

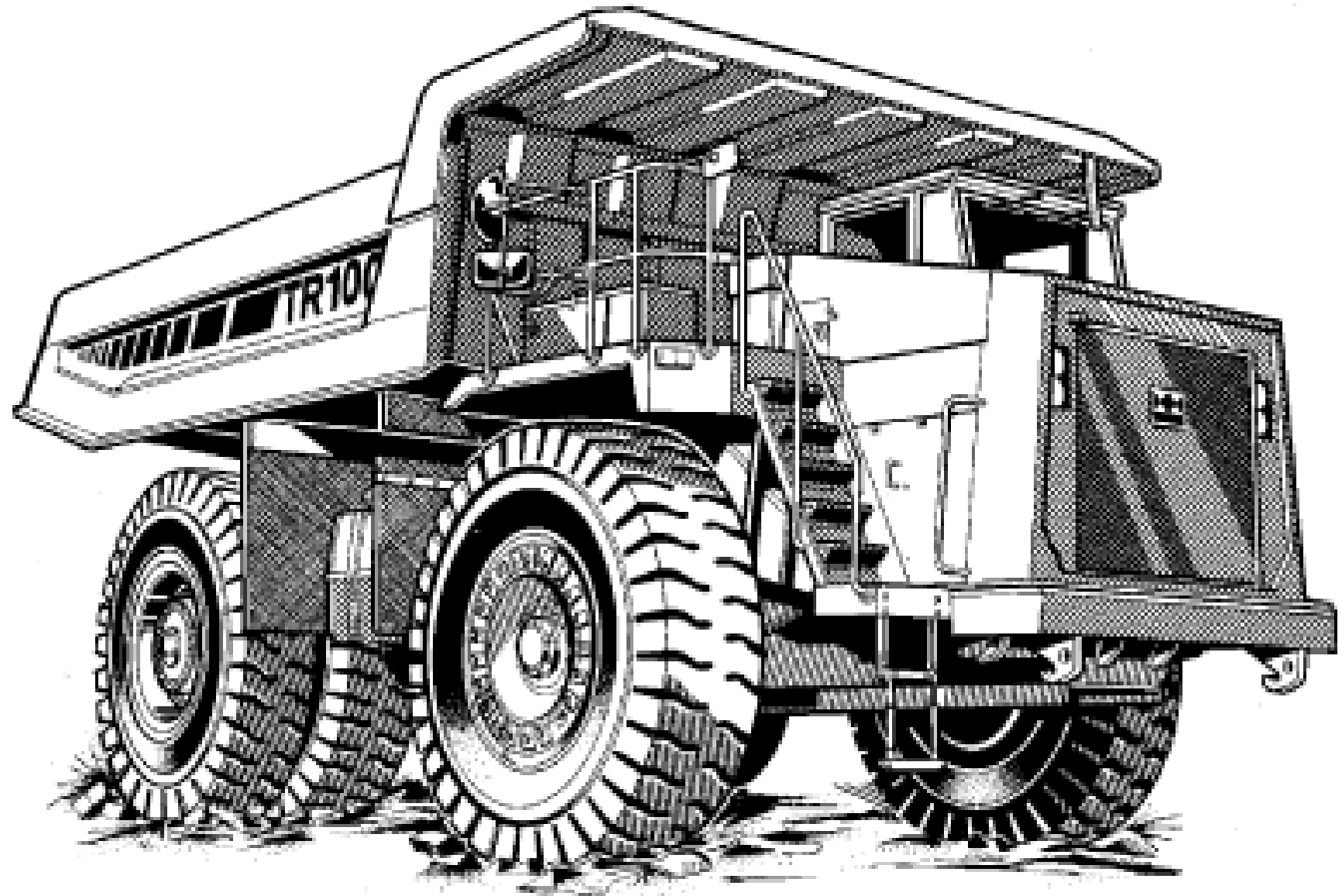
# MOBILE HYDRULIC

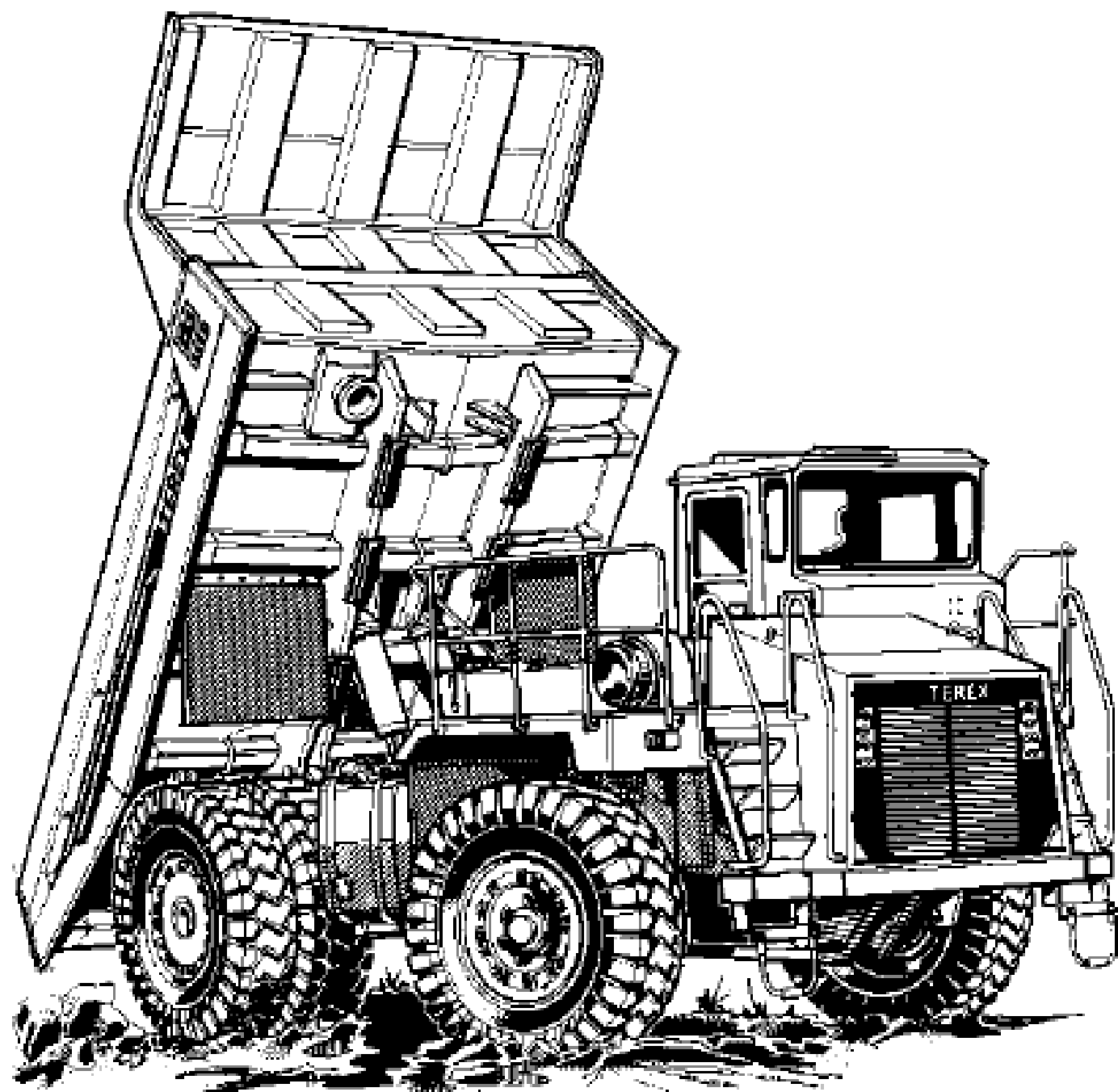
BY: Dr Reza moradi

9<sup>th</sup> Sssion

13 june 2020

*TREX TR 100*  
