

LOADMASTER



ELITE SERIES OPERATORS MANUAL

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12-1-2001
REV 06-01-2004**

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{Include/study all of the SECTION 01:
SAFETY PRECAUTIONS}

Warning...Although many ELITE's are setup on chassis' that do NOT require the operator to possess a "CDL"...this does NOT imply that *this* manuals numerous SAFETY PRECAUTIONS are less valuable or less important to understand and follow than any other REAR LOADER.

All of the same rear-loader *hazards* exist in the Elite rear-loader, even if it happens to be smaller and lighter than some other rear-loader.

Read, understand, and follow all of the information in this manual (including but not limited to all the Safe Operation, Safe Maintenance, and Safe Repair information) before approaching an ELITE.

Be sure all operator's, maintenance people, repairers, washers, lubers, etc. are trained for ELITE *operation* so that each person can SAFELY perform their assigned tasks.

Section 01

SAFETY PRECAUTIONS

IMPORTANT SAFETY INFORMATION

READ AND UNDERSTAND THIS ENTIRE MANUAL BEFORE OPERATING, REPAIRING, OR ADJUSTING THE EXCEL REAR-LOAD REFUSE PACKER. PEOPLE WHOM USE OR MAINTAIN THIS EQUIPMENT MUST BE THOROUGHLY TRAINED AND FAMILIAR WITH THE MACHINE. IF INCORRECTLY USED OR MAINTAINED, THIS EQUIPMENT CAN CAUSE SEVERE INJURY OR DEATH.

Keep this manual where the people who maintain or operate the ELITE can have ready access to it. Additional copies are available by contacting LOADMASTER or a LOADMASTER dealer.

Some service operations may require special tools or blocking devices (such as the raised tailgate). If you require information on these items, contact LOADMASTER.

THE SAFETY PRECAUTIONS ARE FOR YOUR OWN PROTECTION!

DO NOT OPERATE OR MAINTAIN OR REPAIR THE ELITE UNTIL YOU HAVE READ THIS ENTIRE MANUAL AND UNDERSTAND ITS CONTENTS CLEARLY. PLEASE CALL LOADMASTER (906-563-9226) IF YOU REQUIRE ASSISTANCE!

If the operator of this machine or the servicer of this machine has **trouble reading**, then he/she must be assigned a mentor/trainer who will read and explain to such individual the entire contents of this manual as well as the safety precautions and the danger, warning, caution, and notice decals and placards affixed to the ELITE. SUCH INDIVIDUAL CAN NOT BE ALLOWED TO OPERATE OR MAINTAIN THE ELITE UNTIL HE/SHE COMPLETELY UNDERSTANDS ALL OF THESE MATERIALS. FAILURE TO DO THIS CAN RESULT IN SERIOUS INJURY OR DEATH!

SAFETY AND SAFE METHODS MUST BE ADHERED TO AT ALL TIMES. OSHA LOCKOUT PROCEDURES MUST BE FOLLOWED WHEN MAINTAINING THE LEGACY3. If you are not familiar with OSHA lockout procedures, contact the LOADMASTER or OSHA office.



This **DANGER** symbolism precedes information pertaining to specific immediate hazards, which *if disregarded*, **WILL** result in **severe personal injury** or **death** of the user or others.



This **WARNING** symbolism precedes information pertaining to hazards or unsafe practices which **COULD** result in **severe personal injury** or **death**.



This **CAUTION** symbolism precedes information pertaining to potential hazards or unsafe practices, which if disregarded, may result in a lesser personal **injury** or **damage** to the equipment.

NOTICE

This notice symbol will precede information which is vital to the proper operation or maintenance of the equipment.

 **DANGER**

FOLLOW ALL LOCKOUT/TAGOUT PROCEDURES AS DEFINED IN THIS MANUAL, AS WELL AS WELL AS DEFINED BY YOUR SPECIFIC SHOP (EMPLOYER) AND OSHA! FAILURE TO HEED THIS WARNING OF DANGER MAY RESULT IN SERIOUS PERSONAL INJURY OR DEATH.

 **WARNING**

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.

 **DANGER**

STAY CLEAR OF MOVING HOPPER BLADES AND THE HOPPER LOADING SILL WHEN BLADES ARE MOVING! IF YOU OR A WORK PARTNER IS CAUGHT IN THE BLADE ACTION, SERIOUS INJURY OR DEATH WILL RESULT.

 **DANGER**

BEFORE ENTERING THE LOADING HOPPER, 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"! DO YOUR SHOP'S DETAILED LOCKOUT/TAGOUT PROCEDURE.

THE BLADES COULD UNEXPECTEDLY AND SUDDENLY BEGIN MOVING WHICH WILL CAUSE SERIOUS INJURY OR DEATH.

 **WARNING**

WHEN REPAIRING THE TAILGATE'S RUBBER SEAL, ALWAYS PROVIDE *THREE DISTINCT MEANS* OF SUPPORT FOR THE PARTIALLY RAISED TAILGATE! TAILGATE COULD SUDDENLY FALL CAUSING SERIOUS INJURY OR DEATH IF TAILGATE IS NOT SUPPORTED IN THREE SEPARATE WAYS.

SEE THE REPAIR TOPIC CALLED "INSTALLING A FRESH TAILGATE SEAL" IN THE REPAIR SECTION OF THIS MANUAL FOR A DETAILED EXPLANATION OF BLOCKING AND PROPPING OF TAILGATE BEFORE BEGINNING SEAL REPLACEMENT.

 **WARNING**

NEVER WORK BENEATH A RAISED TAILGATE THAT HAS A HYDRAULIC CYLINDER REMOVED!

NEVER WORK BENEATH A RAISED TAILGATE THAT HAS A TAILGATE LIFT CYLINDER'S HOSE, FITTING, OR VALVE COMPONENT REMOVED!

TAILGATE MAY SUDDENLY FALL CAUSING SERIOUS INJURY OR DEATH *EVEN IF* THE TAILGATE IS MECHANICALLY PROPPED AND BLOCKED UP. THE TAILGATE LIFT CYLINDERS SYSTEM *MUST BE* PROVIDING *ONE OF THE THREE* MEANS OF SUPPORT BEFORE *WORKING BENEATH* A RAISED TAILGATE.

THE TAILGATE'S HYDRAULIC LIFT SYSTEM MUST BE IN GOOD WORKING CONDITION (AND TWO ADDITIONAL MECHANICAL BLOCKING AND PROPPING MEANS SECURELY INSTALLED) BEFORE WORKING BENEATH A RAISED TAILGATE.

 **WARNING**

ALWAYS FULLY LOWER THE TAILGATE BEFORE REMOVING A TAILGATE LIFT CYLINDER OR ANY OF IT'S PLUMBING COMPONENTS (VALVES, TUBES, FITTINGS, and HOSES)! DO NOT RELY *ONLY* ON MECHANICAL BLOCKING AND PROPPING TO SUPPORT A PARTIALLY RAISED TAILGATE! TAILGATE MAY SUDDENLY FALL CAUSING SERIOUS INJURY OR DEATH.

THE ELITE'S TAILGATE LIFT SYSTEM IS FULLY SERVICABLE WITH TAILGATE *FULLY LOWERED*.

 **DANGER**

NEVER STAND UNDERNEATH OR WALK BENEATH A MOVING TAILGATE! THE TAILGATE MAY BE LOWERED UPON YOU OR MAY SUDDENLY FALL CAUSING SERIOUS INJURY OR DEATH.

A COMPONENT FAILURE (SUCH AS HOSE END "BLOW-OFF") COULD CAUSE TAILGATE TO SUDDENLY FALL.

 **WARNING**

NEVER STAND UNDERNEATH OR WALK BENEATH A RAISED (OR PARTIALLY RAISED) TAILGATE WHEN SUPPORTED *ONLY* BY ITS HYDRAULIC SYSTEM!

TAILGATE MAY SUDDENLY AND UNEXPECTEDLY FALL DOWNWARD CAUSING SERIOUS INJURY OR DEATH.

SHOULD A HYDRAULIC COMPONENT FAIL, SUCH AS A HOSE-END "BLOW-OFF", THE TAILGATE WILL SUDDENLY FALL.



KEEP THE BODY SIDE ACCESS DOOR CLOSED WHEN EJECTOR BLADE IS IN MOTION! THE EJECTOR BLADE MOVES PAST THE DOOR OPENING AND COULD CAUSE INJURY.



YOU MUST NOT OPERATE THE ELITE UNLESS:

YOU ARE QUALIFIED BY TRAINING AND EXPERIENCE IN THE SAFE OPERATION OF THIS MACHINE.

TRAINING INCLUDES COMPLETE KNOWLEDGE OF YOUR EMPLOYER'S WORK RULES, ALL GOVERNMENTAL REGULATIONS, AND MANUFACTURER'S OPERATOR'S MANUAL RELATIVE TO THIS MACHINE'S SAFE USE.

AN UNTRAINED OPERATOR SUBJECTS HIMSELF/ HERSELF AND OTHERS TO SERIOUS INJURY OR DEATH.



YOU MUST NOT SERVICE, MAINTAIN, OR REPAIR THE ELITE UNLESS:

YOU ARE QUALIFIED BY TRAINING AND EXPERIENCE IN THE SAFE OPERATION OF THIS MACHINE.

TRAINING INCLUDES COMPLETE KNOWLEDGE OF YOUR EMPLOYER'S WORK RULES, ALL GOVERNMENTAL REGULATIONS, AND MANUFACTURER'S OPERATOR'S MANUAL RELATIVE TO THIS MACHINE'S SAFE USE.

A SERVICE TECHNICIAN WHO IS UNTRAINED IN THE SAFE OPERATION OF THE ELITE SUBJECTS HIMSELF/HERSELF AND OTHERS TO SERIOUS INJURY OR DEATH.



YOU MUST NOT SERVICE, MAINTAIN, OR REPAIR THE ELITE UNLESS YOU ARE THOROUGHLY KNOWLEDGEABLE OF YOUR SHOP'S (YOUR EMPLOYER'S) DETAILED LOCKOUT/TAGOUT POLICIES AND PROCEDURES.

LOADMASTER HAS INCLUDED THE OUTLINE OF A SKELETON, BARE BONES LOCKOUT/TAGOUT PROCEDURE IN THIS MANUAL. IT IS THE RESPONSIBILITY OF THE OWNERS, SUPERVISORS, MAINTAINERS, AND OPERATORS OF THE LEGACY3 TO FULLY DEVELOP A "DETAILED" LOCKOUT/TAGOUT PROCEDURE/POLICY THAT SUITS YOUR SHOP'S SPECIFIC CIRCUMSTANCES.



THE RIDING STEP SHALL NOT BE USED WHEN:

- SPEEDS EXCEED 10 MPH
- DISTANCE OF TRAVEL IS MORE THAN 2 TENTHS OF A MILE
- VEHICLE IS MOVING BACKWARDS (IN REVERSE)



TO PREVENT POSSIBLE INJURY, DEATH, OR PROPERTY DAMAGE, DO NOT USE THIS VEHICLE TO "TOW" OTHER EQUIPMENT. IT IS NOT INTENDED, DESIGNED OR EQUIPPED FOR TOWING.



DO NOT ENTER UNDER OR CRAWL UNDER THE CHASSIS UNLESS THE DIESEL IS SHUTDOWN, THE IGNITION KEYS ARE IN YOUR POCKET, AND A SIGN HAS BEEN PLACED ON THE STEERING WHEEL THAT SAYS "DO NOT START ENGINE"! DO YOUR SHOP'S DETAILED LOCKOUT/TAGOUT PROCEDURE INCLUDING WHEEL CHOCKING!

THE VEHICLE WILL RUN YOU OVER CAUSING SERIOUS INJURY OR DEATH. YOU MAY BECOME ENTANGLED IN THE EXPOSED VEHICLE DRIVETRAIN OR THE ROTATING PUMP-PROPELLOR SHAFTING CAUSING SERIOUS INJURY OR DEATH.



