Clamp (aka..."clip") (See Maint Manual for correct/secure Installation)	9960041
11	1	Thimble (for 1/2" wire rope)	9960041
12	1	Pin weld assy (for laying flat sheave)	0120390
13	-	Rearward Sheave Box Sub assy (The weldment with its sheaves, pinning's, fasteners)	0120362
14	2	Hose Assy- 1/2' X 131" MOD400 style	9934174
15	1	Sheave- 6" diameter	9960066
16	-	Seal Kit for Hydraulic Cylinder 9937067	8800719



NO	Q	DESCRIPTION	PART NO
17	1	Sliding Sheave Block Weld assy	0120015
18	2	Sheave- 8" diameter	9960062
19	1	Main Pin (for "sliding" sheave block)	0080051
20	1	"T-bar" (This welds to "backbone" channel)	0070054
21	2	Polymer Wear Block	2600020
22	1	Complete sheave Block Assy	0120297



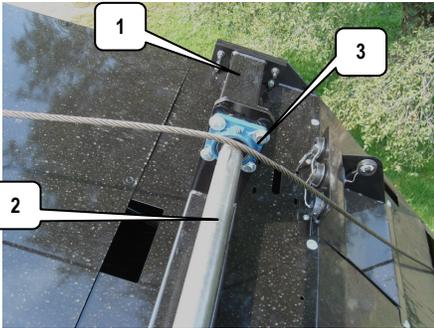
“2-10” REEVER OPTION
NO Q DESCRIPTION

PART NO

1	1	Cable Guide Tube Weld Assy <i>Complete beam w/ roller & flange bearings)</i>	0120061
2	1	Roller Shaft	0080050
3	2	Flange Bearing	9960014
4	X	X	-
5	-	-	-
6	-	-	-



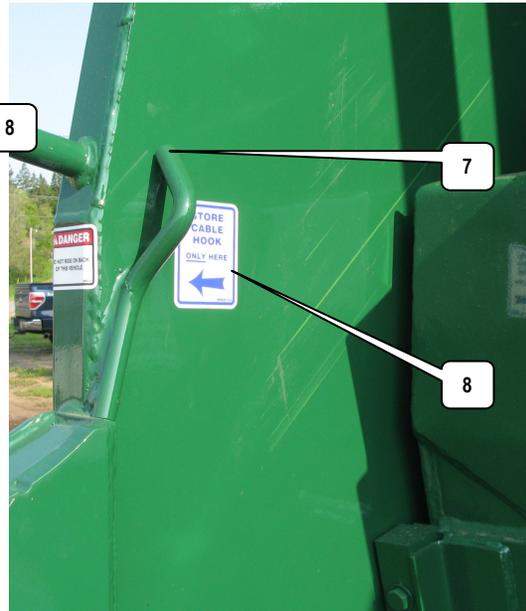
M4 Can Stopseparate
OPTION...see Sec 09- pg06



NO Q DESCRIPTION

PART NO

7	2	Hook Storage Holder (Bent Peg)	0080229
8	2	Decal- hook Storage “only”	9980102



SOME CONTAINER HANDLING “OPTIONS”, SUCH AS THE ROOF-MOUNTED CABLE REEVER (AKA....THE “2-10”), AND THE SPOOLING DRUM WINCH, WILL HAVE CABLES WITH A “HOOK” AT THE END OF THE CABLE. THERE WILL EXSIST A PAIR (LH/ RH) OF BENT PEGS FOR HOOK “STOREAGE”.

WHEN THAT OPTION'S HOOK IS “NOT” ACTIVELY BEING USED, ALWAYS “STORE” THE CABLE'S HOOK ONLY AT THE PROVIDED “BENT PEG” HOOK STORE. DO NOT STORE THE HOOK ANYWHERE ELSE!!

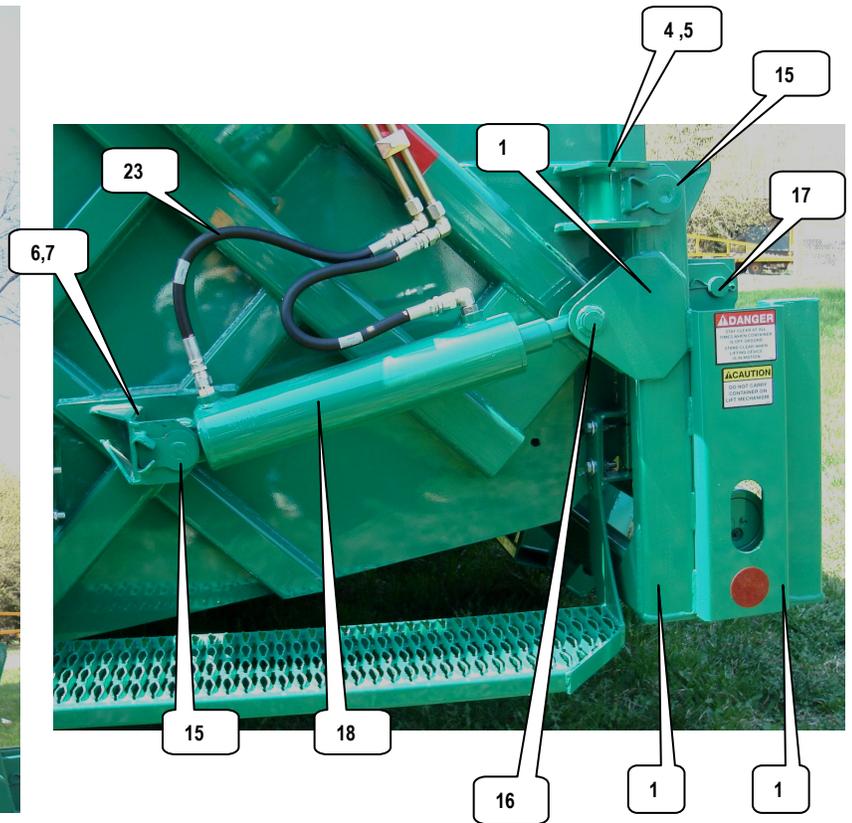
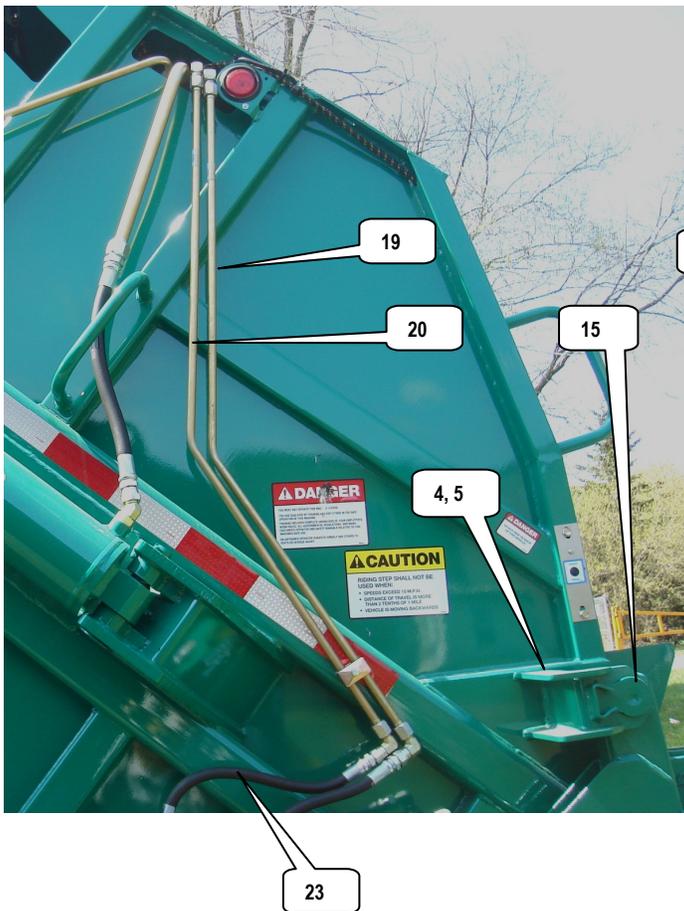
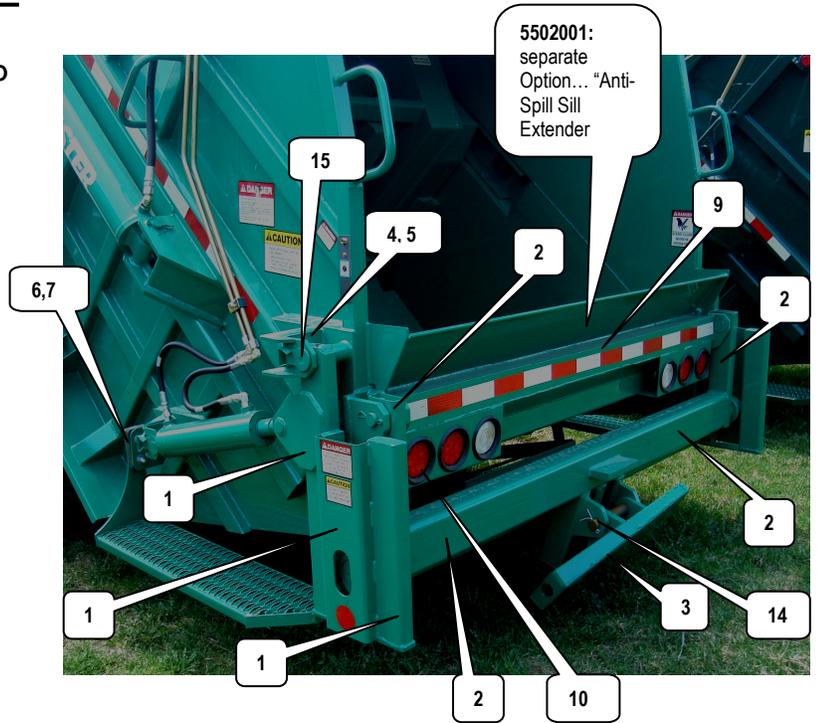
NEVER, (NEVER) “STORE” THE CABLE'S HOOK BY ATTACHING THE HOOK TO THE GATESIDE “HAND HOLDS” (AKA ...GATESIDE “GRAB HANDLES”). THE HAND-HOLDS ARE “ONLY” FOR THE ‘HANDS” OF THE RIDERS & OPERATORS.

WRONGLY “HOOKING”THE CABLE'S HOOK TO THE HAND-HOLD WILL RESULT IN SERIOUS INJURY (CABLE PINCHING/ CUTTING INJURIES), IF THE CABLE'S HOOK IS “WRONGLY” STORED AT THE GATESIDE “HANDHOLDS/ GRAB HANDLES”.

ALWAYS “STORE” ANY CABLE'S “HOOK” AT EITHER OF THE PROVIDED BENT PEG STYLE OF HOOK STORAGE (ONLY).

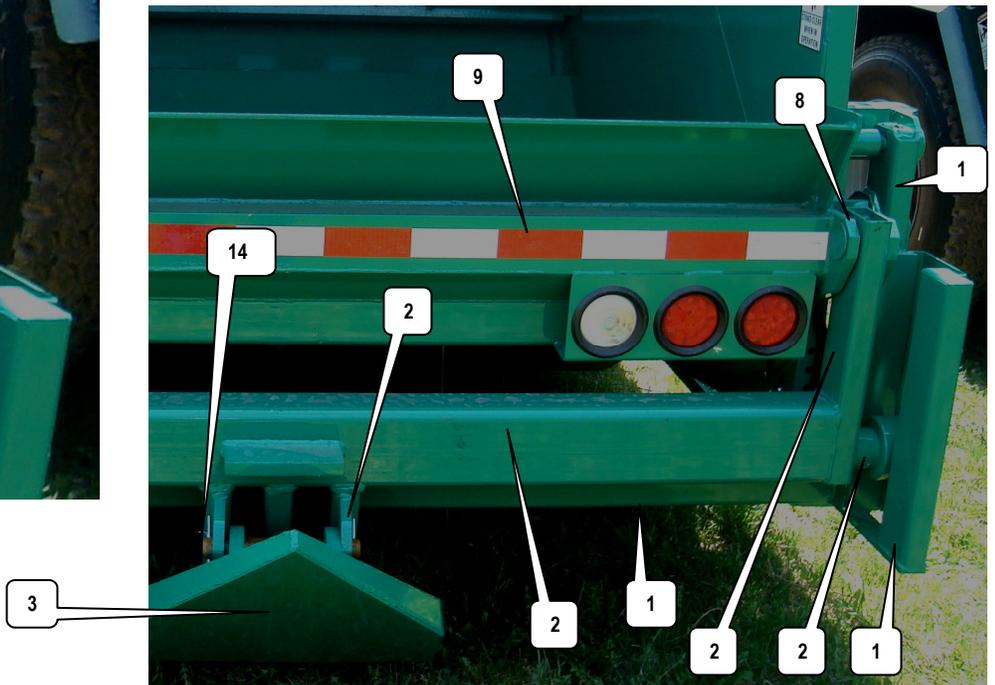
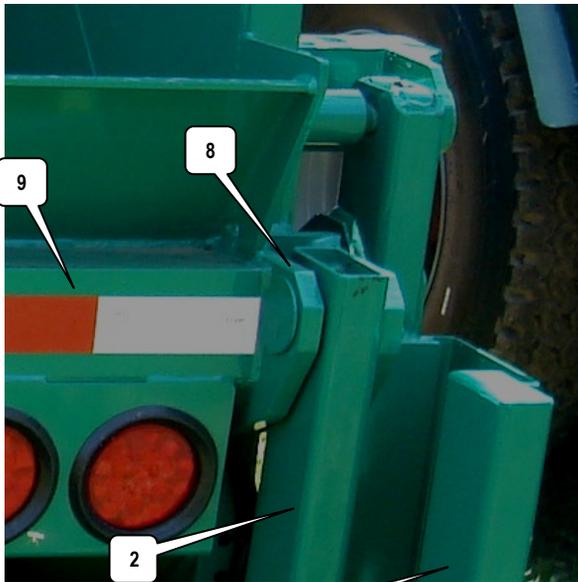
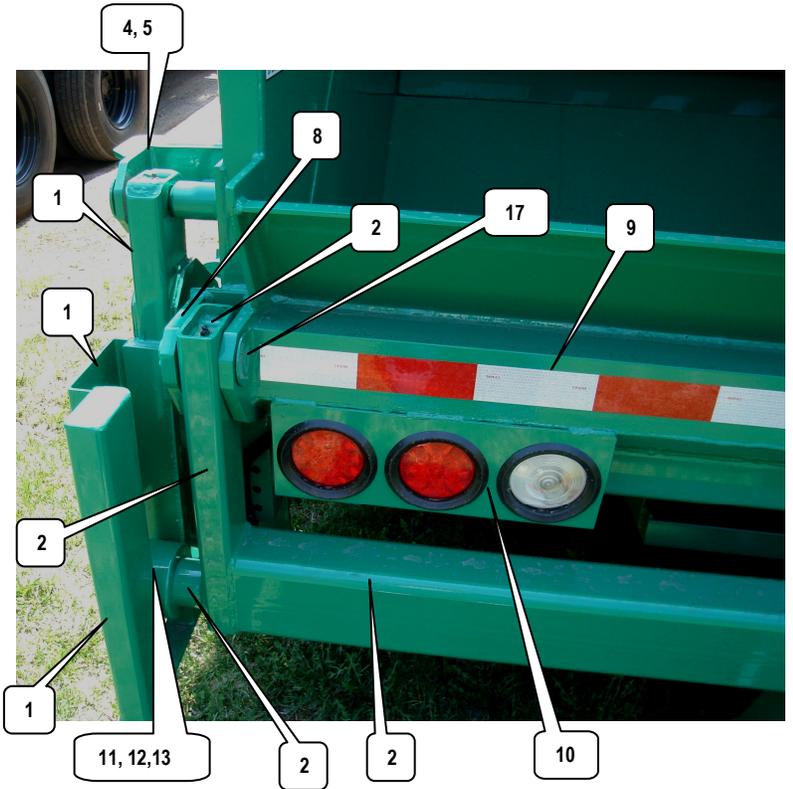
"A- FRAME" ROLLBAR LOADER OPTION

