

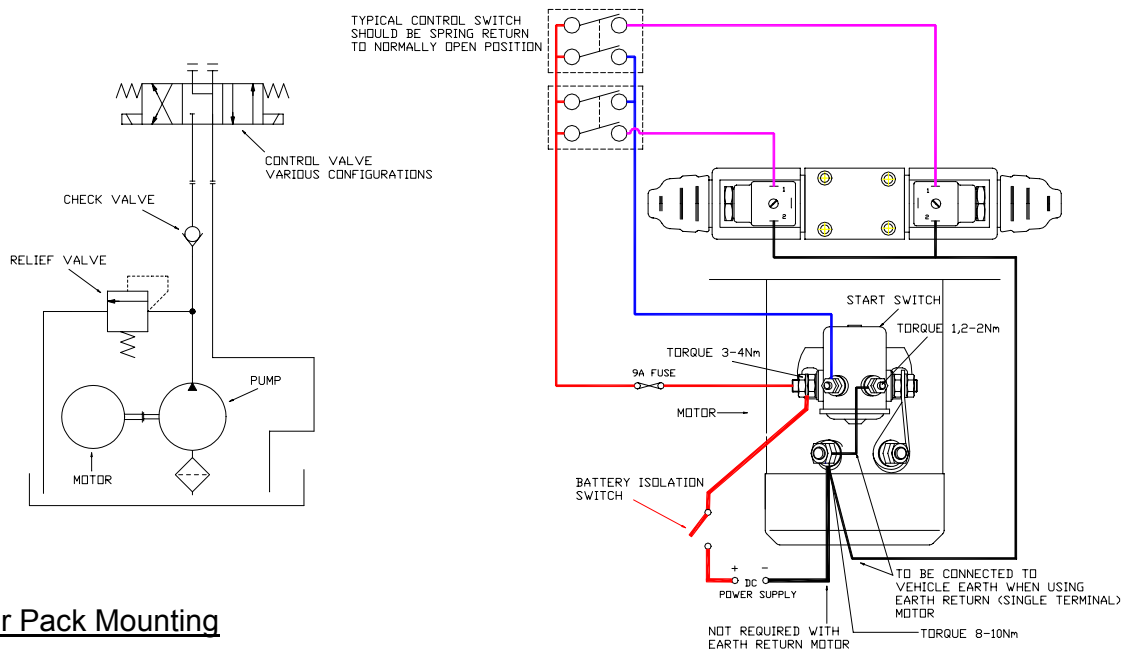
Modular Pack Connection D.C. Motors Double acting

Before commencing the installation of your new Modular Pack please read the information on the three pages of this document. It holds key information and tips, to help you with installation and commissioning. Before the pack is operated for the first time the 'start up' procedure must be followed.

Electrical Connections

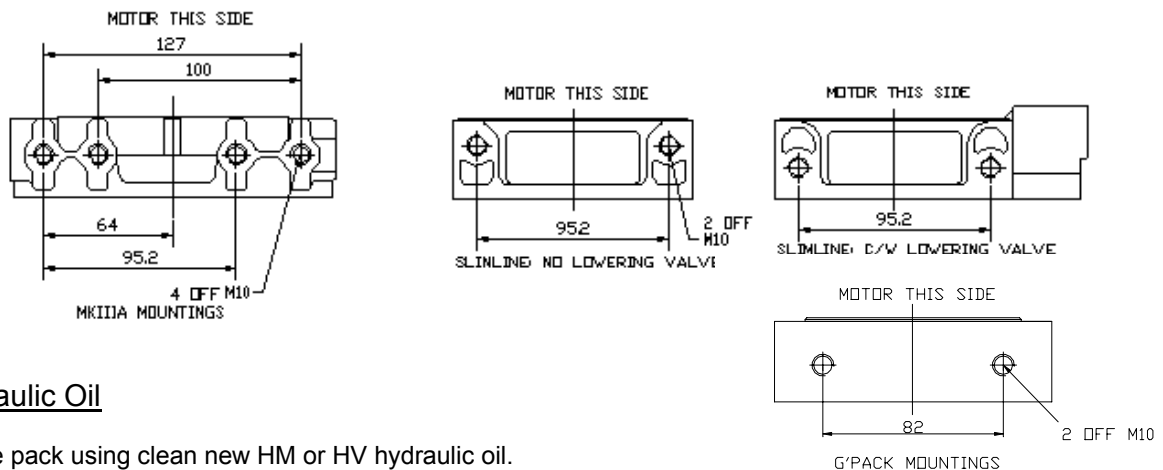
IF IN DOUBT CONSULT A COMPETENT ELECTRICIAN.