DO NOT OVERLOAD THE PACKER AND CHASSIS. DO NOT EXCEED THE CHASSIS MANUFACTURER'S POSTED GROSS VEHICLE WEIGHT RATINGS (OVERALL AND "PER AXLE"). GROSS VEHICLE WEIGHTS MUST ALSO MEET APPLICABLE FEDERAL, STATE, AND LOCAL WEIGHT LAWS. FAILURE TO COMPLY COULD CAUSE POOR HANDLING AND OUT OF COMPLIANCE BRAKING AND CAUSE SERIOUS INJURY OR DEATH.

 **WARNING**

THE IN-CAB MASTER ROCKER SWITCH LABELED "THRTL" (THROTTLE) MUST BE IN THE "OFF" POSITION WHEN THE TRUCK IS BEING DRIVEN ABOVE 10MPH!

SHOULD THE THROTTLE ENGAGE DURING TRAVEL, LOSS OF VEHICLE CONTROL COULD OCCUR RESULTING IN SERIOUS INJURY OR DEATH.

 **WARNING**

ALWAYS BE CERTAIN THE THROTTLE ADVANCE CAN *NOT* AUTOMATICALLY ADVANCE THE DIESEL RPM UNLESS THE VEHICLE TRANSMISSION IS IN *NEUTRAL*!

AUTOMATIC ADVANCEMENT OF THROTTLE WHILE VEHICLE IS IN A DRIVE OR REVERSE GEAR COULD RESULT IN LOSS OF VEHICLE CONTROL AND CAUSE SERIOUS INJURY OR DEATH.

SHOULD THIS MALFUNCTION EVER OCCUR, PARK THE VEHICLE IMMEDIATELY AND REPAIR *NEUTRAL INTERLOCK* OF THE THROTTLE ADVANCE SYSTEM.

 **DANGER**

NEVER OPERATE, MAINTAIN, OR REPAIR THE VEHICLE OR THE ELITE WHILE UNDER THE INFLUENCE OF ALCOHOL OR DRUGS! WORKERS UNDER THE INFLUENCE PRESENT A HAZARD TO THEMSELVES AND OTHERS AND CAN CAUSE SERIOUS INJURY OR DEATH.

DO NOT OPERATE, MAINTAIN, OR REPAIR THE VEHICLE OR THE ELITE UNLESS YOU ARE ALERT, CLEAR-HEADED AND WELL RESTED. IF YOU ARE FEELING TIRED, DO OTHER WORK CHORES THAT DO *NOT* REQUIRE YOU TO BE NEAR A HYDRAULICALLY-POWERED MACHINE.

 **WARNING**

DO NOT WEAR WATCHES, RINGS, AND JEWELRY WHILE WORKING WITH MECHANICAL OR ELECTRICAL EQUIPMENT. DO NOT WEAR LOOSE CLOTHING THAT COULD ENTANGLE YOU INTO MOVING OR ROTATING COMPONENTS. THESE TYPES OF THINGS WILL BE HAZARDOUS AND COULD CAUSE SERIOUS INJURY OR DEATH IF WORN NEAR MOVING MECHANICAL OR HYDRAULIC MACHINE PARTS.

 **WARNING**

DO WEAR PERSONAL PROTECTION ITEMS SUCH AS HARD HATS, SAFETY GLASSES (EYE PROTECTION), HEAVY GLOVING, AND SAFETY SHOES WHEN OPERATING OR MAINTAINING THE ELITE OR CHASSIS. OPERATORS SHOULD WEAR VESTING THAT HAS A BRIGHT COLORATION (ORANGE) AND REFLECTIVE CHARACTERISTICS FOR DAY/NIGHT VISIBILITY. FOLLOW ALL OF YOUR EMPLOYER'S REQUIREMENTS FOR PERSONAL PROTECTIVE ITEMS.

 **WARNING**

BEFORE OPERATING THE PACKER, BE CERTAIN TO CLEAR THE AREA OF ALL PEOPLE. ALWAYS BE ATTENTIVE WHEN OPERATING THE CONTROLS. WATCHDOG THE AREA FOR ACTIVITY. SCAN YOUR MIRRORS REGULARLY. NEVER BACK-UP THE VEHICLE UNLESS YOU ARE COMPLETELY CERTAIN IT IS SAFE TO DO SO. USE A HELPER/OBSERVER OR GET OUT YOURSELF, IF NECESSARY, TO ASSURE YOU CAN SAFELY BACK-UP. THOROUGHLY UNDERSTAND THE CONTROLS BEFORE OPERATING THE PACKER. FAILURE TO DO SO COULD RESULT IN SERIOUS INJURY OR DEATH TO YOURSELF OR OTHERS.

 **CAUTION**

ALWAYS KEEP THE IN-CAB "GATE AJAR" PILOT LIGHT IN GOOD WORKING CONDITION. ALWAYS BE SURE THE BACK-UP ALARM SOUNDS WHENEVER THE TAILGATE IS RAISED-UP A FOOT OR SO. REPLACE LAMP BULB OR REPAIR ELECTRICAL WIRE SYSTEM IMMEDIATELY. FAILURE TO DO SO COULD LEAD TO SERIOUS SITUATIONS.

 **WARNING**

BEFORE RAISING THE TAILGATE, BE SURE THERE EXISTS ADEQUATE CLEARANCE BETWEEN TAILGATE AND ANY BUILDING STRUCTURE OR ELECTRICAL POWER LINES (OR ANY OTHER OBSTACLES). ALLOWING THE TAILGATE TO STRIKE OBJECTS OR POWER LINES COULD CAUSE SERIOUS INJURY OR DEATH.



ALWAYS DRIVE CAREFULLY AND DEFENSIVELY! ALWAYS BE AWARE THE CHASSIS/PACKER IS A *HEAVY* VEHICLE AND NOT A PASSENGER CAR. THE CHASSIS/PACKER WILL REQUIRE SLOWER CORNERING SPEEDS AND LONGER STOPPING DISTANCES. THE CHASSIS/PACKER WILL HAVE A HIGHER CENTER OF GRAVITY WHICH PRESENTS A "ROLL-OVER" HAZARD IF DRIVING HABITS ARE NOT ADJUSTED. BE AWARE THE CHASSIS/PACKER'S HANDLING AND BRAKING CHARACTERISTICS WILL *CHANGE* AS YOU BUILD A PAYLOAD. FAILURE TO ACCOUNT FOR THESE FACTORS COULD LEAD TO ROLL-OVER OR LOSS OF CONTROL RESULTING IN SERIOUS INJURY OR DEATH.



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 EXIST A BENT PEG 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 THE PROVIDED BENT PEG STYLE OF HOOK STORAGE ONLY.



ALWAYS EXERCISE YOUR HIGHEST SPECIAL CARE WHEN "BACKING-UP" THE CHASSIS/PACKER!

THE CHASSIS/PACKER IS TYPICAL OF ALL REAR LOADERS IN THAT IT HAS A "BLIND-SPOT" WHICH THE VEHICLE'S MIRRORS CAN *NOT* PUT INTO THEIR "FIELD OF VISION".

FAILURE TO ALWAYS USE THE MOST EXTREME CARE IN BACKING-UP THE CHASSIS/PACKER WILL RESULT IN SERIOUS INJURY OR DEATH TO BYSTANDER OR WORK PARTNER.

ALWAYS FOLLOW YOUR EMPLOYER'S "SAFEST WAY TO BACK-UP" PROCEDURES/POLICIES. THESE SHOULD INCLUDE:

- PLANNING YOUR COLLECTION ROUTES TO MINIMIZE THE NEED FOR BACK-UPS
- USING A HELPER/OBSERVER TO GUIDE THE PERSON BEHIND THE STEERING WHEEL WHEN BACKING-UP
- HELPER/OBSERVER MUST ALWAYS BE OFF TO THE SIDE OF THE CHASSIS/PACKER AND WITHIN THE MIRRORS' FIELD OF VISION

- NEVER EXCEEDING ¼ MPH WHEN IN REVERSE
- ALWAYS KEEPING THE BACK-UP-ALARM IN TOP WORKING CONDITION...(KEEP IN MIND THAT *JUST HAVING* A FUNCTIONAL BACK-UP-ALARM IS *NOT* ENOUGH TO ASSURE SAFEST "BACKING-UP").
- ANYTHING ELSE YOU AND YOUR EMPLOYER DEEM HELPFUL TO BACKING-UP WITH EXTREME SAFETY



HYDRAULIC SYSTEMS ARE HOT! DO NOT TOUCH ANY HYDRAULIC COMPONENTS OR YOU MAY BURN YOURSELF.

ALLOW THE HYDRAULICS SYSTEM TO COOL DOWN TO 100 DEGREES FAIRENHEIGHT (OR LESS) BEFORE DOING ANY HYDRAULIC MAINTENANCE OR REPAIR ACTIVITIES.



WHEN REPLACING A HYDRAULIC "PLUMBING" COMPONENT SUCH AS A HOSE, TUBE, OR A FITTING, BE CERTAIN YOU USE ONLY AN EQUIVALENT PRESSURE RATING (OR HIGHER) REPLACEMENT PART! FAILURE TO HEED THIS WARNING COULD RESULT IN SUDDEN FAILURE (BURSTS OR FORCEFUL LEAKS) OF THE INFERIOR REPLACEMENT AND COULD CAUSE SERIOUS INJURY OR DEATH.

HIGH PRESSURE OIL STREAMS CAN CAUSE SERIOUS BURNS OR CAN PENETRATE TISSUE. FIRE CAN OCCUR IF THE ESCAPING OIL HITS A HOT SURFACE (SUCH AS VEHICLE EXHAUST SYSTEM). MACHINE COMPONENTS COULD SUDDENLY FALL OR OTHERWISE MOVE UNCONTROLLABLY.

THE CORRECT LENGTH OF HOSE MUST ALSO BE USED. CALL LOADMASTER IF IN ANY DOUBT ABOUT CORRECT REPLACEMENT PARTS FOR YOUR ELITE.

GETTING YOUR REPLACEMENT HYDRAULIC PLUMBING COMPONENTS FROM LOADMASTER WILL ASSURE CORRECT SPECIFICATIONS. IF YOU MUST PROCURE IT IN YOUR LOCALITY, USE ONLY NAME BRAND PARTS AND USE A REPUTABLE HYDRAULIC HOSE/FITTING ASSEMBLY HOUSE. DO NOT ALLOW THE "MIXING" OF DIFFERENT BRANDS AS THEY WILL NOT CORRECTLY MATE.

 **CAUTION**

THE HYDRAULICS SYSTEM MAY HAVE "TRAPPED" HIGH-PRESSURES EVEN WHEN DIESEL IS OFF. ALWAYS RELIEVE THESE TRAPPED PRESSURES BY RATTLING THE CONTROL LEVERS ABOUT THEIR CENTERED-NEUTRAL POSITIONS (WITH THE DIESEL SHUTDOWN) BEFORE LOOSENING ANY SYSTEM CONNECTIONS.

SOME MACHINE COMPONENTS COULD HAVE GRAVITY PULLING ON THEM AS THEY ARE HYDRAULICALLY HELD IN PLACE. ALWAYS STOP AND THINK FIRST IF A BLADE OR OTHER MACHINE COMPONENT NEEDS TO BE REPOSITIONED TO ITS "DEAD END" (OR OTHER POSITION) SO IT WILL NOT MOVE BY GRAVITY WHEN A HYDRAULIC CONNECTION IS LOOSENED FOR REPAIR.

 **WARNING**

HYDRAULIC HOSES AND TUBING MUST BE INSPECTED ON A DAILY BASIS FOR LEAKS, CUTS, ABRASIONS, DAMAGE, RUBBING (NO CLEARANCE IN ROUTING), BEFORE THE TRUCK IS PUT IN SERVICE. IF YOUR INSPECTION DISCOVERS SUCH ADVERSE CONDITIONS, THE SITUATION MUST BE CORRECTED BEFORE TRUCK CAN BE PLACED IN SERVICE. LOADMASTER RECOMMENDS YOU REPLACE *ALL* OF YOUR RUBBER HOSES AND THE CLAMPING AT LEAST EVERY THREE YEARS.