NO	Q	DESCRIPTION	PART NO
1	1	Triangle Dumper Rollbar Sub Weld Assy	0120121
2	1	Triangle Lift Bar Sub Weld Assy	0120122
3	1	Triangle Frame Sub Weld Assy	0120123
4	1	Roll Bar Mount Sub Weld Assy- LH	0120127
5	1	Roll Bar Mount Sub Weld Assy- RH	0120128
6	1	Roll Bar Cylinder Mount Sub Weld Assy LH	0120131
7	1	Roll Bar Cylinder Mount Sub Weld Assy RH	0120132
8	2	Lift Bar Mount Sub Weld Assy	0120195
9	1	Dmlsh Sill Angle Sub Weld Assy	0101329
10	2	Light Bracket- 3 hole (DMLSH)	0020952
11	2	Roller (w/o Bushing)	0060039
12	2	Bushing (for roller; Alum Brnze)	9960048
13	2	Retainer (for Roller; 3 1/2" Dia x 1/2" thk)	0080143
14	1	Pin (for item #3; 1 1/2" dia)	0080232
15	4	Pin Weld Assy (1" dia)	0120130



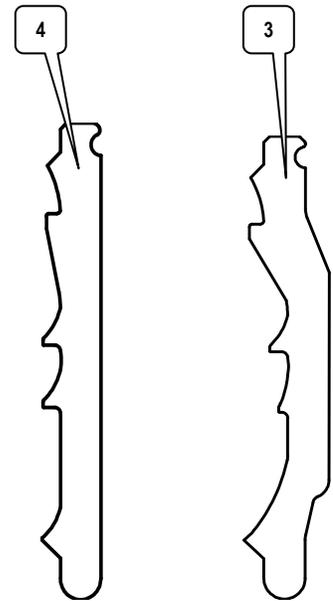
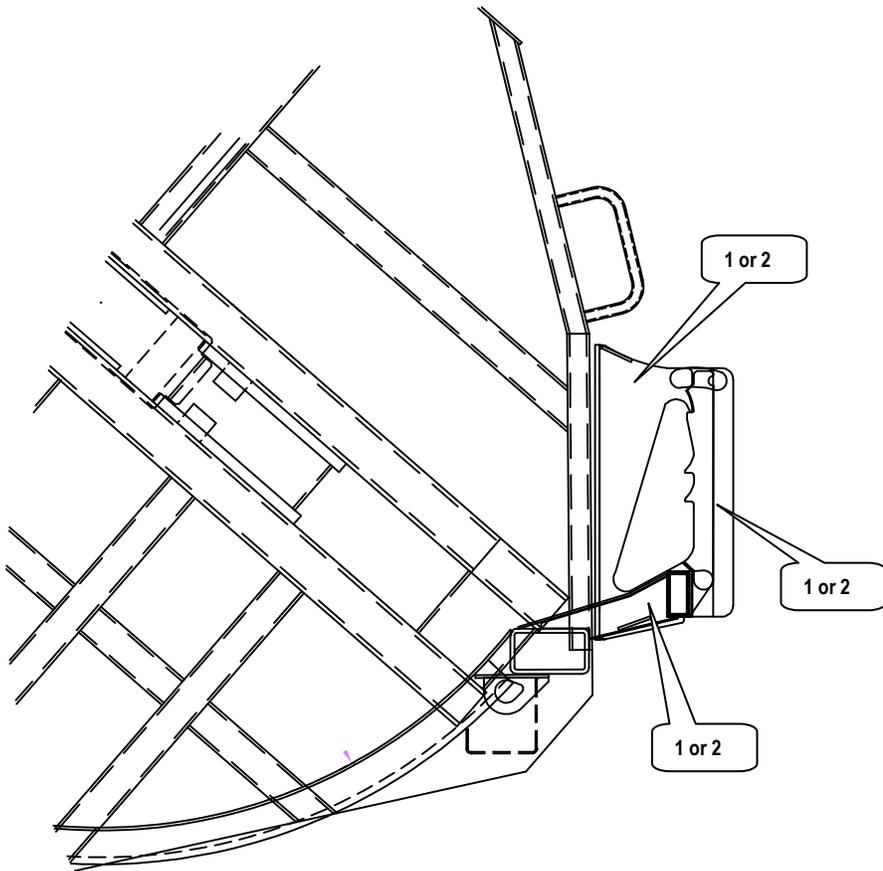
"A- FRAME" ROLLBAR LOADER OPTION

NO	Q	DESCRIPTION	PART NO
16	2	Pin Weld Assy- Upper Cylinder pin (3/4")	0120011
17	2	Pin Weld Assy- Inner arm (1 1/2")	0120366
18	2	Hydraulic Cylinder (3 1/2 bore x 16 stroke)	9937006
19	2	Hydrau Tube Assy (bent)	9930146
20	2	Hydrau Tube Assy (bent)	9930147
21	2	Hydrau Tube Assy (straight 5/8" OD x 22") <i>Not shown...inside the gate shell</i>	9930041
22	2	Hydrau Tube Assy (straight 5/8" OD x 55") <i>Not shown...inside the gate shell</i>	9930042
23	4	Hose Assy- 1/2 x 24" lg	9934097
24	2	Hose Assy- 1/2 x 46" lg <i>Not Shown...inside the gate shell</i>	9934088
26	-	-	--
27	-	-	--
28	-	-	--



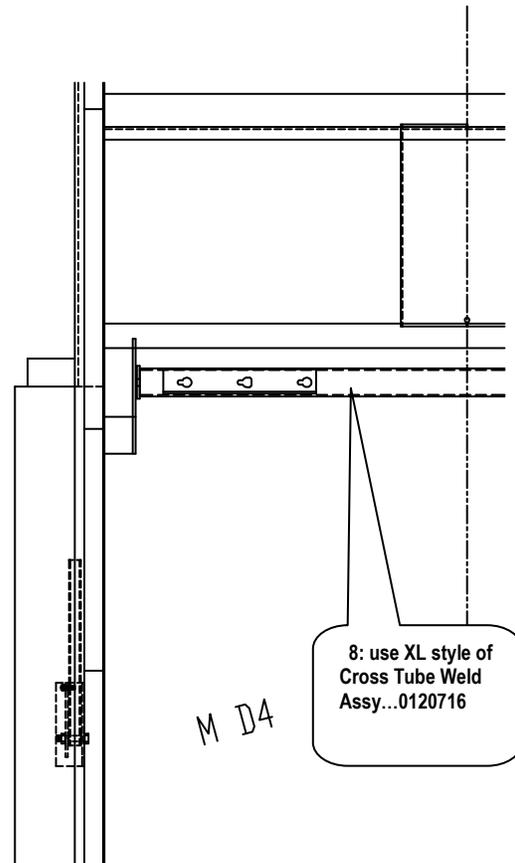
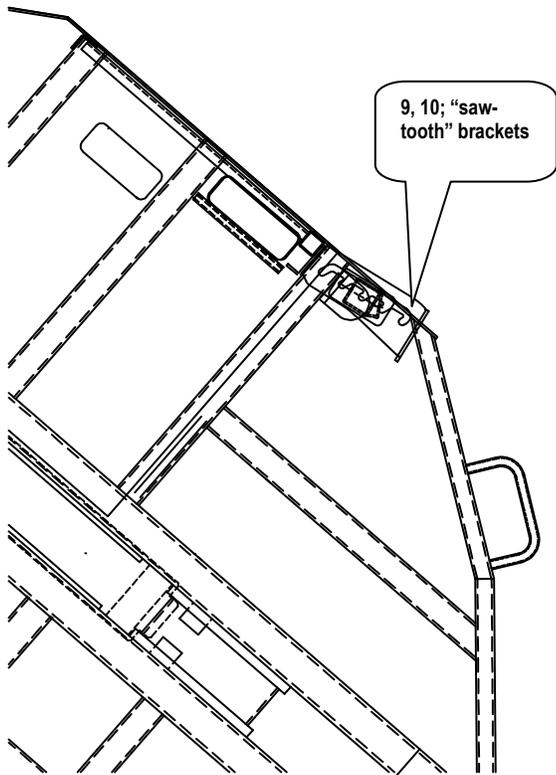
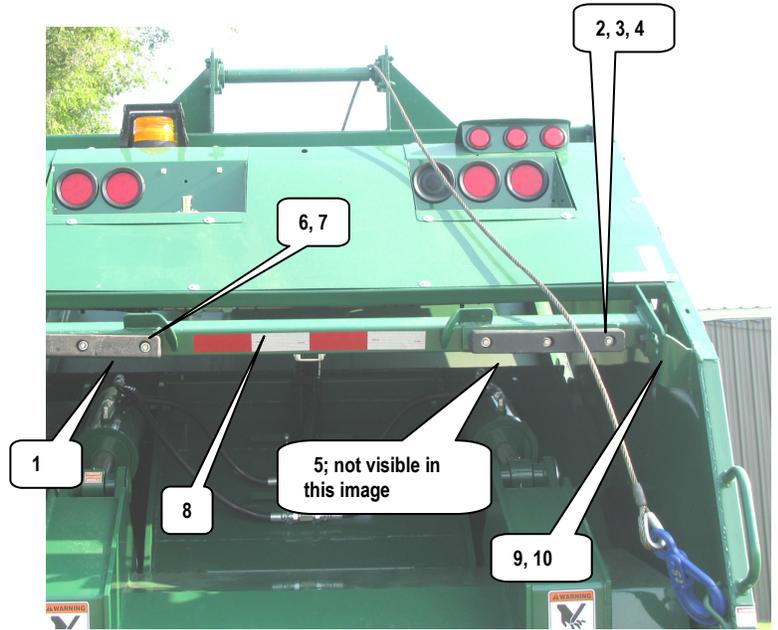
OPTIONS...CAN COUPLER (aka..."UNILATCH")

NO	Q	DESCRIPTION	PART NO
1	-	Lo-Profile M4 Can Coupler Parts Kit	0120768
2	-	Regular M4 Can Coupler Parts Kit	0120705
3	2	Latch Arm – Lo Profile (1" offset)	0030770
4	2	Latch Arm- Regular (0 offset) <i>Contact FACTORY for "other" available offsets ("larger" offset can make can coupling EZ'r In "some" applications)</i>	0031449
5	-	-	
6	-	-	
7	-	-	



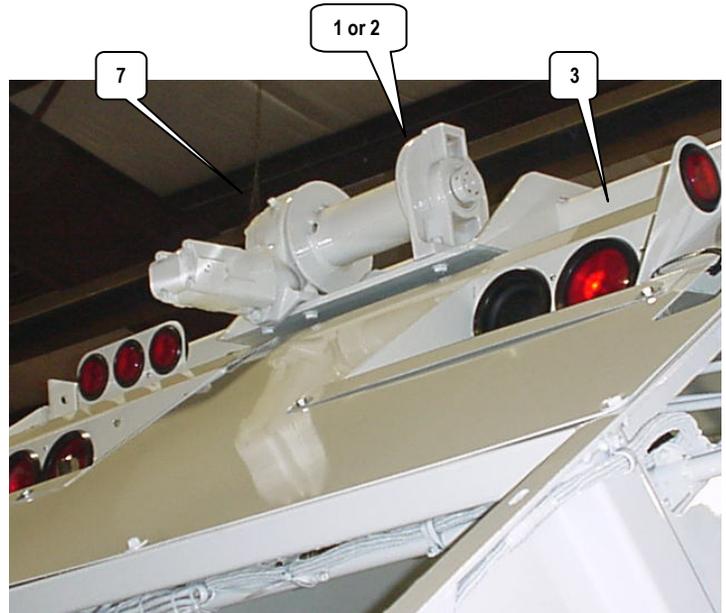
OPTIONS...MOD400 "Can Roll Stop" Option

NO	Q	DESCRIPTION	PART NO
1	2	Rubber Bumper	9960078
2	6	Cap screw – 3/8UNC x 1 3/4" lg	9950624
3	6	Flat washer- 3/8	9950103
4	6	Free spin Nut 3/8 UNC	9950003
5	2	Bumper Mount Bracket	0021501
6	1	Bumper Protection Clip LH driver's side	0031544
7	1	Bumper Protection Clip RH curb side	0031545
8	1	Cross Tube Weld Assy- (XL/ MOD400 style)	0120716
9	1	Weld-on Mount Bracket (LH; M4 sawtooth style)	0031994
10	1	Weld-on Mount Bracket (RH; M4 sawtooth style)	0031995

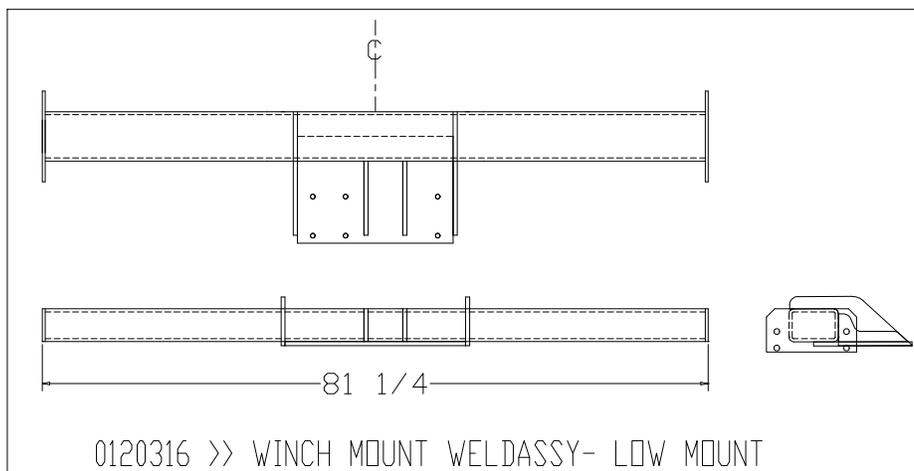
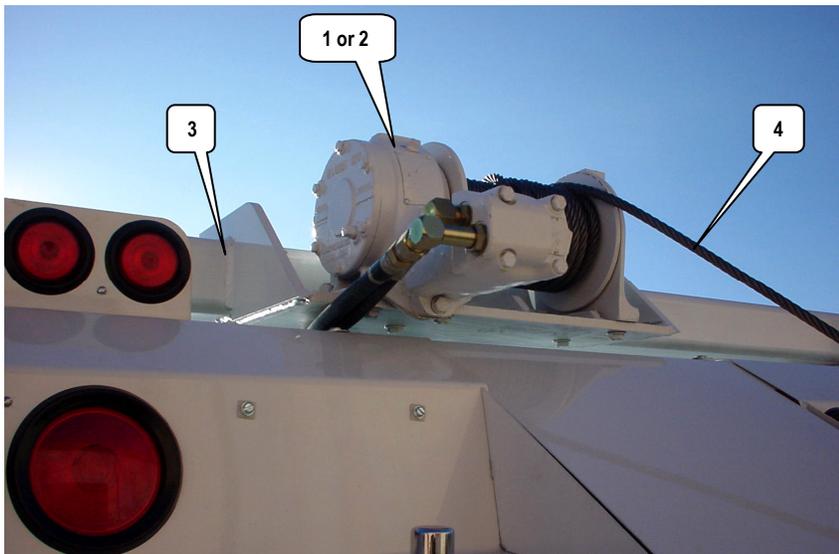


LOW MOUNT Drum Winch- ... "SPOOLING" WINCH

NO	Q	DESCRIPTION	PART NO
1	1	Winch- 12,000 lb	9960142
2	1	Winch- 8,000 lb	9996001
3	1	Crossing Tube Weld Assy – Low Mount style	0120316
4	1	Cable Assy (w/ HOOK)	9960156
5	2	Hose Assy- 1/2 x 24 (#10 JIC F/S both ends)	9934060
6	Q	XX	
7	Q	X	
8	1	Cable Capture (not shown) <i>Bolts to winches top tapped bosses</i>	0032047
9	1	Decal- "Winch controls"	9980029
10	Q	X	
11	Q	X	
12	Q	X	

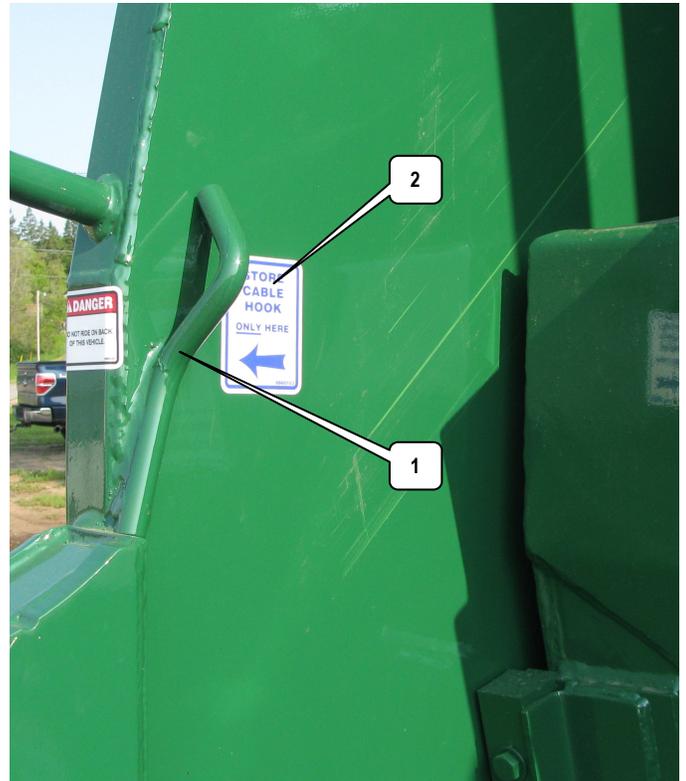


13
14
15



DRUM WINCH (cont'd)

NO	Q	DESCRIPTION	PART NO
1	2	Hook Storage Holder (Bent Peg)	0080229
2	2	Decal- hook Storage "only"	9980102



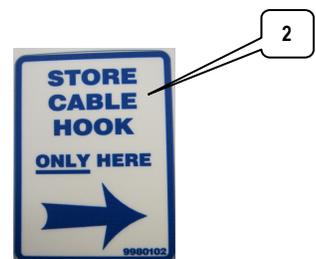
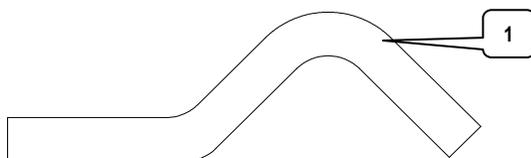
SOME CONTAINER HANDLING "OPTIONS", SUCH AS THE "2-10" ROOF-MOUNTED CABLE REEVER, AND THE SPOOLING DRUM WINCH, WILL HAVE CABLES WITH A "HOOK" AT THE END OF THE CABLE. THERE WILL EXIST A PAIR (LH/ RH) OF BENT PEGS FOR HOOK "STORAGE".

