

Alpha 70K TMA[®]

MODEL 7590 90° TILT-MECHANICAL LOCK

PRODUCT DESCRIPTION ASSEMBLY MANUAL



PN 115314

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Alpha 70K TMA[®] (Model 7590)

90° TILT-HYDRAULIC LOCK

Product Description Assembly Manual



15601 Dallas Parkway
Suite 525
Addison, Texas 75001



Important: These instructions are to be used only in conjunction with the assembly, maintenance, and repair of the Alpha 70K TMA[®] system. These instructions are for standard assembly specified by the appropriate highway authority only. In the event the specified system assembly, maintenance, or repair would require a deviation from standard assembly parameters, contact the appropriate highway authority engineer. This system has been accepted for use by the Federal Highway Administration for use on the national highway system under strict criteria utilized by that agency. Valtir representatives are available for consultation if required.

This Manual must be available to the worker overseeing and/or assembling the product at all times. For additional copies, contact Valtir at (888) 323-6374 or download from websites below.

The instructions contained in this Manual supersede all previous information and Manuals. All information, illustrations, and specifications in this Manual are based on the latest Alpha 70K TMA[®] system information available to Valtir at the time of printing. We reserve the right to make changes at any time. Please contact Valtir to confirm that you are referring to the most current instructions.

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Customer Service Contacts

Valtir is committed to the highest level of customer service. Feedback regarding the Alpha 70K TMA® system, its assembly procedures, supporting documentation, and performance is always welcome. Additional information can be obtained from the contact information below:

Valtir:

Telephone:	(888) 323-6374 (USA Only) (214) 589-8104 (International)
E-mail:	Valtir.com/Contact
Internet:	Valtir.com

Important Introductory Notes

Proper assembly, deployment, and future maintenance of the Alpha 70K TMA® are critical to achieve tested performance under accepted criteria. Take the time to review this Manual thoroughly before performing all necessary work. Do not attempt to assemble any TMA without the proper plans and specifications from the highway authority and instructional Manual from the manufacturer. If you need additional information, or have questions about the Alpha 70K TMA® system, please contact the highway authority that has planned and specified this assembly and, if needed, contact Valtir Customer Service Department. This product must be assembled in the location specified by the appropriate highway authority just as it was tested. If there are deviations, alterations, or departures from the assembly protocol specified in this Manual, the device may not perform as it was tested and accepted.



Important: Read safety instructions thoroughly and follow the assembly directions and suggested safe practices before assembling, maintaining, or repairing the Alpha 70K TMA® system. Failure to follow this warning can result in serious injury or death to the worker and/or bystanders. It further compromises the acceptance of this system by the FHWA. Please keep these instructions for later use. They are intended for the individual who is experienced and skilled in the assembly of highway products which are specified and selected by the highway authority. These instructions and any attached drawings should be reviewed and studied thoroughly by a qualified individual who is skilled in interpreting them before the start of any assembly



Warning: Ensure that all of the Alpha 70K TMA® system Warnings, Cautions, and Important Statements within the Alpha 70K TMA® Manual are completely followed. Failure to follow this warning could result in serious injury or death in the event of a collision.

Recommended Safety Rules for Assembly

*** Important Safety Instructions ***

This Manual must be kept in a location where it is readily available to persons who assemble, maintain, or repair the Alpha 70K TMA® system. Additional copies of this Manual are immediately available from Valtir by calling (888) 323-6374. Please contact Valtir if you have any questions concerning the information in this Manual or about the Alpha 70K TMA® system. This Manual may also be downloaded directly from the websites indicated below.

Always use appropriate safety precautions when operating power equipment, mixing chemicals, and when moving heavy equipment or the Alpha 70K TMA® components. Gloves, safety goggles, safety-toe shoes, and back protection should be used.

Safety measures incorporating traffic control devices specified by the highway authority must be used to provide safety for personnel while at the assembly, maintenance, or repair site.

Safety Symbols

This section describes the safety symbols that appear in this Alpha 70K TMA® Manual. Read the Manual for complete safety, assembly, operating, maintenance, repair, and service information.

Symbol

Meaning



Safety Alert Symbol: Indicates Danger, Warning, or Caution. Failure to read and follow the Important, Danger, Warning, or Caution indicators could result in serious injury or death to the workers and/or bystanders.

Warnings and Cautions

Read all instructions before assembling, maintaining, or repairing the Alpha 70K TMA® system.



Warning: Do not assemble, maintain, or repair the Alpha 70K TMA® system until you have read this Manual thoroughly and completely understand it. Ensure that all Warnings, Cautions, and Important Statements within the Manual are completely followed. Please call Valtir at (888) 323-6374 if you do not understand these instructions. Failure to follow this warning could result in serious injury or death in the event of a collision.



Warning: Safety measures incorporating appropriate traffic control devices specified by the highway authority must be used to protect all personnel while at the assembly, maintenance, or repair site. Failure to follow this warning could result in serious injury or death in the event of a collision.



Warning: Use only Valtir parts that are specified herein for the Alpha 70K TMA® for assembling, maintaining, or repairing the Alpha 70K TMA®. Do not utilize or otherwise comeingle parts from other systems even if those systems are other Valtir or Valtir systems. Such configurations have not been tested, nor have they been accepted for use. Assembly, maintenance, or repairs using unspecified parts or accessories is strictly prohibited. Failure to follow this warning could result in serious injury or death in the event of a vehicle impact with an UNACCEPTED system.



Warning: Do NOT modify the Alpha 70K TMA® system in any way. Failure to follow this warning could result in serious injury or death in the event of a collision.



Warning: Ensure that the Alpha 70K TMA® system and delineation used meet all federal, state, specifying agency, and local specifications. Failure to follow this warning could result in serious injury or death in the event of a collision.



Warning: Ensure that your assembly meets all appropriate Manual on Uniform Traffic Control Devices (MUTCD) and local standards. Failure to follow this warning could result in serious injury or death in the event of a collision. Any reflectivity of this system must comply with the plans and specifications or other applicable regulations of the highway authority to determine the type of reflectivity required.

Limitations and Warnings

The Alpha 70K TMA (Truck Mounted Attenuator) has been tested and evaluated per the recommendations of the national Cooperative Highway Research Program (NCHRP) report 350. The Alpha 70K TMA, as currently designed, is capable of, decelerating and stopping light and heavy weight vehicles (820 and 2000 kg [1,808 and 4,410 lb.]) when the rear of the Cartridge is impacted head-on at 70 km/h [43 mph] within the above referenced NCHRP criteria.

To achieve optimum impact performance, the Alpha 70k TMA must be mounted to a truck with a traveling weight of 5000 – 12,000 kg [11,025 - 26,460 lbs.] gross vehicle weight rating (actual weight should not exceed 9000 kg [19,845 lbs.]). The TMA Cartridge must be level and the bottom of the Cartridge must be 305 mm \pm 25 mm [12" \pm 1"] above the ground.

Impacts that exceed the design capabilities described in this Manual (vehicle weight, speed and impact angle) may not result in acceptable crash performance as described in NCHRP 350 relative to structural adequacy, occupant risk, and vehicle trajectory factors.

Follow all applicable DOT and/or applicable highway authority plans and specifications and other regulations regarding placement and use of TMA.

Definition-The BARRIER VEHICLE is the truck on which a TMA is mounted, while positioned upstream (towards the direction that traffic is approaching) of a work zone.

The SHADOW VEHICLE is the truck on which a TMA is mounted, which is following behind a moving operation such as striping, spraying, etc.

THE USE OF A TMA ON THE BACK OF A TRUCK IS INTENDED TO:

- Gradually decelerate the impacting vehicle
- Protect the occupants of the impacting vehicle
- Protect the barrier/shadow vehicle occupants
- Reduce damage to the barrier/shadow vehicle

**If these impacts occur within NCHRP 350 criteria the TMA
WILL NOT:**

- Affect the skid (roll ahead) distance of an impacted truck.

KEEP WORK CREWS CLEAR!

CONTROLLING SKID DISTANCE (ROLL AHEAD):

- Skid distance is significantly increased and is less predictable for lighter shadow/barrier vehicles
- Skid distance is reduced and is more consistent when heavier shadow/barrier vehicles are used
- Required Truck Weight: 12,000kg [26,460 lbs.] to 11350 kg [25,000 lbs.]
- Recommended Curb Weight: 9000 kg [19,845 lbs.]

Operation Instructions

The Alpha Truck Mounted Attenuator (TMA), Model TMA 7590 has been equipped with a hydraulic pump which can be used to tilt the energy absorbing Cartridge from its horizontal position as well as remotely latch it in the vertical position. The “tilting” feature may be used to prevent possible scraping of the rear end of the Cartridge as the truck travels in and out of sloped driveways. The driver simply activates the “UP” button from inside the cab to momentarily tilt the Cartridge up. When he removes his finger from the button, it will slowly bleed back down to its horizontal position.

The hydraulic system can also be used to tilt the Cartridge to a full 90 degree “UP” position where it will stay locked. This feature allows the TMA equipped truck to be easily driven and parked in congested areas. It should be remembered that for the TMA to function properly during a crash, the Cartridge must be in the horizontal, “DOWN” position. To lower the Cartridge from the 90 degree “UP” position, the driver must exit the cab and check behind the Cartridge to make sure everything is clear.

A full set of procedures to operate the system follows:

Raise and Lower 90 Degree Tilt Systems

1. RAISE the Cartridge:

- A. Make sure the top of the Cartridge is clear of all objects before proceeding.
- B. Activate the hydraulic system to raise the Cartridge using the switch in the cab or the switch located on the side of the Support Frame.
- C. The Cartridge may be tilted a full 90 degrees where it will be locked in the up position, or it may be tilted approximately 30 degrees to travel up sloped driveways, after which it will bleed back down to the horizontal position.
- D. To lock the Cartridge in the full up position, keep the activation switch “ON” for five (5) seconds after the Cartridge reaches the full up position (this allows enough time for the sequence valve to activate the locking pins).



Danger: Under no circumstances should anyone be allowed behind an elevated Cartridge when the latch pins are not fully seated in their locked position.

2. **LOWER** the Cartridge from full 90 degree position:

- A. Activate the down switch to release the latch pins (this is to be accomplished from the rear corner of the truck so that the operator can check to make sure everyone is clear). Release the DOWN switch and the Cartridge will lower to the horizontal position.



Danger: As Cartridge starts to lower, stand clear of moving parts.

- B. Cartridge will then “bleed-down” in 15 – 30 seconds, regulated by the flow control valve attached to the cylinder.
- C. The external switch and cord should be properly stored before moving the truck.

3. **ATTACH** TMA to the truck: **Method I** (Attaches Backup and Cartridge)

- A. Move Backup and Cartridge squarely toward rear of truck. If necessary, activate down switch to retract latch pins.
- B. Adjust the height of the Backup Jacks so that the 1" diameter Backup pivot pins may be re-attached. Insert the two Pivot Pins and Retainer Pins that connect the Backup to the Backup Support Frame. Retainer Pins should point down.*
- C. Connect light harnesses and verify that all turn/stop/tail lights are working properly.
- D. Insert the 1" diameter Pin and Retainer Pin that connects the hydraulic ram to the Backup* (see Hydraulic Assembly drawing).
- E. Retract the two front swivel Jacks completely and rotate them to horizontal position.
- F. Raise the rear Jack and secure it in the full up position.
- G. Check location of all hydraulic and electrical lines to make sure they will not be damaged during raising and lowering of Cartridge.
- H. Cycle the system to verify that everything is operating properly (see steps 1 and 2 of this section).

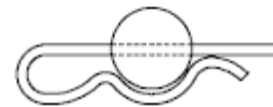


Important: Do not run down the truck battery.

4. **REMOVE** TMA from the truck: **Method I** (Removes Cartridge and Backup only).

- A. Lower the Cartridge to DOWN position.
- B. Lower the single rear Jack so it takes the weight of the Cartridge.
- C. Swing the two front swivel Jacks into position and extend them until the weight of the Cartridge and Backup is off the 1" diameter Attachment Pins.
- D. Remove the two Attachment Pins and the Pin in the hydraulic ram. Check the hydraulic ram to make sure it is properly supported (see Hydraulic Assembly drawing).
- E. Unplug the light harnesses.
- F. Move the Cartridge and Backup squarely away from the truck.
- G. Return the Pins and Retainer Pins removed in step D to their original holes in Support Frame, so they will not be lost.

* Be sure Retainer Pins are attached correctly and cannot fall out:



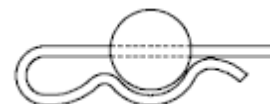
5. **ATTACH** TMA to the truck: **Method II** (Attaches Cartridge, Backup, Support Frame, and hydraulics)
- A. Move the TMA to truck.
 - B. Connect power cable and Cab Switch to pump, ground wire to truck frame, light harnesses to truck leads, and verify that all turn/stop/tail lights are working properly.
 - C. Attach the two lower 1" diameter pins and Retainer Pins. *
 - D. Attach the two upper 1" diameter pins and Retainer Pins.*
 - E. Retract the two front swivel Jacks completely and rotate them to horizontal position.
 - F. Raise the rear Jack and secure it in the full "UP" position.
 - G. Check location of all hydraulic and electrical lines to make sure they will not be damaged during raising and lowering of Cartridge.
 - H. Cycle the system to verify that everything is working properly (see steps 1 and 2 of this section).



Important: Do not run down the truck battery.

6. **REMOVE** the TMA from the truck: **Method II** (Removes Cartridge, Backup, Support Frame, and hydraulics)
- A. Lower the Cartridge to DOWN position.
 - B. Lower the single rear Jack so it takes the weight of the Cartridge.
 - C. Rotate the two front swivel Jacks into position and extend them until the weight of the TMA is supported.
 - D. Remove the two upper 1" diameter pins and Retainer Pins.
 - E. Remove the two lower 1" diameter pins and Retainer Pins.
 - F. Unplug the light harnesses, disconnect power cable (+) and Cab Switch from pump and ground wire from truck frame.
 - G. Move the TMA away from the truck.
 - H. The pins and Retainer Pins removed in Steps D and E shall be returned to the original holes in the Support Frame, so they will not be lost.