*HYDRULIC CIRCUIT*  
*PART 2: BODY*





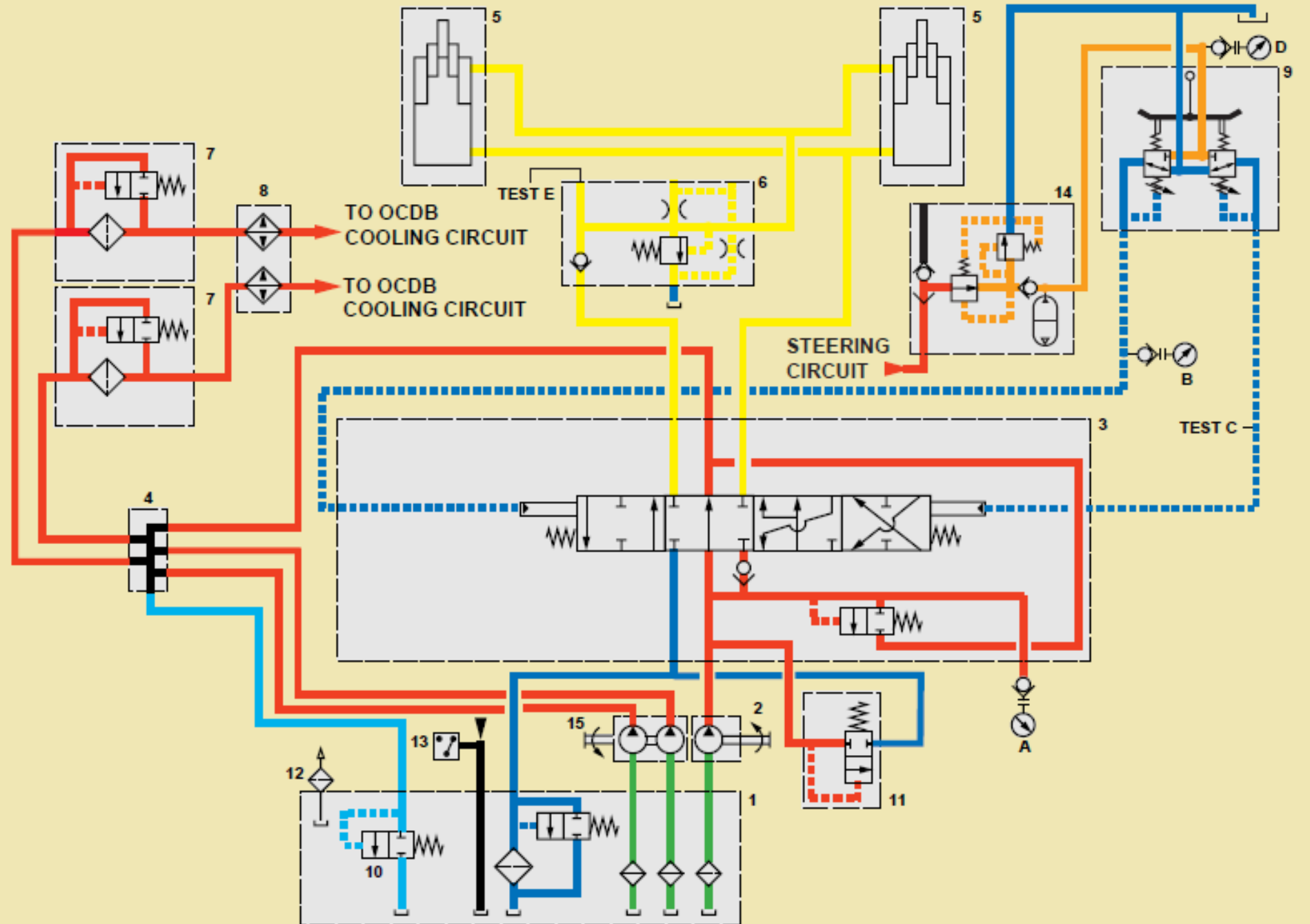
# HOLD

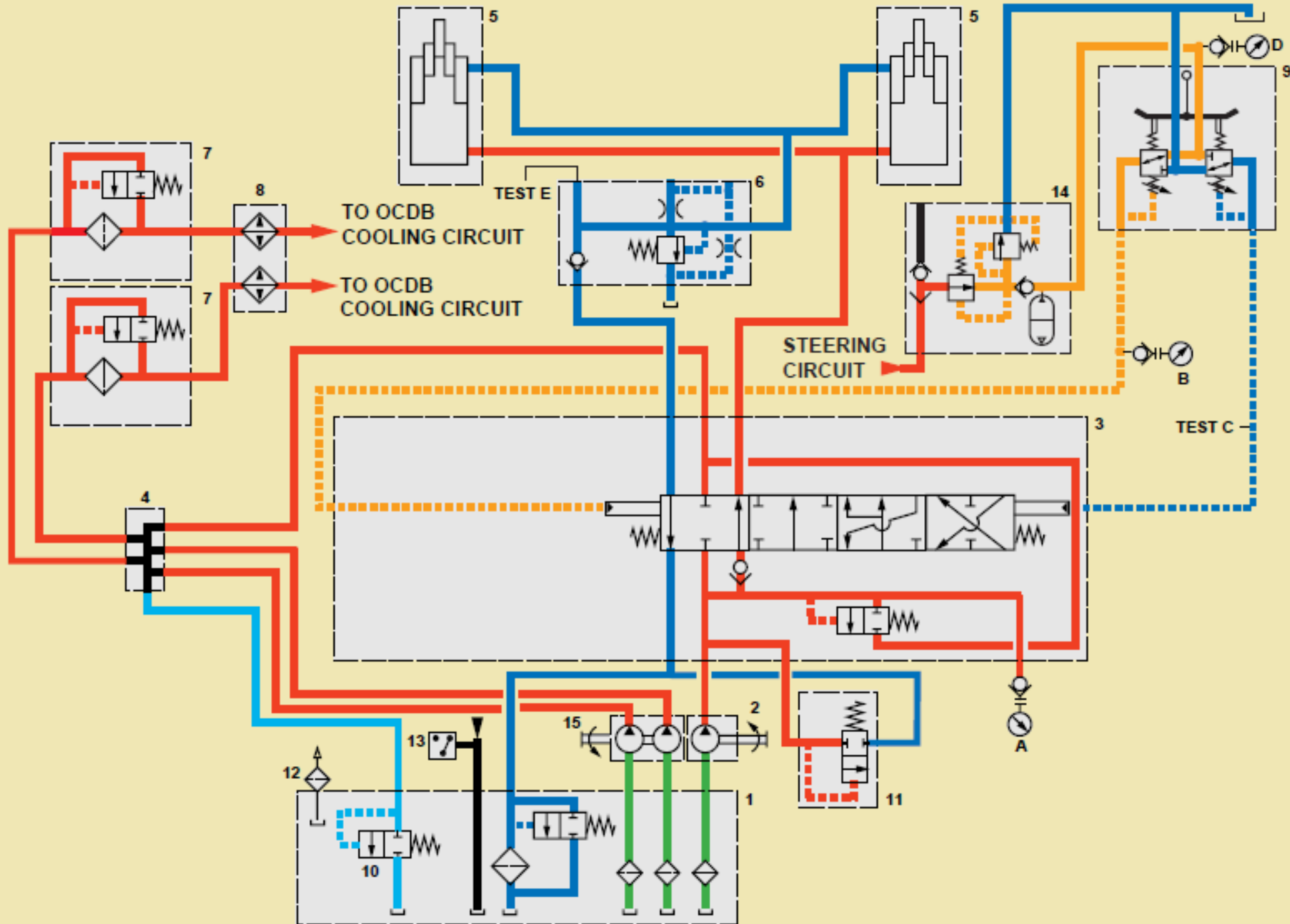
## COMPONENTS

- 1 - Body and Disc Brake Cooling Tank
- 2 - Main Hydraulic Pump
- 3 - Body Control Valve
- 4 - Manifold Block
- 5 - Body Cylinder
- 6 - Manifold Relief Valve
- 7 - Disc Brake Oil Filter
- 8 - Disc Brake Oil Cooler
- 9 - Body Control Joystick
- 10 - Relief Valve
- 11 - Pressure Relief Valve
- 12 - Tank Breather
- 13 - Disc Brake Oil Temp Switch
- 14 - Pilot Supply Valve
- 15 - Tandem Pump