WHEN THAT OPTION'S HOOK IS "NOT" ACTIVELY BEING USED, ALWAYS "STORE" THE CABLE'S HOOK ONLY AT THE PROVIDED "BENT PEG" HOOK STORE. DO NOT STORE THE HOOK ANYWHERE ELSE!!

NEVER, (NEVER) "STORE" THE CABLE'S HOOK BY ATTACHING THE HOOK TO THE GATESIDE "HAND HOLDS" (AKA ...GATESIDE "GRAB HANDLES"). THE HAND-HOLDS ARE "ONLY" FOR THE "HANDS" OF THE RIDERS & OPERATORS.

WRONGLY "HOOKING" THE CABLE'S HOOK TO THE HAND-HOLD WILL RESULT IN SERIOUS INJURY (CABLE PINCHING/ CUTTING INJURIES), IF THE CABLE'S HOOK IS "WRONGLY" STORED AT THE GATESIDE "HANDHOLDS/ GRAB HANDLES".

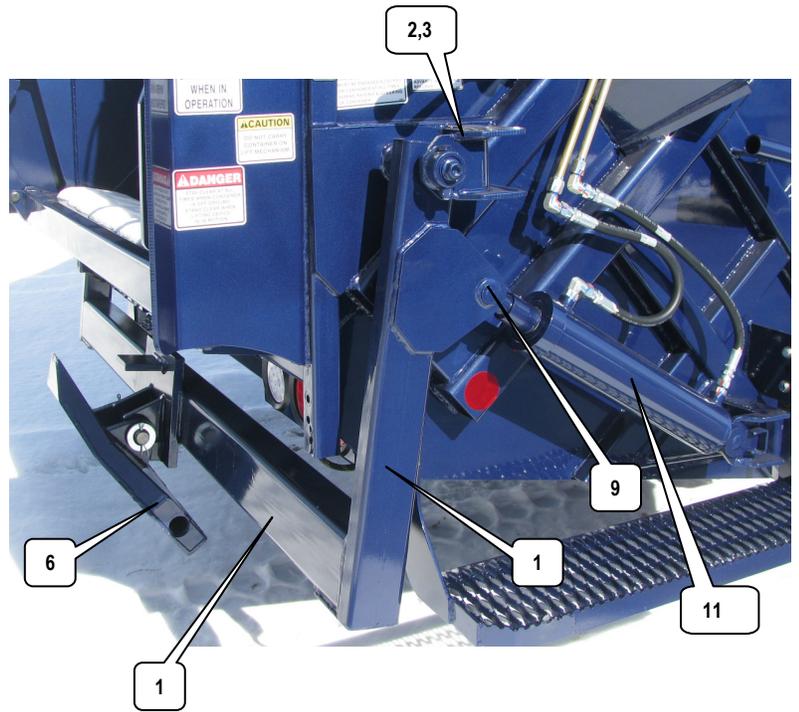
ALWAYS "STORE" ANY CABLE'S "HOOK" AT EITHER OF THE PROVIDED BENT PEG STYLE OF HOOK STORAGE (ONLY).



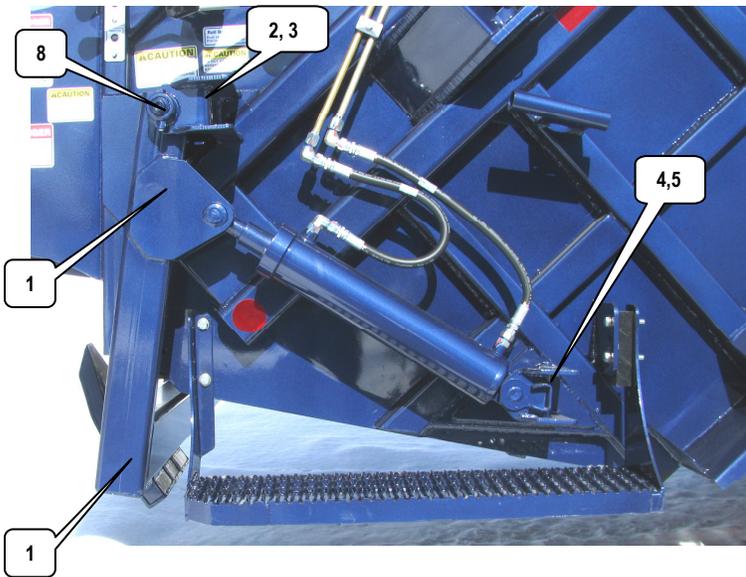
"GUIDO" SYLE OF A-FRAME ROLL BAR/ LOADER

NO	Q	DESCRIPTION	PART NO
1	1	Roll Bar Sub Weld Assy (Guido-style)	0120281
2	1	Triangle Roll Bar Upper Mount Sub Weld Assy- LH	0120282
3	1	Triangle Roll Bar Upper Mount Sub Weld Assy- RH	0120283
4	1	Roll Bar Cylinder Mount Sub Weld Assy- LH	0120131
5	1	Roll Bar Cylinder Mont Sub Weld Assy- RH	0120132
6	1	Triangle Frame Sub Weld Assy	0120364
7	1	Pin (triangle pivot; 1 1/2" dia)	0080232
8	2	Pin Sub Weld Assy (main pivot; 1 1/2" dia)	0120365
9	2	Pin Weld Assy- Upper Cylinder pin (3/4" dai)	0120011
10	2	Pin Weld Assy (1" dia)	0120130
11	2	Hydraulic Cylinder- 3 1/2" bore x 16" stroke	9937006
12	Q	X	

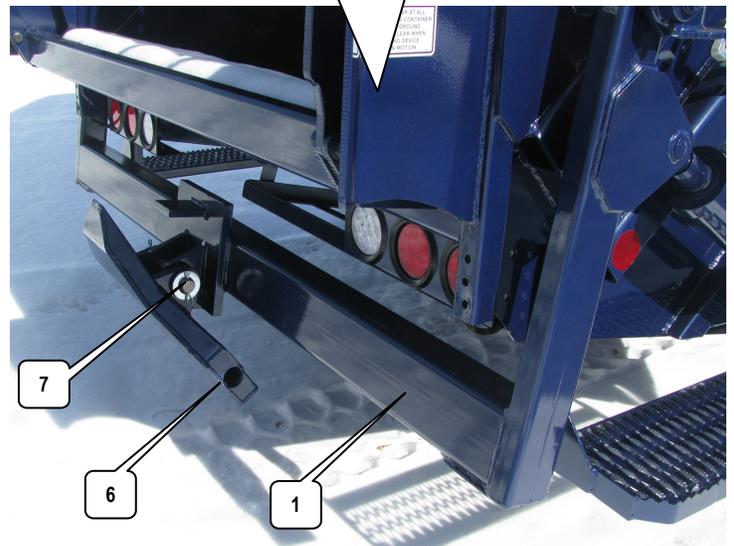
13
14
15



ALERT: "IF" a CAN COUPLER (VersaLatch) is needed (say for a *Drum Winch*, or a "2-10 *Roof-Mounted Reeve*")....then the STANDARD A-Frame RollBar/Loader (which is **SEC 09- pgs 3 & 4** of this manual) can **NOT** be employed....a "conflict" exists. Then the customer-desired **A-Frame** Roll Bar **MUST BE** this so-called "**Guido Style**" of A-Frame Rollbar. The "**GUIDO**" style of **A-Frame** Roll Bar IS a special design, that is compatible to a Can Coupler. (Note.. "GUIDO" is a refuse-hauler, that was the "original 1998 customer" that desired BOTH the can coupler *and* the A Frame Roll Bar.)

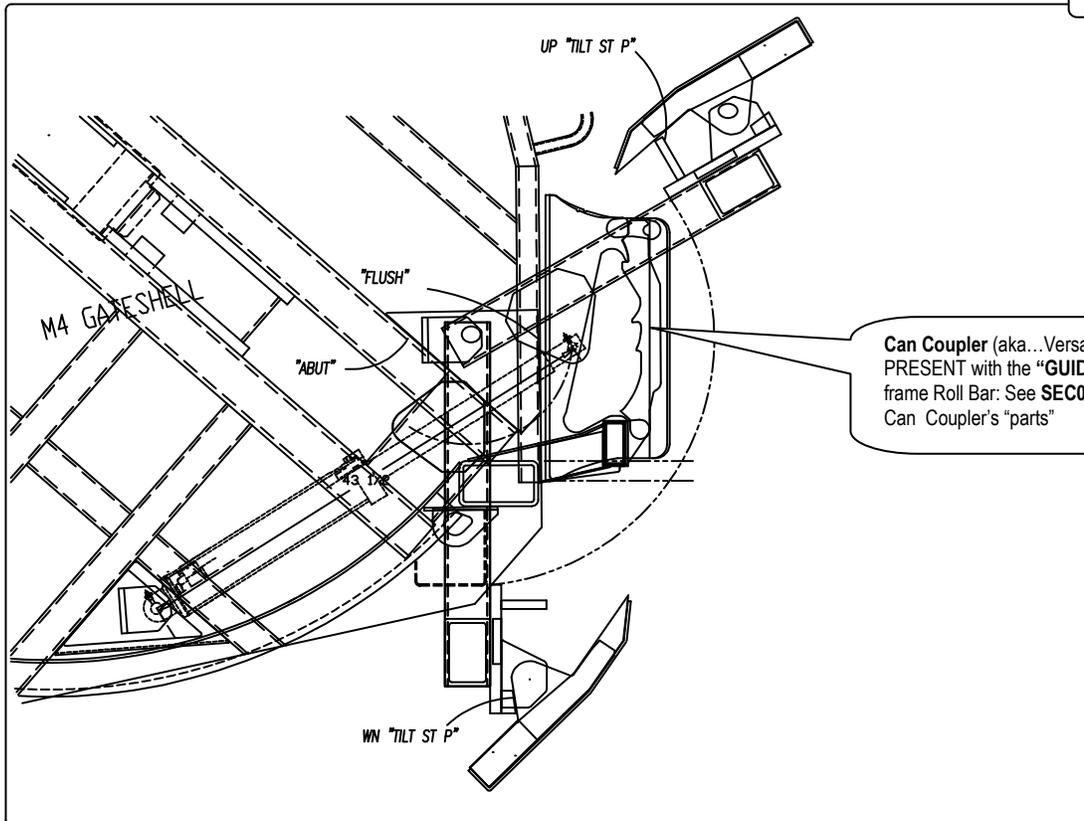
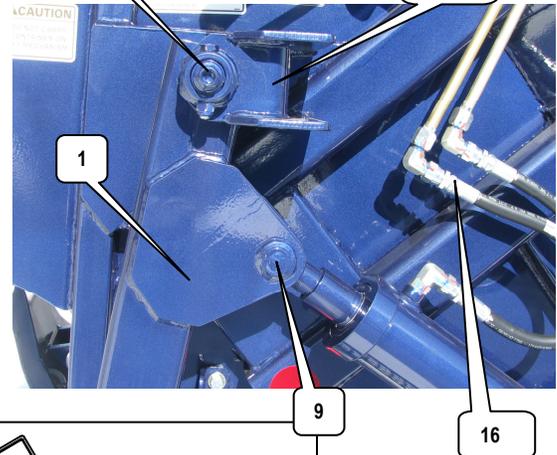
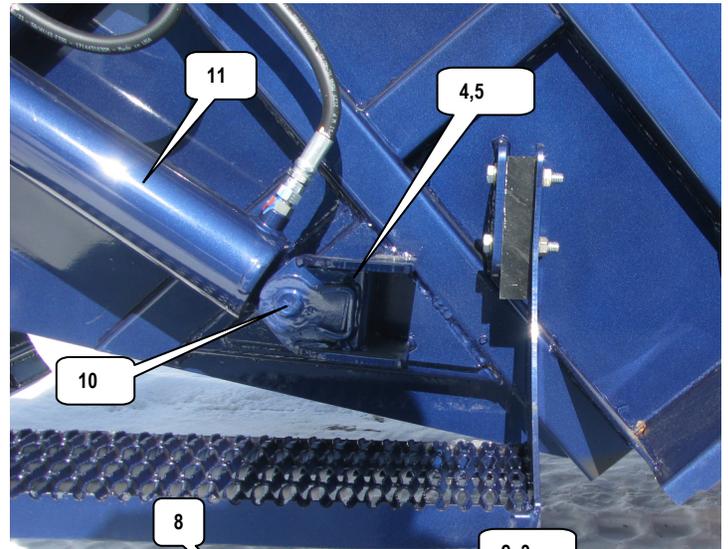
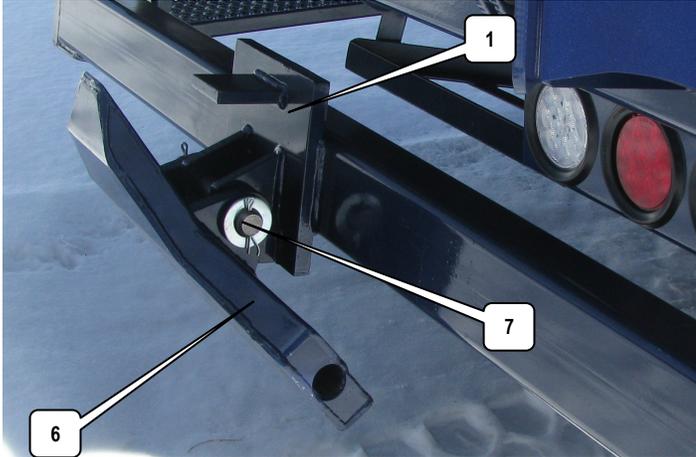


Can Coupler (aka...VersaLatch)... can be PRESENT with the "GUIDO" style of A-frame Roll Bar (not a "Conflict")