* Be sure Retainer Pins are attached correctly and cannot fall out:



General Maintenance

<u>DESCRIPTION</u>	<u>INTERVAL</u>
1. Check tightness of fasteners.	1 month or 1,000 miles
2. Oil swivel Jacks.	6 months
3. Change hydraulic fluid (Use Dexron® III fluid only)	2 years or 30,000 miles
4. Add hydraulic fluid (Use Dexron® III fluid only)	As required
5. Clean hydraulic pump.	As required
6. Clean hydraulic ram.	As required
7. Replace light bulbs.	As required
8. Clean Backup, Cartridge and Support Frame (dirt and salt)	As required
9. Check levelness and height of Cartridge in "DOWN" position (see sheet 1, instruction "A".)	As required. (correct immediately)*
10. Grease friction points (moving steel parts)	6 months
11. Check the latch mechanism to make sure it moves smoothly into its locking position.	As required (correct immediately)
12. Check all 1" diameter pins to make sure they are held in position by a retaining pin.	As required (correct immediately)*
13. Check condition of wheels on Jacks	As required
14. Check for damage or corrosion.	As required *

Note: As required maintenance shall be checked monthly.

Note: For items marked with "*" check prior to each use.

Recommended Tools

- Welding equipment (for 13 mm [1/2"] plate)
- Cutting torch
- Hammer
- Drift pin or alignment pin
- Tape measure
- 1/2" drive socket wrench
- 1/2" drive sockets (9/16", 1-1/8", 1-1/2")
- Open end wrenches (9/16", 1-1/8", 1-1/2")
- 12" crescent wrench – 2
- Carpenter's 600 mm [24"] bubble level
- Marking implement (pencil, soap stone)
- Floor jack
- Center punch
- Torque wrench
- Hydraulic fluid (Use Dexron® III fluid only)
- Drill motor for 13/16" diameter drill
- 13/16" diameter bit and pilot drill for same
- 9/16" Allen wrench

Note: The above list of tools is a general recommendation. Depending on specific site conditions and the complexity of the assembly specified by the appropriate highway authority, additional or fewer tools may be required. Decisions as to what tools are needed to perform the job are entirely within the discretion of the specifying highway authority and the authority's selected contractor performing the assembly of the system at the authority's specified assembly site.

Assembly Procedure

1. Check shipping list against actual parts to make sure all items were received. Review drawing package and familiarize yourself with the assembly and part numbers. Read the entire Manual before proceeding.
2. Park truck on a level surface (use bubble level). The truck should be as close to the final driving weight as possible. If ballast must be added to achieve the 5000 kg [11,025 lbs.] minimum weight, add it at this time. The ballast must be properly anchored to the truck to keep it in place during an impact. Ideally an adequately sized truck that requires no ballast should be used.
3. Before assembling the Alpha TMA, the truck must first be equipped with a rigid underride frame attached to the rear of the truck frame. Refer to Underride Assembly drawing for minimum requirements. An existing underride frame must be capable of withstanding an impact load of 200 kN [45,000 lbs.] along the lower member.

Parts and materials are supplied with the TMA for assembling an underride that meets the requirements specified (see Underride Assembly drawing) if the truck is not equipped with an underride, or if the existing underride cannot withstand the 200 kN [45,000 lbs.] load.



Warning: All welding shall be performed by a welder certified to AWS D14.3-82 or AWS D1.1 and in accordance to Underride Assembly drawing.



Caution: The truck frame is high carbon steel. To avoid cracking, do not weld or apply excessive heat to the bottom flange, forward of rearmost leaf spring hangers.

4. After attaching the truck underride (or making sure the existing one can withstand the 200 kN [45,000 lbs.] load), check for interference problems as described below.
 - A. Place a “mark” on the rear of the truck frame 890 ± 5 mm [$35'' \pm 1/4''$] off the ground. Then measure horizontally between this mark and the cross member that ties into the outboard spring leaf hangers (this cross member should never be cut). There should be a minimum distance of 75 mm [3"]. If this minimum distance is not available, then an extension may need to be welded to the end of the truck frame. Consult Valtir Customer Service Department for input (see page 3).

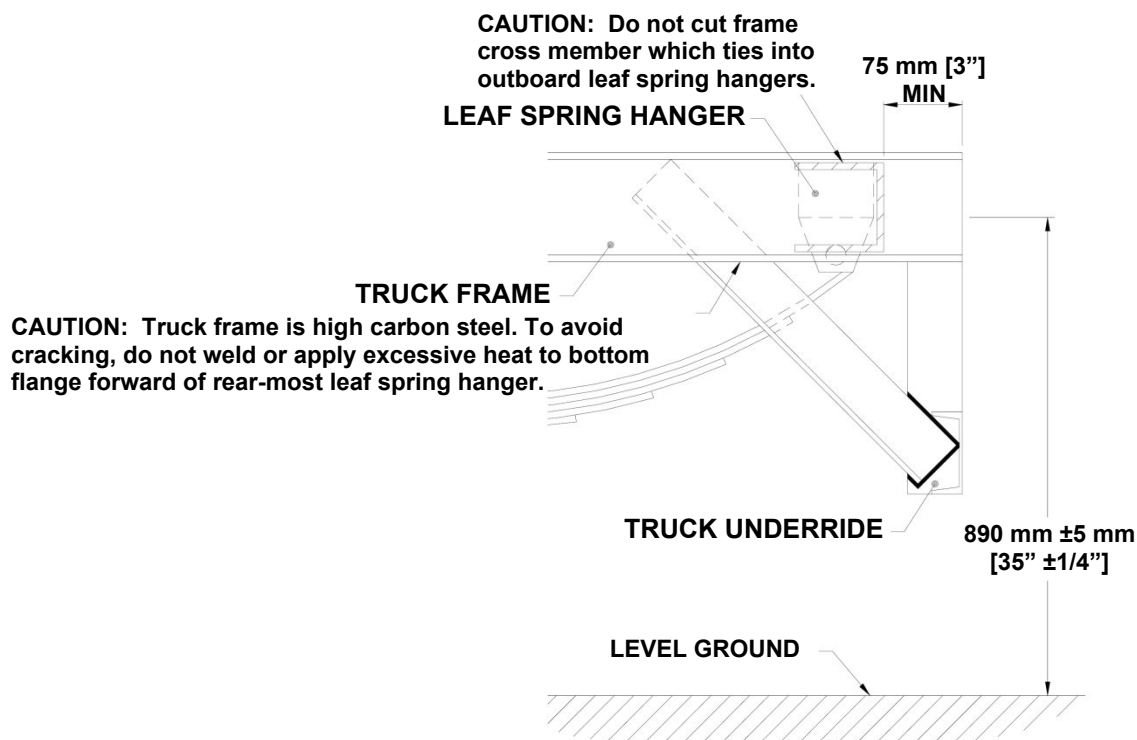


Figure 1 Section View Looking Outboard

- B. Temporarily position "Upper Frame Support" (PN 615578) against the rear of the truck frame (refer to Figure 2) and check for interference problems. Interference problems with tail lights, dump bodies (in up position), etc. should be corrected before proceeding. (The cross member on the Upper Frame Support may be removed after attachment to underside.)

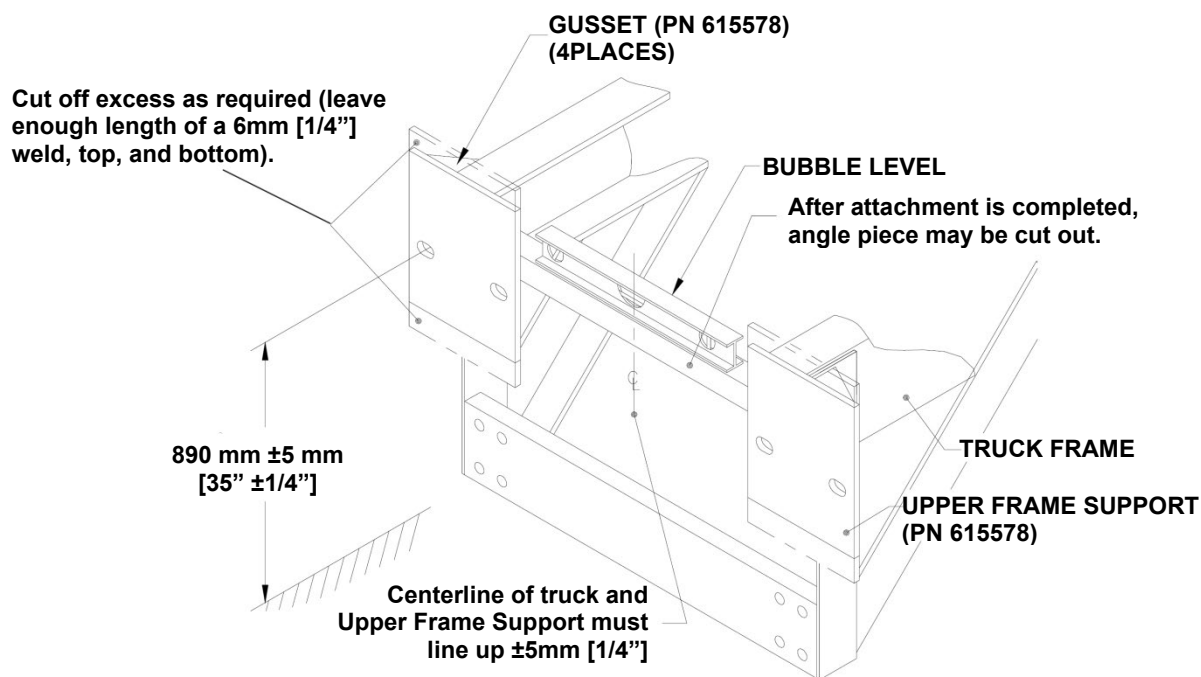


Figure 2

Upper Frame Support may be tilted up to 30 degrees if truck frame is cut at an angle.

Note: Adjustment must be made to assure that final position of holes in Support Frame Attachment Brackets (PN 605399) are 890 ± 5 mm [$35'' \pm 1/4''$] from level grade, if frame is tilted.

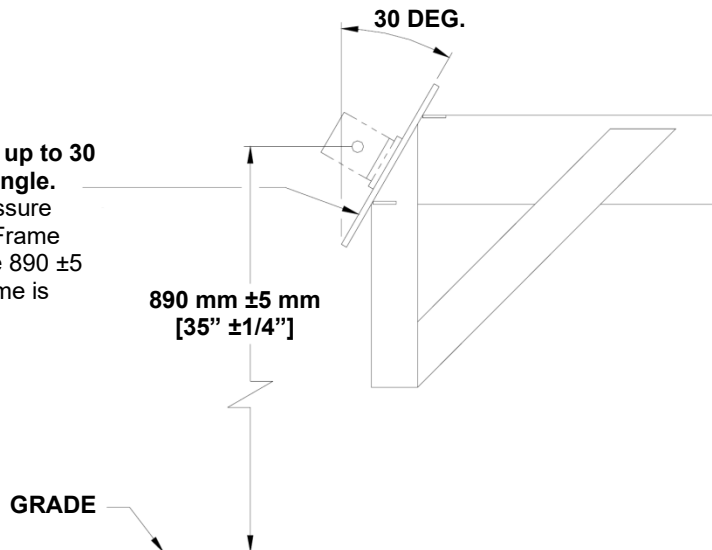


Figure 3

5. The Backup and Support Frame are pre-assembled at the manufacturing facility and therefore should arrive as a complete assembly. Attach the Cartridge to the Backup and Support Frame Assembly using the 1/2" nuts and washers attached to the Cartridge. Tighten the nuts until the lock washers are fully compressed (refer to detail drawings).
6. Secure the Jacks on the Cartridge and Backup into the "DOWN" position and "elevate" the Cartridge to $305 \text{ mm} \pm 5 \text{ mm}$ [$12'' \pm 1/4''$] at front, $330 \text{ mm} \pm 5 \text{ mm}$ [$13'' \pm 1/4''$] at rear from the ground. The Cartridge jack may have been shipped separately from the Cartridge. See the decal on the rear of the Cartridge for assembly instructions. Torque bolts to no more than 35 N-m [25 ft-lb].
7. Attach the "Support Frame Attachment Bracket" (2 ea. PN 605399) to the upper holes of the Support Frame, (PN 615554) using the 1" diameter pins. Lower holes are for height adjustment if necessary (see Figure 4).

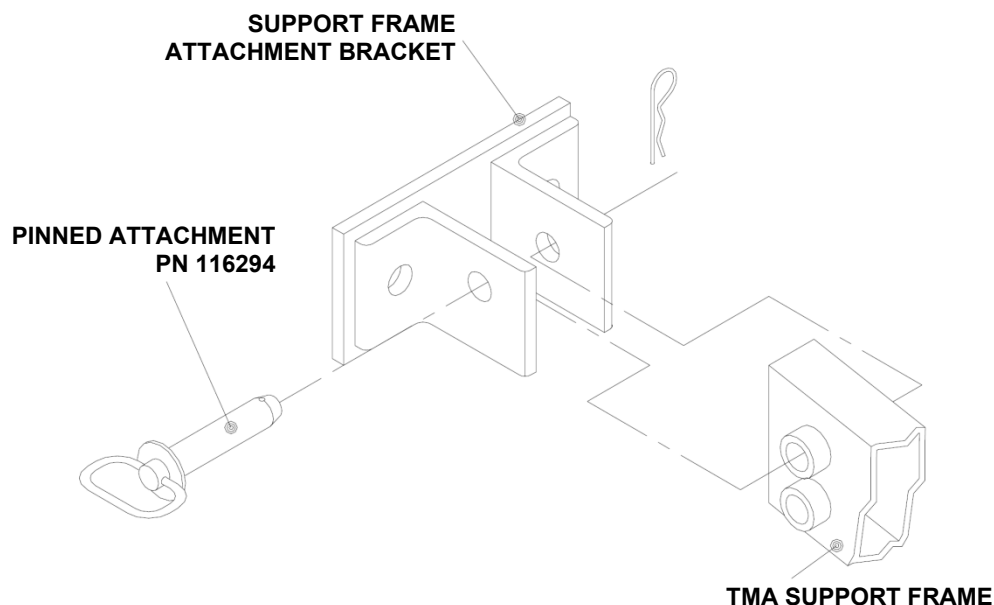


Figure 4

8. Attach the "Upper Frame Support" (PN 615578) to the attachment Bracket using the 1" x 3" grade 5 bolts. Center the Upper Frame support to the Attachment Brackets before tightening. Torque the nuts to 240 N-m [175 ft-lb].