FAILURE TO CLOSELY INSPECT AND MAINTAIN YOUR ELITE AND CHASSIS COULD LEAD TO SERIOUS INJURY.

 **WARNING**

NEVER OPERATE THE HYDRAULIC SYSTEM IF ANY LEAK IS PRESENT. SERIOUS INJURY MAY RESULT.

 **WARNING**

THE HYDRAULIC CYLINDERS COULD BE HOLDING A PARTICULAR COMPONENT (SUCH AS A "BLADE") IN A PARTICULAR POSITION WHEN THE DIESEL IS OFF. AN EXAMPLE OF THIS IS WOULD BE THE SLIDER BLADE HELD UPWARD IN ITS "HOME" POSITION BY THE OIL "LOCKED" INSIDE ITS CYLINDERS WITH DIESEL OFF. IF A HYDRAULIC HOSE OR FITTING IS THEN WORKED-ON, GRAVITY WILL MOVE THE COMPONENT TO A NEW POSITION IN A UNCONTROLLABLE FASHION. FAILURE TO ACCOUNT FOR THIS FACT COULD RESULT IN SERIOUS INJURY OR DEATH.

OFTEN YOU CAN PURPOSEFULLY MOVE THE COMPONENT TO A POSITION WHERE GRAVITY CAN NOT MOVE IT *BEFORE* WORKING ON THE HYDRAULICS.

SOMETIMES YOU WILL NEED TO SECURE THE COMPONENT IN PLACE BY WELDING TEMPORARY STEEL "BLOCKING" OR "STOPS" ONTO THE PACKER.

CALL LOADMASTER IF YOU HAVE ANY DOUBTS ABOUT THE CORRECT AND SAFEST METHODS OF DOING THIS.

 **WARNING**

ALL OF THE ELITE'S PRESSURE GAUGE READINGS ARE TO BE TAKEN AT THE GAUGE STEM LOCATED AT THE INLET COVER OF THE BODY-MOUNTED VALVE! USE A GLYCERIN FILLED GAUGE ON THE END OF A 24" HOSE (1/4" DIAMETER WITH 3000 PSI WORKING PRESSURE RATING) THAT ALLOWS YOU TO BE FULLY OUTSIDE THE BODY WITH BOTH FEET ON GROUND AND THEN TAKE THE GAUGE READING. DIESEL MUST BE SHUTDOWN AND KEYS IN YOUR POCKET BEFORE ENTERING THE BODY THROUGH THE ACCESS DOOR TO COUPLE THE GAUGE COUPLER.

NEVER ATTEMPT TO READ A GLYCERIN-FILLED GAUGE WHICH IS ATTACHED TO THE INLET COVER OF THE *TAILGATE*-MOUNTED VALVE. ALWAYS COUPLE YOUR GLYCERIN FILLED GAUGE TO THE BODY-MOUNTED VALVE'S GAUGE STEM. ALL LOADMASTER PRESSURE SPECS ARE CHECKED/ADJUSTED AT THE BODY-MOUNTED VALVE'S GAUGE STEM.

Section 02

OPERATORS MANUAL

This operator's manual describes how a person will do the useful tasks needed to collect garbage using the LOADMASTER packer. The user/operator will often "command" the LOADMASTER packer by moving a knobbed control lever, or flipping a rocker switch, or depressing a button switch. This manual describes these operator-input actions and the resulting *output* reactions of the machine.

Throughout this OPERATORS MANUAL there will be safety precautions. Section 01 SAFETY PRECAUTIONS must be read and re-read until you thoroughly understand them and can follow them. Some (but not all) of the SAFETY PRECAUTIONS will be repeated throughout this booklet where they apply. Call LOADMASTER if you have any doubt about the safe ways to operate your LOADMASTER packer. The LOADMASTER packer will have been mounted on a chassis...refer to the operators manual for the chassis for *its* safe operation instructions.

ATTENTION OPERATORS, USERS, MAINTAINERS, REPAIRERS OF THE LOADMASTER PACKER!!!

READ AND UNDERSTAND **SECTION 01 SAFETY PRECAUTIONS** AND **SECTION 02 OPERATORS MANUAL** BEFORE OPERATING THE LOADMASTER REFUSE PACKER. PEOPLE WHOM USE OR MAINTAIN THIS EQUIPMENT MUST BE THOROUGHLY TRAINED AND FAMILIAR WITH THE MACHINE. IF INCORRECTLY USED OR MAINTAINED, THIS EQUIPMENT CAN CAUSE SERIOUS INJURY OR DEATH.



This **DANGER** symbolism precedes information pertaining to specific immediate hazards, which *if disregarded*, **WILL** result in **severe personal injury** or **death** of the user or others.



This **WARNING** symbolism precedes information pertaining to hazards or unsafe practices which **COULD** result in **severe personal injury** or **death**.



This **CAUTION** symbolism precedes information pertaining to potential hazards or unsafe practices, which if disregarded, may result in a lesser personal **injury** or **damage** to the equipment.

NOTICE

This notice symbol will precede information which is vital to the proper operation or maintenance of the equipment.

Operation of the LOADMASTER packer can be divided into separate areas of activity. This operator's manual covers:

STARTUP of the machine. This includes the pre-startup checklist.

TRAVELING to the area where you will pickup the garbage.

ON-THE-ROUTE garbage collection.

TRAVELING to the landfill or transfer station.

UNLOADING your collected payload at the landfill or transfer station.

Parking and **SHUTTING-DOWN** the machine.

Some LOADMASTER'S will have **OPTIONS**, such as a 2-10 reever or a kickbar.



DANGER

YOU MUST NOT OPERATE THE LOADMASTER PACKER UNLESS:

YOU ARE QUALIFIED BY TRAINING AND EXPERIENCE IN THE SAFE OPERATION OF THIS MACHINE.

TRAINING INCLUDES COMPLETE KNOWLEDGE OF YOUR EMPLOYER'S WORK RULES, ALL GOVERNMENTAL REGULATIONS, AND MANUFACTURER'S OPERATOR'S MANUAL RELATIVE TO THIS MACHINE'S SAFE USE.

AN UNTRAINED OPERATOR SUBJECTS HIMSELF/ HERSELF AND OTHERS TO SERIOUS INJURY OR DEATH.



WARNING

DO NOT WEAR WATCHES, RINGS, AND JEWELRY WHILE WORKING WITH MECHANICAL OR ELECTRICAL EQUIPMENT. DO NOT WEAR LOOSE CLOTHING THAT COULD ENTAGLE YOU INTO MOVING OR ROTATING COMPONENTS. THESE TYPES OF THINGS WILL BE HAZARDOUS AND COULD CAUSE SERIOUS INJURY OR DEATH IF WORN NEAR MOVING MECHANICAL OR HYDRAULIC MACHINE PARTS.



WARNING

DO WEAR PERSONAL PROTECTION ITEMS SUCH AS HARD HATS, SAFETY GLASSES (EYE PROTECTION), HEAVY GLOVING, AND SAFETY SHOES WHEN OPERATING OR MAINTAINING THE EXCEL OR CHASSIS. OPERATORS SHOULD WEAR VESTING THAT HAS A BRIGHT COLORATION (ORANGE) AND REFLECTIVE CHARACTERISTICS FOR DAY/NIGHT VISIBILITY. FOLLOW ALL OF YOUR EMPLOYER'S REQUIREMENTS FOR PERSONAL PROTECTIVE ITEMS.

OVERVIEW OF THE CONTROLS

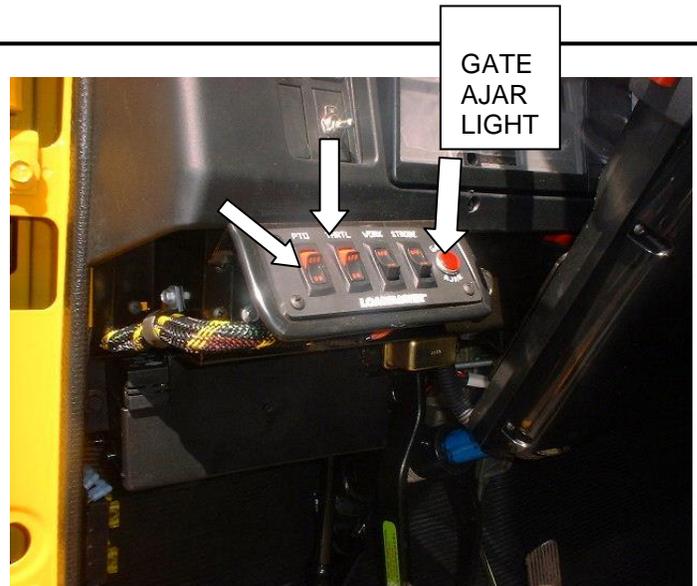
ROCKER SWITCH PANEL

This panel is located inside the cab and just to the left of the steering wheel.

This ROCKER SWITCH PANEL groups together four switches and one pilot light. They are:

- PTO on/off switch
- THRTL on/off switch
- WORK light switch (optional)
- STROBE light switch (optional)

GATE AJAR warning light

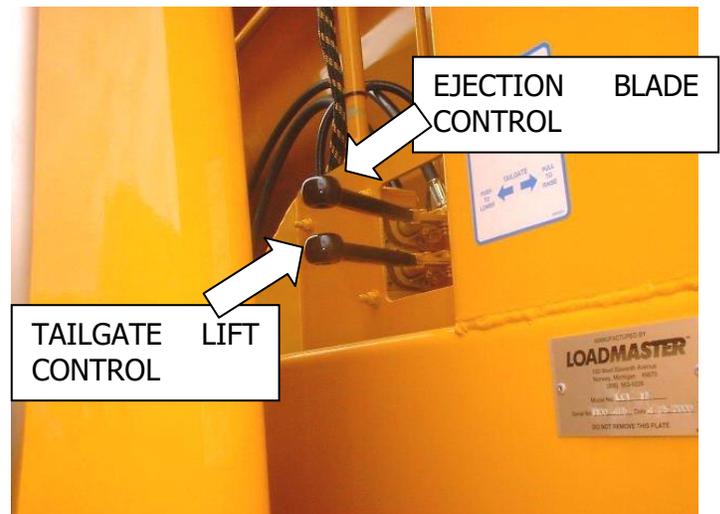


"BODY-MOUNTED VALVE" KNOBBED HANDLEVERS

These are located at the body's left front corner, just behind back of cab.

The lower knobbed handlever controls the tailgate lift. The upper handlever controls the ejector blade.

These handlevers are spring-centered to their neutral positions. The handlever must be "held" to a shifted position by the operator.



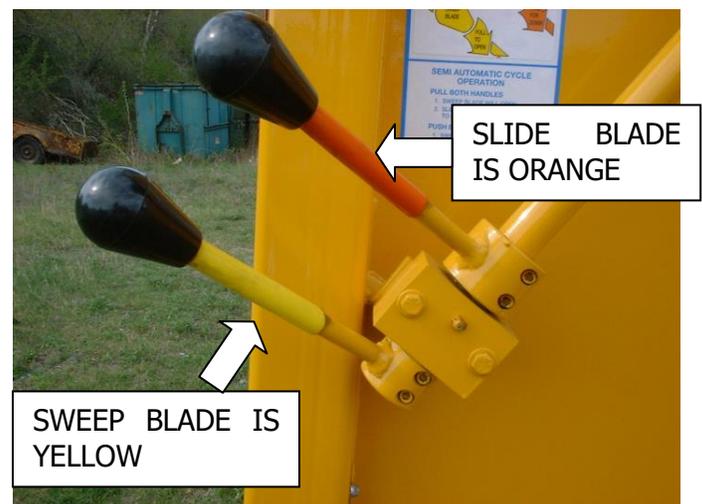
"TAILGATE-MOUNTED VALVE" HANDLEVERS

These are located on the rearward, right-side of tailgate shell.