"GUIDO" STYLE OF A-FRAME ROLL BAR/ LOADER

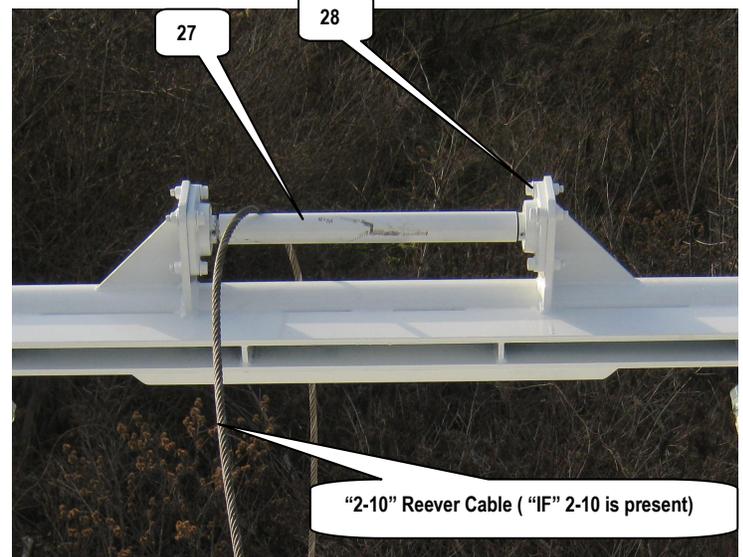
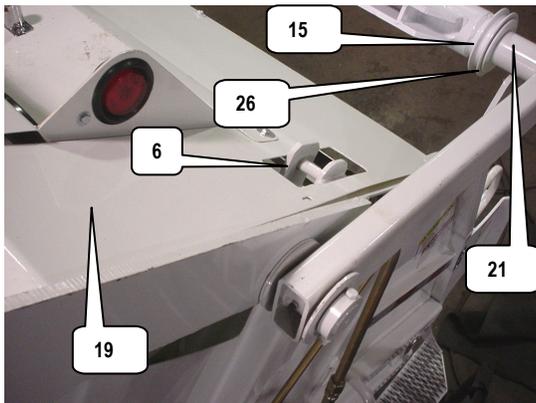
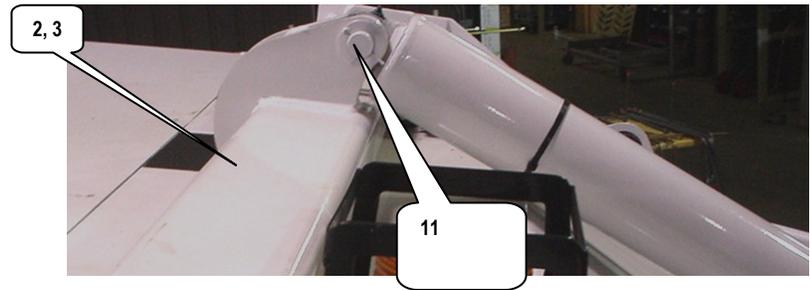
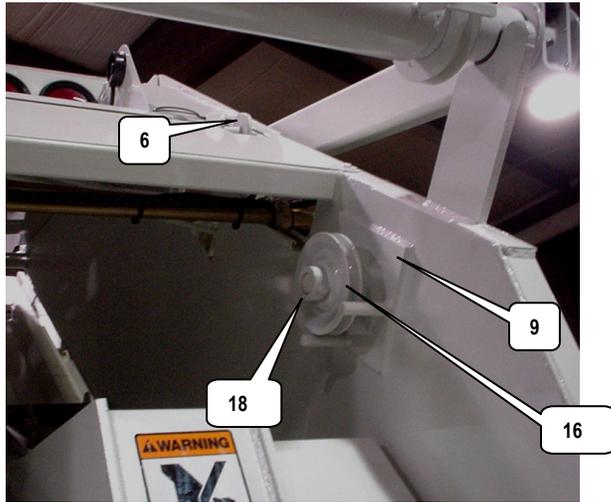
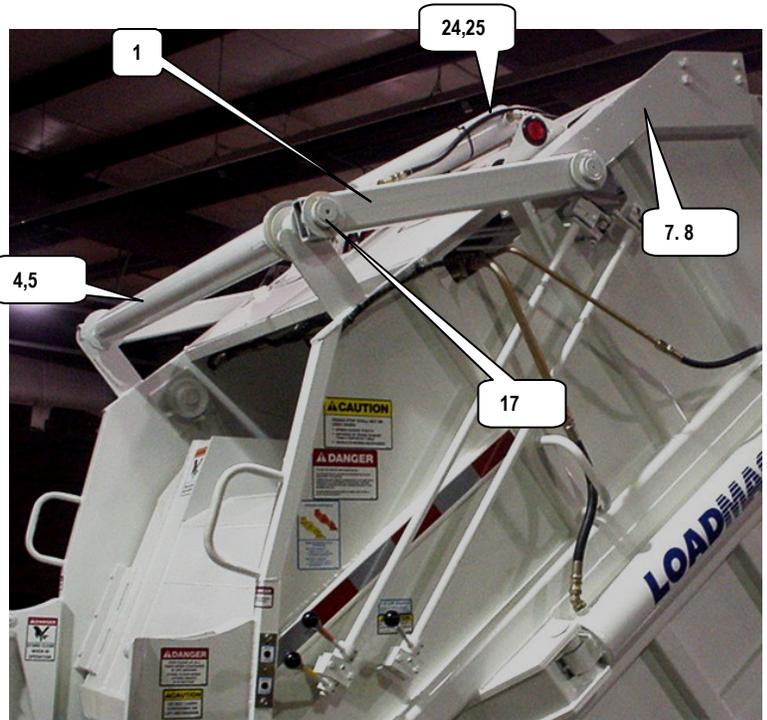
NO	Q	DESCRIPTION	PART NO
16		The Hydrau Tube Assemblies and Hoses, for the GUIDO A-Frame are SAME as the "standard" A Frame...(see SEC 09- pgs 03 & 04 for GUIDO "plumbings/ flow restrictors, etc)	
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Can Coupler (aka...VersaLatch)... can be PRESENT with the "GUIDO" style of A-frame Roll Bar: See SEC09-pg05 for M4's Can Coupler's "parts"

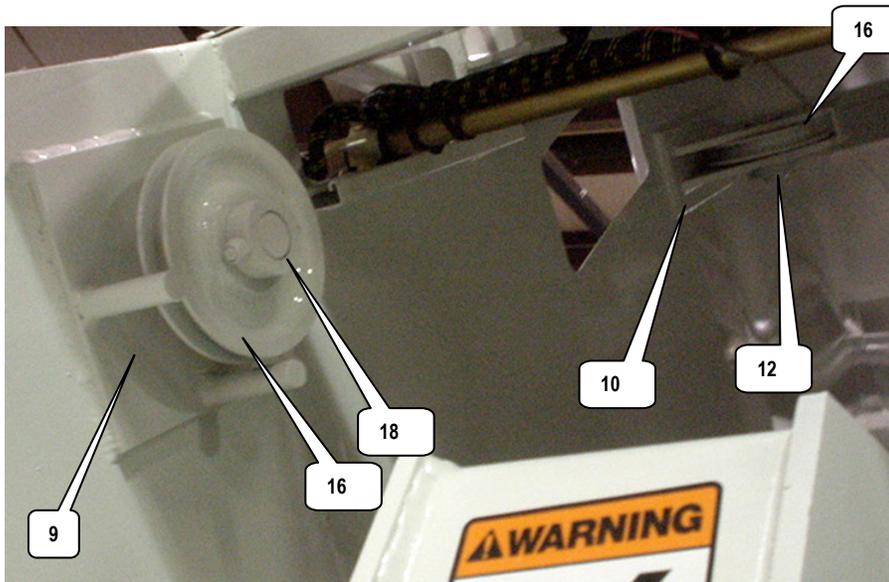
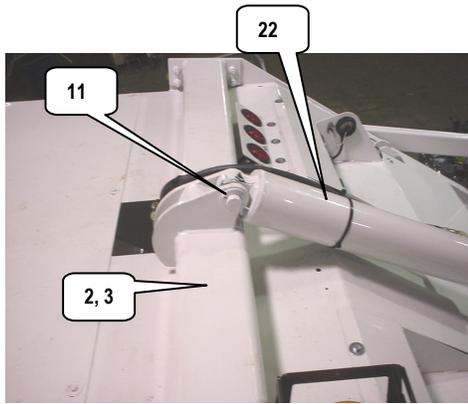
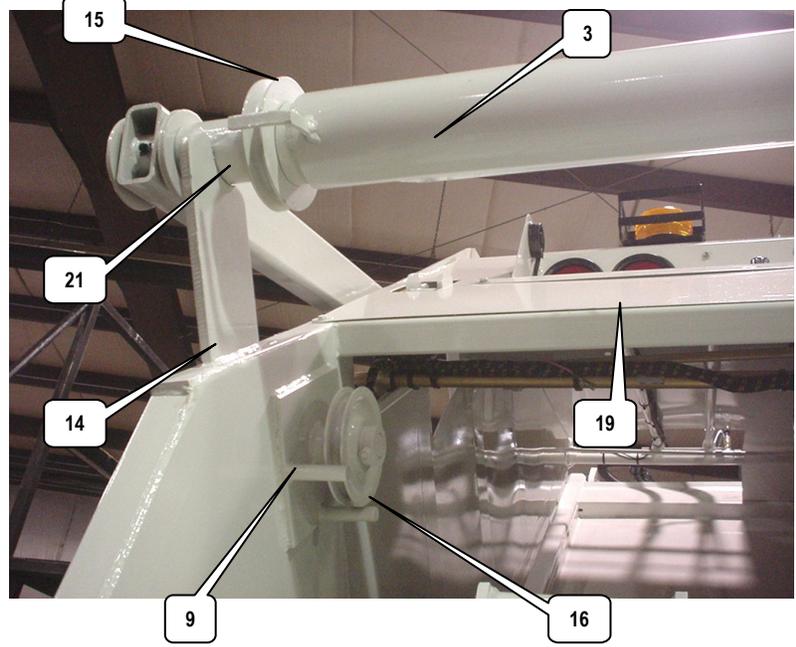
"1-2" SLING LIFT- Model 400 Version

NO	Q	DESCRIPTION	PART NO
1	2	Pivot Arm Sub Weld Assy	0120027
2	1	Cylinder Pivot Beam Sub Weld Assy (w/o "2-10") <i>If the "2-10" reeveer is NOT present (NO rolling pin)</i>	0120695
3	-	Cylinder Pivot Beam Sub Weld Assy (w /"2-10") <i>If the "2-10"reeveer IS present (has rolling pin)</i>	0120708
4	1	Lift Tube Sub Weld Assy (w/o "2-10") <i>If the "2-10" reeveer is NOT present (NO rolling pin)</i>	0120073
5	-	Lift Tube Sub Weld Assy (w/ "2-10") <i>If the "2-10" reeveer IS present (has rolling pin)</i>	0120092
6	2	Cable Anchor Sub Weld Assy	0120026
7	1	Lift Mount Sub Weld Assy- LH (M4 style)	0120070
8	1	Lift Mount Sub Weld Assy- RH (M4 style)	0120071
9	2	Outer Sheave Mount Sub Weld Assy (M4 style)	0120074
10	2	Upper Sheave Mount Sub Weld Assy (M4 style)	0120072
11	2	Pin Assy- (both ends of CYLINDER)	0120407
12	2	Pin Assy- Upper Sheaves	0101279
13	1	Outboard Main Pivot Support Kit (a pair)	0120742
14	2	Tube Support / Rest Plate	0030877
15	2	Sheave (6" OD x 2 1/2" ID x 3/8 cable)	9960047



"1-2" SLING LIFT- Model 400 Version

NO	Q	DESCRIPTION	PART NO
16	4	Sheave (6" OD x 1 1/4 ID x 3/8 cable) w/ Zerk	2600094
17	2	Retainer Ring (2" ID)	0060069
18	2	Retainer Collar (1 1/4" ID)	0060065
19	1	Lower Cover Sheet- M4 w/ 1-2 cable holes	0021811
20	2	Cable Assy (3/8" x 25'... w/ Hook , <i>not imaged</i>)	9960145
21	2	Collar/Spacer (Lift tube/ sheave....M4 style)	0060072
22	1	Hydraulic Cylinder (4" Bore x 21" stroke)	9937071
23	2	Restrictor (7/64" dia orifice...@ <i>both work ports</i>)	0120628
24	1	Hose Assy-1/2 x 72	9934037
25	1	Hose Assy- 1/2 x 96	9934038
26	8	Flat Washer- 2" ID	9950115
27	2	Rolling Pin	0080050
<i>Exits only IF the "2-10" Reever is ALSO present</i>			
28	4	Flange Bearing (for rolling pins)	9960014
29	Q	X	



DESCRIPTIVE LIST OF "DMLSH" DIFFERENCES (versus "standard M4")

NOTE: "if" ordering SPARES MOD 400 "weldments"...always **state** if / if not a DEMOLITION version of the MOD400 product

Body (lines "B")

B1- Frame-mounted "round" hydraulic Oil Tank...default location is the passenger-side, and tending near the cab (paint color of "frame tank" to match chassis Rails)

B2- Extra set of "double-sprung" Body Mounts
Dmlsh has a total of 4, two-spring body mounts "up front"

B3- Body's Floor paneling is 1/4" thk AR235

B4- Body's Roof paneling is 1/4" thk AR235

B5- Body Side's paneling is 3/16" thk AR235

B6- Two EXTRA *sets* of SIDE & Roof brace channels

B7- One EXTRA set of Body Floor channels

B8- Tandem Tire Fender Skirt (welded on strips)

B9- Heavy Duty t/g lift cylinder mounts structure

B10- Side Door Ladder handle

B11- Ejector Tracks "left open" at their rearmost

B12- Special Head Truss reinforcements

Ejector (lines "E")

E1- Ejector's face panel is 1/4" thick

E2- Extra (several) supporting channels/tubes

Sweep & Slider Blades (lines "S")

S1- DMLSH's "extreme-braced" style of Sweep Blade

S2- Sweep Face "liner" of 1/4" thick T1 alloy

S3- Slider Face "liner" of 1/4" thick T1 alloy

TailGate Shell (lines "G")

G1- Hopper Floor & Chute of 3/8" thick AR235

G2- Separator of 3/8" thick AR235

G3- Extra 2 sets of bracing channs for hopper, chute, and separator

G4- Gateside panels of 1/4" thick T1 Alloy

DESCRIPTIVE LIST OF "DMLSH" DIFFERENCES (versus "standard" M4) cont'd

Tailgate Shell (lines "G" ...cont'd)

G5- Extended Splash guards on gateshell

G6- Linkage & Tube protector angle

G7- Curb Ramp Rack mounted under-the-hopper
(only "if" the DMLSH also has the A-frame loader Option is "also" ordered)

G8- Tool Holders on both sides of Gateshell

G9- Shovel Holders on both sides

G10- Special Girder Channels (both sides)

Assembly add-ons (lines "A")

A1- 3000PSI (min.) Pressure Roof hoses

A2- Tool Box (default size & typically on Driver's side)

A3- Dual "In hopper" Work Lights

A4- Steel Mudflaps ahead of Tandem

Hydraulic System (lines "H")

H1- Inlet Cover "Relief" into tailgate-mounted valve's Inlet cover (full range VG35 Adjustable)

H2- Dial-in T/G-mounted Valve's Inlet relief to
2000 PSI (+/- 25) at thrtl advanced, warmed oil

H3- Dial-in Main Syst Relief (at the Body-Mounted Valve) to 2200-2250 PSI @ thrtl-adv (this "higher than norm pressure is allowable "only due to" the afore H2 being "present")

End > description of "what constitutes" a 400 Demolition package

Ref > DMLSH bom numbers (.for "common" 25 yard M4 DMLSH)

0100072- dmlsh Body Roof Subweld

0100070/71- dmlsh Body Side Lh/RH Subwelds

0100177- dmlsh Body Floor Subweld

0120204- dmlsh Ejector Weldasy

0101008- dmlsh Hopper Subweld (default, non-tilted style)