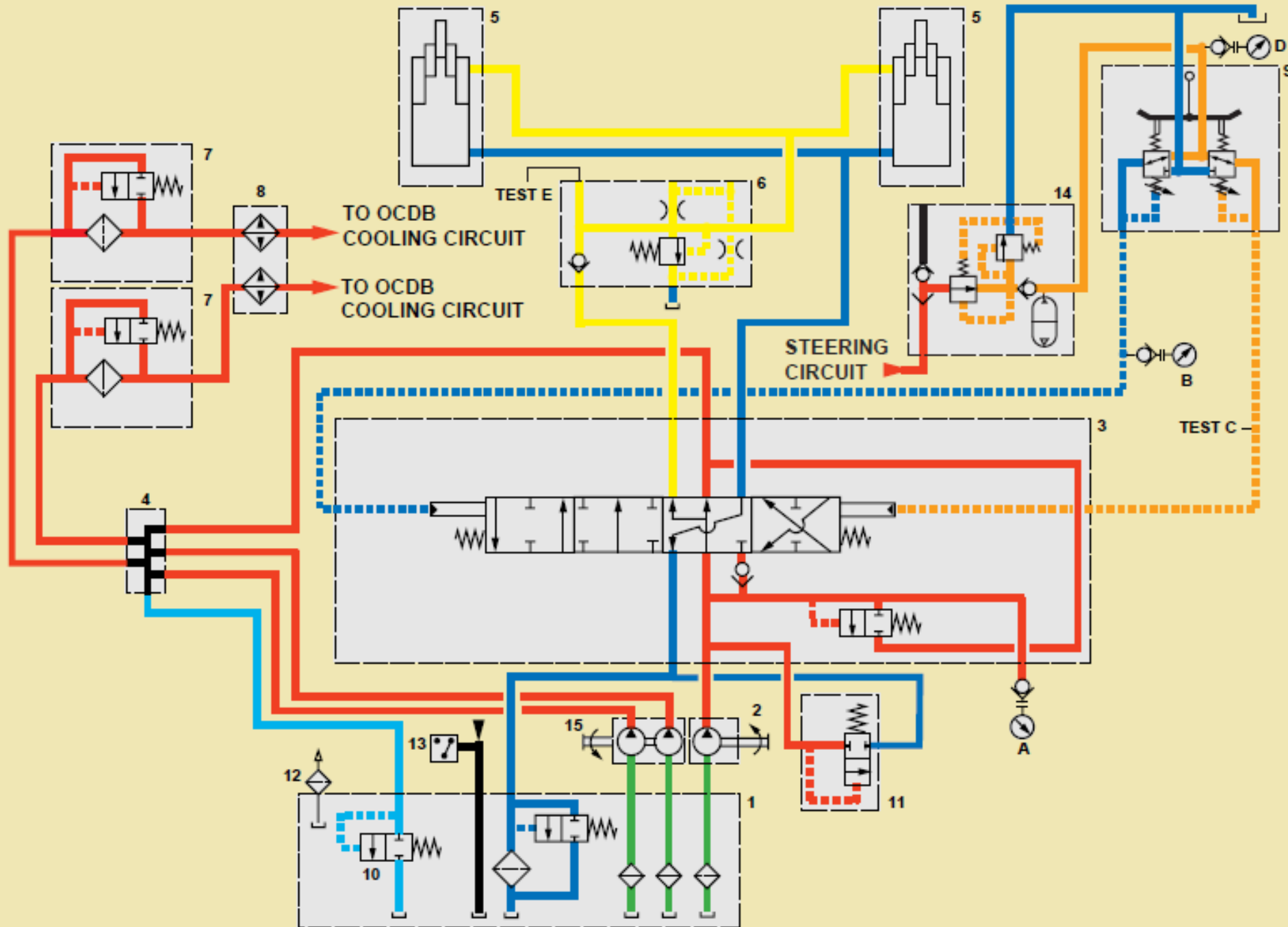
## COLOUR CODES

- Red - Pressurized Oil
- Blue - Exhaust or Return Oil
- Green - Intake Oil
- Orange - Pilot Pressure
- Yellow - Static Oil