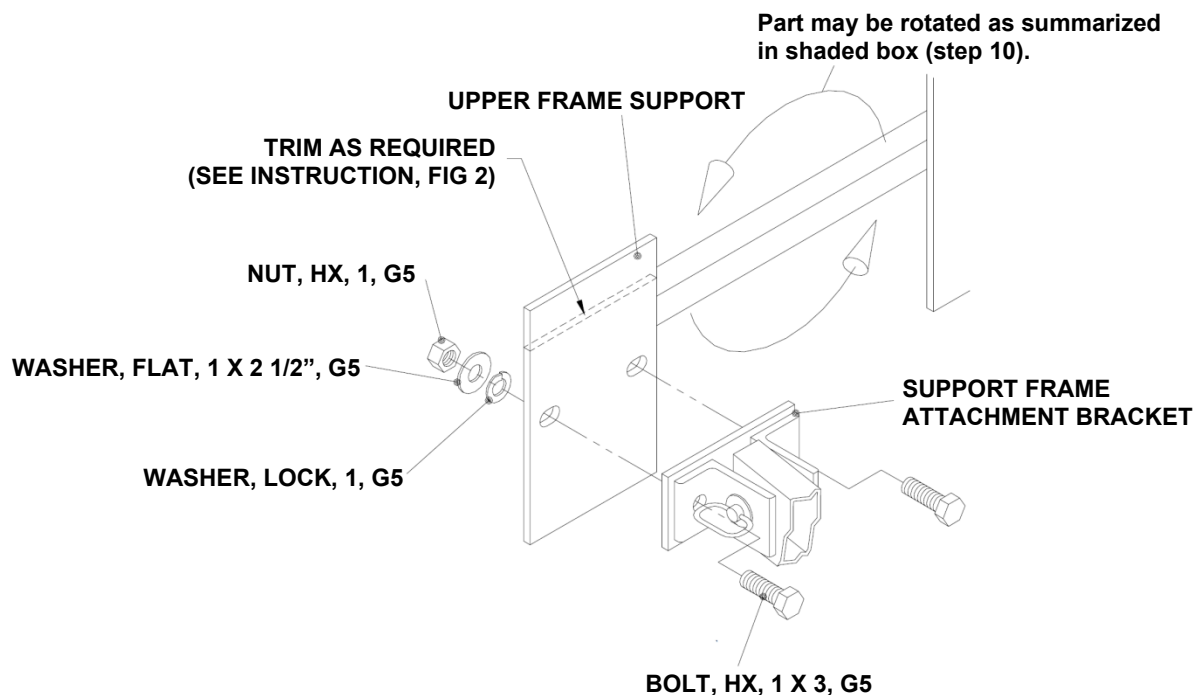


Figure 5

9. Check again to assure that the front of the Cartridge is at 305 mm [12"] high and the rear of the Cartridge is set at 330 mm [13"] high. Move the Cartridge, Backup, and Support Frame Assembly up to the truck frame. Center the "Upper Frame Support" on the truck frame (with underride) and tack weld in place. **Note:** The Upper Frame Support must be in intimate contact with the truck frame and centered before welding.



Important: If there is interference with something on the truck which cannot be moved, the **Upper Frame Support** may be disassembled from the **Support Frame Attachment Brackets** and assembled to the truck frame by inverting the **Upper Frame Support** as shown in Figure 5 and then locating and welding it using the dimensions and cautions as shown in Figure 1 and 2. Angle cross member may need to be cut out at this time in order to proceed.

10. Remove the 1" diameter Pins from the Support Frame and Support Frame Attachment Brackets and move the Cartridge, Backup, and Support Frame Assembly away from the truck.
11. Weld the "Upper Frame Support" to the truck frame per Underride Assembly drawing.
Note: Minimum weld length to each frame (excluding gusset welds) is 380 mm [15"] (see Part A in Step #4). Weld the four Gussets (PN 610073) as shown making sure there is adequate bolt clearance near the holes. Paint the exposed metal parts using the primer and spray paints provided (see Figure 2 and 3).
12. Position Lower Truck Brackets (PN 605505) as shown in Figure 6. Place one 13 mm [1/2"] thick Shim (PN 614055) under each Lower Truck Bracket (PN 605505). Attach with 3/4" diameter x 4" long all thread H.H. bolts, and torque to 200 N-m [150 ft-lb].

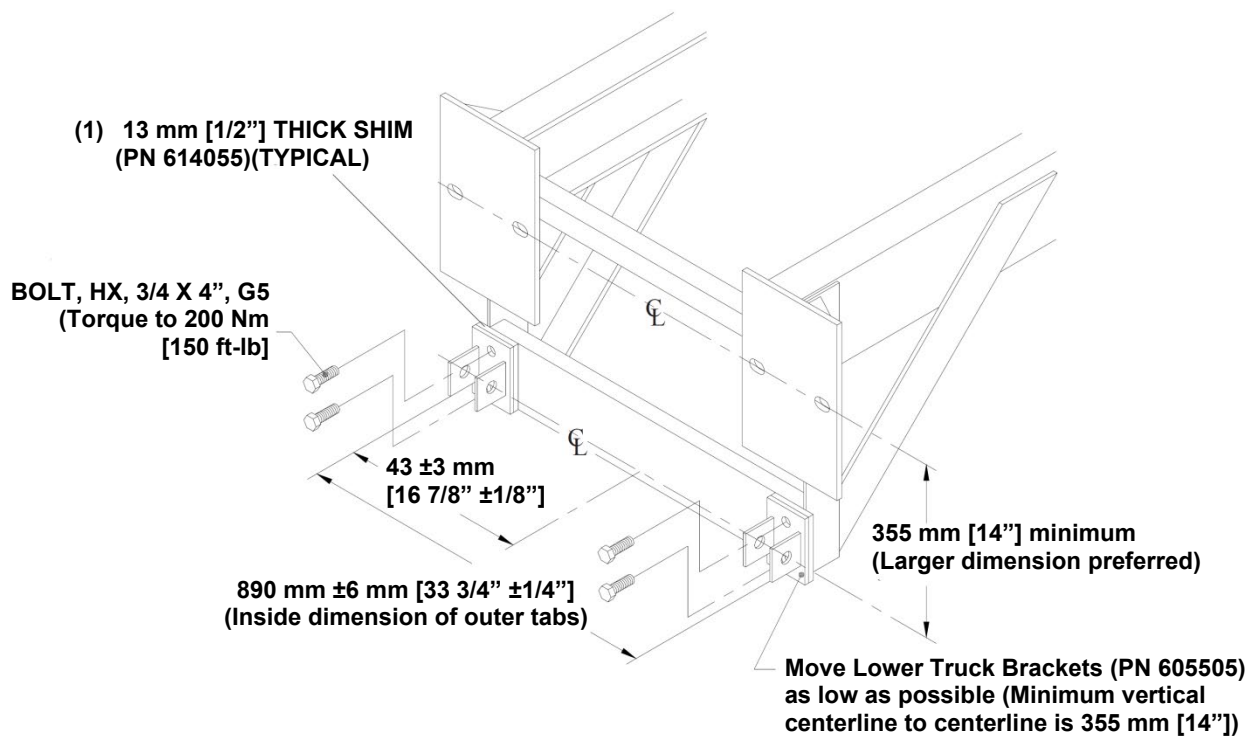
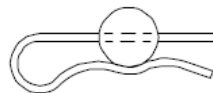


Figure 6

13. Attach Electrical Sockets (PN 117404 and PN 117406) to rear of truck per detail drawing, Sheet 1, provided in this booklet. Make sure that the electric cords on the Backup and Cartridge can reach this location.
14. Position and re-attach TMA Support Frame (PN 615554) to the Support Frame Attachment Brackets (PN 605399) using the 1" diameter pins provided. The Retainer Pins should be on the inboard side of Support Frame.* Refer to Detail Drawings.

Note: The cross member of the Upper Frame Support (PN 615578) may require removal at this point (see Figure 2 on page 14). Torque 1" nuts until lock washers are fully compressed.

- * Be sure Retainer Pins are correctly assembled:



15. Attach Struts as shown in Figure 7, using 1" diameter pins and Retainer Pins* at the Lower Truck Brackets, and 3/4" diameter x 3 1/2" long Grade 5 Bolts at connection to Support Frame. Torque nuts to fully compress lock washers.

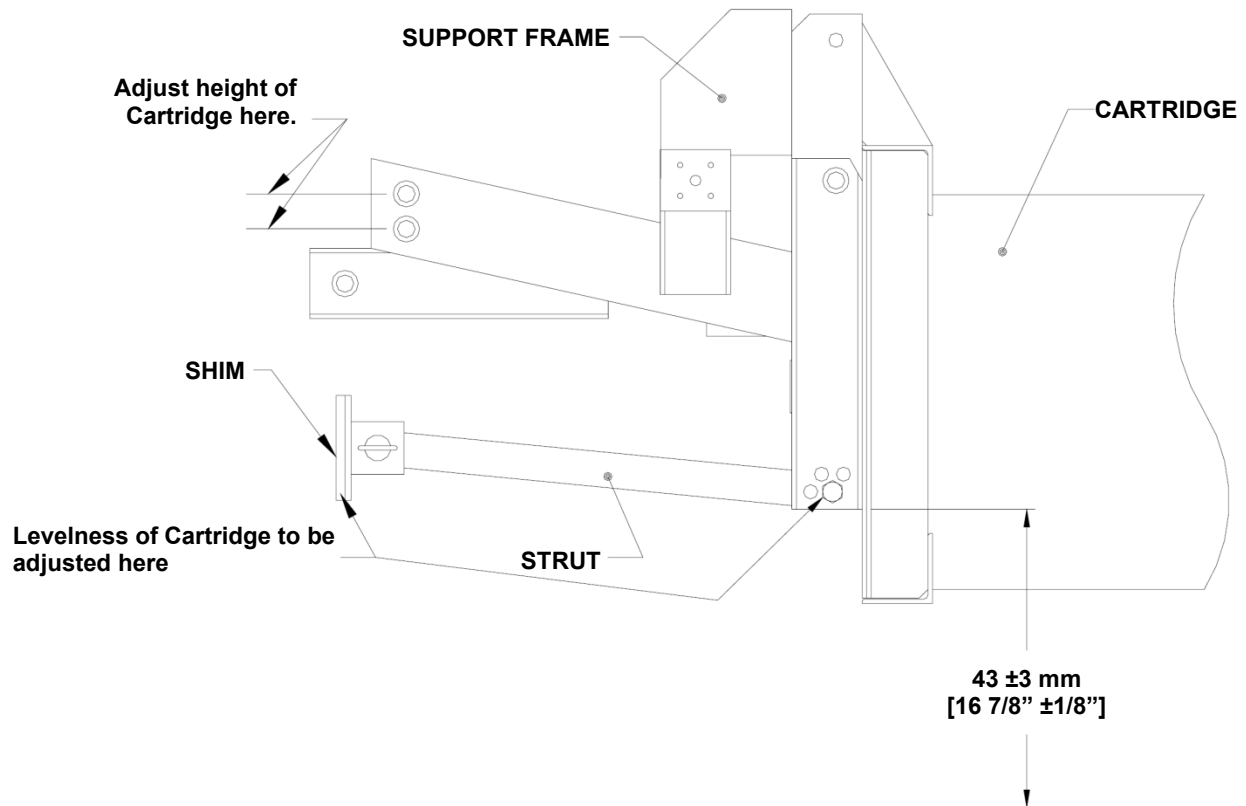
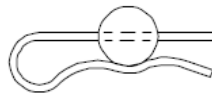


Figure 7 (Jacks not shown for clarity)

* Be sure Retainer Pins are correctly assembled:



16. The hydraulic system was assembled as shown on Hydraulic Assembly drawing. The pump was wired as shown on Hydraulic Assembly drawing. Mount one switch inside the cab within easy reach of the driver. Place the "Caution" decal supplied with the push button near the switch. Mount the second switch on the passenger side of the Support Frame using the bracket provided. The latch cylinder pins should be left in their retracted positions.
17. Secure the three Jacks into the "UP" position. The Cartridge Jack may have been shipped separately from the Cartridge. See the decal on the rear of the Cartridge for assembly instructions. Torque bolts to no more than 35 N-m [25 ft-lb].

18. Double check the height and levelness of the Cartridge relative to the ground ($305 \text{ mm} \pm 25 \text{ mm}$ [12 ± 1 "]). If the Cartridge is not level, adjustment can be made as described under Item 13 (see Figure 6 and 7) using 13 mm [$1/2$ "] and 6 mm [$1/4$ "] thick shims provided.

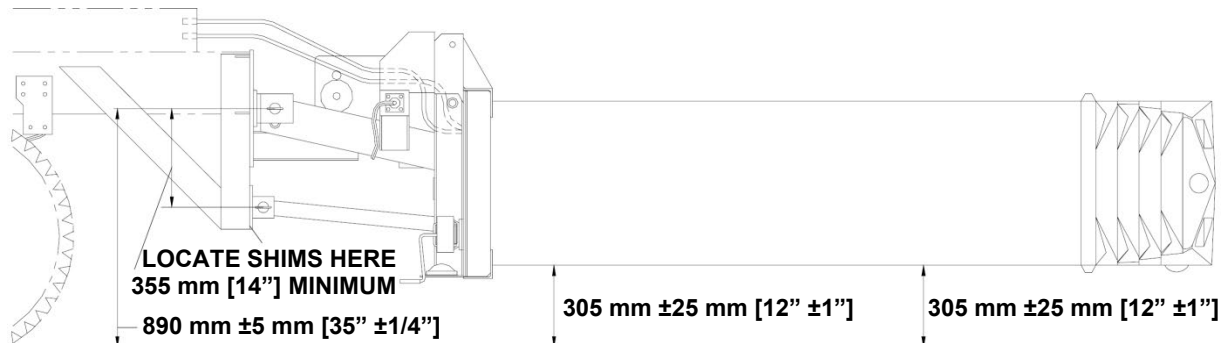


Figure 8

19. Plug in the Cartridge and Backup Plugs as well as the pump's battery cable (to the positive [+] terminal) and verify that all turn/stop/tail lights are working properly.
20. Check location of all hydraulic and electrical lines to make sure they will not be damaged during raising and lowering of Cartridge.
21. The pump reservoir was filled at the factory with Dexron III hydraulic fluid (approximately 3 quarts). Remove the metal plug and check to see if it is full. Insert the plastic breather cap in the filler hole and be careful not to cross-thread it. Read the Operating Instructions, then cycle the system up and down several times to relieve air from the system. If necessary adjust the bleed-down rate using the flow control valve. Cartridge should bleed down from 90 degrees to horizontal in 15-30 seconds. (Refer to Hydraulic Assembly drawing).



Caution: Do not run down truck battery.

IMPORTANT

22. Make sure the latch pin mechanism smoothly locks the Cartridge in the 90 degree "UP" position. (Note: Problems here often can be corrected by varying the length of the large 3" bore hydraulic cylinder by unscrewing the clevis one or two revolutions). The sequence pressures (12.4 MPa [1800 psi]) are pre-set at the factory and usually do not require adjustment. Turning the adjusting screws "in" will INCREASE the sequence pressure. Turning the adjusting screws "out" will DECREASE the sequence pressure.