0101039- dmlsh Chute Subweld

0120224- dmlsh Separator Subweld

0120202- dmlsh Sweep Blade Suibweld

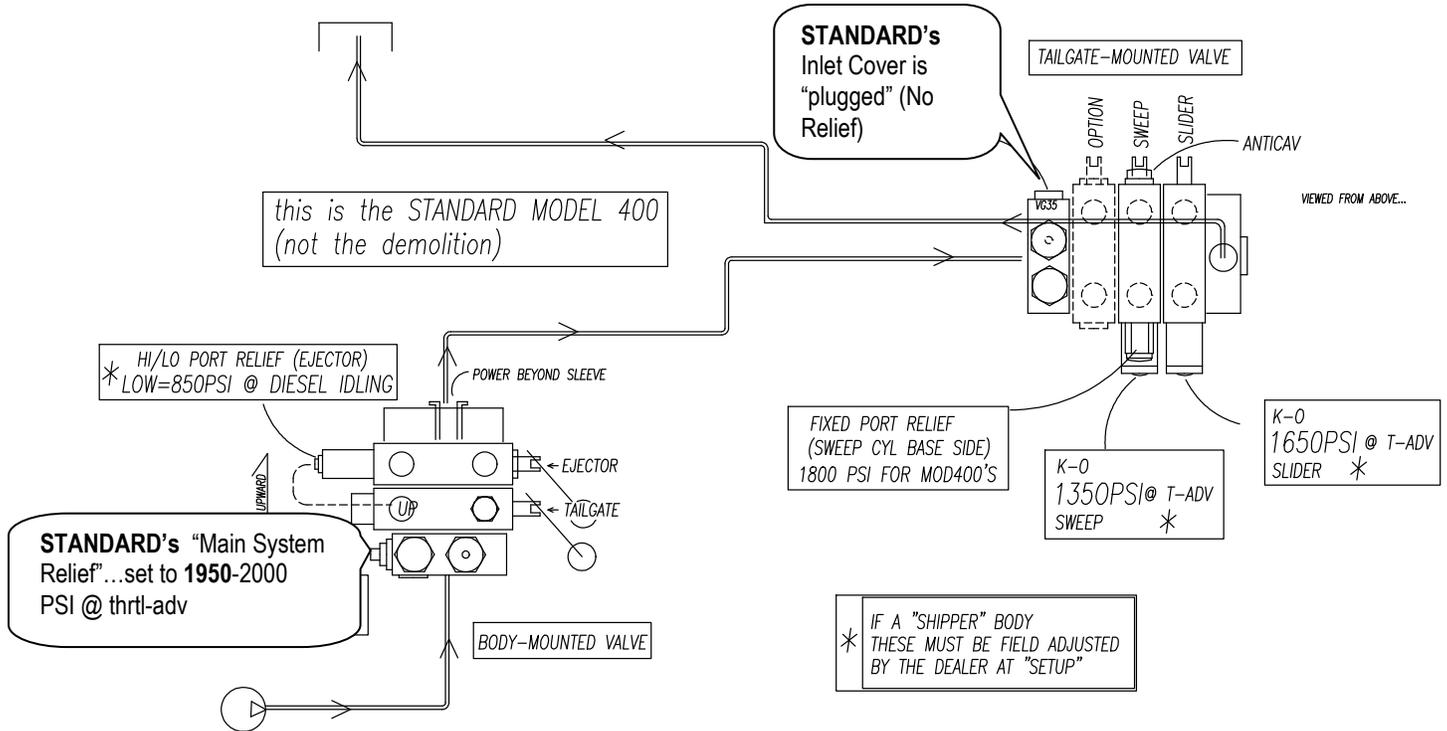
0120375- CurbRamp Rack Weldasy (dmlsh under-hopper)

("if" the DMLSH also has A-Frame Loader ordered)

HYDRAULIC CIRCUIT "DIFFERENCES"... "DMLSH M4" versus "STANDARD M4"

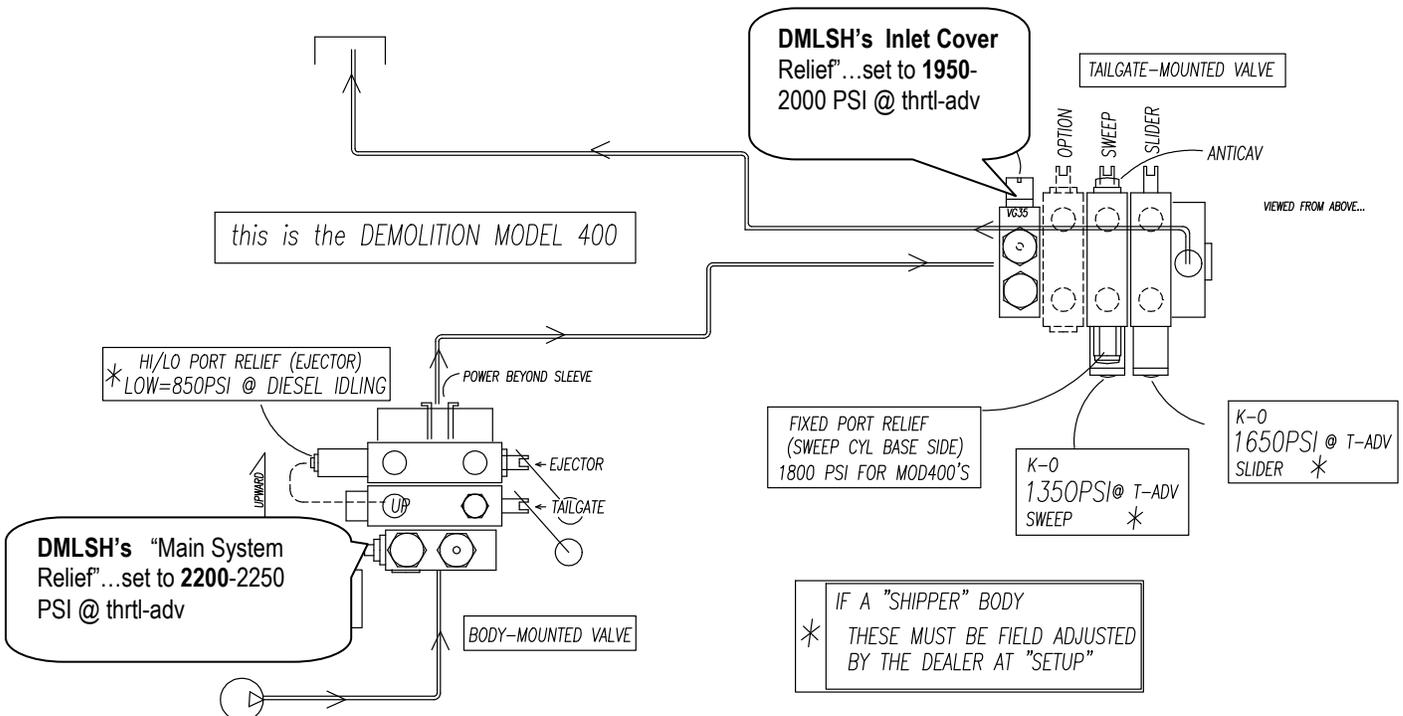
The hydraulic circuits are *ALMOST* identical. But, the DMLSH tailgate is a Very Robust and **HEAVY** tailgate. Thus, the Main System Relief for the DMLSH (which IS the **gate up** Pressure Limiter)... must be set a tad bit "higher" setting (2200-2250 PSI @ thrtl-adv). So, for the DMLSH (only!!), another Relief **MUST** be installed in the **INLET COVER** of the DMLSH's "**Tailgate-Mounted Valve**", and this 2nd Relief is then set to the "traditional" 1950-2000 PSI @ thrtl-adv. This 2nd relief (dmlsh only) **PROTECTS** the gate (and it's OPTIONS) from *structurally-damaging* OVER-PRESSURIZATION, whilst allowing a bit more GATE UP pressure/thrust for the Very Heavy DMLSH tailgate LIFT.

This "schematic" shows the "Circuit" & Hydraulic "Settings" ... for a "**Standard**" MOD 400:

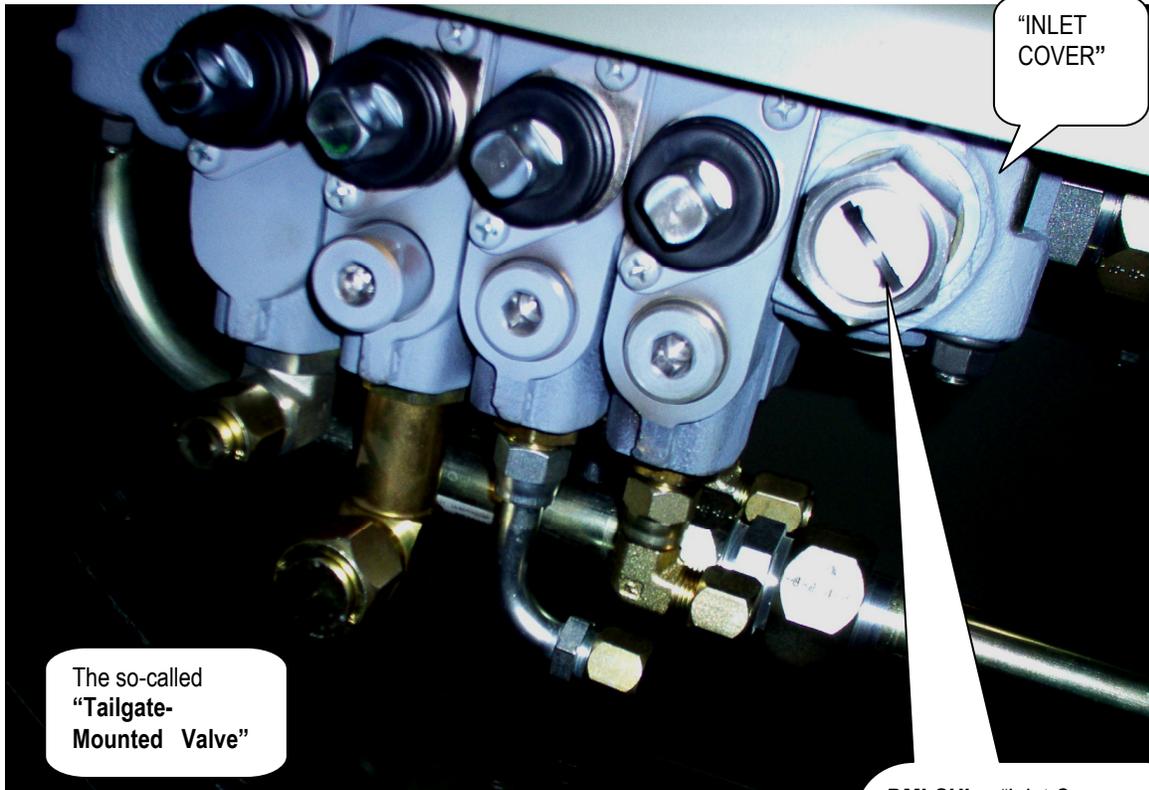


The *below* "schematic" shows the "Circuit" & Hydraulics "Settings" ... for a "**Demolition**" MODEL 400:

<<To adjust the Inlet Relief of Tailgate-Mounted Valve to 1950 PSI..."deadhead" slider 'UP' function (only slider UP !!)>>



DEMOLITION VERSION... IMAGE OF "INLET COVER" RELIEF...which must be SET to 1950-2000 PSI @ thrtl-advanced for ANY Demolition



The so-called
**"Tailgate-
Mounted Valve"**

**"INLET
COVER"**

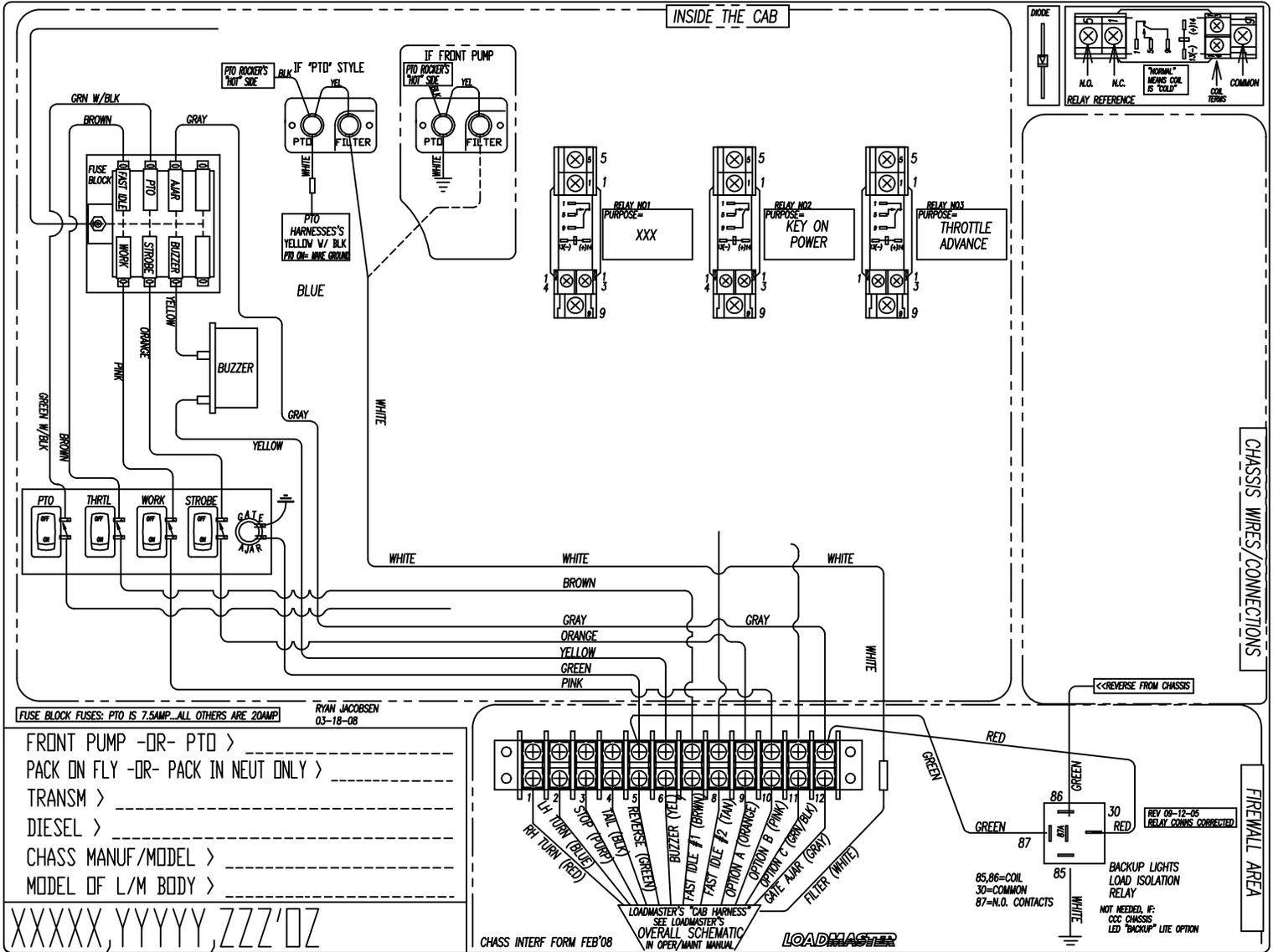
DMLSH's "Inlet Cover Relief" ...set to 1950-2000 PSI @ thrtl-adv..to protect the DMLSH's Tailgate Functions from DAMAGING Over-Pressurization. This VG35 Inlet Cover Relief is p/n 9932104 < 1 req for DMLSH only>

Electrical Schematics... Chassis Interfacing Generic Diagram

LoadMaster will "record" each Chassis Interface on this blank-form Schematic...this IS CHASSIS-TO-L/M BODY hard wiring "Form" ... The exact Hard Wirings "Vary" per "chassis; diesel; transm; pump; customer-desired "sheme", etc. etc.

Shown here is "just" the Blank Form within which each "build's" hard wiring is "recorded".

Typically...a copy of the final completed Interface hard wiring record is inserted into each units Documents Pouch, just before each unit leaves Michigan factory. Contact Loadmaster for "copy" if Pouch copy is "lost".