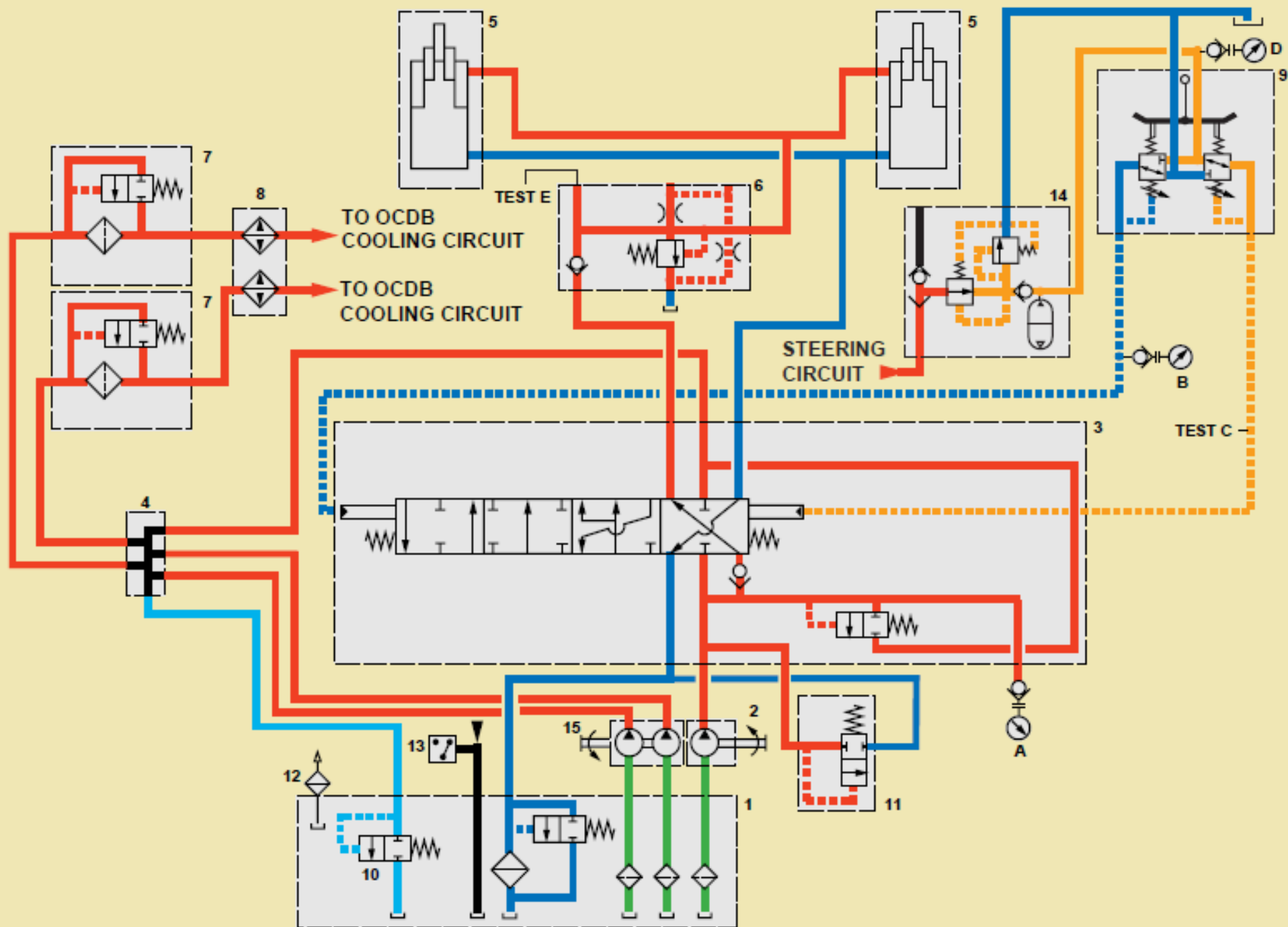




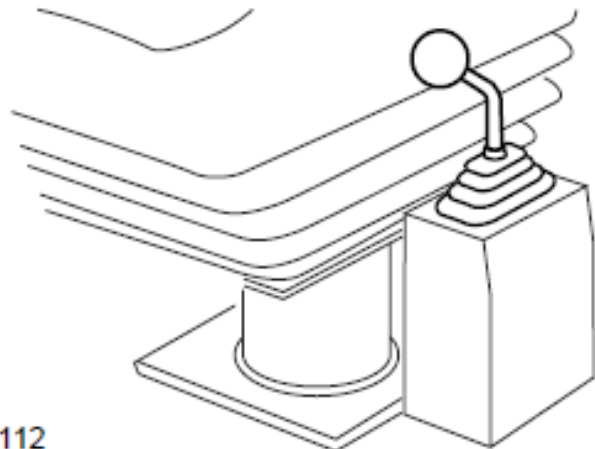
*RISE*



*FLOAT*



*LOWER*



## Body Control

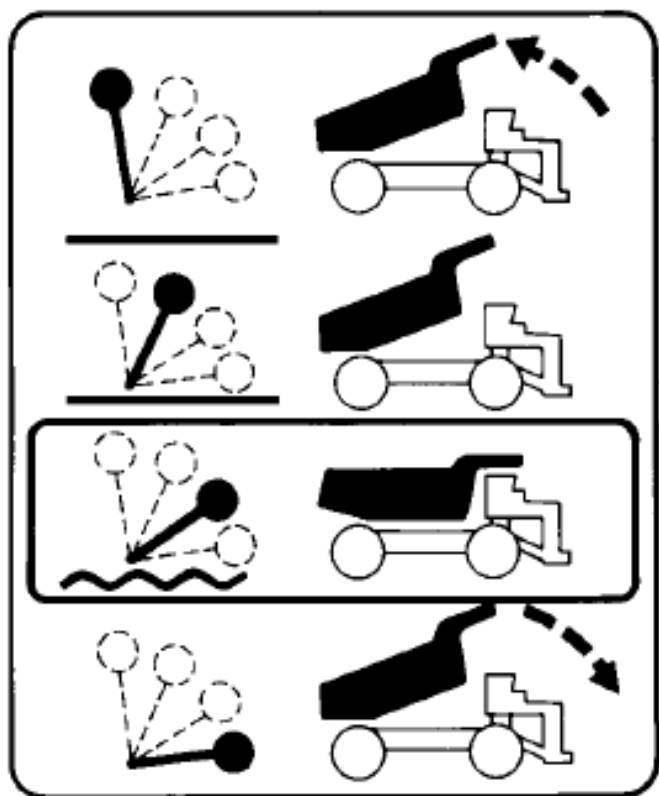
The lever to the left of the operator's seat controls the hydraulic valve which operates the body hoist cylinders. The four operating positions of the lever from front to rear are as follows:

**'LOWER'** - This position provides hydraulic force to power-down the body. It is needed when the body cannot be started downward from the fully raised position by gravity. When the body starts lowering by gravity, the lever should be moved to the 'FLOAT' position.

**'FLOAT'** - The lever should be moved to this position while the body is lowering by gravity and should remain in this position until the body must be operated again. The control lever should always be kept in 'FLOAT' while the machine is in motion.

**'HOLD'** - Moving the lever to this position while the body is being raised or lowered traps the oil in the body hoists to stop and hold the body at any desired height. The lever will remain in the detented 'HOLD' position when released.

**'RAISE'** - This position directs oil to extend the body hoists and raise the body. When released, the lever will be spring-returned to the 'HOLD' position.



### WARNING

Pressurized system. Before carrying out any maintenance on the body control system, pressure must be dissipated from the pilot valve accumulator. Shut-off the engine and operate the body control lever in both directions approximately 15 times to discharge the accumulator. A pressure gauge can be fitted to the remote test point at the accumulator valve to check pressure readings.

## **Raising the Body**

Before raising the body, allow the engine to slow to idle, make sure the rear wheels are on firm level ground, shift the transmission to Neutral and hold the machine stationary by applying the brakes with the Parking-Emergency brake control.