Caution: Each time the operator elevates the Cartridge, he/she should verify that both Latch Pins are fully locked before allowing anyone behind the Cartridge.

23. Check tightness of all fasteners. Double check height and levelness of Cartridge.
24. The TMA system is now ready for use. To achieve intended operation, all TMA users should be given operating and safety instructional training as given in this Manual and as required by the specifying highway authority.

Repair Instructions

The following instructions are given by first presenting a problem and then giving a possible solution.

I. Cartridge cannot be elevated

Consult hydraulic schematic in this manual. Clogged filters or improperly adjusted “internal pump relief valve” could be the problem. There may not be enough hydraulic fluid in the pump reservoir. Use only Dexron® III fluid. Use care not to cross-thread cap during repair.

II. Cartridge will not bleed down

- A. Refer to I. above. The flow control valve for adjusting the bleed-down rate may be too tight or clogged with dirt.
- B. Make sure hydraulic Latch Pins are clearing the holes in the Backup.

III. Latch Pin does not work properly

- A. Check for areas where it might be binding and correct the problem.
- B. Add grease to the sliding parts.
- C. Check to make sure there is enough fluid in the reservoir. Refer to step I. above.
- D. Align the Latch Pin holes in the Backup (when in the full up position) by unscrewing the large cylinder’s clevis up to two revolutions.

IV. Lights will not work

- A. Replace affected light bulb(s).
- B. Check wire(s) for damage.
- C. Using a volt/ohmmeter, troubleshoot and locate the problem.

V. Cartridge is not level

- A. Check for cause of problem
 - 1. Temporary extra load in truck.
 - 2. Support Frame improperly assembled.
 - 3. Weakening truck springs.
- B. Adjust Cartridge
 - 1. Shims can be added or subtracted under the Lower Truck Brackets to adjust the levelness of the Cartridge. Each 13 mm [1/2”] thick shim will raise or lower the rear end of the Cartridge approximately 50 mm [2”]. 6 mm [1/4”] thick shims are also supplied. Additional adjustment can be achieved by using the alternate holes in the lower leg of the Support Frame. Height is adjusted up or down by using the upper attachment holes in the Support Frame. The correct final position of the Cartridge is 305 mm \pm 25 mm [12” \pm 1”] above the ground at all points.

VI. Alpha 70K Cartridge has been damaged

The following is a general description of various types of damage that can occur to Alpha 70K TMA Cartridges. Please review and heed the following recommendations to achieve intended impact performance (see Figure 9 on page 22).

Durashell Nose Damage

The Durashell Nose is a resilient plastic nose that normally recovers its shape after nuisance hits. However, if either the left or right side is damaged, it must be replaced in the following manner.

- A. Remove the bolts and washers attaching the nose to the Cartridge.
- B. Disconnect the light plugs from the lights.
- C. Connect the light plugs to the lights in the new nose.
- D. Attach the new Nose to Cartridge using the bolts and washers previously removed.
- E. Lights and grommets, if undamaged, may be salvaged.

Minor damage to aluminum Cartridge

- A. Damage to the rear 2,100 mm [7'] of the Cartridge top and bottom outer skin or to the rear 900 mm [3'] of the side cover with an affected area smaller than 610 mm [24"] wide x 570 mm [22 1/2"] high x 150 mm [6"] deep may be repaired by applying appropriately sized aluminum reinforcement to cover the damaged area. Use 0.8 mm [.032"] thick aluminum on damaged top and bottom skins and 1.6 mm [.063"] thick aluminum on damaged Side Covers. Pop riveting is the recommended fastening method for attaching new parts.
- B. Damage to the front of the Cartridge, because this is the area that supports the cantilevered weight of the system, cannot be repaired. If this area of the Cartridge has not been crushed, extra rivets can be added as needed.

Major damage

Damage to areas larger or deeper than 610 mm [24"] wide x 571 mm [22-1/2"] high x 152 mm [6"] deep in the rear 2130 mm [7'] of the Cartridge, or any crushed area in the front 305 mm [12"] of the cartridge is considered "major" damage. Damage to the front 1220 mm [4'] of the side covers or length ripples along any covers is also considered "major" damage. Such damage could significantly affect the total energy absorbing ability of the Cartridge. Repairs for "major" damage are not recommended. **See General Information on page 22 if an evaluation is desired.**

General Information

Valtir personnel are available to assist in evaluating damaged TMA Cartridges. Several photos of the damaged area, taken at different angles, should be submitted for evaluation (see page 3). Standard Cartridge base color is highway yellow.