FUSE BLOCK FUSES: PTO IS 7.5AMP...ALL OTHERS ARE 20AMP RYAN JACOBSEN 03-18-08

FRONT PUMP -OR- PTO >
 PACK ON FLY -OR- PACK IN NEUT ONLY >
 TRANSM >
 DIESEL >
 CHASS MANUF/MODEL >
 MODEL OF L/M BODY >

XXXXX,YYYYY,ZZZ'0Z

LOADMASTER'S CAB HARNESS SEE LOADMASTER'S OVERALL SCHEMATIC IN OPER/MINT MANUAL LOADMASTER

Electrical Schematics... blank page

GUAGES FOR "CHECKING/ADJUSTING" HYDRAULIC PRESSURES

NO	Q	DESCRIPTION	PART NO
1	-	Pressure Guage & Panel Assy...as imaged NoShok 0-5000PSI 4-INCH Glycerin Filled Yellow Steel Panel w/ edge plastic "absorber" 30 inch hose Hose coupler (fits the "standard" L/M guage stem) PreAssembled by Loadmaster (per image to right) Adapters (3500PSI min. work pressure "rated")	0130018

README!! Particularly L/M "dealers"

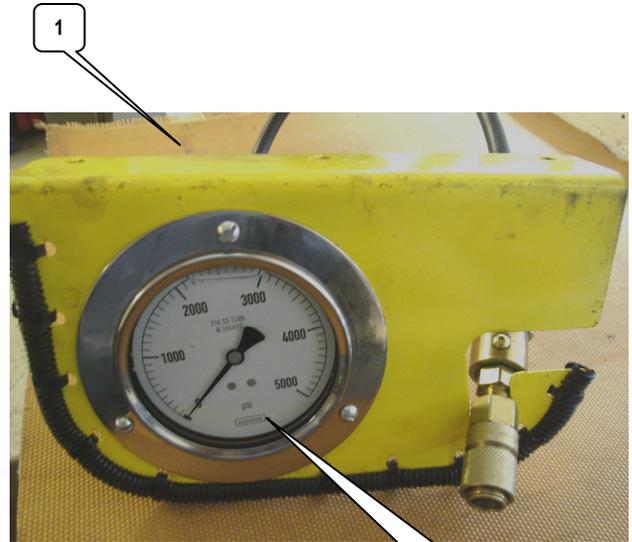
LoadMaster will offer this **0130018** to any Dealer/Customer AT OUR COST. This is offer'd to Promote "good results" when CHECKING/ADJUSTING any LoadMaster, This 4-INCH diameter guage is of very Good quality (durability!) and is EZ to Read "precisely". (Obviously, any Dealer who purchases this would find "other uses" beyond LoadMaster Bodies). As long as you do not Smash it around/ Drop it...this guage will read **Precisely and Confidently** for years. (EZ to read each time you use it... with good "precision" due to "big" 4-INCH size.)

See below if you want to procure your own items "locally".
...either bought from L/M or assembled from Items "you source"
This 4-INCH 0-5000 GAUGE is STRONGLY recommended.

WARNING! "IF" you do assemble your own 4-INCH'R...assure **ALL** the Componenty is rated for a MINIMUM of **3,500PSI WORKING PRESSURE!**
(For Example...do **NOT** use any Black Pipe or Brass adapters!!! Use only STEEL adapters.)

Using a cheap, consumer-grade,common 2 1/2" Diameter guage (approx 15 bucks) "can" create "good results". But cheap 2 1/2" gauges are much less Trustworthy and annoyingly "difficult" to read *precisely* (too small...particularly when "dialing-in" the All-Important/*Sensitive* KnockOut Postioners to *Factory-Spec*).

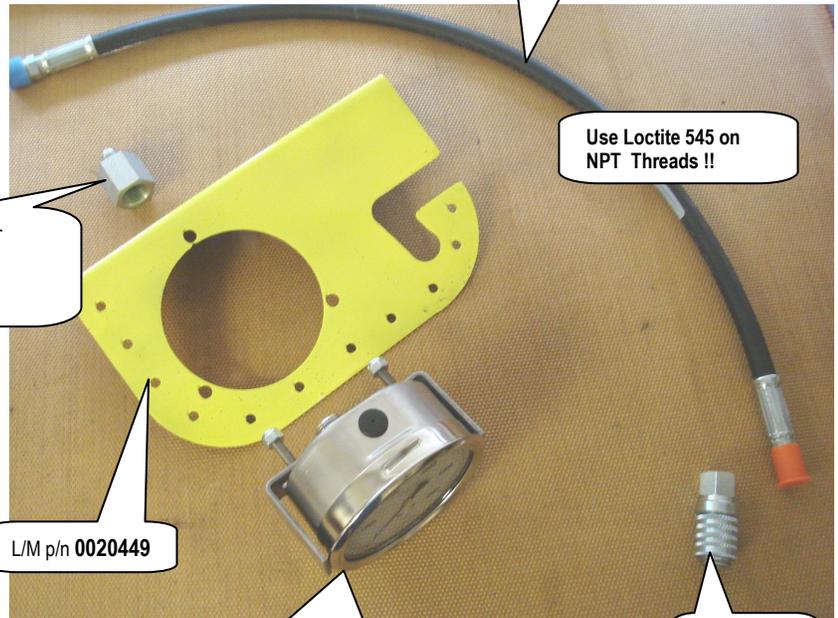
It is not "unheard of" for these "cheap" 2 1/2" gauges to be "wrong/ defective" *right out of the box*,



0-5000 PSI in a 4" DIA glycerin guage



Coupler ...mates to **GUAGE-STEM** used on all L/M 'bodies
Parker p/n **PD242**
L/M p/n **9933314**



Hose Assy- 1/4" 3500 PSI W/P x 30" lg (#6jic fem-swiv x 1/4"npt fixed male)

Use Loctite 545 on NPT Threads !!

Steel hi-press Adapter Parker p/n **6-8 GTX-8**
1/2"npt fem x #6jic male

L/M p/n **0020449**

4-INCH glycerin-filled guage; if NoShok brand>p/n **40.510.5000-SS-FF**
L/M p/n **9960325**

Coupler **9933314**



“MODEL 400” CORRECT FACTORY PRESSURE SETTINGS... ASSURE TO “FACTORY SPEC”

For any MOD400....Install the 1800PSI “Crack” Sweep’s Base-End Port Relief

(the “critical” *Structure Protection* Port Relief)...this must be Plumbed to the BASE-END Work Port of the Sweep Cylinders...this 1800PSI Port relief is located in the Sweep’s Work section at the BASE END work port (which is the “Driver’s side” of the Tailgate-Mounted Valve). The “end” will be EMBOSSSED/STAMPED “1800”

“MOD400” ... all body sizes

the “standard” MOD400 & the “demolition” MOD400-DMLSH

Main System Relief >>2000* -1975 PSI @ T-ADV at warm’d oil

Slider KO Positioner >> 1650 -1625 PSI @ T-ADV at warm’d oil

Sweep KO Postioner>> 1375- 1350 PSI @ T-ADV at warm’d oil

Hi/Lo set Lo of Hi/Lo to >>1150 PSI- 850 -825 PSI @ *Diesel Idling*

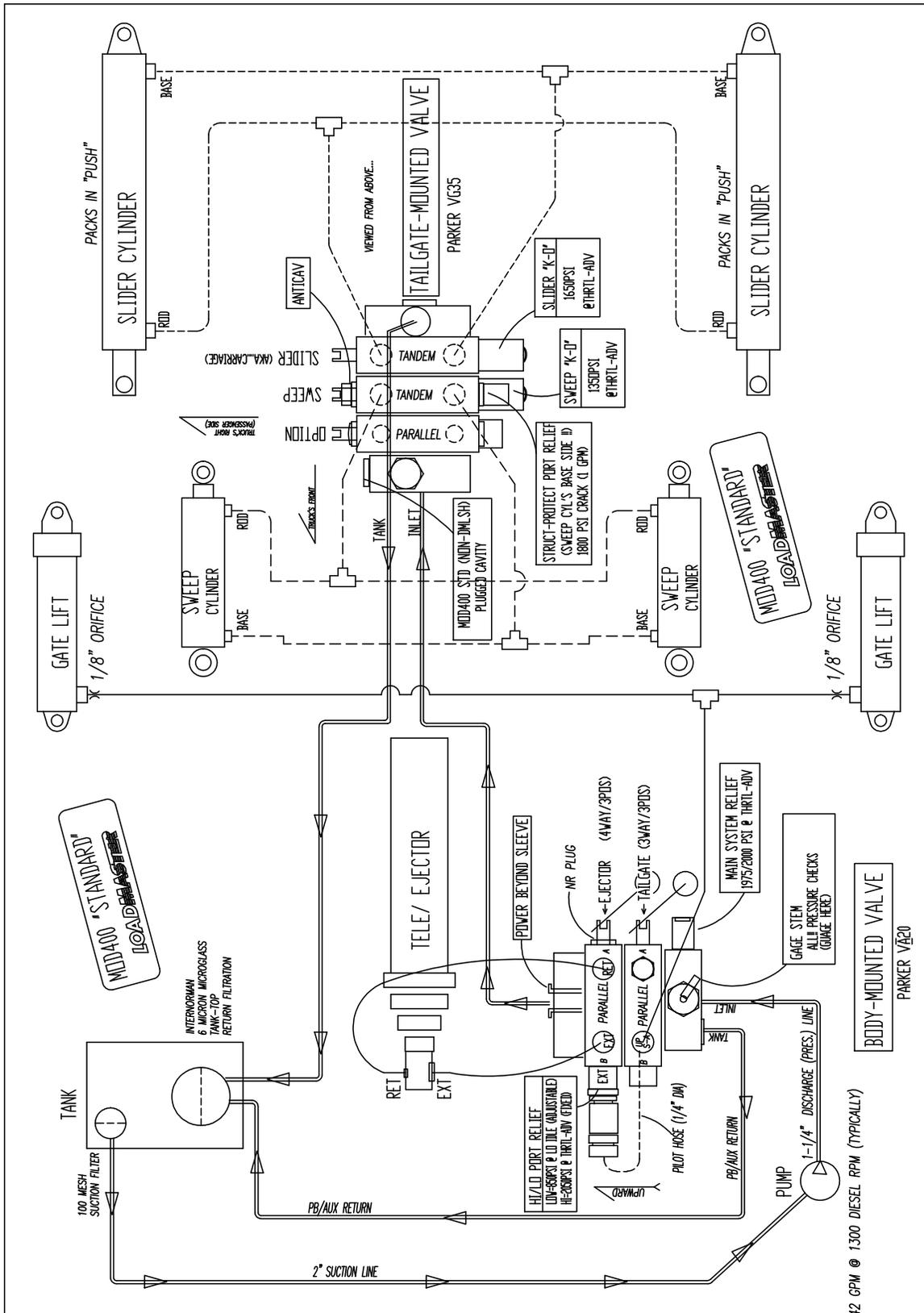
* if a **DMLSH** (demolition) version of the Model 400, only then is Main System Relief (of the “Body-Mounted Valve”) is set to **2250**-2200 PSI @ T-ADVand the demolition’s Inlet Relief , installed *at the “Tailgate-Mounted Valve’s”* inlet cover... is THEN set to **2000**-1975 PSI @ T-ADV (to protect the Gate Structures)

(The “Standard” M4’s INLET cover, of the *Tailgate-Mounted Valve*...will be “plugged”,,,no “inlet cover relief”)

Read the *Hydraulics Section* of the Service Manual... for the correct *procedures* on “how to” Check these MOD400 hydraulic pressure settings... *adjust* to Factory Spec only IF a setting “*checks*” to not be to Factory Spec.

OVERALL HYDRAULIC SCHEMATIC- "STANDARD" MOD400 (NON-DMLSH)

Notice Main System Relief (of "Body-Mounted Valve") is set to 1975-2000PSI @ thrtl-advance and further notice the Inlet Cover's Relief Cavity (of the "Tailgate-Mounted Valve") is simply plugged



HOW TO CHECK (& ADJUST IF NEED'D) THE MAIN SYSTEM RELIEF

The 400's correct *system Main System Relief* specification is...

1950-2000 PSI @ THRTL-ADV...for MOD400 "STANDARD"

(2175-2200 PSI @ thrtl-adv....for MOD400 DMLSH only)

"CHECKING" WHERE THE MODEL 400'S "MAIN RELIEF" IS PRESENTLY SET

This procedure will identify the "main relief's" *present* setting. (See separate procedure below to "adjust" the main relief.) This relief is located at "body-mounted valve's" inlet cover <FIG. 3>

- ❑ 1- Move the ejector blade fully rearward (towards tailgate) and leave it there <FIG.4>

!DANGER! Be sure diesel is **not** running, **ignition keys** are in your pocket, and affix a **sign** on steering wheel that reads "do not start"... **before** you enter the body.

Repeat these lockout/tagout steps each and every time you must enter the body! (Your shop may have a more detailed LOCKOUT/TAGOUT procedure. If so, then perform the *detailed* LOCKOUT/TAGOUT procedure.)

- ❑ 2- Attach a 0-3000 psi glycerin filled guage on a 2-foot hose with the female coupler...to the gauge stem that exists at the body-mounted valve's inlet cover. <FIG. 2>
- ❑ 4- Lock the tailgate's turnbuckles (**both** left and right). <FIG. 1>
- ❑ 4- Diesel running; PTO to engaged; Throttle's in-cab, master rocker switch to ON (red band will show)
- ❑ 5- While **standing on the ground, outside the body**...move the "tailgate" lever to Raise lever position and advance the throttle by holding the "throttle button switch" (near the valve's knobs...at the Body's front face).

!CAUTION! Be sure to shift *only* the tailgate lever! Read the labels to be sure.

- ❑ 6- Read the gauge while "soaking" (gate won't raise since it is buckled-fully down). This is where the Main System Relief is presently set.

"RESETTING/ADJUSTING" THE MODEL 400'S "MAIN RELIEF"

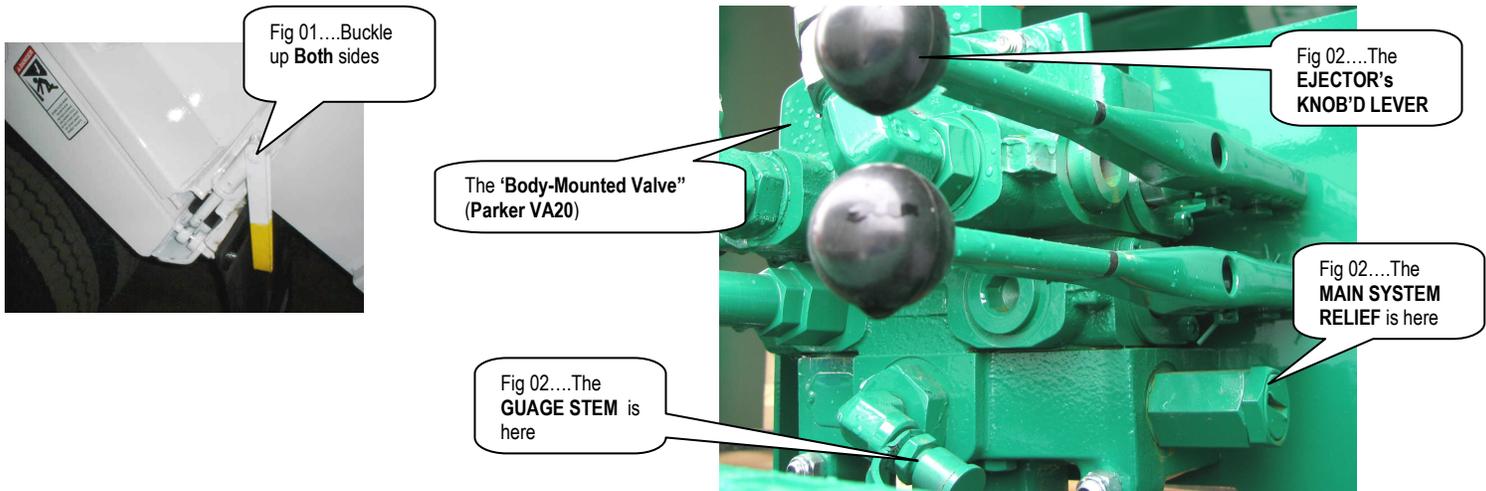
- ❑ 1- Do the **CHECKING** procedure above to identify where the relief is presently set at.
- ❑ 1- Move the ejector blade **fully rearward (towards tailgate)** and leave it there !!
- ❑ 2- Attach a 0-3000 psi glycerin filled gauge on a 2-foot hose with the female coupler...to the gauge stem that exists at the body-mounted valve's inlet cover. <FIG. 2>
- ❑ 3- Lock the tailgate's turnbuckles (**both** left and right). <FIG. 1>

!DANGER! Be sure diesel is **not** running, **ignition keys** are in your pocket, and affix a **sign** on steering wheel that reads "do not start"... **before** you enter the body.

Repeat these lockout/tagout steps each and every time you must enter the body! (Your shop may have a more detailed LOCKOUT/TAGOUT procedure. If so, then perform the *detailed* LOCKOUT/TAGOUT procedure.)