The lower, yellow colored handlever controls the *sweep* blade. The sweep blade is the compaction blade that "rotates" at the blades pivot.

The orange colored handlever controls the *slide* blade. The slide blade is the compaction blade that slides in the "track" channel.

Any knobbed handlevers for *optional* attachments will also be located near the above blade controls, but they will *not* be colored yellow or orange. The "2-10 reever" and the "kickbar" are examples of optional equipment.

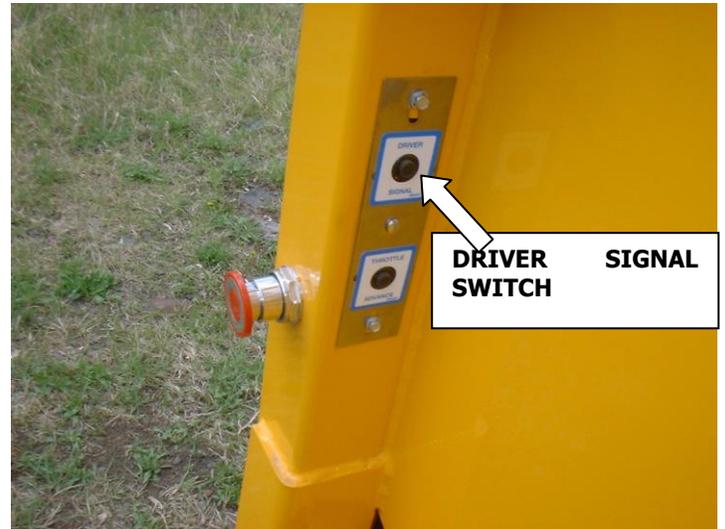


OVERVIEW OF THE CONTROLS

DRIVER SIGNAL SWITCHES

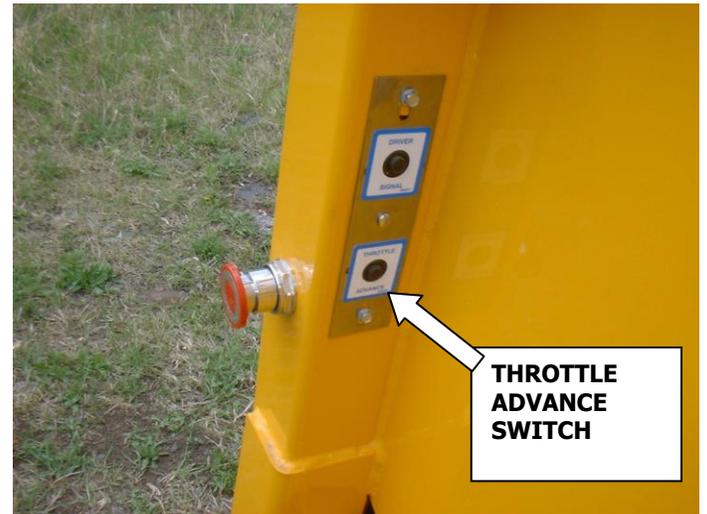
There are two switches that will sound the in-cab buzzer. They are located one on each side of the tailgate's shell at the very rear.

These switches are "momentary" type, which means the operator must depress and "hold" depressed to sound the in-cab buzzer.



THROTTLE ADVANCE SWITCHES

There are two of these switches. One is located on the right rear of the tailgate shell. One is located at the body's front left corner (near body-mounted valve). Depressing and holding these "momentary" switches will advance the diesel's RPM (so long as the in-cab master switch labeled THRTL is also at it's ON position).



TAILGATE LATCH TURNBUCKLE

If your packer is not equipped with automatic tailgate latches, it then will have manually operated tailgate latches on each side. Also known as tailgate clamps, tailgate locks, tailgate latches, tailgate buckles, or turnbuckles. Most ELITE's models have the automatic-operated latches (std).



STARTUP

The first step is to do a "walk-around" inspection of the LOADMASTER packer and the truck chassis before "cranking" the diesel.

Assure that the machine is in good, safe working condition.

- All signals and lights needed for safe street operation are undamaged and functional
- The mirrors are undamaged, clean, and adjusted to best field of vision
- Tires are inflated and have adequate treading
- Cab windshield and side windows are cleaned
- Assure that there is no hydraulic leakage
- Check the fuel level, engine oil level, coolant level
- Check for a fully charged and accessible fire extinguisher
- Check the hydraulic fluid level
- Assure that all hoses and tubes show no signs of damage or rubbing-out spots
- Assure the suction line valve is fully open
- The backup alarm sounds when transmission is shifted to reverse
- The backup alarm sounds when tailgate is raised upward about $\frac{1}{4}$ of fully raised.
- The tailgate cylinder pins are retained in proper position
- The machine is clean of debris, dirt, and oils
- The steps and grab handles are in good condition
- Check that the body mounts to the chassis are in good condition
- The control levers and knobs are in good condition
- Assure the body access door is securely latched
- Be sure the hopper is clear of people
- Be sure the general area is clear of any other people (a passerby or a service person, perhaps) before starting the diesel
- Be certain no person is in front, underneath, on top of, or behind the machine
- Any other "walk-around" checks your employer has assigned
- Check that the tailgate is fully down and fully latched
- The tailgate hinge pins are retained in proper position
- Assure all placards and decals are readable
- Check that any work lights are in good condition.
- Check that any strobe or beacon lights work

If the LOADMASTER packer or the chassis has a problem that needs correcting, see your supervisor so that a trained service person will attend to the problem.

STARTUP

After completing the “**walk-around**” pre-startup inspection, enter the vehicle’s cab.

Check that the LOADMASTER rocker switches are all in their OFF position. A rocker switch that is ON will show its reddish color band and a rocker switch that is OFF will *not show* its color band.

The group of rocker switches includes 4 rocker switches and one pilot light.

The switch labeled **THRTL** is the throttle master switch. When this switch is at OFF, the throttle can never advance because all electrical power is cutoff at this branch circuit’s origin.

The switch labeled **PTO** controls whether the PTO is engaged (hydraulic pump rotating) or disengaged (pump uncoupled). See your specific chassis/transmission manual for the correct procedure for engaging/disengaging the PTO.

The switch labeled **WORK** turns the optional hopper work lighting on or off.

The switch labeled **STROBE** will turn the optional beacon or strobe lights on or off.

The red color warning light is labeled **GATE AJAR**. This light will illuminate whenever the tailgate is raised about a foot or so above fully closed.

Do not move truck at speeds above ¼ MPH whenever the tailgate is raised up (fully or partially) and “gate ajar” light is illuminated! Move only after assuring overhead clearance is adequate and then still move at less than ¼ MPH.



Confirm that the transmission is in Neutral and that the park/emergency brake is applied On.

Now turn the ignition switch to ON and start-up the diesel. Follow the instructions in the chassis operator’s manual for starting the diesel. (Refer to your specific chassis’ operators manual for ALL of its operational information.)

Warm up the diesel for a few minutes and prepare yourself to begin to travel. BUCKLE UP!

TRAVELING

You have done your walk-around inspection, the diesel is running, and you and your work partners are seated and buckled up.

Ride *only in the cab* during travel to and from the area where you will collect garbage house-to-house.



CAUTION

THE RIDING STEP SHALL NOT BE USED WHEN:

- **SPEEDS EXCEED 10 MPH**
- **DISTANCE OF TRAVEL IS MORE THAN 2 TENTHS OF A MILE**
- **VEHICLE IS MOVING BACKWARDS (IN REVERSE)**

When driving on the street in the chassis/packer, always be aware that you are driving a *heavy truck*. The way a heavy truck handles and brakes is different from your personal passenger car or light truck (pickup truck). The packer requires more distance to stop in a "panic" situation. Always allow extra spacing in traffic. The packer is not as agile or responsive as a typical passenger car. You will not always be able to maneuver your way out of difficult situations. This means you must drive extra defensively when traveling in the chassis/packer. Always be alert and anticipate possible traffic hazards. Account for the size and weight of your chassis/packer.

The center of gravity of the chassis/packer is much higher than a passenger car. This fact must be accounted for to avoid rolling over. Turn through corners at slower speeds and account for the larger turn radius the chassis/packer will require.

Also, be aware that the full chassis/packer will behave (brake and handle) somewhat differently from the empty chassis/packer.



DANGER

ALWAYS DRIVE CAREFULLY AND DEFENSIVELY! ALWAYS BE AWARE THE CHASSIS/PACKER IS A HEAVY VEHICLE AND NOT A PASSENGER CAR. THE CHASSIS/PACKER WILL REQUIRE SLOWER CORNERING SPEEDS AND LONGER STOPPING DISTANCES. THE CHASSIS/PACKER WILL HAVE A HIGHER CENTER OF GRAVITY WHICH PRESENTS A "ROLL-OVER" HAZARD IF DRIVING HABITS ARE NOT ADJUSTED. BE AWARE THE CHASSIS/PACKER'S HANDLING AND BRAKING CHARACTERISTICS WILL CHANGE AS YOU BUILD A PAYLOAD. FAILURE TO ACCOUNT FOR THESE FACTORS COULD LEAD TO ROLL-OVER OR LOSS OF CONTROL RESULTING IN SERIOUS INJURY OR DEATH.

You must know the height of your chassis/packer before going under any overpasses. Be sure to allow sufficient clearance to avoid slamming into anything overhead.

As mentioned in the "walk-around" pre-travel inspections, be sure the tailgate is fully down and fully latched closed. Do this by visually checking it to be fully down in addition to monitoring the "gate ajar" warning light periodically during road travel. Pull over immediately should you notice the "gate ajar" light has illuminated during travel. When you unload (tailgate raised up), confirm that the "gate ajar" light does indeed illuminate (proper and normal). If not, have the "gate ajar" warning light system repaired immediately. (Note that the "gate ajar" light will illuminate when vehicle transmission shifts to reverse, even with gate fully down...this is how it is wired.)



CAUTION

ALWAYS KEEP THE IN-CAB "GATE AJAR" PILOT LIGHT IN GOOD WORKING CONDITION. ALWAYS BE SURE THE BACK-UP ALARM SOUNDS WHENEVER THE TAILGATE IS RAISED-UP A FOOT OR SO. REPLACE LAMP BULB OR REPAIR ELECTRICAL WIRE SYSTEM IMMEDIATELY. FAILURE TO DO SO COULD LEAD TO SERIOUS SITUATIONS.

Never allow any person to ride in the hopper or to ride sitting on the loading sill at any time.

When traveling to or from your on-the-route collection geographic area, always have the rocker switch labeled THRTL in the OFF position (no red color band showing). This rocker switch is a *master* kill switch which precludes any malfunction or unintentional throttle advancing during travel whenever it is at the OFF position.



WARNING

THE IN-CAB MASTER ROCKER SWITCH LABELED "THRTL" (THROTTLE) MUST BE IN THE "OFF" POSITION WHEN THE TRUCK IS BEING DRIVEN ABOVE 10MPH! SHOULD THE THROTTLE ENGAGE DURING TRAVEL, LOSS OF VEHICLE CONTROL COULD OCCUR RESULTING IN SERIOUS INJURY OR DEATH.

TRAVELING

Disengage the PTO when traveling above 10 MPH. The rocker switch labeled PTO must be rockered to OFF position. Read the instructions for PTO engagement/disengagement that came with your transmission or chassis for the specific sequence of steps.

Do not use the LOADMASTER packer/chassis as a towing vehicle.



TO PREVENT POSSIBLE INJURY, DEATH, OR PROPERTY DAMAGE, DO NOT USE THIS VEHICLE TO "TOW" OTHER EQUIPMENT. IT IS NOT INTENDED, DESIGNED OR EQUIPPED FOR TOWING.

Every chassis is tagged (often in the cab door jamb area) by the chassis manufacturer for its maximum allowable weight capacities. Do not exceed the allowable tagged weight ratings.