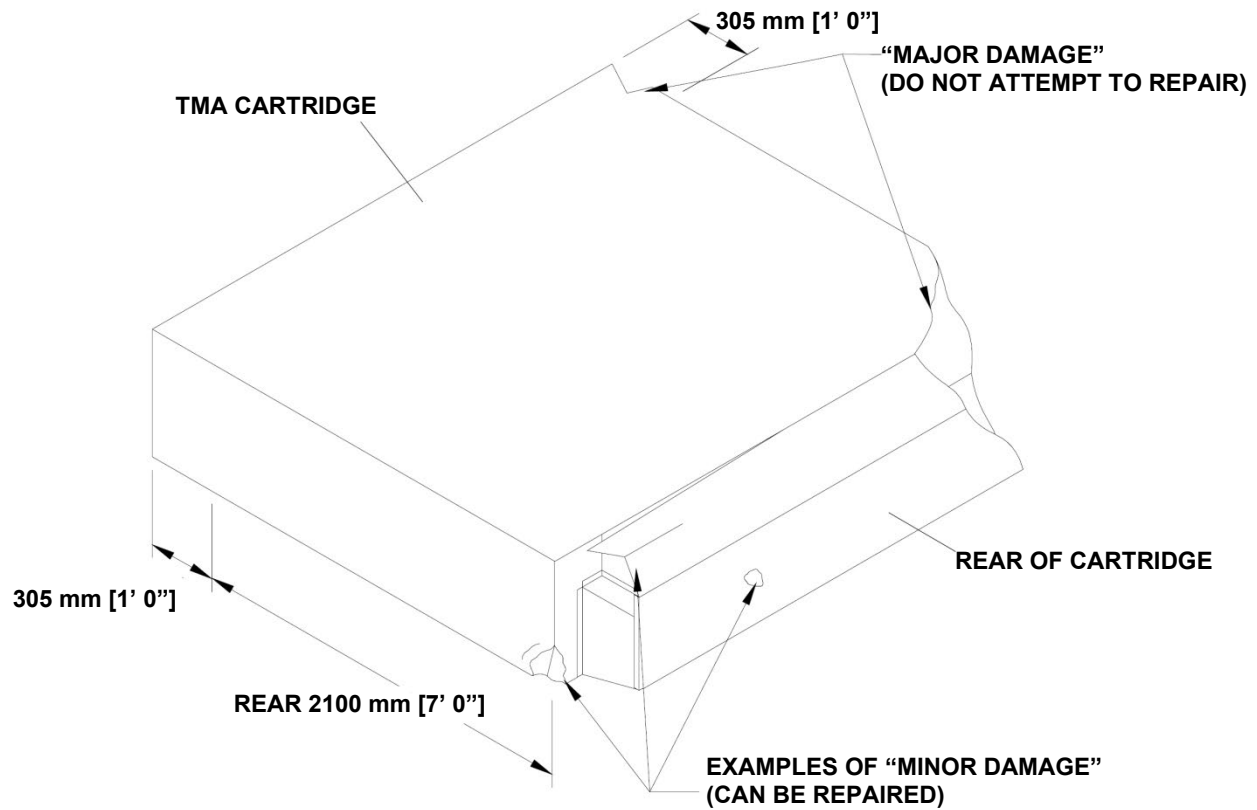


Figure 9

TILT UP SEQUENCE

```

graph TD
    StartUp([PUSH "Up" BUTTON]) --> PumpRunsUp{PUMP MOTOR RUNS ?}
    PumpRunsUp -- YES --> ElevatesUp{ELEVATING CYLINDER BEGINS TO LIFT CARTRIDGE ?}
    PumpRunsUp -- NO --> CheckBattUp[CHECK BATTERY CONNECTIONS & POLARITY (SHOULD BE (-) GROUND) & CHARGE LEVEL (12V DC)]
    ElevatesUp -- YES --> LatchesUp{LATCH PIN CYLINDERS REMAIN IN RETRACTED POSITIONS AS CARTRIDGE ELEVATES ?}
    ElevatesUp -- NO --> CheckBattUp
    LatchesUp -- YES --> FullUpPosUp{ELEVATING CYLINDER LIFTS CARTRIDGE TO FULL UP POSITION ?}
    LatchesUp -- NO --> CheckBattUp
    FullUpPosUp -- YES --> LatchPinHolesUp{LATCH PIN HOLES IN SUPPORT FRAME AND BACKUP LINE UP PROPERLY}
    FullUpPosUp -- NO --> CheckBattUp
    LatchPinHolesUp -- YES --> LatchPinsExtUp{LATCH PINS EXTEND INTO LOCK POSITIONS}
    LatchPinHolesUp -- NO --> CheckBattUp
    LatchPinsExtUp -- YES --> ReleaseUp([RELEASE "Up" BUTTON])
    LatchPinsExtUp -- NO --> CheckBattUp
    ReleaseUp --> UnitWorkingUp[YOUR UNIT IS WORKING PROPERLY]
    CheckBattUp --> JumpWireUp[USE A JUMP WIRE BETWEEN INPUT POST FOR BATTERY AND POST ON TOP OF MOTOR SOLENOID. IF MOTOR NOW RUNS, THE PROBLEM IS IN THE PUSH BUTTON SWITCH OR IN THE WIRE CONNECTORS BETWEEN THE MOTOR SOLENOID AND THE SWITCH.]
    CheckBattUp --> LargeJumperUp[USE LARGE JUMPER WIRE BETWEEN INPUT POST FOR BATTERY AND COPPER COLORED BAND ON TOP OF MOTOR. IF MOTOR NOW RUNS, THEN MOTOR SOLENOID MAY BE BAD. CHECK TO MAKE SURE PUMP IS ADEQUATELY GROUNDED. IF MOTOR STILL DOES NOT RUN, THEN SOMETHING IS WRONG WITH PUMP MOTOR.]
    CheckBattUp --> ResFillUp[CHECK RESERVOIR FILL HEIGHT (SHOULD BE ~ 1/2" FROM TOP WHEN CARTRIDGE IS HORIZONTAL. FILL ONLY WITH DEXRON II OR III FLUID.)]
    CheckBattUp --> OrientFlowUp[CHECK ORIENTATION OF FLOW CONTROL VALVE LOCATED DOWN ON ELEVATING CYLINDER. (ARROW STAMPED ON SIDE OF VALVE BODY SHOULD POINT TOWARD HOSE RETURNING TO PUMP).]
    CheckBattUp --> CheckWiresUp[CHECK WIRE CONNECTIONS FOR SOLENOID VALVE I LOCATED ON SIDE OF SEQUENCE VALVE BLOCK, WHICH IS BOLTED TO PUMP (THIS SOLENOID SHOULD ALWAYS SEE POWER [12V DC] EVERY TIME THE PUMP MOTOR RUNS. IF POWER IS NOT RECEIVED, ALL FLUID WILL BE CYCLED BACK TO THE RESERVOIR.)]
    CheckBattUp --> CheckReliefUp[CHECK PUMP RELIEF VALVE. REMOVE DIRT. TURN SCREW CLOCKWISE TO INCREASE PUMP RELIEF PRESSURE. SEE INSTRUCTIONS FOR USING PRESSURE GAGE. RELIEF VALVE IS FACTORY SET AT SET AT 13.8 ± 7 MPa [2000 ± 100 PSI]]
    CheckBattUp --> CheckPressureUp[CHECK PRESSURE SETTING FOR APPROPRIATE SEQUENCE VALVE... SEE INSTRUCTIONS FOR USING PRESSURE GAGE. (TYPICALLY 3 - 4 THREADS SHOULD BE EXPOSED ABOVE NUT ON EACH SEQUENCE VALVE). SETTING IS 12.4 ± 3 MPa [1800 ± 50 PSI]]
    CheckBattUp --> CheckWires2Up[CHECK WIRE CONNECTIONS FOR SOLENOID VALVE II ON TOP OF SEQUENCE VALVE BLOCK. SOLENOID SHOULD SEE POWER (12V DC) WHEN UNLOCK SWITCH IS ACTIVATED.]
    CheckBattUp --> CheckInterfUp[CHECK FOR INTERFERENCE IN TRAVEL PATH OF BACKUP. CAUTION: STAY CLEAR OF MOVING PARTS.]
    CheckBattUp --> CheckFlowUp[CHECK TO MAKE SURE FLOW CONTROL VALVE ATTACHED TO ELEVATING CYLINDER IS OPEN (TURN COUNTER - CLOCKWISE). RATE OF DESCENT IS REGULATED BY OPENING OR CLOSING FLOW CONTROL VALVE. CAUTION: KEEP CLEAR OF MOVING PARTS.]
    CheckBattUp --> CheckSlopeUp[IS TRUCK PARKED HEADED DOWN ON A SLOPED ROAD SURFACE ? MOVE TRUCK TO LEVEL SURFACE AND TRY AGAIN.]
    CheckBattUp --> CheckAlignUp[HOLE ALIGNMENT IS ADJUSTED BY REMOVING PIN IN ELEVATING CYLINDER (CAUTION: CARTRIDGE MUST BE IN DOWN POSITION) AND THEN THREADING CLEVIS IN OR OUT, ONE TO TWO TURNS. CAUTION: AT LEAST 75% OF THE THREADS ON THE CLEVIS MUST BE ENGAGED ON THE ROD.]
    CheckBattUp --> CheckStructUp[CHECK TO SEE IF BACKUP IS STRUCTURALLY INTACT. BENT COMPONENTS MAY NEED TO BE FIXED OR REPLACED.]
    CheckBattUp --> CheckPushUp[ARE YOU PUSHING THE CORRECT BUTTON? (NOTE: BOTH BUTTONS WILL CAUSE THE CARTRIDGE TO ELEVATE. ONE IS FOR UP & LOCK; THE OTHER IS FOR UP AND UNLOCK.)]
    CheckBattUp --> CheckFlushUp[IF BACKUP DOES NOT SIT FLUSH AGAINST THE SUPPORT FRAME THEN CLEVIS ON ELEVATING CYLINDER MAY HAVE BEEN UNSCREWED TOO MUCH. SCREW CLEVIS BACK IN TO ELIMINATE THIS PROBLEM.]
    CheckBattUp --> CheckSupportUp[CHECK SUPPORT FRAME FOR PROPER ALIGNMENT RELATIVE TO LEVEL SURFACE. SHIMS ARE USED UNDER THE LOWER SUPPORT FRAME BRACKETS TO MAKE THE CARTRIDGE LEVEL TO THE GROUND. ADD OR SUBTRACT SHIMS AS NEEDED.]
    CheckBattUp --> CheckHeightUp[HEIGHT ABOVE GROUND IS ADJUSTED USING THE SECOND SET OF HOLES IN THE SUPPORT FRAME... SEE INSTALLATION INSTRUCTIONS.]
  
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TILT DOWN SEQUENCE

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graph TD
    StartDown([PUSH "UNLOCK" BUTTON]) --> PumpRunsDown{PUMP MOTOR RUNS ?}
    PumpRunsDown -- YES --> ElevatesDown{ELEVATING CYLINDER TRIES TO LIFT CARTRIDGE ?}
    PumpRunsDown -- NO --> CheckBattDown[CHECK BATTERY CONNECTIONS & POLARITY (SHOULD BE (-) GROUND) & CHARGE LEVEL (12V DC)]
    ElevatesDown -- YES --> LatchesDown{LATCH PIN CYLINDERS RETRACT & UNLOCK THE CARTRIDGE ?}
    ElevatesDown -- NO --> CheckBattDown
    LatchesDown -- YES --> ReleaseDown([RELEASE "UNLOCK" BUTTON])
    LatchesDown -- NO --> CheckBattDown
    ReleaseDown --> CartridgeLowerDown{CARTRIDGE BEGINS TO LOWER ?}
    CartridgeLowerDown -- YES --> AcceptableRateDown{CARTRIDGE LOWERS AT ANY ACCEPTABLE RATE ? (~30 SEC FROM 90° TO HORIZONTAL)}
    CartridgeLowerDown -- NO --> CheckBattDown
    AcceptableRateDown -- YES --> FullDownPosDown{CARTRIDGE REACHES FULL DOWN POSITION (CARTRIDGE IS 17 1/4" ABOVE LEVEL SURFACE ?)}
    AcceptableRateDown -- NO --> CheckBattDown
    FullDownPosDown -- YES --> UnitWorkingDown[YOUR UNIT IS WORKING PROPERLY]
    CheckBattDown --> JumpWireDown[USE A JUMP WIRE BETWEEN INPUT POST FOR BATTERY AND POST ON TOP OF MOTOR SOLENOID. IF MOTOR NOW RUNS, THE PROBLEM IS IN THE PUSH BUTTON SWITCH OR IN THE WIRE CONNECTORS BETWEEN THE MOTOR SOLENOID AND THE SWITCH.]
    CheckBattDown --> LargeJumperDown[USE LARGE JUMPER WIRE BETWEEN INPUT POST FOR BATTERY AND COPPER COLORED BAND ON TOP OF MOTOR. IF MOTOR NOW RUNS, THEN MOTOR SOLENOID MAY BE BAD. CHECK TO MAKE SURE PUMP IS ADEQUATELY GROUNDED. IF MOTOR STILL DOES NOT RUN, THEN SOMETHING IS WRONG WITH PUMP MOTOR.]
    CheckBattDown --> ResFillDown[CHECK RESERVOIR FILL HEIGHT (SHOULD BE ~ 1/2" FROM TOP WHEN CARTRIDGE IS HORIZONTAL. FILL ONLY WITH DEXRON II OR III FLUID.)]
    CheckBattDown --> OrientFlowDown[CHECK ORIENTATION OF FLOW CONTROL VALVE LOCATED DOWN ON ELEVATING CYLINDER. (ARROW STAMPED ON SIDE OF VALVE BODY SHOULD POINT TOWARD HOSE RETURNING TO PUMP).]
    CheckBattDown --> CheckWiresDown[CHECK WIRE CONNECTIONS FOR SOLENOID VALVE I LOCATED ON SIDE OF SEQUENCE VALVE BLOCK, WHICH IS BOLTED TO PUMP (THIS SOLENOID SHOULD ALWAYS SEE POWER [12V DC] EVERY TIME THE PUMP MOTOR RUNS. IF POWER IS NOT RECEIVED, ALL FLUID WILL BE CYCLED BACK TO THE RESERVOIR.)]
    CheckBattDown --> CheckReliefDown[CHECK PUMP RELIEF VALVE. REMOVE DIRT. TURN SCREW CLOCKWISE TO INCREASE PUMP RELIEF PRESSURE. SEE INSTRUCTIONS FOR USING PRESSURE GAGE. RELIEF VALVE IS FACTORY SET AT SET AT 13.8 ± 7 MPa [2000 ± 100 PSI]]
    CheckBattDown --> CheckPressureDown[CHECK PRESSURE SETTING FOR APPROPRIATE SEQUENCE VALVE... SEE INSTRUCTIONS FOR USING PRESSURE GAGE. (TYPICALLY 3 - 4 THREADS SHOULD BE EXPOSED ABOVE NUT ON EACH SEQUENCE VALVE). SETTING IS 12.4 ± 3 MPa [1800 ± 50 PSI]]
    CheckBattDown --> CheckWires2Down[CHECK WIRE CONNECTIONS FOR SOLENOID VALVE II ON TOP OF SEQUENCE VALVE BLOCK. SOLENOID SHOULD SEE POWER (12V DC) WHEN UNLOCK SWITCH IS ACTIVATED.]
    CheckBattDown --> CheckInterfDown[CHECK FOR INTERFERENCE IN TRAVEL PATH OF BACKUP. CAUTION: STAY CLEAR OF MOVING PARTS.]
    CheckBattDown --> CheckFlowDown[CHECK TO MAKE SURE FLOW CONTROL VALVE ATTACHED TO ELEVATING CYLINDER IS OPEN (TURN COUNTER - CLOCKWISE). RATE OF DESCENT IS REGULATED BY OPENING OR CLOSING FLOW CONTROL VALVE. CAUTION: KEEP CLEAR OF MOVING PARTS.]
    CheckBattDown --> CheckSlopeDown[IS TRUCK PARKED HEADED DOWN ON A SLOPED ROAD SURFACE ? MOVE TRUCK TO LEVEL SURFACE AND TRY AGAIN.]
    CheckBattDown --> CheckAlignDown[HOLE ALIGNMENT IS ADJUSTED BY REMOVING PIN IN ELEVATING CYLINDER (CAUTION: CARTRIDGE MUST BE IN DOWN POSITION) AND THEN THREADING CLEVIS IN OR OUT, ONE TO TWO TURNS. CAUTION: AT LEAST 75% OF THE THREADS ON THE CLEVIS MUST BE ENGAGED ON THE ROD.]
    CheckBattDown --> CheckStructDown[CHECK TO SEE IF BACKUP IS STRUCTURALLY INTACT. BENT COMPONENTS MAY NEED TO BE FIXED OR REPLACED.]
    CheckBattDown --> CheckPushDown[ARE YOU PUSHING THE CORRECT BUTTON? (NOTE: BOTH BUTTONS WILL CAUSE THE CARTRIDGE TO ELEVATE. ONE IS FOR UP & LOCK; THE OTHER IS FOR UP AND UNLOCK.)]
    CheckBattDown --> CheckFlushDown[IF BACKUP DOES NOT SIT FLUSH AGAINST THE SUPPORT FRAME THEN CLEVIS ON ELEVATING CYLINDER MAY HAVE BEEN UNSCREWED TOO MUCH. SCREW CLEVIS BACK IN TO ELIMINATE THIS PROBLEM.]
    CheckBattDown --> CheckSupportDown[CHECK SUPPORT FRAME FOR PROPER ALIGNMENT RELATIVE TO LEVEL SURFACE. SHIMS ARE USED UNDER THE LOWER SUPPORT FRAME BRACKETS TO MAKE THE CARTRIDGE LEVEL TO THE GROUND. ADD OR SUBTRACT SHIMS AS NEEDED.]
    CheckBattDown --> CheckHeightDown[HEIGHT ABOVE GROUND IS ADJUSTED USING THE SECOND SET OF HOLES IN THE SUPPORT FRAME... SEE INSTALLATION INSTRUCTIONS.]
  
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Revision C December 2022

Quick Troubleshooting Guide

(Williams/Monarch Pumps)

NEVER STAND BENEATH THE TMA WHEN IT IS BEING LOWERED OR SOMEONE IS AT THE CONTROLS

Finding and Solving Problems:

Hydraulic system failures usually follow a similar pattern: A gradual or sudden loss of pressure or flow, followed by a loss of cylinder or motor power. Any of the systems components could be the cause. The problem may be solved by following a step by step procedure.

1. Motor Fails to Start:

- ☐ Failed Motor Starter Solenoid: Replace if necessary.
- ☐ Electrical switch inoperative: Repair or replace.
- ☐ "Open" circuit/insufficient grounding: Check and correct.
- ☐ Motor inoperative: Repair or replace.

2. System is Inoperative

- ☐ No oil in system; insufficient oil in system; pump losing prime: Fill system. - Check for leaks.
- ☐ Wrong oil in system (Should be Dexron® III): - Change oil.