- ❑ 5- Enter the body (with diesel off!). Loosen main relief's jamming nut <FIG.2>. Turn hexkey inward (cw) to raise the main relief's setting or outward (ccw) to lower. Turning the adjuster hexkey stem 1/4 turn is about 100 PSI change. Re-jam jamming nut.
- ❑ 6- Repeat the "top of this page" **CHECKING** procedure to determine the *new* system main relief setting.
- ❑ 7- Repeat until you are *within specification*. You may have to begin to use 1/8 Turn.
- ❑ 8- Remember to re-jam the main relief's jamming nut.

!DANGER! Never enter the body with the diesel running! Unintentional movement of ejector blade could cause serious injury or death. (This pressure setting procedure is done....entering body only when the diesel is off.)

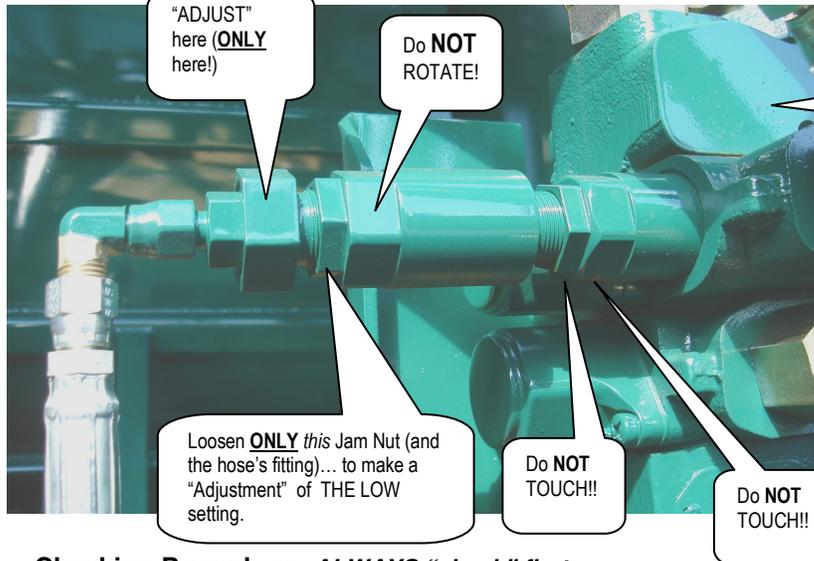


HOW TO CHECK (& ADJUST ONLY "IF NEED'D") THE "LO" OF THE HI/LO....the MOD400's "EJECTOR CONTROLLER"

The "**DRIFT PRESSURE**" of the ejector is the pressure (resistance) at which the ejector blade will slowly and *automatically* drift forward towards the cab as the route collection of compacted garbage progresses.

THIS "DRIFT PRESSURE" IS AN IMPORTANT FACTOR IN PROPER PAYLOAD GENERATION AND IT IS ADJUSTABLE.

The low setting of the "HI/LO port relief" is the "drift pressure". (The "HI/LO port relief" is a cartridge type port-relief screwed into the extend work port of the ejector's section of the "body- mounted valve".) The 1/4" diameter pilot hose **MUST** connect to tailgate RAISE workport.



The Parker **VA20** "Body-Mounted Valve"...beginning 2007 ...production is all **VA20** for MOD400 series

The MOD400 spec is **800-850 PSI @ Diesel Lo Idling** (which is **NOT** (not !) @ throttle-advancing)

Checking Procedure: ALWAYS "check" first...

- 1- Shut down diesel, place the ignition keys in your pocket and place sign on the steering wheel that says **DO NOT START. Assure Both sides of tailgate is Buckled.**
- 2- Connect a 0-3000 PSI glycerin filled pressure gauge (on a 1/4" hose about 2 feet long) to the "Body-Mounted" valve's gauge stem. (The Body-Mounted valve is the valve located just inside the body access door.) Exit the body.
- 3- Start Diesel running; Transmission in Neutral; Park Brake on; PTO engaged on; Throttle Rocker switch *off*; Tailgate fully down and fully latched...
- 4- Extend ejector blade fully rearward in body (towards the tailgate).
- 5- With PTO "**OFF**"...*Jiggle (rattle)* the tailgate up/down knobbed lever about it's neutral position to relieve to tank (atmosphere) any residual pressure that might be trapped in the 1/4" hi/lo pilot hose. Only now, re-engage PTO to on.
- 6- Using the ejector control knobbed-lever, (do not "bump" the tailgate lever)...shift the lever to "extend" direction and hold it (soak) there whilst reading the gauge. Be certain the diesel RPM is at **idle (approx 750RPM)**. This "reading" is the "ejector drift pressure" setting (which is the low setting of the external pilot controlled dual setting HI/LO port relief).
- 7- Repeat above procedure a second time to confirm your first reading.

After "Just Checking" the setting....If this setting is not within the specification, follow this procedure to ADJUST it.

Adjustment Procedure:

- 1- Ejector "**still**" fully rearward (towards tailgate). Shutdown diesel, place ignition keys in your pocket and place a sign on the steering wheel that says **DO NOT START**. Enter body through side access door.
- 2- Loosen the Fitting's nut of the (90 degree) hydraulic fitting that attaches the 1/4" hose to the hi/lo port relief's pilot port.
- 3- Loosen the **ONLY** THE HI/LO's **jamb nut** SHOWN IN IMAGE TO THE LEFT.
- 4- Turn **ONLY** the **Adjuster Hex** (see IMAGE TO THE LEFT...do not "turn" any other "hexes"). Turning Adjuster Hex (cw) increases the "drift pressure" setting. (Turning the Adjuster Hex outward (ccw) decreases the setting.) Start with a 1/8 turn adjustment in *needed direction* (based upon your "check" of the setting). Then jamb up jamb nut and retighten the fitting's nut.
- 5- Exit the body and repeat the "checking" procedure. Repeat this process until within specification. Never exceed LOADMASTER'S specification. Functional problems will occur (and/or component or structural damage could occur).
- 6- Remember to measure the "drift" pressure with diesel **at idle** RPM (not advanced).

Tailgate must be fully down and Buckled at both sides....to correctly do the above procedure!!



BEFORE ENTERING THE BODY, ALWAYS SHUTDOWN THE DIESEL, PLACE THE IGNITION KEYS IN YOUR POCKET AND ATTACH A SIGN TO THE STEERING WHEEL THAT SAYS, "DO NOT START ENGINE"! PERFORM YOUR SHOP'S DETAILED LOCKOUT/TAGOUT PROCEDURE. THE EJECTOR BLADE COULD MOVE UNEXPECTEDLY CAUSING SERIOUS INJURY OR DEATH.

IF ENTERING THE FORWARD (CAB) SIDE OF EJECTOR, FIRST EXTEND THE EJECTOR BLADE **ALL THE WAY REARWARD** (TOWARDS TAILGATE) AND "PARK" IT THERE. THEN **DO YOUR COMPLETE LOCKOUT/TAGOUT PROCEDURE.**

MOD 400 "KNOCK-OUT" DETENT(S)... CHECK AND ADJUST

The Model 400's correct "K.O." settings are:

- SLIDER (aka..CARRIAGE)> **1650 (-1600) PSI @ THRTL-ADV** with warmed oil
- SWEEP **1350 (-1400) PSI @ THROTTLE ADVANCED** with warmed oil

"CHECKING" where the **SLIDER'S KNOCK-OUT POSITIONER (K-O)** is **PRESENTLY SET** at...warm-up the hydraulic system "first"

This procedure will identify/*check* the Slider (aka..Carriage) Knock-Out positioner's *present* setting. Temporarily use the *Main System Relief's* adjustment feature to identify where K-Os at. This Main Relief is located at "*Body-Mounted Valve's*" Inlet. (Lowest to body floor)

1- Move Ejector blade **FULLY rearward** (towards tailgate) and leave it/ **park it there.**

Shutdown the diesel and do your shop's **LockOut/ TagOut** procedure.

2- Attach a 0-**3000** psi glycerin-filled gauge, on a 3-foot hose, with the female Couple to the gauge Stem, that exists at the *Body-Mounted Valve's* Inlet cover.

3- Loosen jamb nut at Main Relief. *Arbitrarily* turn outward (CCW) the Main System Relief 1 turnto lower its setting a great deal. Leave the body.

4- Diesel running; PTO to engaged; (Throttle Rocker switch "on", if equipped).

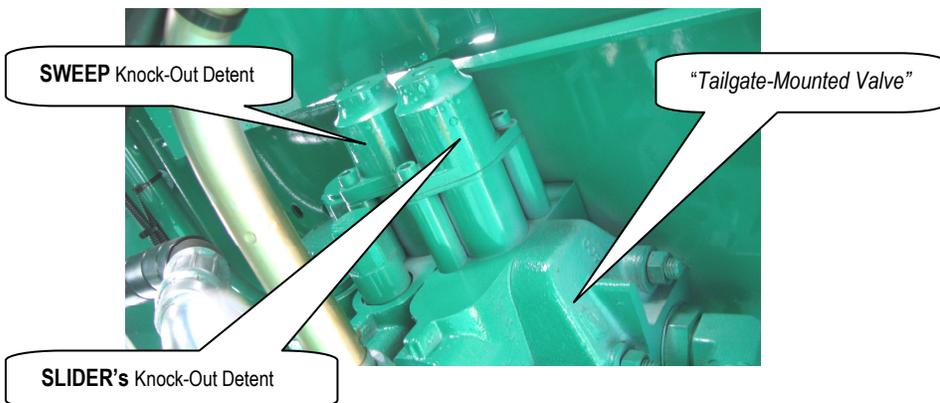
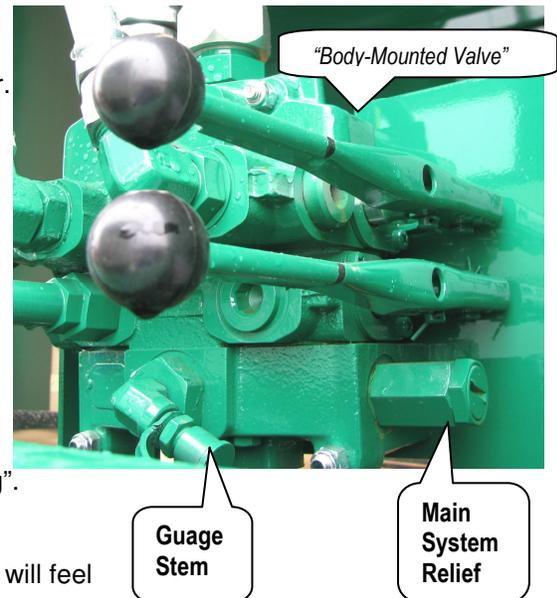
5- Go the tailgate; move the Orange slider control lever to shifted position (push for "up") and let go of lever. The lever should *not* knockout to neutral, because the main relief is very low and therefore undercutting the K-O. (Many people will call this "soaking" the relief.) Throttle must be advanced.

6- Go back to the *Body-Mounted Valve*. Affix your eyes upon the gauge. Hold the gauge in one-hand so you can clearly read it.... the slider is "soaking".

7- Begin slowly turning upward (cw) the Main Relief's slotted adjuster...slowly and smoothly. All the while, *keep your eyes affixed* upon the gauge. Soon you will feel and hear the Slider's Knock-Out *kick to neutral*. Memorize and jot down on paper the gauge reading that occurred *at the very moment* it kicked-out. This is the *present* Slider/Carriage K-O setting.

8- Repeat steps 3-7 again...until *you have confidence* your "reading" is accurate for the Carriage's (the *Carriage* is the pack blade with 4 Rollers) K-O "present" setting. Jot this down on paper.

[This procedure will also work for checking the SWEEP K-O, but a 2nd person must hold pressed a thrtl-adv button switch.] **Important!** Always remember to **return** the *Main System Relief* to its correct specification of 2000 PSI @ throttle advanced for the MOD 400 (spec is 2200 PSI for the M4 "Demolition")...*when you are finished* identifying what the knock-out is set to. (See separate write-up to "set" the "Main System Relief".)



“RE-SETTING / ADJUSTING” THE CARRIAGE’S K-O POSITIONER

!WARNING! Be sure diesel is **not** running, **ignition keys** are in your pocket, and affix a **sign** on steering wheel that reads “*Do Not Start*”...**before** you enter the hopper or get near the hopper’s blades! **Repeat these Lockout/Tagout steps each and every time you must enter the hopper!** (Your shop may have a more detailed LOCKOUT/TAGOUT procedure. Use the “more detailed” LockOut/Tag Out.)

To make a *adjustment* (“adjust” only if “checking” reveals K-O to be out of Factory specification.

- 1- Remove the small, rubbery hole plug from the end of the K-O positioner’s bonnet (save plug!). The “adjuster” (female hex) is just behind the plug.
- 2- Do the “**checking**” procedure (pg 1) to find out “where” the K-O positioner is presently set at.

3- The “rule of thumb” is...**1/4 turn** of the K-O allen-head adjuster is roughly equivalent to **100 PSI** of setting “change”.

So, based upon where the k-o positioner is presently “checked” to be set at...turn the k-o’s allen head adjuster inward (cw...raising the pressure setting) or outward (ccw...lowering the pressure setting) ...to get closer to the MOD400 correct Carriage’s K-O setting/ specification.

EXAMPLE... The correct MOD400 spec for the Slider is **1650 psi @ thrtl-adv.** But your “*checking*” procedure reveals Slider’s KNOCK-OUT to be presently set to **1350 psi @ thrtl advanced** (which, of course, is **300 psi too low**).

Calculate 1650 (spec) minus 1350 (you just *checked*) = **300 psi** “on the low side”...that is $\frac{1}{4}$ turn x **3** = **3/4** turn total needed. Turn Slider’s K-O adjuster’s allen-hex inward (**cw**; the “raising” direction) **exactly 3/4** turn. (End Example.)

4- Now repeat the “page 1” **checking** procedure (repeating steps 3-7 of Pg 1)...jot down “where k-o setting is **NOW** set”.

5- Continue, if need be... using *smaller 1/8 turn or 1/16 turns* next, until you are “dialed” into the correct factory spec.

Note : There are two K-O positioners...be sure to first correctly identify the *one* you choose to work on. (The *carriage* k-o is the lowest one, nearest to the hopper’s loading sill; the *carriage* section has the thrtl-adv switch on its push-pull rod.)

!WARNING! Be sure diesel is **NOT** running, **keys** are in your pocket, and affix a **sign** on steering wheel that reads “*do not start*”... **before** you enter the hopper or get near the hopper’s blades! **Repeat these lockout/tagout steps each and every time you must enter the hopper!** (Your shop may have a more detailed LOCKOUT/TAGOUT procedure. If so, then perform the *detailed* LOCKOUT/TAGOUT procedure.)

Important! Always remember to return the *Main System Relief* to its correct specification of **2000 PSI @ throttle advanced** when you are finished checking OR adjusting the Knock-Out setting. (See separate written procedure to check and/or adjust Model 400’s *Main System Relief*)

Important! Always remember to replace the K-O’s rubber hole plug. Do not allow dirt or water to enter the knock-out positioner bonnet. Always keep the knock-out “**sealed**”, by the *installed* the rubber “adjuster hole” plug.