DO NOT OVERLOAD THE PACKER AND CHASSIS. DO NOT EXCEED THE CHASSIS MANUFACTURER'S POSTED GROSS VEHICLE WEIGHT RATINGS (OVERALL AND "PER-AXLE"). GROSS VEHICLE WEIGHTS MUST ALSO MEET APPLICABLE FEDERAL, STATE, AND LOCAL LAWS. FAILURE TO COMPLY COULD CAUSE POOR HANDLING AND OUT OF COMPLIANCE BRAKING AND CAUSE SERIOUS INJURY OR DEATH.



NEVER OPERATE THE VEHICLE WHILE UNDER THE INFLUENCE OF ALCOHOL OR DRUGS! WORKERS UNDER THE INFLUENCE PRESENT A HAZARD TO THEMSELVES AND OTHERS AND CAN CAUSE SERIOUS INJURY OR DEATH.

DO NOT OPERATE THE VEHICLE UNLESS YOU ARE ALERT, CLEAR-HEADED AND WELL RESTED.

Plan your travel to minimize the need for "backing-up" (reverse gear) the chassis/packer. When you must backup, always use your highest special care to avoid running-over people. You must keep the back-up-alarm in good working condition and then be aware that *this alone does not* assure safe backing-up.



Always exercise your highest special care when "backing up" the chassis/packer.

THE CHASSIS/PACKER IS TYPICAL OF ALL REAR LOADERS IN THAT IT HAS A "BLIND-SPOT" WHICH THE VEHICLE'S MIRRORS CAN *NOT* PUT INTO THEIR "FIELD OF VISION".

FAILURE TO ALWAYS USE THE MOST EXTREME CARE IN BACKING-UP THE CHASSIS/PACKER WILL RESULT IN SERIOUS INJURY OR DEATH TO BYSTANDER OR WORK PARTNER.

ALWAYS FOLLOW YOUR EMPLOYER'S "SAFEST WAY TO BACK-UP" PROCEDURES/POLICIES. THESE SHOULD INCLUDE:

- PLANNING YOUR COLLECTION ROUTES TO MINIMIZE THE NEED FOR BACK-UPS
- USING A HELPER/OBSERVER TO GUIDE THE PERSON BEHIND THE STEERING WHEEL WHEN BACKING-UP
- HELPER/OBSERVER MUST ALWAYS BE OFF TO THE SIDE OF THE CHASSIS/PACKER AND WITHIN THE MIRRORS' FIELD OF VISION
- NEVER EXCEEDING ¼ MPH WHEN IN REVERSE
- ALWAYS KEEPING THE BACK-UP-ALARM IN TOP WORKING CONDITION...(KEEP IN MIND THAT *JUST HAVING* A FUNCTIONAL BACK-UP-ALARM IS NOT ENOUGH TO ASSURE SAFEST "BACKING-UP").

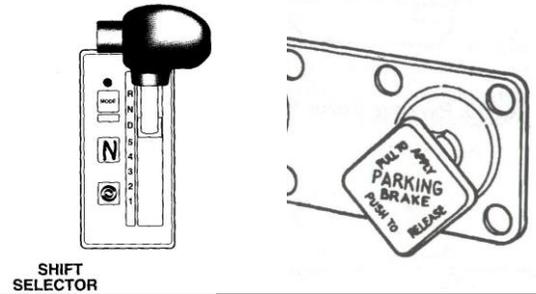
DO "ANYTHING ELSE" YOU AND YOUR EMPLOYER DEEM HELPFUL TO BACKING-UP WITH EXTREME SAFETY

ON-THE-ROUTE GARBAGE COLLECTION

You have traveled to the area that will begin the actual collection of the route's garbage. The packer has pulled along side the very first garbage can or bag to be picked-up.

Shift the vehicle transmission to PARK (or Neutral if "park" does not exist on your ELITE chassis).
Set the PARK/EMERGENCY brake to applied ON.

These two steps must always be done by the vehicle's driver before he/she leaves the cab!



Position the switch labeled THRTL to ON. The rocker switches red color band will be visible when the switch is at ON position.

This will allow the diesel's throttle to advance *automatically* when the compaction blades are cycling automatically.

This will also allow *manual* throttle advancement by depressing and holding the button switches labeled "throttle advance".

Position the switch labeled PTO to ON. The rocker switches red color band will be visible when the switch is at the ON position.

This engages the PTO and the hydraulic pump will begin to rotate (pump) and the hydraulic system is now active. You will typically hear a change in the overall sound.

You must follow the *specific engagement instructions* given in the operation manuals for your particular chassis/transmission/PTO-type. There are several possible combinations that will require somewhat different procedures for proper engagement. If you hear nasty gear clashing sounds, immediately revert the rocker switch to OFF position and re-study the correct PTO engagement procedure.

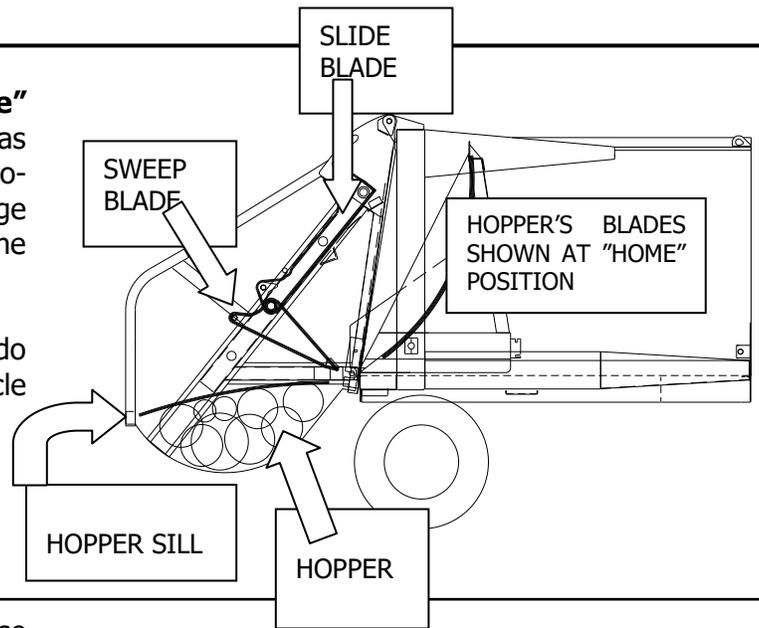


Turn on your beacon or strobe lights (and the hopper area work lights, if needed) by positioning the rocker switches so that the red band is exposed.

ON-THE-ROUTE GARBAGE COLLECTION

The compaction blades will be at their **"home"** position as shown here. The hydraulic circuit has been made active and ready to do "house-to-house" collection. Begin tossing bagged garbage into the hopper or dumping garbage cans into the hopper. Fill the hopper until it is to "sill" level.

When the hopper is about full, you will need to do a "semi" automatic blade cycle. Each blade cycle will clear the hopper of garbage.



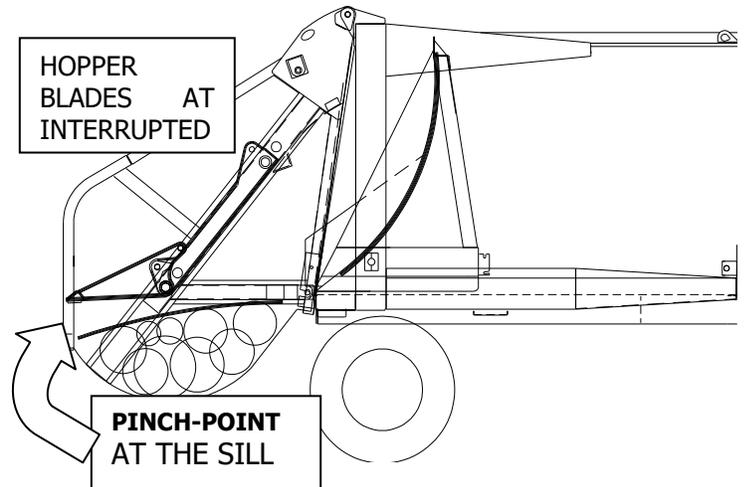
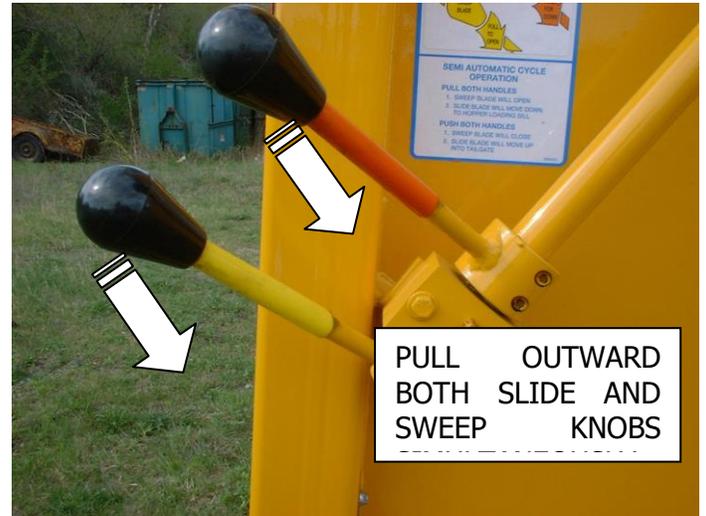
The blade cycle is called "semi" automatic because it is done in two parts. The first part will begin by *pulling both* of the blades control knobs outward (momentarily) and then releasing them.

First the sweep blade will automatically rotate open (blade tip moves upward). When the sweep blade is fully opened, then the slide blade will automatically travel downward (towards hopper). When the slide blade is fully downward and the sweep blade's tip is fully rotated upward, the blades will be in their **"interrupted"** position as shown here.

At this point, both blades stop moving and nothing more will "automatically" happen. The blades will "wait" for your next command. Before doing the next step, be completely certain that you and everyone else have their arms and hands well clear of the loading sill.

The second part of the semi-automatic blades cycle requires the sweep blade to sweep across the sill...this is a hazardous "pinch-point" that you must always be careful of and aware of.

This purposeful "interruption" of the blades cycle allows the person operating the blade controls to visually check that the hopper sill area is clear of all people's fingers, hands and arms before beginning the second part of the blades cycle. The person "at the controls" has the responsibility to make sure himself/herself is fully clear of the "pinch-point" and that all others are fully clear as well.

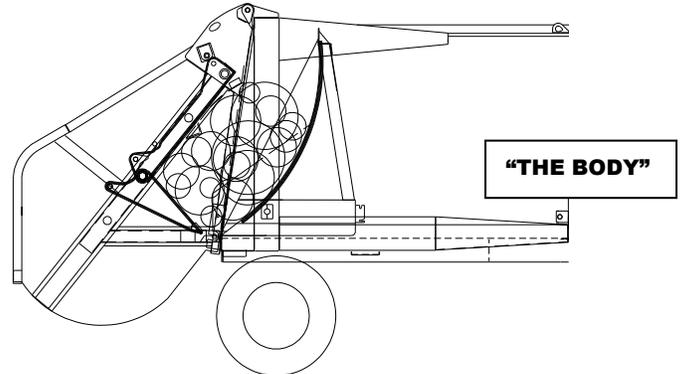


ON-THE-ROUTE GARBAGE COLLECTION

After assuring that no people (or "parts of people") are anywhere near the hopper sill (including the person "at the controls"), *push both* of the blade control lever's knobs inward (and release) to begin the second part of the semi-automatic blade cycle.

First the sweep blade will rotate to capture the garbage in the hopper (blade tip will move downward). Notice the blade "tip" swept by the hopper sill, thereby creating the pinch-point hazard. At the very moment the sweep blade stops rotating, the slide blade then begins sliding upward. These actions compact the garbage into the "body". These actions also have cleared the hopper. The blades are now back at their original "home" position.

This completes one "semi-automatic" compaction cycle.