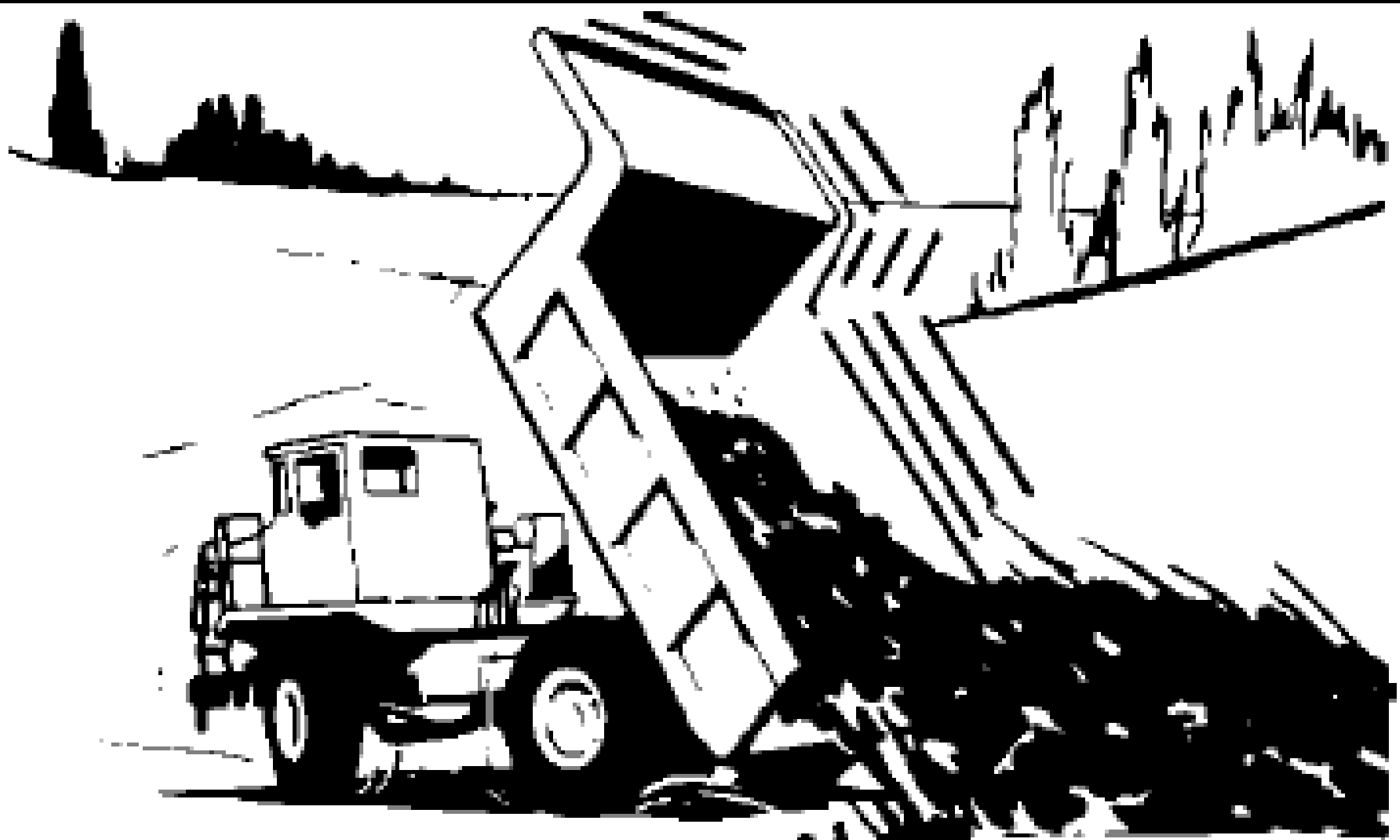
Move the body control lever all the way back to the 'RAISE' position and accelerate the engine. The body can be stopped at any point by moving the lever to 'HOLD'. Decelerate the engine as the last stages of the body hoists begin to extend to slow the raising speed as the hoists approach their maximum extensions.

When the body has been raised to the desired height, move the control lever to the 'HOLD' position until the body is to be lowered.

## **Lowering the Body**

To lower the body, move the control lever to the 'FLOAT' position to allow the body's weight to lower it to the frame. Body descent can be stopped at any position by moving the lever back to the 'HOLD' position. If the body does not begin to lower by its own weight, such as after dumping downgrade, move the control lever all the way forward to the 'LOWER' position and power the body downward until it begins lowering by gravity. Then move the lever to 'FLOAT' to allow the body to lower the rest of the way to the chassis.

Make sure that the body is completely lowered and the control lever is in 'FLOAT' before releasing the brakes and moving the machine.



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Don't Jump Dump