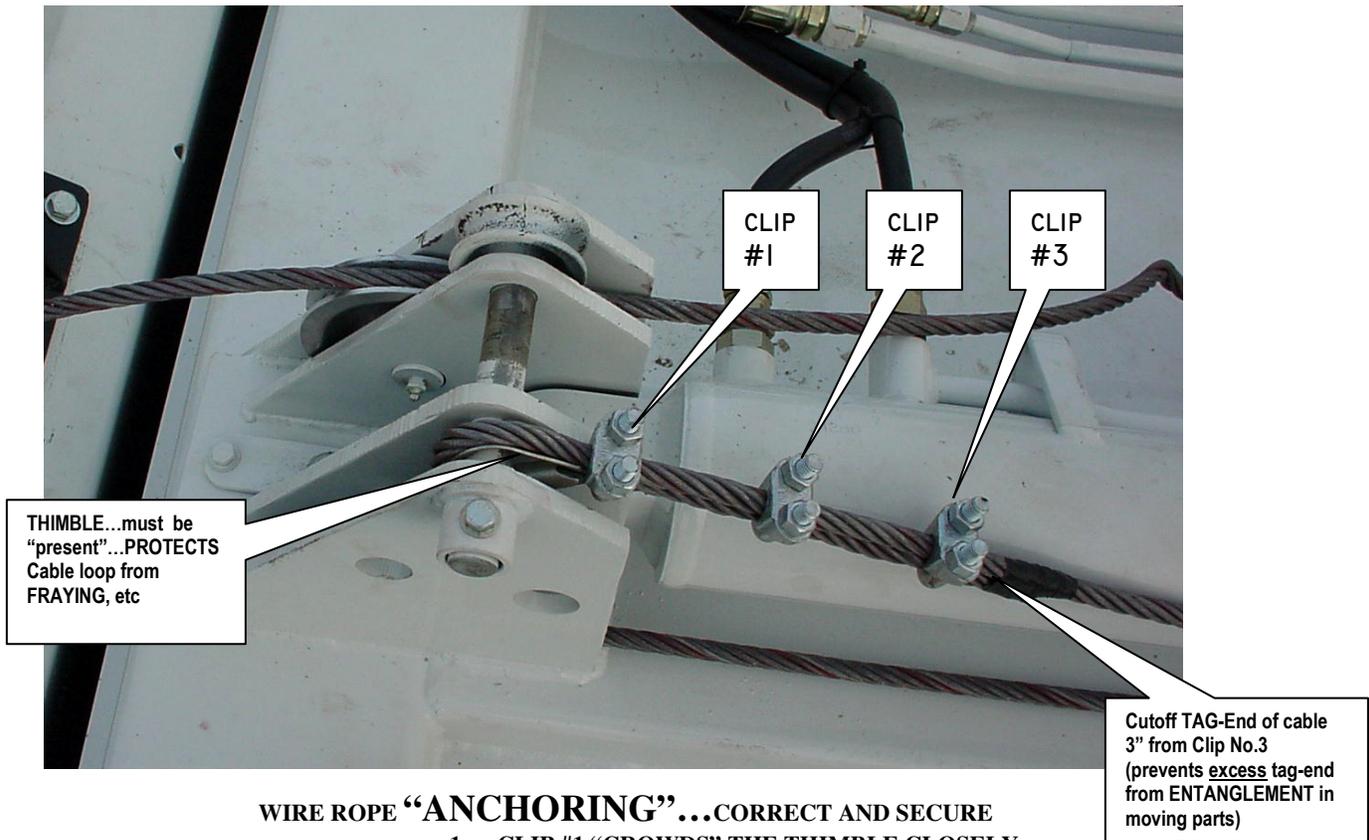
This SAME procedure will also work for adjusting the **Sweep’s K-O**, but a second person must *press and hold* a throttle-advance button switch. The sweep will not have *automatic* throttle-advance. The MOD400’s Sweep K-O’s correct setting is **1350 (-1400) PSI @ throttle advanced @ warmed oil.**



CORRECT CABLE ANCHORING!!! Follow this "in detail & exactly"...the wire rope "industry's" methods! Image below shows "2-10 reever" option...but this applies to all cable anchoring.

As always...follow **all** of the *safe operating practices* for dumping containers as outlined in the "Operation and Maintenance Manual". The highlights of which are:

- ❑ Never walk beneath any raised container (or allow "others" to walk beneath).
- ❑ Always securely latch **BOTH** *trunnion-bar capturing* latch arms (the left **and** the right; **BOTH!!!**) before raising any container.
- ❑ Use *only* containers that are *compatible* with the Loadmaster container-coupler (aka...trunnion latches). This means dumping only containers that comply with WASTEK dimensional recommendations (the "rear-loader container" manufacturing industry's *dimensions*).
- ❑ Weekly "inspection" (and repair if needed) of cable, hook, the hook's spring-loaded capture, thimble and cable anchoring . And....Weekly inspection of the "2-10 reever" *mechanisms and hydraulics*...in general.
- ❑ Never use any Container Handling option (such as "2-10"/ Roll bar/ winch/ "1-2" ETC) to "carry/ transport" a container
- ❑ When not in "active usage"...*store* the Cable's Hook in the provided Bent Pin storage (only "there")



WIRE ROPE "ANCHORING"...CORRECT AND SECURE

- 1- CLIP #1 "CROWDS" THE THIMBLE CLOSELY
- 2- CLIP #2 IS 3" TO 4" FROM CLIP #1
- 3- CLIP #3 IS ANOTHER 3" TO 4" FROM CLIP #2
- 4- EVERY CLIP'S "BASE" (AKA..."SADDLE") IS LOCATED AT THE LONG (LIVE) CABLE
- 5- THE Cable's "TAG-END" IS "CUTOFF" 3" TO 4" FROM CLIP #3
- 6- THE CLIP'S NUTS (6) ARE EVENLY TORQUED TO 25 FT-LBS

All "3" clips MUST be present and "setup" per 1 thru 6 above!!!!

This "IS" the wire-rope Industry's Methods...and this Method is Correct & Secure (any Deviation from this exact method is NOT correct and is NOT secure anchoring)

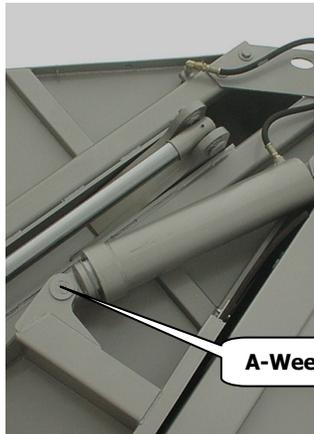


PORT DEVICES CHART...ALL MODELS "CHARTED"...pick your model "column" (use only MOD400 column)

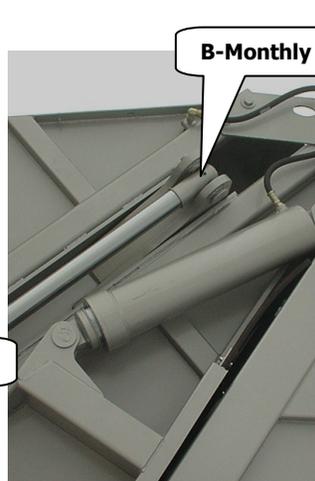
	EXCEL	LEGACY3	ELITE	MOD400
"2-10" ROOF REEVER OPT				
PORT RELIEFS	NONE	NONE	NONE	NONE
ORIFICES	NONE	NONE	NONE	NONE
CLEARSTEP ROLLBAR OPT				
UP PORT RELIEF	1800CRACK VG35=9932081	1800CRACK V20=9932092	1800CRACK V20=9932092	NONE NEEDED
DOWN PORT RELIEF	700CRACK VG35=9932090	700CRACK V20=9932091	700CRACK V20=9932091	NONE NEEDED
UP/DOWN ORIFICES (2)	7/64 DIA VG35=0120628	7/64 DIA V20=0120629	7/64 DIA V20=0120629	7/64 DIA VG35=0120628
"1-2" SLING LIFT OPT				
UP PORT RELIEF	1800CRACK VG35=9932081	1800CRACK V20=9932092	OPTION IS N/A ON SR MODEL	NONE NEEDED
DOWN PORT RELIEF	NONE	NONE	NONE	NONE
UP/DOWN ORIFICES (2)	7/64 DIA VG35=0120628	7/64 DIA V20=0120629	OPTION IS N/A	7/64 DIA VG35=0120628
WINCH OPT				
UP PORT RELIEF	1800CRACK VG35=9932081	1800CRACK V20=9932092	1800CRACK V20=9932092	NONE NEEDED
DOWN PORT RELIEF	NONE	NONE	NONE	NONE
ORIFICES	NONE	NONE	NONE	NONE
PER CART TIPPER (XVS "style")				
UP PORT RELIEF	1800CRACK VG35=9932081	1800CRACK V20=9932092	1800CRACK V20=9932092	NONE NEEDED
DOWN PORT RELIEF	700CRACK VG35=9932090	700CRACK V20=9932091	700CRACK V20=9932091	NONE
UP/DOWN ORIFICES (2)	IN-LINE ADJSTBL 9932076 (2 PER CT)	IN-LINE ADJU.. 9932076 (2 PER CT)	IN-LINE ADJU.. 9932076 (2 PER CT)	IN-LINE ADJU.. 9932076 (2)

"GREASING-DIAGRAM" MODEL 400 (LEFT PAGE)

!! WARNING: Do your shop's **LOCKOUT/TAGOUT** *BEFORE* beginning to lubricate/ grease!!



A-Weekly



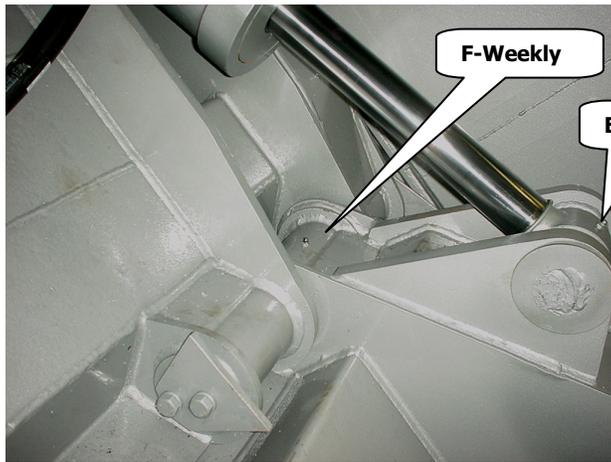
B-Monthly



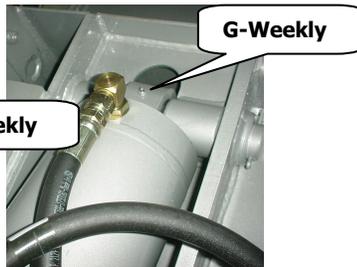
C-Weekly

Left/ Right: **A)** Gate Lift Cylinder's Lower Pinning at GateShell
B) Carriage Cylinder's Upper pinning (*Remote-Zerked*)

Left/Right: **C)** Gate Raise/Lower Cylinder Upper Pinning



F-Weekly



G-Weekly

E-Weekly



H-Weekly

Left/ Right: **D)** Carriage Cylinder's lower pinning
E) Sweep Cylinder's lower pinning
F) Sweep's Main Wrist Pivot
G) Sweep Cylinder's Upper pinning (*Remote-Zerked*)



D-Monthly

Left/Right and Upper/Lower (4) :
H) Carriage's Roller Zerks



J-Weekly



K-Monthly

J) Left/Right Gate Turnbuckles

K) Body's Access Door Latch Bolt



W-Weekly



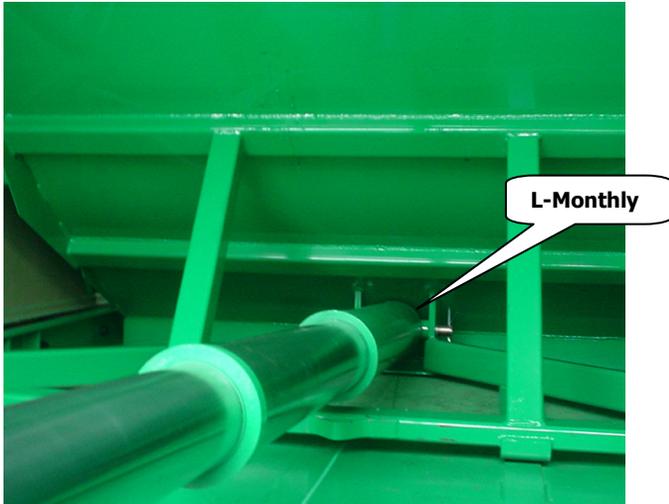
V-Monthly

U) Left/Right Cart Tipper Hand Valve Lever Pivot (if equip'd)
V) Bearing Blocks for Blades Levers (Lower & Upper)

W) Left/Right Zerks of Cart Tipper's (if equip'd)

"GREASE-DIAGRAM" MODEL 400 (RIGHT PAGE)

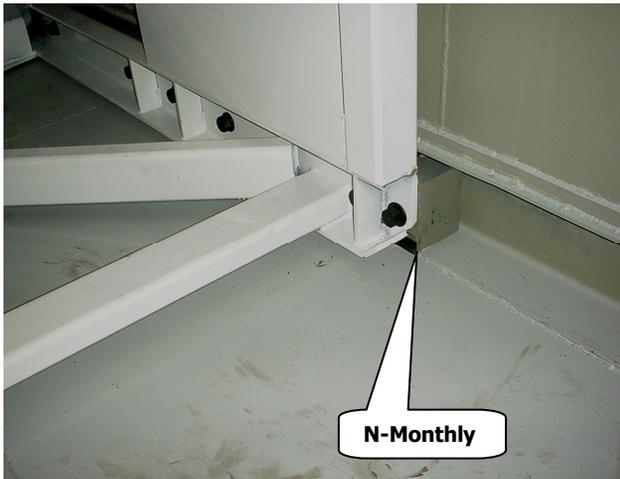
!! WARNING: Do your shop's **LOCKOUT/TAGOUT** BEFORE beginning to lubricate/ grease!!



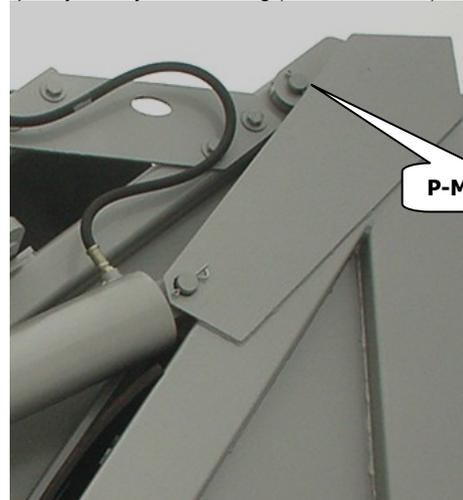
Left/ Right: **L)** Telly Trunnion-Ejector Side



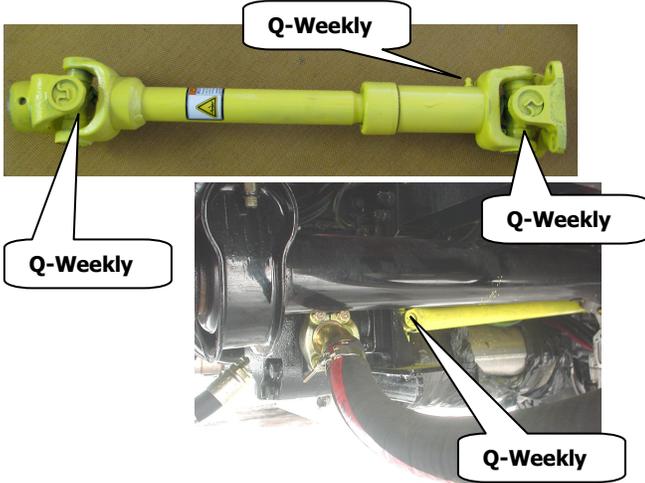
M) Telly's Body-Side Pinning (*Remote-Zerked*)



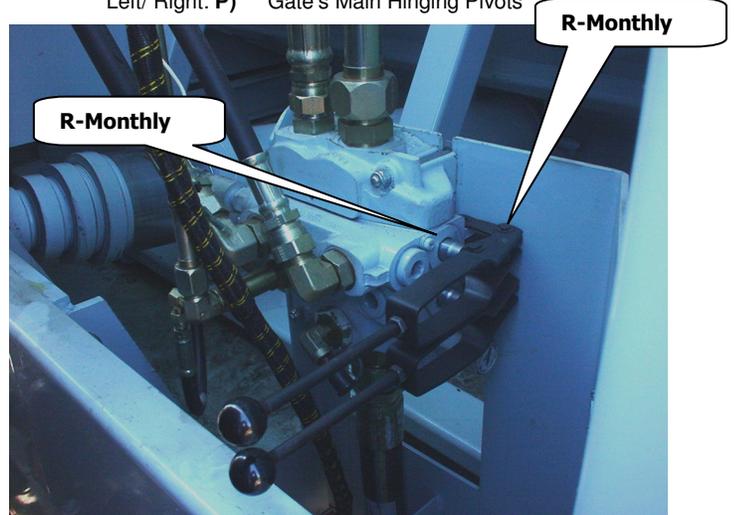
Left/ Right: **N)** Ejector's Body Tracking Channels/Shoeings



Left/ Right: **P)** Gate's Main Hinging Pivots



Q) 3 Zerks at Pumps' Prop Shaft (**and** Assure Shaft's **Fasteners** At Both Shaft Ends....are "tight" at time of each Greasing)



R) Teflon Spray Lube... at the "Body-Mounted Valve's" Lever's S-Hook pivots (4 "spots") AND Exposed "Spool"