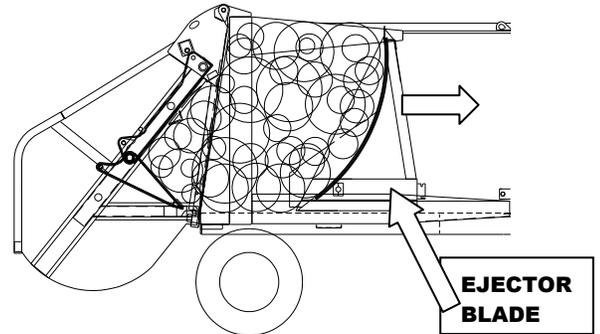


DANGER

STAY CLEAR OF MOVING HOPPER BLADES AND THE HOPPER LOADING SILL WHEN BLADES ARE MOVING! IF YOU OR A WORK PARTNER IS CAUGHT IN THE BLADE ACTION, SERIOUS INJURY OR DEATH WILL RESULT.

During on-the-route, house-to-house collection you will be doing many of these complete blade cycles. The ejector blade will slowly and automatically drift forward (towards the cab) as you build up a "payload" in the LOADMASTER'S body.

Always do one *complete* blade cycle so that the blades are always in their "home" position whenever you are loading garbage into the hopper.



CAUTION

THE RIDING STEP SHALL NOT BE USED WHEN:

- SPEEDS EXCEED 10 MPH
- DISTANCE OF TRAVEL IS MORE THAN 2 TENTHS OF A MILE
- VEHICLE IS MOVING BACKWARDS (IN REVERSE)



DANGER

TO PREVENT POSSIBLE INJURY, DEATH, OR PROPERTY DAMAGE, DO NOT USE THIS VEHICLE TO "TOW" OTHER EQUIPMENT. IT IS NOT INTENDED, DESIGNED OR EQUIPPED FOR TOWING.

The riding steps can be used on-the-route whenever the speeds stay below 10MPH, moving from house-to-house, and the vehicle is not going in reverse. Be certain the vehicle is *completely stopped* before getting on or getting off the step. Get a firm grip on the grab handles with both hands and spread your feet apart to be stable. Signal the vehicle driver (when you are stable and secure) by sounding the in-cab buzzer by depressing a button switch. The driver is to wait two seconds after the buzzer stops buzzing, and then begin to move the vehicle to the next house's garbage.

Do not use the LOADMASTER packer and the chassis to tow a trailer.

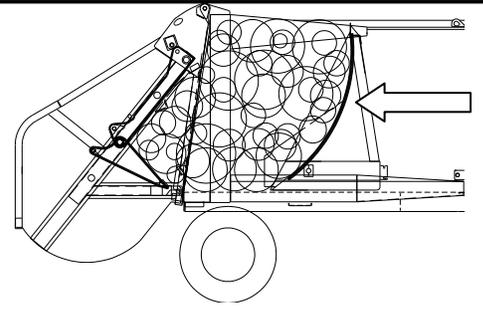
ON-THE-ROUTE GARBAGE COLLECTION

LOADMASTER does **not** recommend that you “back pack” while on-the-route and collecting the garbage.

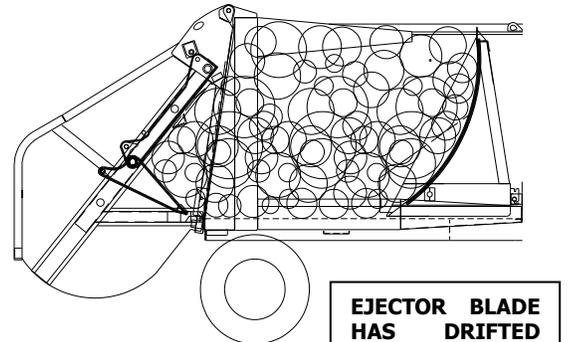
Backpacking simply means pushing the ejector blade rearward *against your payload* with the throttle *manually advanced* (using the button switch located near the body-mounted valve). The compaction blades will be at their “home” position during this “back packing”.

The LOADMASTER ELITE is designed to densify properly to the advertised, rated payload *without* performing a single “backpacking” operation.

The valve known as the “synkpak” valve will allow the ejector blade to *automatically* drift forward in a controlled fashion. The operator will never need to operate the hand-lever labeled “ejector” while collecting garbage on the route.



When the body is “full” the ejector blade will have drifted all the way forward (towards cab) and the ejector’s telescopic cylinder will be seen to be totally collapsed (retracted). *Continue* loading the hopper until the sweep and slider blades are seen to be not fully moving to their normal, full “home” position. Then begin to use the slide and sweep levers to “manually over-ride” the blade’s automatic function. This will make extra force available to help push the blades to their “home” positions as the payload densification continues. Soon...even “manually-overriding” will not get the blades “fully” to their home positions and the loading hopper will “shrink” quite a bit. The LOADMASTER is now truly “full” and you must unload.



EJECTOR BLADE HAS DRIFTED FULLY FORWARD, but continue to load and pack several hopper’s full...if you choose to

Travel to the unloading site. Follow the same information given in the earlier section called *TRAVELING*. Remember to position the rocker switches of OFF to disengage PTO and disable the throttle advance.

WARNING

DO NOT OVERLOAD THE PACKER AND CHASSIS. DO NOT EXCEED THE MANUFACTURER’S POSTED GROSS VEHICLE WEIGHT RATINGS (OVERALL AND “PER AXLE”). GROSS VEHICLE WEIGHTS MUST ALSO MEET APPLICABLE FEDERAL, STATE, AND LOCAL LAWS. FAILURE TO COMPLY COULD CAUSE POOR HANDLING AND OUT OF COMPLIANCE BRAKING AND CAUSE SERIOUS INJURY OR DEATH.

UNLOADING

You have arrived at the landfill or transfer station and you have onboard some payload that needs to be unloaded. The ejector blade will be used to push-out (eject) the payload after the gate has been *fully* raised.

Apply the park brake (often non-air on Elite chassis) and shift the transmission selector to Park (or Neut, if "park" does not exist).

Begin by engaging the PTO (per your chassis/transmission/PTO's specific procedure) and activating the throttle advance system. The rocker switches labeled PTO and THRTL will be ON. The red color band on the rocker switches will be visible when the switches are ON.

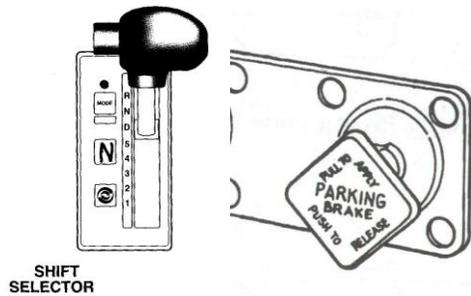
Be sure the vehicle is on a flat and firm surface before raising the tailgate. Do not unload against a pile of refuse. If you have a really full load on board, relieve the pressure against the compaction blades (sweep and slide) by opening the sweep blade.

If your LOADMASTER has the manually-operated turnbuckle type of tailgate locks, the next step is to unlatch both the left and right turnbuckles. Swing this as far forward as they will go. If your packer has the "automatic" gate locks, go to the next step.

Since you are now going to raise the tailgate, check the tailgate's behind area to be clear of all people and confirm that you have the available vertical clearance to fully raise the tailgate.

Fully raise the tailgate by shifting the body-mounted valve's handle to the position labeled "raise" *and* depressing/holding the button switch labeled "throttle advance". Develop the good habit of not shifting the tailgate's control lever *abruptly*. Move the handle a bit *slowly at first*, but you will want to *fully shift it* during "raising the gate". When you see that the gate is approaching fully raised, begin "feathering-off" the handle. Your "good operation" goal is to avoid *abrupt stopping* of the very heavy tailgate. Avoid the mechanical shocking.

While the tailgate is open, check that the back-up alarm is sounding and that the in-cab warning light is illuminated. If either is *not* the case, remember to report this at first opportunity to your supervisor.



ALWAYS SHIFT TRANSMISSION TO NEUTRAL AND APPLY PARK BRAKE ON BEFORE LEAVING THE CAB

WARNING

BEFORE RAISING THE TAILGATE, BE SURE THERE EXISTS ADEQUATE CLEARANCE BETWEEN TAILGATE AND ANY BUILDING STRUCTURE OR ELECTRICAL POWER LINES (OR ANY OTHER OBSTACLES). ALLOWING THE TAILGATE TO STRIKE OBJECTS OR POWER LINES COULD CAUSE SERIOUS INJURY OR DEATH.



DANGER

NEVER STAND UNDERNEATH OR WALK BENEATH A MOVING TAILGATE! THE TAILGATE MAY BE LOWERED UPON YOU OR MAY SUDDENLY FALL CAUSING SERIOUS INJURY OR DEATH.

A COMPONENT FAILURE (SUCH AS HOSE END "BLOW-OFF") COULD CAUSE TAILGATE TO SUDDENLY FALL.

WARNING

NEVER STAND UNDERNEATH OR WALK BENEATH A RAISED (OR PARTIALLY RAISED) TAILGATE WHEN SUPPORTED *ONLY* BY ITS HYDRAULIC SYSTEM! KEEP ALL OTHER PEOPLE WELL CLEAR!

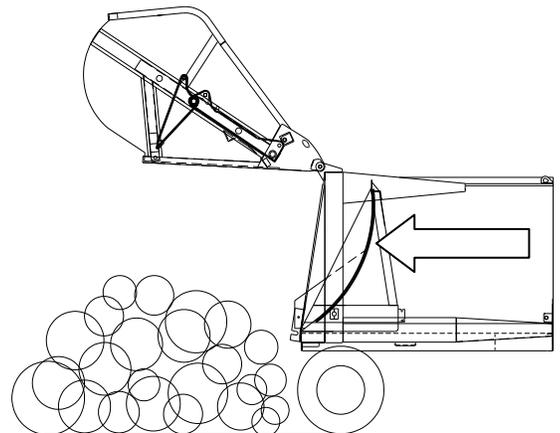
TAILGATE MAY SUDDENLY AND UNEXPECTEDLY FALL DOWNWARD CAUSING SERIOUS INJURY OR DEATH.

SHOULD A HYDRAULIC COMPONENT FAIL, SUCH AS A HOSE-END "BLOW-OFF", THE TAILGATE WILL SUDDENLY FALL.

UNLOADING

Now that the tailgate is fully raised, whatever garbage was inside of it will have fallen out by gravity. The garbage in "the body" will then be pushed-out using the ejector blade.

The body-mounted valve has a control lever labeled EJECTOR. Move this control lever to the position labeled EXTEND and depress and hold the button switch labeled throttle advance. The ejector blade will begin to travel rearward, pushing out the garbage as it goes. There is no real need for "feathering" the ejector control (whereas you should feather the tailgate control). When the ejector's lower cutter edge is even with the body floor's edge, the ejector will stop movement. The entire garbage payload has now been pushed-out.



CAUTION

KEEP THE BODY SIDE ACCESS DOOR CLOSED WHEN EJECTOR BLADE IS IN MOTION! THE EJECTOR BLADE MOVES PAST THE DOOR OPENING AND COULD CAUSE INJURY.

If need be, pull the truck forward about 10-15 feet (almost always will be needed). Do this at a "creep" speed of about 1/4 MPH and do not move truck abruptly...the tailgate is still raised up. This will allow the tailgate to be lowered without snagging into the pile. This is not true, of course, if you are "pit dumping".

DANGER

NEVER STAND UNDERNEATH OR WALK BENEATH A MOVING TAILGATE! THE TAILGATE MAY BE LOWERED UPON YOU OR MAY SUDDENLY FALL CAUSING SERIOUS INJURY OR DEATH.

A COMPONENT FAILURE (SUCH AS HOSE END "BLOW-OFF") COULD CAUSE TAILGATE TO SUDDENLY FALL.

Lower the tailgate. Do this *slowly* by partially shifting (commonly known as "feathering") the control lever labeled TAILGATE to the lower direction and with the *diesel at idle speed*. Do not "slam" the tailgate down.

If your LOADMASTER has the automatic-lock feature, shift the TAILGATE control lever to neutral when the tailgate lift cylinders have fully retracted...this will be noticeable by listening for diesel RPM drop down. If you have the left and right manual turnbuckle tailgate locks, reposition and tighten each lock. Whatever style, be certain *both* sides are fully latched.