- ☐ Clogged or dirty filter: Drain oil and replace filter or element.
- ☐ Oil line restricted: Line dirty or collapsed - Clean or replace oil line.
- ☐ Air leaks in pump suction line: Repair or replace as needed.
- ☐ Worn or dirty pump: Clean, repair or replace; check alignment; check for contaminated oil - drain, flush, and refill system with approved oil.
- ☐ Badly worn components (valves, cylinders, etc.): Examine and test for internal or external leakage. Replace faulty components. Check for cause of wear.
- ☐ Leakage: Check all components, especially the relief valve, for proper settings.
- ☐ Excessive load.
- ☐ Broken or slipping pump drive: Repair or replace belt couplings, etc. Check for proper alignment or tension.
- ☐ "Ground" fault.

3. System Operates Erratically

- ☐ Air in system: Check suction side for leaks. Repair.
- ☐ Cold oil: Allow system to warm up.
- ☐ Damaged or dirty components: Clean or repair as needed.
- ☐ Restricted lines or filters: Clean and/or replace lines or elements as necessary.

4. System Operates Slowly

- ☐ Oil viscosity too high; cold oil: Allow oil to warm up before operating or replace oil with proper specified oil.
- ☐ Low oil level: Check reservoir & add oil as necessary.
- ☐ Air in system: Check suction side for leaks – repair; cycle system several times to relieve air from system.
- ☐ Worn pump valves, cylinders, etc. Replace or repair as necessary.
- ☐ Restriction in lines or filters: Clean or replace elements or lines.
- ☐ Improperly adjusted flow control valve: Replace or adjust as necessary.
- ☐ Oil leaks: Tighten fittings; replace seals or damaged lines. Low Voltage.

5. System Operates too Fast

- ☐ Incorrectly adjusted flow control valve: Replace or adjust as necessary.

6. Oil in System Overheats

- ☐ Incorrect, low or dirty oil: Add or change oil as necessary.
- ☐ Excessive component internal leakage: Repair or replace as necessary.
- ☐ Restriction in lines or filters: Clean or replace as needed.
- ☐ Insufficient heat radiation: Clean dirt and mud from reservoir and components.
- ☐ Malfunctioning component: Replace or repair.

7. Foaming of Oil

- ☐ Incorrect, low or dirty oil: Replace or add oil as needed.
- ☐ Air leaks: Check suction lines & component seals for leaks. Replace.

8. Noisy Pump

- ☐ Low oil level, incorrect or foamy oil: Replace or add oil as necessary.
- ☐ Suction line or inlet screen plugged: Clean or replace.
- ☐ Worn or damaged pump: Repair or replace.

9. Leaky Pump or Motor

- ☐ Damaged or worn shaft seal: Replace. Check for misalignment.
- ☐ Loose or broken parts: Tighten or replace.
- ☐ Incorrectly adjusted relief valve.

10. Load Drops When System “Locked”

- ☐ Leaking cylinder seals or fittings: Replace worn parts.

11. Leaky Cylinder(s)

- ☐ Seals worn or damaged: Replace.
- ☐ Rod damaged: Replace.

Troubleshooting Guide

Safety Notes



Warning: Always wear eye protection when working on or around machinery or power tools and while working with hydraulics.



Warning: Do not attempt to control a hydraulic leak with your hand. High-pressure hydraulic fluid can puncture the skin and cause severe injury or death. Use extreme caution when working on hydraulic systems.

In general, consult Valtir Customer Service Department if problems associated with operating or repairing the TMA should arise. This guide is meant to be an aid for performing minor repairs, not a detailed repair manual.

Note: For any problems not listed here, contact Valtir.

Test Equipment for DC Powered Hydraulic Systems

The following is a recommended list of the test equipment required to troubleshoot DC powered hydraulic systems.

1. Pressure Gage

A small 34,450 KPa [0-5000 psi] pressure gage, preferably glycerin filled, is a valuable and relatively inexpensive tool for checking pressure in the various sections of the circuit.

2. DC Test Light

A test light is a light bulb with one lead wired to an alligator clip and the other lead connected to a metal probe. It is used to check for the presence of a voltage in the electrical circuit. With the alligator clip grounded, the light glows when the probe comes into contact with a "HOT" electrical component.

3. Continuity Light

The continuity light is a test light which contains its own battery. It is used for testing electrical circuits when the components are not connected to a power source.

4. Voltmeter

A DC voltmeter can be used to troubleshoot voltage problems. Two common uses are: 1) Ground one probe while using the other to probe hot leads in search of the available voltage at the point where the second probe is connected. 2) Measure a voltage drop in a wire or component by connecting one probe to one end and the remaining probe to the other end of the item in question.

5. Ohmmeter

Note: All tests conducted with an ohmmeter must be done with the power source disconnected from the system.

An ohmmeter is used to measure resistance and is useful when working with solenoid coils. On some coils the wire resistance is large enough that a DC test light might not illuminate, falsely indicating an open circuit (infinite resistance). A successful coil test, however, should always show some non-infinite value of resistance.

6. Assorted Hoses, Pressure Fittings

These can be used to connect and/or isolate certain parts of a hydraulic circuit for diagnosing hydraulic problems.

If you suspect problems do not operate the system. Diagnose and repair, or contact Valtir Customer Service Department for assistance.

7. High-Pressure Shut-Off Valve

The shut off valve can be used to choke off oil flow so that a "false" load can be put on the pump and other components. With the valve assembled, it can be slowly shut off while the equipment listed above records the data for making a proper diagnosis.

Hydraulic Fluid

1. The Purpose of Oil

The main purpose of hydraulic fluid is to transfer power from the pump to the actuators but it must also perform many other tasks which are critical to a properly designed system. First, the oil must have good lubricity or be "slippery" so that the friction will be as low as possible to keep metal-to-metal wearing at a minimum. Second, the viscosity or "thickness" must be in the proper range at the operating temperature so that unwanted leakage will be at a minimum but will still allow the oil to lubricate the close-fitting parts in the system. (Oil that is too thin will leak past seals, valve spools, and the pump gears; oil that is too thick will not flow properly and cause the pump to cavitate or starve.) Third, the oil must be compatible with the seals used in the system. Fourth, there should also be additives in the oil to slow down the effects of rust, oxidation (oxygen in the air combining with the oil to form sludge) foaming, and water settling to the bottom of the reservoir. Fifth, the oil must be able to pour or flow at the lowest expected temperature so that the oil can reach or get into the pump.

2. Selecting Fluids for Applications Outside Dexron® III ATF's Temperature Range

When looking for fluids that can be used in place of Dexron® III ATF or for applications where the operating temperature is outside the range of Dexron® III ATF the following specifications should be discussed with your local oil distributor:

- A. Fluid must be compatible with Buna-N sealing compounds.
- B. The Pour Point must be below the lowest anticipated temperature that will be encountered.
- C. Fluid shall also contain rust or oxidation inhibitors as well as other detergent type inhibitors.
- D. The viscosity (SUS) shall lie between 80 and 375 in the operating range, with the ideal viscosity near 200 SUS.
- E. The viscosity index shall be as high as possible. As an example, Dexron® III ATF has the following specs as listed by most oil manufacturers:

[1] Viscosity (SUS)

37 deg. C [100 deg. F] 185 to 205

99 deg. C [210 deg. F] 45 to 55

[2] Pour Point -44 deg. C [-45 deg. F] to

-37 deg. C [-35 deg. F]

[3] Viscosity Index 145 to 165

Note: In an emergency, for cold weather applications, SAE 10 W non-detergent oil mixed by volume with no more than 30% #1 fuel oil or kerosene can be used.

Pump Priming

1. New Assemblies

New system assemblies, as well as those that are disassembled for repair, require proper priming to avoid possible pump failure. A pump is said to be "primed" when the internal cavity is full of oil and all air has been expelled.

A. Prime a pump as follows:

1. "Crack" or remove the high pressure line at or near the cylinder.
2. "Jog" the unit until oil flow is clear.
3. Retighten or replace hose.

2. When Systems Fail to Prime or Lose Their Prime, Check for the Following:

A. Correct unit mounting position in the case of a pump-motor-reservoir combination. It is either horizontal or vertical and failure to mount in the proper manner could mean pump could not prime (pick up oil) because the suction is not submerged in the oil at all times.

Note: Pumps designed for vertical mounting will have a label stating such.

B. Partially clogged suction filter (see Filter section).

C. A loose or improperly assembled suction hose or pickup tube.

D. A bad front pump seal (see Pump section).

E. A solid fill plug in reservoir with no vent (see Reservoir section).

F. Oil that is too thick (see Hydraulic fluid section) or contaminated with water (see Reservoir section).

G. Occasionally a pump will not prime itself because a check valve spring in the high pressure port is too "stiff" or the Spring Retainer is turned down too far. If this condition is expected, loosen the Spring Retainer (found in the high-pressure outlet port), energize the pump to prime it, and then turn the retainer back to the correct depth (see section on Check Valves).

Reservoirs

1. Use Recommend Fluid

Fill reservoir with Dexron® III ATF (see Hydraulic Fluid section).

2. Filling & Operating

A. Fill reservoir to within 12.5 mm [1/2"] with all the cylinders in the fully retracted position.

B. Operate unit several times starting with short cylinder strokes and increasing length of each successive stroke.

C. Re-check oil level often and add as necessary to keep pump from pulling in air.

D. After system is purged of air, collapse all cylinders, check oil level in reservoir, and assemble the filter/breather plug provided.