The circuit shown below should be used as a guide for wiring a double acting solenoid operated power pack:



Modular Pack Mounting

Modular packs, MkIIIa & Slimline, are provided with integral M10 x 16mm deep threaded mounting holes. The mounting holes are located on the opposite face to the pressure port.



Hydraulic Oil

Fill the pack using clean new HM or HV hydraulic oil. For temperatures below -5°C use ISO VG15, for temperatures -5°C to 5°C use ISO VG32. Filler breather elbows must be fitted to vertically mounted Modular packs prior to filling, the maximum recommended tightening torque for the lock nut is 10Nm.

Start Up

NOTE: Under no circumstances should an un-primed pack be run continuously as this will damage the pump and invalidate the warranty.

During start up the tank oil level must be maintained especially during priming.
Before operating the pack follow the priming procedure detailed below.

Tip: Before commencing start up or priming we have found by experience that priming hoses, valves & cylinders etc. with oil, will greatly ease the priming process & help avoid air locks within the power pack and hydraulic system.

Priming

NOTE: the priming process can be messy, ensure you have taken adequate precautions to collect spill oil, discard or re-cycle the collected oil.

Option 1

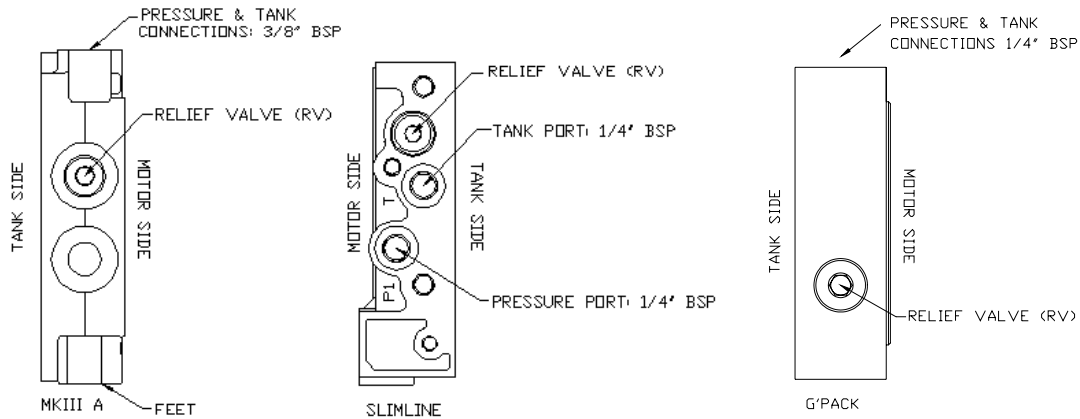
- a) Disconnect the Pressure hose from the cylinder and place the end of the hose into the tank filler or a separate container.
- b) Press the 'UP' button for a duration of two seconds maximum, five times minimum until a continuous flow of oil is seen. The pack is now primed. Re-connect the cylinder.
- c) Top up the tank after priming.

Option 2

- a) Alternatively; if it is not possible to disconnect the hose the same procedure should be followed with the 'DOWN / LOWER' button depressed continuously whilst operating the motor as above. OR, if fitted with a flick switch, operate in the 'UP' position for 2 seconds to allow the oil to circulate then quickly switch to the 'LOWER' position.
- b) Top up the tank after priming.

Relief Valve Adjustment

NOTE. DO NOT EXCEED THE MANUFACTURERS MAXIMUM RECOMMENDED WORKING PRESSURE OR S2 RATING, THIS WILL DAMAGE THE MODULAR PACK. IF THE UNIT OVERHEATS SWITCH OFF AND ALLOW TO COOL. IF IN DOUBT CONTACT YOUR SUPPLIER.



Modular power packs have adjustable integral Relief Valves which can be reset when required, the above drawing details their locations.

- a) Release all hydraulic pressure in the system.
- b) Insert a suitable pressure gauge into the circuit, or directly onto the pressure port.
- c) Remove the blue plastic anti-tamper ball from the RV adjuster and place to one side.
- d) Check all hydraulic connections are secure and leak free.
- e) Start the Modular pack; screwing IN the Relief valve will INCREASE the set pressure, screwing OUT will DECREASE the set pressure. With a standard spring there is approximately 40Bar per full turn.
- f) When the new setting is achieved, operate the pack a few times to ensure the setting is stable.
- g) Re-insert the Anti-tamper ball. The new Relief Valve setting must be written on the Modular pack for future reference.
- h) Remove the pressure gauge from the circuit & re-test the Modular pack, topping up the oil in the tank .
If the pack becomes air locked complete the priming procedure detailed above.