SHUTTING-DOWN

At the end of the day, you will shutdown the LOADMASTER packer and the chassis.

- See your chassis operator's manual for information on diesel "cool down" before shutting off the diesel.
- Shift the transmission to Park (or NEUTRAL)
- Apply the park brake ON
- Check *again* that the PTO rocker switch is OFF and the THRTL switch is OFF (you actually did this before *traveling* to your yard).
- Be sure the work lights are OFF and the beacon/strobe lights are OFF.
- Shut off the diesel
- Remove the ignition key
- Lock up the vehicles cab
- Report any malfunctions or problems to your supervisor.

OPTIONS OPERATION

Container handling devices are offered by LOADMASTER. There are three different types available on the ELITE:

- Roll bar option (for 1 and 2 cubic yard cans)
- 2-10 Reeveer option (for 2 through 10 yard cans)
- Winch options (for 2 through 10 yard cans)

Oftentimes, more than one optional container handling device is mounted on the same packer. They will have separate control levers and the levers will be labeled for their purpose.

These option control levers are typically located on the right side (curb-side) near the compaction blade control levers. A throttle advance button switch is nearby to manually advance the diesel's throttle.

The roll bar option is designed to be operated *at diesel idle* (no throttle advancement). Do not advance diesel and then operate either of these two options.

The 2-10 reeveer and the winch will require throttle advancement.

Before attempting to lift any container, you must assure the container's trunnion style is compatible to the LOADMASTER devices. The container must safely couple to LOADMASTER's pivot plates.

Make certain that the areas around the tailgate and the container to be lifted is clear of all people before attempting to lift the container.

The operator must be ready to immediately stop any operation in the dumping of the container.

Prior to cycling the packing blades, the container should be partially lowered to eliminate the possibility of material being pinched between the sweep blade and the container's lip.

Make certain all lifting cables have hooks that are equipped with a functional latch.



CAUTION

DO NOT CARRY/TRANSPORT CONTAINER ON THE LIFT MECHANISM.



CAUTION

DO NOT USE THROTTLE ADVANCE WHEN USING ROLLBAR!

DO NOT USE THROTTLE ADVANCE WHEN USING "1-2 LIFT"!



CAUTION

MAKE CERTAIN THE CONTAINER'S TRUNNION CAN SAFELY COUPLE TO THE LOADMASTER LIFT ATTACHMENT POINTS!



DANGER

STAY CLEAR AT ALL TIMES WHEN CONTAINER IS OFF GROUND

STAND CLEAR WHEN LIFTING DEVICE IS IN MOTION



CAUTION

ALL HOOKS MUST HAVE LATCHES THAT ARE IN GOOD WORKING CONDITION.

OPTIONS OPERATION

- 1- Make certain that all lifting cables are out of the hopper area before the truck is moved into position in front of the container.
- 2- Once the truck is in position, attach the cable (2-10 reever) to the container.
- 3- Inspect the container's TRUNNION to insure that they are safely compatible with the LOADMASTER'S Pivot Plates.
- 4- Secure **both** of the LOCKING ARMS around the container's TRUNNION. Make certain that both locking arms are securely pinned before attempting to lift the container.



BOTH CONTAINER LATCH ARMS MUST BE ENGAGED & LOCKED ON THE CONTAINER AT ALL TIMES DURING RAISING & LOWERING OF CONTAINER

- 5- Prior to moving the compaction blades (sweep and slide), the container should be partially lowered to eliminate the possibility that garbage will become pinched between the blade and the container lip. This could damage the container.
- 6- Keep your body, arms, hands and fingers well clear of the container trunnion bar and the lifting mechanism during container dumping operations.



STAND CLEAR OF ANY LIFTING MECHANISMS WHEN IN OPERATION.

LIFT MECHANISMS HAVE PINCH POINTS THAT CAN SERIOUSLY INJURE OR KILL YOU WHEN IN OPERATION.

“STORING” A OPTION CABLE’s HOOK

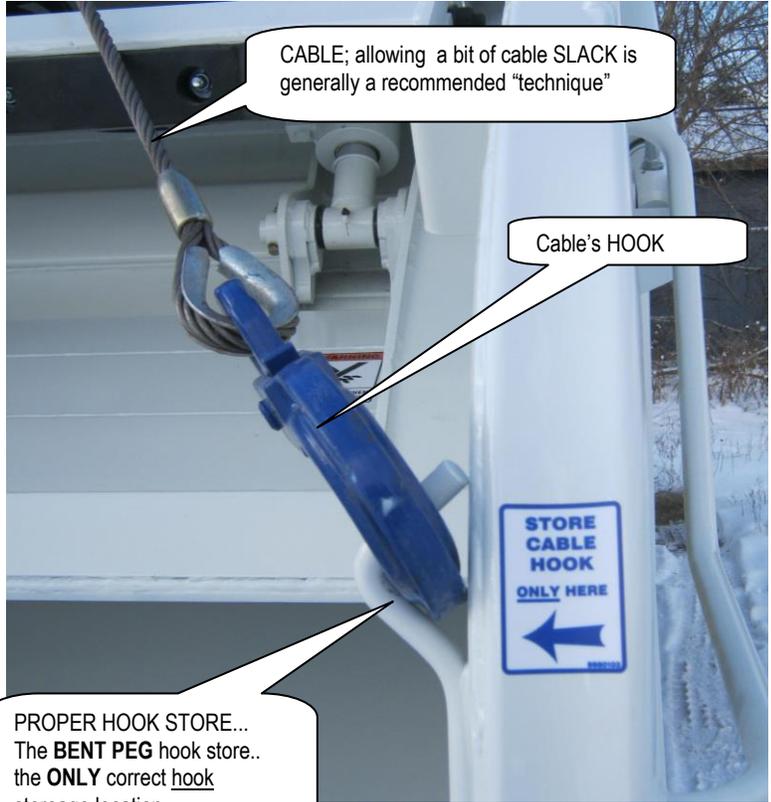
Some container handling OPTIONS have a cable, with a hook, at the working end of the cable.

The roof-mounted cable reever (aka..the “2-10” option), or a spooling drum winch option, or the “1-2” Sling Lift are all “container handling” OPTIONS that do have cables (aka..Wire Rope) with Hooks crimped to the working end of the cable.

Most often, on the route, this cable Hook is NOT in actual usage and therefore it needs to be “stored away” ... until the next time the Operator needs to “lift/handle” a waste container (by hooking the cable’s hook to the Container).

Always STORE any cable’s Hook **ONLY** in the provided **Bent Peg hook store(s)**. (This is a “breakaway” style peg ... that Loadmaster will have welded to the tailgate’ shell for store purpose).

The “bent peg” hook store is welded on “both” sides of the gateshell for operator’s best “convenience”.. storing the cable’s Hook at either the left OR the right Bent Peg is the only correct (safe-est) location to store the cable’s Hook.



CABLE; allowing a bit of cable SLACK is generally a recommended “technique”

Cable’s HOOK

PROPER HOOK STORE... The **BENT PEG** hook store.. the **ONLY** correct hook storage location.

Alternative “correct” Cable Hook Stores...Right-side/ CurbSide.... these “**EYES**” *can be* used to Store the Cable’s Hook, as a Alternative “hook store” location.

LEFT Hand Side’s “**EYE**” (on Driver’s side)..a **alternative** location to hook/store the cable’s hook

Bent Peg Hook Store...store the Cable’s hook **ONLY (ONLY!)** at either the Right side Peg or the Left Side Peg... do NOT store the hook to anything else



Bent Peg Hook Store...STORE cable’s hook here (RH side)

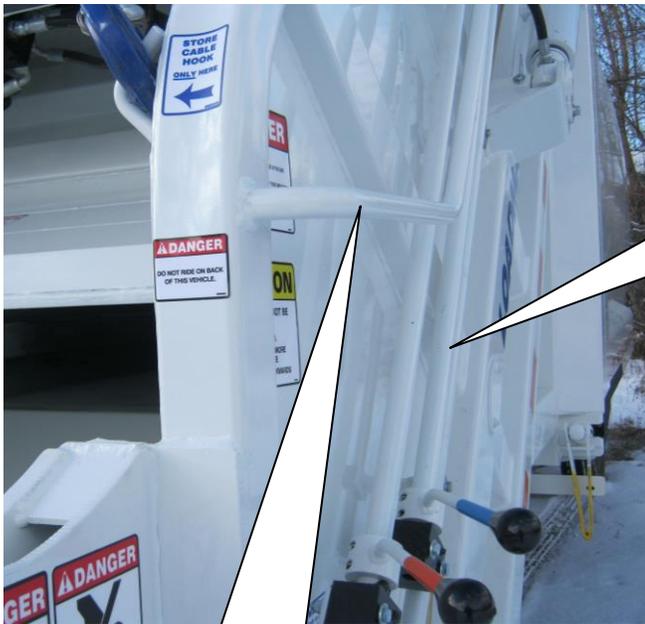
"STORING" A CABLE'S HOOK (CONT'D)

Never hook/ store the cable' hook to the gate-side Grab Handles (aka..."Hand Holds").

WARNING! The human Hand could be severely cut and/ or crushed by the powerful cable OR cable's hook... IF the cable's hook is WRONGLY hooked to the Grab Handles/ Hand holds.

Never hook the Cable Hook to the gate-side's mechanical linkages/ controls.

Never hook the Cable Hook to the gate-side Riding Step.



These are the Gate side mechanical Linkages/ Knobbed Levers.. **NEVER** hook any Cable's HOOK to these Linkages/ controls

This is the **Grab Handle** (aka..."**Hand Hold**")... **NEVER (NEVER!)** hook the cable's HOOK to either sides hand-hold (left or right)... only a Operator's "*hands*" are to "touch" the Grab Handle(s) ..

ON-THE-TRUCK DECALS OVERVIEW

THIS DECAL WARNS OF THE HAZARDS THE MOVING COMPACTION BLADES CREATE. THE SWEEP BLADE CREATES A PINCH-POINT AS IT SWEEPS PAST HOPPER LOADING SILL. WHEN THE BLADES ARE MOVING, ALWAYS STAND CLEAR!

Always have the blades parked in their "home" position (and *not* moving) when you are loading garbage into the hopper and when you are near the hopper sill.

Two of this decal are affixed to the sweep blade on the non-garbage side.



THIS DECAL WARNS OF THE HAZARD CREATED BY RAISING THE TAILGATE. THE TAILGATE MUST BE RAISED ONCE OR TWICE EVERY DAY TO UNLOAD YOUR PAYLOAD. THEREFORE THE RAISED TAILGATE HAZARD IS PRESENT ONCE OR TWICE EVERY DAY.

Never stand underneath or walk across beneath the raised tailgate...it could be lowered upon you. Even if it isn't lowered on you using the control levers, it could suddenly fall if a hydraulic component should fail (such as a hose end blow-off). Always "stand clear", well away from the raised tailgate and make sure everyone else does also.

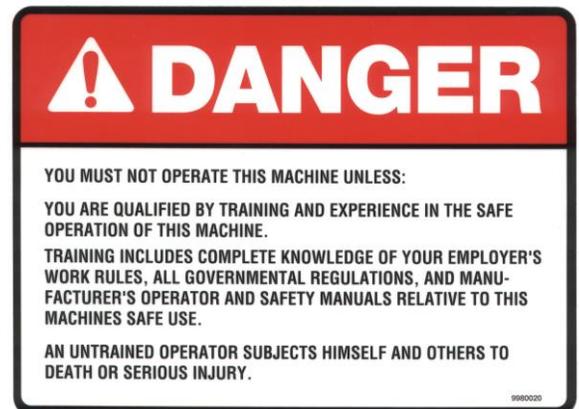
Two of this decal is affixed to each side of the body, at the end of the floor.