Note: Do not use a solid plug or fill cap without a filter breather element, or damage will be caused to the pump and/or reservoir.

3. Reservoir Problems

- A. Clear oil flowing out of fill-hole usually means cylinders were not fully collapsed when reservoir was filled.
- B. Foamy oil flowing out of the fill-hole points to the following:
 - 1. Air is present in the system; that is, cylinders and fluid lines. The response usually is "spongy" and the cylinder moves with a "jerking" motion.
 - 2. There is no drop tube or "down spout" on the return line so that the oil is not returning to the bottom of the reservoir.
 - 3. The return oil velocity is excessive; to correct: add a flow control valve to decrease velocity, increase size of "down spout" or add a diffuser.
 - 4. The reservoir is too small to supply the volume of oil required by the cylinders, and the pump picks up air when the oil level drops below the suction pickup tube.
 - 5. Damage to pump seal (See Pump Section).

C. Water in the oil.

Water can enter the reservoir through the fill-hole if the unit is left outdoors or washed with high-pressure washers. Protect the unit whenever possible, and change oil regularly to minimize problems. In cold weather, the water will freeze and the pump will not work until the ice melts.

4. Tips and Comments

- A. In most cases the reservoir is made to be mounted either vertically or horizontally and improper mounting will not allow it to be filled to capacity (See Pump Priming section).
- B. On units with a remote reservoir, try to mount it above the pump whenever possible to "flood" the inlet.
- C. One of the functions of the reservoir is to keep the reservoir in the proper temperature range. If the reservoir cannot dissipate enough heat, increase the size in order to bring the oil temperature down to the proper level (See Hydraulic Fluid section).

Filters

Most pump systems have filters which must be cleaned periodically or whenever flow is slow or sluggish. Some filters may be washed in cleaning solvent and blown dry with compressed air. Those which cannot be cleaned properly should be replaced. External high-pressure filters may be added to the system for added protection and ease of cleaning.

Relief Valves

1. The Purpose of a Relief Valve is to:

- A. Limit the maximum pressure in the system to a safe level.
- B. Keep the current draw and battery drain at a minimum when the cylinder “deadheads” (reaches full stroke).

2. The Pump relief Valves on TMA’s are Basically the Same Except:

An internal cavity is drilled into the pump base on Monarch pumps for the relief valve. The following parts are inserted to make up the relief valve assembly.

- A. Ball or Cone
- B. Heavy Spring
- C. Adjusting Screw

3. Diagnosing and Repairing Relief Valves

Note: When testing or making adjustments on the relief valve the system must be “deadheaded” (cylinder at full stroke or in a position where cylinder movement is zero).

A. Relief valve pressure too high.

1. Symptoms:

- a. Current draw and battery drain excessive when system is “deadheaded.”
- b. Motor RPM is slow in comparison to full load system operation.

2. Repair procedure:

Turn relief valve adjusting screw counterclockwise using a pressure gauge teed into a high-pressure line to record the proper pressure setting.

Note: On the Monarch relief valve the jam nut will need to be loosened before adjusting. The Monarch relief valve is adjusted with an Allen wrench. Re-tighten the jam nut.

B. Relief valve pressure too low.

1. Symptoms

- a. Motor RPM is “faster” than normal.
- b. Cylinder will not extend.
- c. Excessive turbulence in the reservoir.

Recommended Pressure:

Monarch: 1800 psi [12.4 MPa]

2. Repair procedure

a. There are two possible causes for lack of pressure.

[1] The adjusting screw has backed up.

[2] Debris or "dirt" is trapped between the seat and the ball or cone.

b. Repair as follows:

[1] Using a pressure gauge teed into the pressure line turn the adjusting screw clockwise a turn or two and watch the gauge; if it goes up, continue to turn the screw until the required setting is reached. If the screw does not remain in the correct position replace it with one that has a locking pin. (In an emergency the screw threads may be deformed slightly with a small prick punch and hammer to hold the setting.)

[2] If the pressure does not climb when the adjusting screw is tightened: Turn the adjusting screw counterclockwise all the way out; energize the pump to "flush" the dirt past the seat.



Caution: Use hand or a piece of hose to divert oil into a container. Do not look into the port.

Inspect the cone or ball for nicks and replace if necessary; re-seat the ball or cone using a small drift punch and hammer with a light tap; re-assemble spring and screw and reset the pressure.

Note: In an emergency, if a pressure gauge is not available, turn the relief valve screw in until the cylinder moves under worst conditions and then tighten 1/2 to 3/4 additional turn.

[3] If the above mentioned procedure fails to increase the relief valve setting, check for a worn pump or leaking cylinder. (See Pump and Cylinder sections)

Note: Avoid the use of Teflon® tape on hydraulic fittings as it can easily clog valves and filters in the system.

Check Valves

1. **The Purpose of a Check Valve is to Allow Free Flow in one Direction but Block Reverse Flow.**
2. **Two Types of Check Valves are Used:**
 - A. Ball type
 - B. Poppet type
3. **Styles of Check valves Used:**
 - A. Internal style
In an "internal" style, a cavity is drilled in the pump base into which the parts are assembled (inside pipe port cavity).
 - B. External style
A check valve mounted "outside" the pump base in a housing of some type is called an external check valve (in line). The housing is usually hex-shaped.

Note: Both styles of check valves use either types of construction depending on application and model.

4. **Troubleshooting and Repairing Check Valve Failures.**
 - A. Load drift failure.
 1. Symptom: in most cases a check valve will fail such that a load will drift down when the unit is in the "hold" position.

Note: Check cylinder for leakage past piston seals (See cylinder section). A bad piston seal will give the same symptom.

2. Repair procedure.
 - a. Remove the Spring Retainer.

Note: Measure the depth to the Spring Retainer so it can be re-assembled to the same depth after repair.

- a. Remove spring.
 - b. Remove ball or poppet.
 - c. Start pump to "flush" dirt from the seat area. (Caution: use hand or a piece of hose to divert oil into a container - do not look into the port).
 - d. Inspect ball or poppet for damage and replace if necessary.
 - e. Re-assemble ball or poppet.
 - f. "Seat" the ball or poppet using a small drift punch and hammer with a light tap.
 - g. Re-assemble the spring.
 - h. Replace the Spring Retainer to the correct depth.
 - B. Blocked flow failure.
 1. Symptom
 - a. Once in a while a ball type check valve will restrict flow to the point where the spring will collapse and the flow will be greatly reduced (even blocked) causing flow over the relief.
 1. Repair procedure
 - a. Remove the check valve components and replace the spring.
 - b. If the problem persists replace the ball type with a poppet type as they cannot completely block flow.

Note: Do not use Teflon® tape on hydraulic fittings as it can easily clog valves and plug the filters in the system.

Hydraulic Cylinders

1. Diagnosing and Troubleshooting Hydraulic Cylinders

- A. Single acting (Ram type)
 - 1. Most ram type failures are caused by one of the following reasons:
 - a. Excessive side load
 - b. Stroking the rod to full extension
 - 2. Excessive side load can be diagnosed by observing the following:
 - a. Cracked gland nut
 - b. Gouged rod
 - c. A cracked or bent rod that will not retract back into the tube
 - 3. Overstroking can be diagnosed by the following:
 - a. Premature leakage past the V-rings
 - b. System filters that become prematurely clogged with pieces of rubber due to V-ring crushing (See section on Filters.)

[1] Provide a mechanical stop or electrical switch to prevent overstroking.
- B. Double acting
 - 1. In addition to the same types of failures as found in single acting ram type cylinders (above), it is also possible to have a piston seat failure. This feature will show up as a cylinder drift in the hold position. Troubleshoot in the following manner:
 - a. Put the cylinder in the hold position.
 - b. Place a jack under the load.
 - c. Remove the high-pressure hose from the cylinder port on the side opposite the holding end.
 - d. Let the jack down slowly: If the position seal is bad, oil will escape from the port.



Caution: Do not get near the load! USE CAUTION!!

2. Repairing Hydraulic Cylinders

- A. Single Acting cylinder
 - 1. Remove cylinder from the assembly, disconnect hose line(s) and drain oil.
 - 2. Remove gland nut, rod, spreader, and packing assembly from the tube assembly.
 - 3. Clean internal tube and inspect chrome rod for gouges, scratches, or wear. Replace if necessary.
 - 4. Replace chrome rod back into tube assembly.
 - 5. Insert steel spreader.
 - 6. Grease the V-ring set on the inside and outside diameters.
 - 7. Re-assemble one V-ring at a time making sure each V-ring lies flat on the ring prior to it.
 - 8. Replace the gland nut complete with a new wiper ring if worn. Thread it down until it makes contact with the V-rings, then tighten an additional 1 to 1 1/2 turns. The distance between the top of the threaded collar and the bottom of the large section on gland nut should be 1/4" – 5/16" [6.35 mm - 7.94 mm]. Do not over tighten.

Note: If it is possible to stroke the cylinder after repairing, turn gland nut until it contacts the V-rings and stroke the cylinder to allow the rings to seat and align, then re-tighten as described above.

B. Double-acting cylinder

1. Follow the exact same procedures as 1, 2, & 3 above.

Note: On 50.8 & 63.5 mm [2" and 2-1/2"] bore cylinders there is a retaining ring assembled just below the threaded area of the tube assembly. This ring must be removed in order to remove the rod assembly.

2. Double-acting cylinders have two piston cups on the internal threaded end of the chrome rod. If these cups are worn, they must be replaced to ensure a proper seal. It is also advisable to check the piston O-ring and the stuffing box O-ring and replace if signs of wear exist.

Note: When replacing pistons on the rod, have the O-ring well-greased and screw the piston past the threads to prevent damage to the new O-ring.

3. Replace the V-rings, spreader, and gland nut as described in 5, 6, 7, & 8, above.

Electrical Problems



Caution!!! Remove all Rings, Watches, Etc. Prior to Doing Any Electrical Work!!!

Operating DC (direct current) power units efficiently requires proper voltage. Any attempt to operate below the minimum required voltage could cause system failure.

- A. Signals which point to low voltages are:
 - 1. Motor running at reduced speed.
 - 2. Solenoid valves not shifting.
- B. Minimum voltage readings are as follows:
 - 1. The minimum voltage between the motor stud and ground is 9.0 volts at maximum load conditions.
 - 2. The minimum voltage between the valve solenoid power wire ("hot wire") and ground is 9.5 volts at maximum load conditions.
- C. Causes for low voltage are:
 - 1. Battery capacity too small.
 - 2. Cable ends not electrically secured to battery cable. (Solder them if necessary)
 - 3. Battery cable size too small for load and length of run. Copper #2 automotive battery cable is the recommended minimum size. Larger copper battery cable (#1, #0 or #00) may be required for cable lengths over 30 feet to keep performance from deteriorating.
 - 4. Grounding is established through the pump mounting bolts. Clean any dirt, or rust from mounting holes and bolts to achieve proper ground.
 - 5. Bad joints where cable ends are bolted to battery, motor solenoid, start switch, ground, etc.
 - 6. Burnt contacts on motor solenoid or start switch.
- D. Check for low voltage as follows: (A DC voltmeter will be required.)
 - 1. On vehicles equipped with an alternator, the voltage should be approximately 13.5 volts with no electrical accessories operating and the engine running - Check it
 - 2. Operate pump under maximum conditions. Use the voltmeter to probe each connection, cable end, and cable from the battery all the way back to the motor stud and note the voltage losses. Make necessary repairs. Increase the voltage above the minimum required.

Note: Check the ground side as well: paint, rust, and dirt are insulators - remove them.

2. DC Motors

Motors should be serviced periodically to ensure good performance. Service as follows:

- A. Remove head assembly from motor.
- B. Check sleeve bearing in head assembly for wear.
- C. Place a few drops of oil on felt liner in head assembly.
- D. Check brushes for wear and replace if necessary.
- E. Blow dirt and dust out of motor housing and check for shorts, burnt wires, or open circuits in the field coil assembly.
- F. Check armature and commutator for shorts or open circuits.
- G. Check ball bearing on motor shaft: A growling motor can be caused by bad bearings.
- H. Check for excessive "end play" of armature and add thrust washers as necessary.
- I. If there is an excessive amount of water, condensation, or rust in the motor, a small drain hole may be drilled in the motor case on the low side of the motor depending on the mounting – consult with pump manufacturer for additional information.

Note: A motor which does not turn in freezing weather could be caused by water that has frozen inside the housing.

- J. Be sure to check orientation of motor before replacing.
- K. If motor fails to turn the pump, check the pump by turning drive shaft by hand – it may be "set-up."

3. Electrical Switches

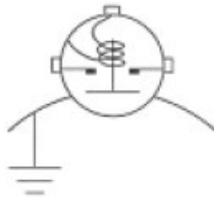
- A. Push button, toggle, rocker, or manual motor start switches: Defective switches are a common cause of electrical malfunction. What SEEMS to be a serious system defect can often be caused simply by a faulty switch, especially where the switch controls two functions (e.g. start the motor and shift a valve) in those cases, one half the switch might be defective, while the other half operates correctly and the fault appears to be with some other component. Trouble shooting can be done by any one of three methods.
 1. Use a continuity light to test switch. (See Test Equipment section)
 2. Use a circuit test light to test switch. (See Test Equipment section)
 3. Remove the wires from the switch and touch them together in the proper order to operate them.

Note: Even though external switch is "waterproof", any switch controls subject to the weather should be mounted so that the cord exits from the bottom to prevent water from entering the box.

- B. Motor start solenoid switches: Although there may be exceptions, most solenoid switches found on TMA pumps are the following type:

Three Post Solenoid Switch (See Figure below)

1. This three post solenoid switch is wired and constructed as follows:
 - [a] The large post marked "Bat" must be attached to the cable leading from the battery.
 - [b] The small post connects to the control circuit. (Push button, rocker, or toggle, etc.)
 - [c] The shared "hot" lead from the control circuit must also be attached to the large post marked "Bat".
 - [d] The remaining large post attaches to the cable leading to the motor.



4. Shorts, Grounding Faults, and Open Circuits

In control wiring, shorts can only occur when "hot" lines (lines connected directly to the battery) come in contact with a ground. A short will either cause a fuse to blow, if there is a fuse, or burn the wire off at its weakest point. Likely spots for shorts are switches, electrical strain reliefs, electrical junction boxes, and a control cord which has been pinched or cut.

Grounding faults are much like shorts except they occur on the opposite side of the electrical component. A "ground fault" will cause the coil in the motor solenoid switch to remain energized. This type of failure can happen because switching is done in the ground wire due to the construction of the motor solenoid switch (See 3 – Electrical Switches above). Likely spots for "faults" are the same as the shorts – See above.

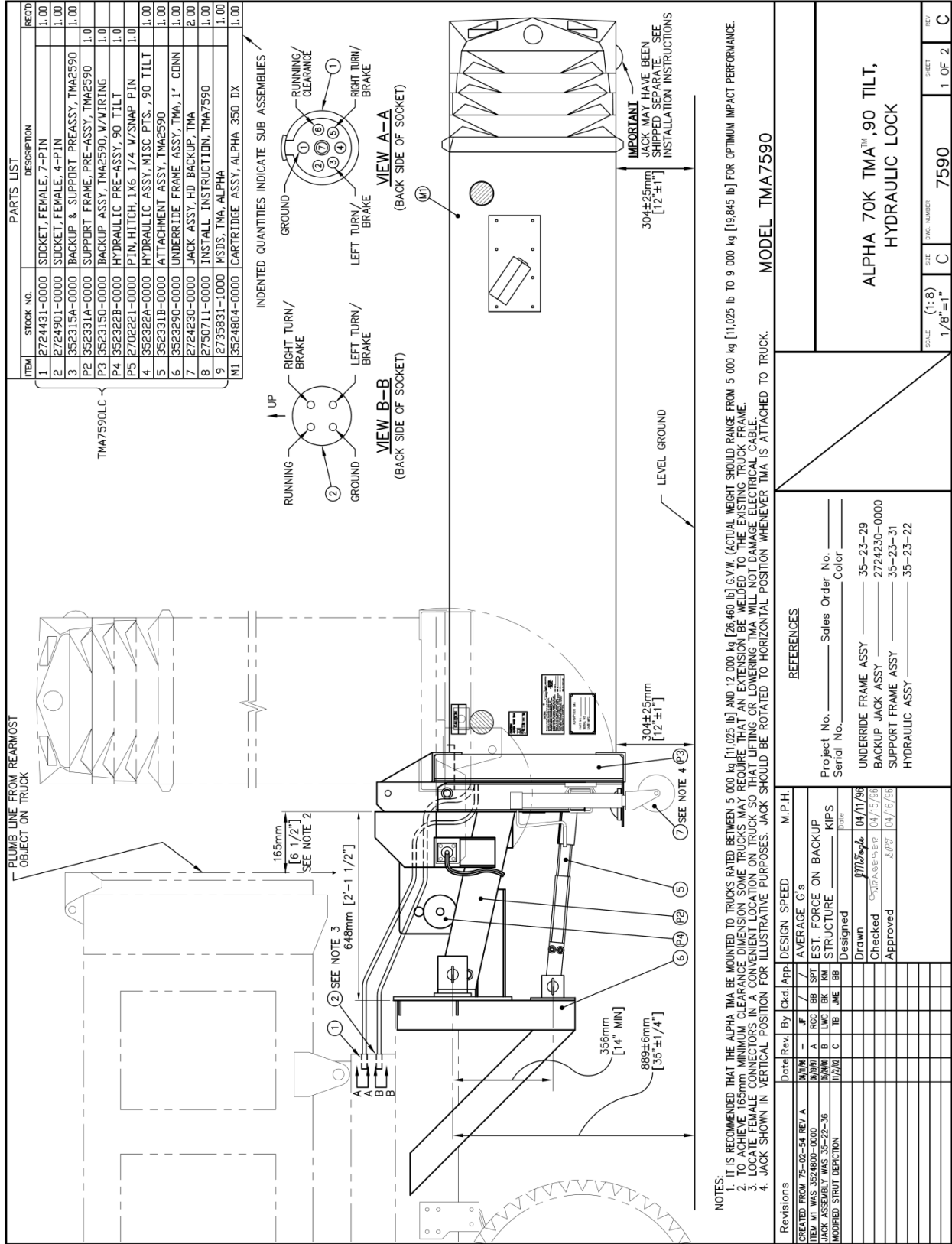
An "open" circuit is simply a break which prohibits current flow. Likely spots for "open" circuits are the same as shorts- See Above.

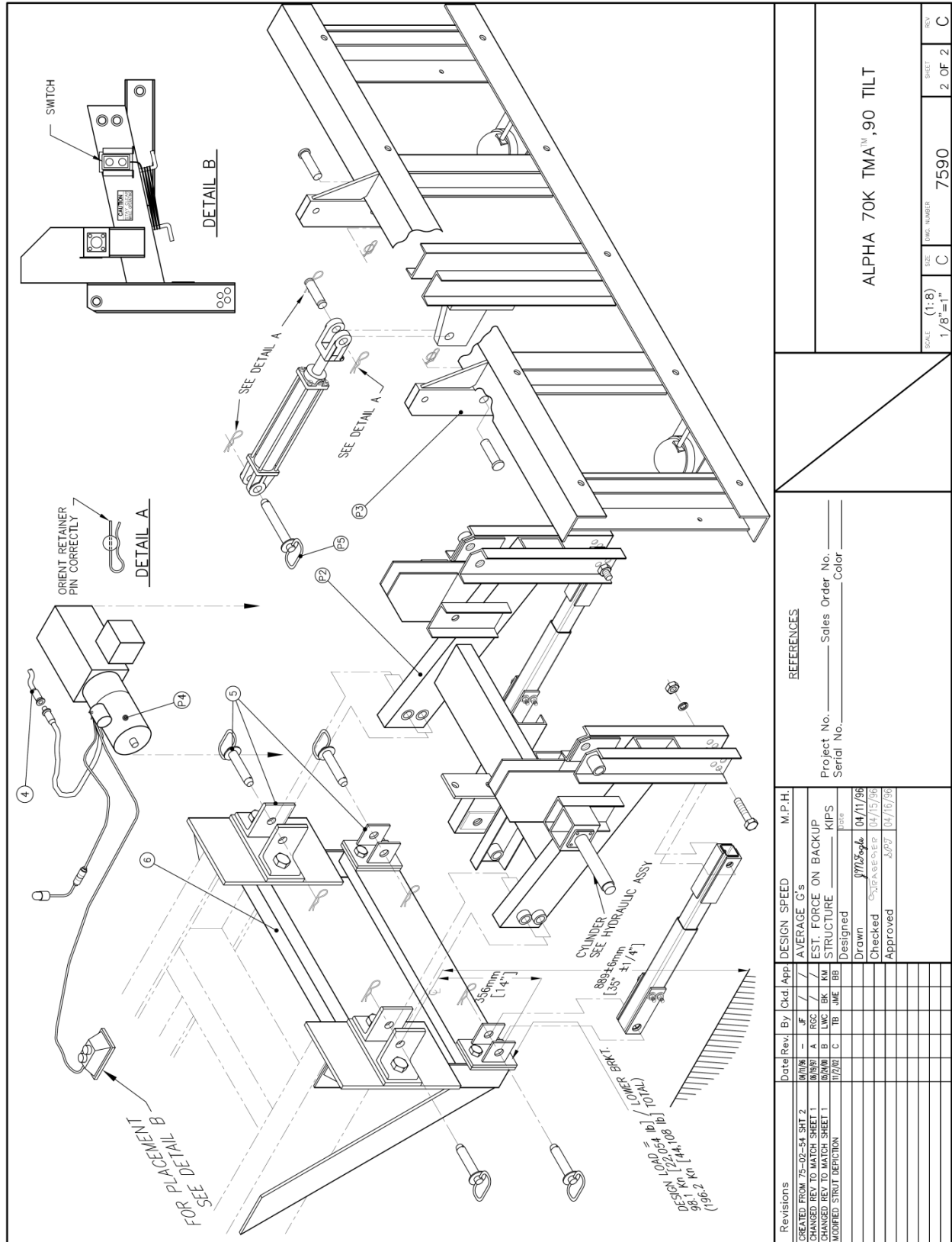
5. Solenoid Coils

Coils are used in solenoid operated valves and start switches. Failures can be caused by vibration, water, improper voltage, or corrosion. The best way to test a coil is with an ohmmeter. The meter should read some value of ohms. An infinite reading means that the coil has an open circuit. The reading between any lead on the coil and the "can" should be infinite unless there is only one lead wire and the coil is grounded to the "can".

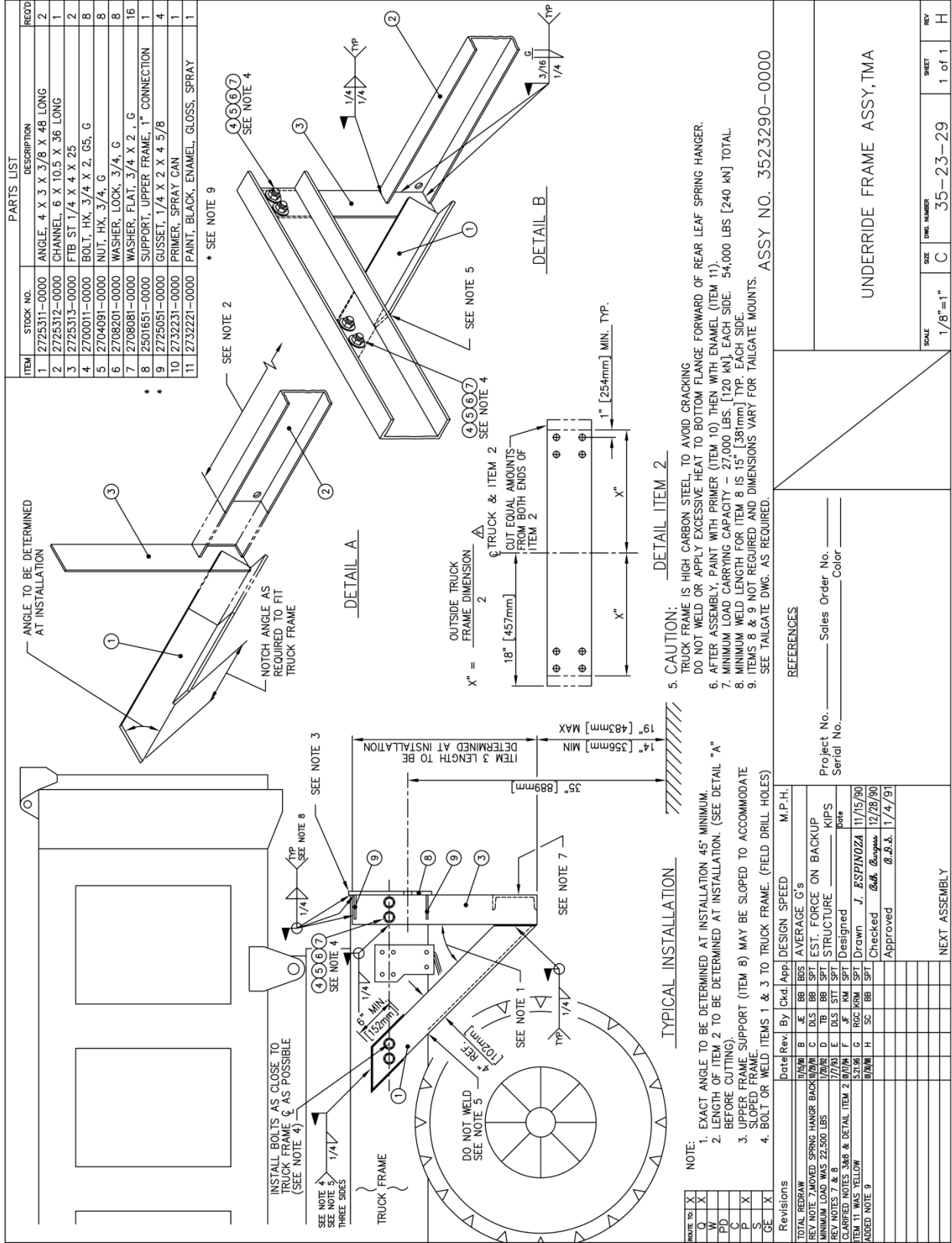
6. Electrical Polarity

Pump motors supplied with TMA's can be used on either positive or negative ground systems.



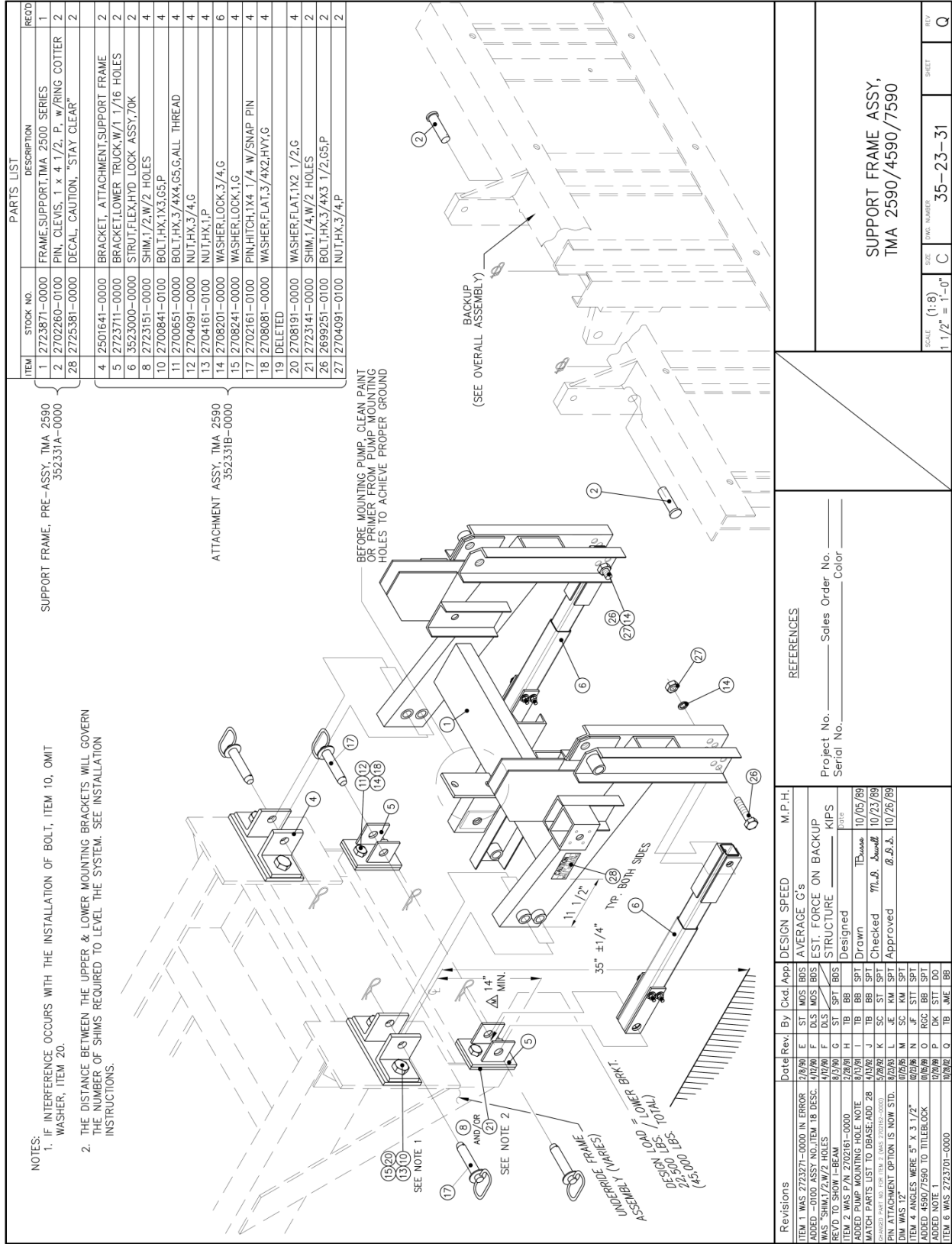


Alpha 70K TMA, 90 Tilt

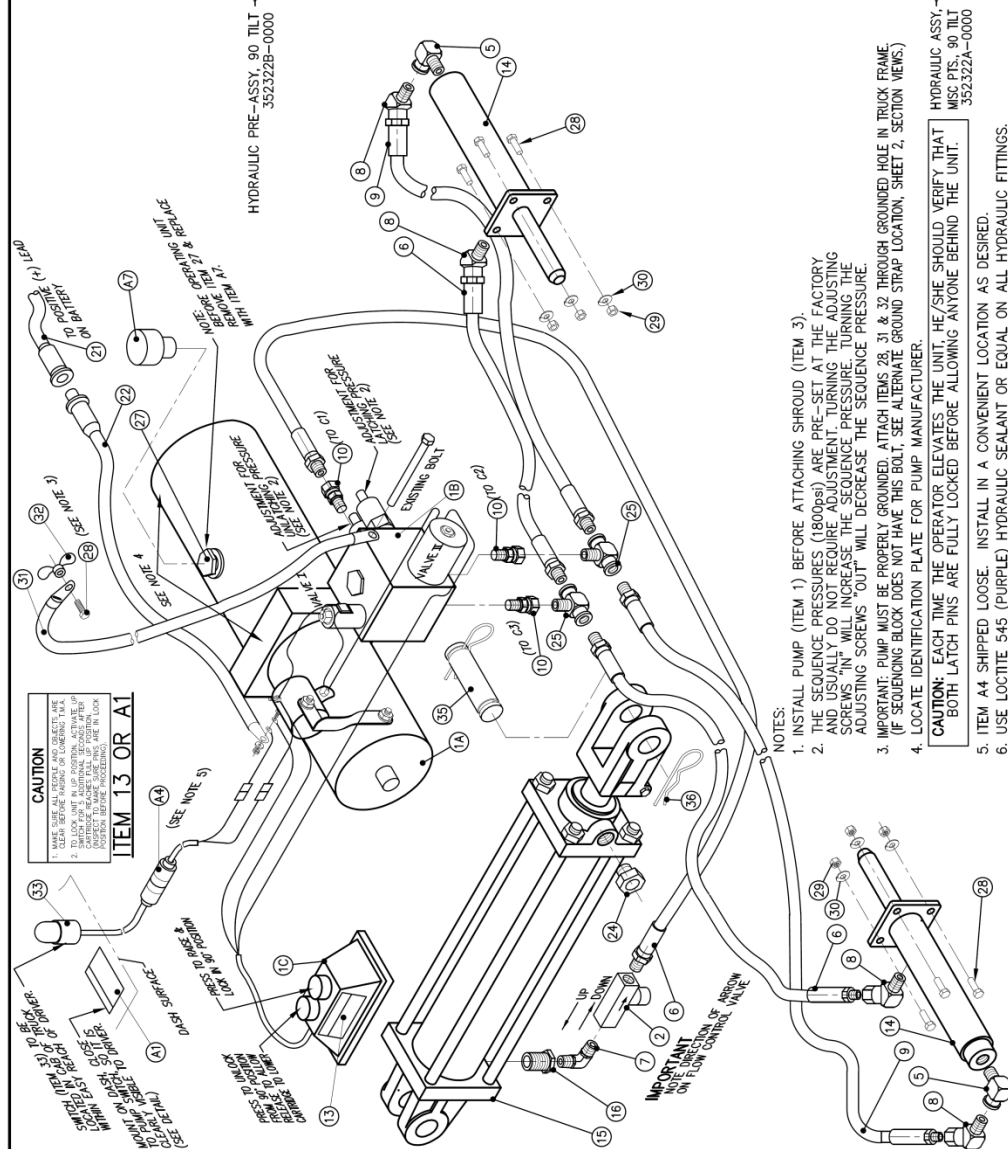


Underride Frame Assembly, TMA

DWG 615551



Support Frame Assembly, Mechanical Lock



ITEM	STOCK NO.	DESCRIPTION	PARTS LIST	REC'D
1	2723430-0000	PUMP W/SEQUENCING VALVE ASSY		1
1A	2723431-0000	PUMP MOTOR		
1B	2723432-0000	VALVE, SEQUENCE, BLOCK W/ CHK VALVE		1
1C	2723441-0000	SWITCH, PUMP, 2 BUTTONS, 1/4 FT CORD		1
2	2724251-0200	VALVE, FLOW CONTROL, 1/4 NPT		1
3	3523120-0000	PUMP SHROUD ASSY		1
3A	2723181-0000	SHROUD, PUMP, SHELL		1
3B	2720160-0100	BOLT, HK, 3/8 x 1 1/4, G2, P		1
3C	2720604-0000	WASHER, LOCK, 3/8 G		3
3D	2720121-0100	BOLT, HK, 3/8 x 1, G2, P		2
3E	2720097-0100	BOLT, HK, 5/16 x 3/4, G2, P		1
3F	27204081-0100	NUT, HK, 5/16, P		2
3G	2720821-0000	WASHER, FLAT, 5/16 x 7/8, G		2
3H	2720871-0000	WASHER, LOCK, 5/16, G		2
3I	2728011-0000	STRAP, PUMP SHROUD SUPPORT		1
4	DELETED			
5	2724721-0100	ELBOW STREET, 1/4MP-4FP, P		2
6	2724674-0000	HOSE, HYD, 3/6		3
7	2728441-0000	ELBOW, 1/4M x 1/4M,NPT,P		1
8	2723191-0100	ELBOW, STREET, 1/4 NPT, 45, P		4
9	2724673-0000	HOSE, HYD, 44		1
10	2723201-0100	ADAPTER, SAE-4 W/O-RING-1/ANPT-F		3
12	2522180-0000	SUPPORT ASSY, HYDRAULIC CYLINDER		1
12A	2725361-0000	SUPPORT, 1, X 20		1
12B	2720689-0100	BOLT, HK, 5/16x1 1/4,G2,P		1
12C	27204081-0100	NUT, HK, 5/16, P		2
12D	2720871-0000	WASHER, LOCK, 5/16, G		2
13	2725301-0000	DECAL, CAUTION, SWITCH, 5 SEC LOCK		1
14	2726981-0000	CYLINDER, 3B, 125		2
15	2724661-0000	CYLINDER, 3B, 125		1
16	2724771-0100	REDUCER, BUSHING, 1/2 x 1/4 NPT, P		1
17	2726281-0100	TEE, NYLON, 14		1
18	2720121-0100	BOLT, HK, 3/8 x 1, G2, P		1
19	2720804-0000	WASHER, LOCK, 3/8, G		2
20	2720821-0000	WASHER, FLAT, 3/8 x 1, G		4
21	2723428-0000	CABLE BATTERY, 25 FT, QUICK END (F)		1
22	2723424-0000	CABLE, BATTERY, 2 FT, QUICK END (M)		1
24	2726571-0000	BREATHER, CYLINDER, 1/2		1
25	2723211-0100	PIPE TEE, 1/4NPT, MALE BR, 4FP,4FP		2
27	2725971-0000	PLUG, 3/8 NPT (FOR 3/4 X 1/4 USE P/2733911)		1
28	2720361-0100	BOLT, HK, 1/4 x 1 1/4, G2, P		9
29	27204151-0100	NUT, HK, 1/4, P		1
30	27208281-0100	WASHER, LOCK, 1/4, P		8
31	2725761-0000	CABLE BATTERY, 2 GA 48.3 G ENDS		1
32	27204751-0100	NUT, 1/4IN G, 1/4 TYPE A OR B P		1
33	3524651-0000	SWITCH ASSY,PUSH BUTTON,CAB,30		1
35	27202191-0100	PIN GROOVED,HEADSS,3/8 FF LG		1
36	27202151-0100	PIN HAR, COTTER/7/8 TO 1 SHAFT P		2
41	2725301-0000	DECAL, CAUTION, SWITCH, 5 SEC LOCK		1
A2	2726281-0000	TEE, NYLON, 14		9
A4	27234731-0000	CONNECTOR, 2 WAY		1
A7	2723434-0000	BREATHER (CAP/COMES W/ PUMP)		1

Revisions		DESIGN SPEED		M.P.H.	
Date	Rev.	By	Ckd.	App.	
11/17/76	1	WPS	WPS		
AVERAGE C.C.					
<div style="text-align: right;"> REFERENCES </div>					

REVIEWED BY S	DATE	Project No. _____	Order No. _____
DESIGNED BY	DATE	Serial No. _____	Color _____
EST. FORCE ON BACKUP			
STRUCTURE _____			
Drawn <i>Bob Bowling</i>	1/9/89		
Checked <i>W.B. Swall</i>	1/16/89		
Approved <i>W.B.</i>	1/17/89		
REVISIONS			
REVISION NO.	DESCRIPTION	DATE	BY
1	REVISION 1	1/17/89	WBS
2	REVISION 2	1/17/89	WBS
3	REVISION 3	1/17/89	WBS
4	REVISION 4	1/17/89	WBS
5	REVISION 5	1/17/89	WBS
6	REVISION 6	1/17/89	WBS
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<p style="text-align: center;">TMA HYDRAULIC ASSEMBLY FOR 90° TILT SYSTEMS</p>		<p>SCALE (1:4) 3" = 1'-0"</p>		<p>SHEET NUMBER C 35-23-22</p>		<p>SHEET 1 of 2</p>		<p>REV X</p>	
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Hydraulic Assembly for 90° Tilt Systems

Notes:

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