THIS DECAL WARNS OF THE *MANY* HAZARDOUS SITUATIONS THAT WILL ARRISE IF PEOPLE *NOT* SPECIFICALLY TRAINED AND EXPERIENCED ATTEMPT TO OPERATE THE LOADMASTER PACKER.

Do not allow untrained people to operate the packer. This includes service/maintenance people, who must also be trained in the safe *operation* of the packer before they can operate the machine. Training will include: (a) reading and understanding the operators manual, (b) reading and understanding all the safety precautions, (c) being in compliance with all applicable governmental regulations, (d) following all of your employer's work rules (including a detailed lockout/tagout procedure), (e) having a experienced, knowledgeable person give you hands-on training with the actual packer.

There are three of these decals. One on each side of the tailgate and one on the cab's instrument panel.



THIS DECAL WARNS OF THE DANGER OF CRAWLING UNDERNEATH THE CHASSIS WITH THE DIESEL RUNNING. DO A COMPLETE LOCKOUT/TAGOUT FIRST!

Do your shop's detailed LOCKOUT/TAGOUT before going under the chassis for any reason. See Table of Contents for a skeleton LOCKOUT/TAGOUT procedure. There are multiple hazards underneath...you will get entangled in the rotating PTO shafting, you will be run over by the chassis, you could get burned.

Two of these are affixed onto the chassis undersides, usually near the cab (exact location depends on specific chassis). Sec02-pg27



ON THE TRUCK DECALS OVERVIEW

THIS DECAL WARNS OF THE HAZARD OF ENTERING THE BODY ACCESS DOOR WITH THE DIESEL RUNNING. THE EJECTOR BLADE COULD UNINTENTIONALLY MOVE AND CRUSH YOU.

Always shutdown the diesel, place the ignition keys in your pocket, and place a sign on the steering wheel which says DO NOT START ENGINE *before* entering the body side access door. Perform your shop's complete, detailed LOCKOUT/TAGOUT before entering the body side access door.

One of these decals is affixed to the body side access door.



THIS DECAL WARNS OF THE HAZARD OF OPENING THE BODY SIDE ACCESS DOOR WHENEVER THE EJECTOR BLADE IS BEING OPERATED (SUCH AS DURING PAYLOAD PUSH-OUT). THIS HAZARD EXISTS *EVEN IF* YOU DO NOT ENTER THE BODY...YOUR HANDS OR ARMS COULD BE INJURED. THE EJECTOR BLADE SOMETIMES MOVES BY THE DOOR AND INJURY COULD OCCUR IF DOOR IS OPEN.

Do not open this door at all when ejecting the load or at any other time if the diesel is running.

One of these decals is affixed to body side just below the door.



THIS DECAL GIVES INSTRUCTIONS FOR THE SAFE USE OF THE "RIDING STEPS". IT IS HAZARDOUS TO RIDE ON THE STEP WHEN SPEEDS EXCEED 10 M.P.H. IT IS HAZARDOUS TO RIDE ON IT FOR LONG DISTANCES (IT IS INTENDED FOR HOUSE-TO-HOUSE COLLECTION). IT IS HAZARDOUS TO RIDE ON THE STEP WHEN THE VEHICLE IS REVERSING.

Also, be certain the vehicle is at a complete stop when getting on or getting off the step.

One of these is affixed in-cab on the dashpanel and two more are affixed to the tailgate sides (one per side).



THIS DECAL WARNS OF THE HAZARD OF RIDING ON BACK OF THE VEHICLE. THE VEHICLE DRIVER CAN NOT ACHIEVE VISUAL CONTACT (USING MIRRORS) IF HIS WORK PARTNERS ARE BEHIND THE VEHICLE, IN THE BLIND SPOT.

The vehicle driver must look in the mirrors and see his/her work partners are stable and secure on the *side* riding step *before* moving the vehicle.

Never sit upon or stand upon the "loading sill" for travel or any other purpose.

Two of these decals are affixed to the rear of the tailgate.



ON THE TRUCK DECAL OVERVIEW

THIS DECAL WARNS OF THE POTENTIAL HAZARD OF INADEQUATE OVERHEAD CLEARANCE. THE VEHICLE DRIVER MUST KNOW THE CLEARANCE REQUIREMENTS AND THE AVAILABLE OVERHEAD CLEARANCES ALONG THE VEHICLES TRAVEL PATH.

Collisions with overhead objects, such as overpasses, could cause personal injury as well as property damage.

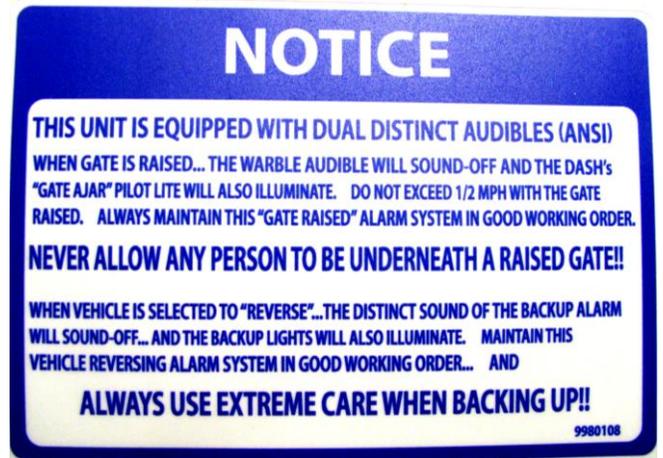
One of this decal is affixed to vehicle dash panel.



THIS DECAL NOTIFIES WHEN THE "DUAL TONE" ALARM WILL SOUND AND NOTIFIES *NOT* TO DRIVE THE VEHICLE IF IT IS "WARBLING" (SOUNDS DIFFERENT IN REVERSE). IT IS OBVIOUSLY VERY HAZARDOUS TO DRIVE THE VEHICLE WITH THE TAILGATE RAISED OR PARTIALLY RAISED. <JAN '16>

If the tailgate is "raised up" the **WARBLE** alarm will sound and the in-cab warning light labeled "GATE AJAR" will illuminate...*lower* the tailgate *before* traveling above 1/2 M.P.H. Always keep the Dual Tone alarm and warning light in good working condition.

One of this decal is affixed in-cab on driver's side.



THIS DECAL WARNS OF THE HAZARDS THAT WILL OCCUR SHOULD YOU ATTEMPT TO TOW A TRAILER USING THE LOADMASTER PACKER. THE PACKER IS NOT DESIGNED FOR TOWING...DO NOT USE THE PACKER/CHASSIS TO TOW OTHER EQUIPMENT.

The trailer will run over a person collecting the garbage. Certain mechanical componentry could fail during the towing process since it was not designed for this purpose. LOADMASTER does not design its lighting circuitry with towing capability.

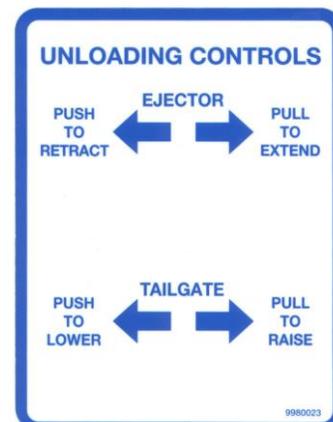
One of this decal is affixed to sweep blade.



THIS DECAL LABELS THE CONTROL LEVERS OF THE "BODY-MOUNTED VALVE".

Develop the good operating habit of gently shifting the *tailgate* control lever...do not move abruptly.

One of this decal is affixed near body-mounted valve.

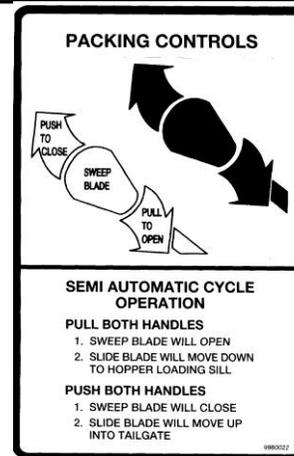


ON THE TRUCK DECAL OVERVIEW

THIS DECAL LABELS THE CONTROL LEVERS OF THE "TAILGATE-MOUNTED VALVE" FOR THE COMPACTION BLADES.

To start a semi-automatic blade cycle, you will pull *both* control levers at same time. Then you will push both simultaneously. The sweep is colored yellow. The slide is colored orange.

One of this decal is affixed to the tailgate's right side.



OPTIONAL EQUIPMENT...

THIS DECAL WARNS OF THE HAZARD OF RAISING A CONTAINER OFF THE GROUND WHILE UNLOADING IT INTO THE HOPPER. THE LIFTED CONTAINER IS A HAZARD WHILE IT RAISED AND DURING RAISING. ALSO, STAY CLEAR OF THE LIFT MECHANISM ITSELF WHEN IN MOTION. (ROLL BAR,2-10,WINCH OPTIONS)

Stay well clear of any raised container, even if it is not moving. The container may suddenly fall due to malfunction (such as hose end "blowoff") and will cause serious injury or death if it strikes you or others. Be certain no people cross under or stand beneath the raised container. Stay clear of the mechanism itself when it is being operated.

Two of this decal are affixed to tailgate sides (one on left/one on right)



THIS DECAL WARNS OF THE HAZARD THAT WILL OCCUR IF THE CONTAINER'S TRUNNION BARS ARE NOT SECURELY CAPTURED ON **BOTH SIDES** BY THE "LATCH ARMS" DURING CONTAINER DUMPING. THE CONTAINER TRUNNION BAR COULD DETACH COMPLETELY OR PARTIALLY FROM THE TRUCK-MOUNTED COUPLER AND MOVE UNCONTROLLABLY CAUSING INJURY.

Always captivate **both** sides of the container by flipping up and locking the "latch arms" before lifting container with the container lifting options).

One of this decal is affixed to tailgate side.



THIS DECAL WARNS OF THE PINCH-POINT HAZARDS OF CONTAINER DUMPING. STAND CLEAR OF THE MECHANISMS WHEN THEY ARE OPERATING AND STAND CLEAR OF THE CONTAINER ITSELF.

The roll bar (aka, kick bar), the 2-10 reever, the 1-2 lift, and the winch all have pinch points that will cause serious injury or death. Stand clear when in operation.

Two are affixed when options are installed. One on each side of the coupler (also known as pivot plates or lip & latch).

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ON THE TRUCK DECAL OVERVIEW

OPTIONAL EQUIPMENT (CONT'D)...

THIS DECAL WARNS AGAINST USING ANY OPTIONAL ROLL-BAR, 2-10 REEVER, OR WINCH TO TRANSPORT CONTAINERS. DON'T USE THE ROLL-BAR ATTACHMENT OR THE 2-10 ATTACHMENT TO CARRY CONTAINERS.

There are special machines available in the marketplace to move your containers...do not use the LOADMASTER packer/chassis to transport containers.

Two of these decals are affixed.



THESE DECALS CAUTION AGAINST USING THE MANUAL THROTTLE ADVANCE WHEN OPERATING THE ROLL-BAR OR THE 1-2 LIFT OPTIONS.

These two options are designed to be used with the diesel at its *idle speed*. Do not advance the throttle... the attachments will operate unsafe with the increase in speed.

One per installed option will be affixed.



THESE DECALS LABEL THE CONTROL LEVERS FOR THE VARIOUS AVAILABLE OPTIONS.

Stop and think before you shift a control lever. Read the labels near the control lever to identify it.

One decal per installed option will be affixed.



THIS DECAL WARNS AGAINST OVERLOADING YOUR TAG OR PUSHER AXLE(S), IF EQUIPPED.

The maximum allowable air pressure is stated.

One affixed in-cab if lift axle is installed.



THIS DECAL IDENTIFIES THE "**ONLY**" LOCATION TO STORE ANY OPTION'S CABLE HOOK(S) ...WHEN THAT CABLE'S HOOK IS *NOT* BEING ACTIVELY "USED".

Never hook/ store any cable's Hook to the gate-side Hand Holds (aka.. Grab Handles)... the Grab Handles/ Hand Holds are "ONLY" for the human hand. One left and One right decal

