

## TROUBLESHOOTING

In the event of the failure of the Cargo Floor system to operate (in the correct manner) when used in accordance with the operating instructions carry out the following checks:

<b>malfunction</b>	<b>cause</b>	<b>remedy</b>
<b>1. floor does not move in either the loading or unloading direction</b>	No hydraulic pressure	<ol style="list-style-type: none"> <li>1. Switch on PTO / pump</li> <li>2. Check quick-detachable couplings between tractor unit and trailer; where relevant, lock in position</li> </ol>
<b>2. floor does not move in either the loading or unloading direction; the hydraulic system is at working pressure</b>	No power supply	<ol style="list-style-type: none"> <li>1. Switch on lights</li> <li>2. Switch on control cabinet</li> <li>3. Measure power supply to control cabinet</li> </ol>
<b>3. no power supply to the control cabinet; the lighting is switched on</b>	Break in cable, incorrect connections	<ol style="list-style-type: none"> <li>1. Trace the cause of the electrical malfunction in the circuit between the control cabinet and the trailer lighting</li> </ol>
<b>4. floor does not move in either the loading or unloading direction; the hydraulic system is at working pressure, and power is supplied to the control cabinet</b>	Blocked quick-detachable coupling – note, also the return line!	<ol style="list-style-type: none"> <li>1. Check the quick-detachable couplings, and unblock if necessary</li> </ol>
<b>4a. floor does not move in either the loading or unloading direction; the hydraulic system is at working pressure, and power is supplied to the control cabinet</b>	Hydraulic oil released via the pressure relief valve fitted to either the tractor unit or the system	Check whether oil is released via the pressure relief valve fitted to either the tractor unit or the trailer. This can be determined from the hissing sound made by the valve.
<b>4b. pressure relief valve on the tractor unit is activated</b>	System does not achieve working pressure	<ol style="list-style-type: none"> <li>1. If a tipping valve is fitted, is it in the correct position?</li> <li>2. Measure the pressure at the pump, have the pressure adjusted if necessary.</li> </ol>
<b>4c. pressure relief valve on the semi-trailer is activated</b>	Measure the pressure at measurement point M1, pressure above 225 bar	<ol style="list-style-type: none"> <li>1. Check the setting of the threaded rod</li> <li>2. Capacity of the system is insufficient to move the load.</li> </ol>
<b>4d. capacity of the system is insufficient to move the load</b>	<ol style="list-style-type: none"> <li>1 frost</li> <li>2 overloaded</li> <li>3 floor is dirty</li> </ol>	<ol style="list-style-type: none"> <li>1. Thaw</li> <li>2. Remove part of the load</li> <li>3. Clean the floor once the load has been removed</li> </ol>
<b>5. floor does not move in either the loading or unloading direction; the hydraulic system is at working pressure</b>	Measure pressure at M1 Pressure = 0-10 bar	<ol style="list-style-type: none"> <li>1. Move threaded rod backwards and forwards</li> <li>2. GS02 on/off spindle does not switch</li> </ol>

<b>malfunction</b>	<b>cause</b>	<b>remedy</b>
<b>6. GS02 on/off spindle does not switch</b>	No power	<ol style="list-style-type: none"> <li>1. Check power supply</li> <li>2. Check voltage across solenoid</li> </ol>
<b>7. GS02 on/off spindle does not switch</b>	Solenoid inoperable <ol style="list-style-type: none"> <li>1. corroded contacts</li> <li>2. Solenoid defective</li> <li>3. Breach in the cable</li> </ol>	<ol style="list-style-type: none"> <li>1. Use emergency control, see Emergency control section</li> <li>2. If the loading function is not used, then swap the solenoids for GS02 and G02; note the plugs must also be swapped</li> </ol>
<b>8. floor moves in loading direction when either loading or unloading is selected</b>	Emergency control (old G02) is in the loading position, the extreme position	Use the bayonet connection to return the spindle to the middle position.
<b>9. floor moves in the loading direction when loading is selected, but does not move when unloading is selected</b>	Plugs are connected the wrong way round on the solenoids	Reverse the plugs
<b>10. floor does not move when loading is selected, but does move when unloading is selected</b>	See point 6 or point 7	See point 6 or point 7. <ol style="list-style-type: none"> <li>1. Check the flow</li> </ol>
<b>11. all three floor groups simultaneously move backwards and forwards when unloading is selected</b>	Capacity of the system is insufficient to move the load.	See point 4d <ol style="list-style-type: none"> <li>1. Thaw</li> <li>2. Remove part of the load</li> <li>3. Clean the floor once the load has been removed</li> </ol>
<b>12. all three floor groups move correctly when unloading is selected, the individual groups move slowly whereby group 2 and 3 move together</b>	Capacity of the system is insufficient to move the load.	See point 4d <ol style="list-style-type: none"> <li>1. Thaw</li> <li>2. Remove part of the load</li> <li>3. Clean the floor once the load has been removed</li> </ol>
<b>13. other malfunction</b>	-	Contact your body builder; make sure you have the system number available when you do so

### EMERGENCY CONTROL

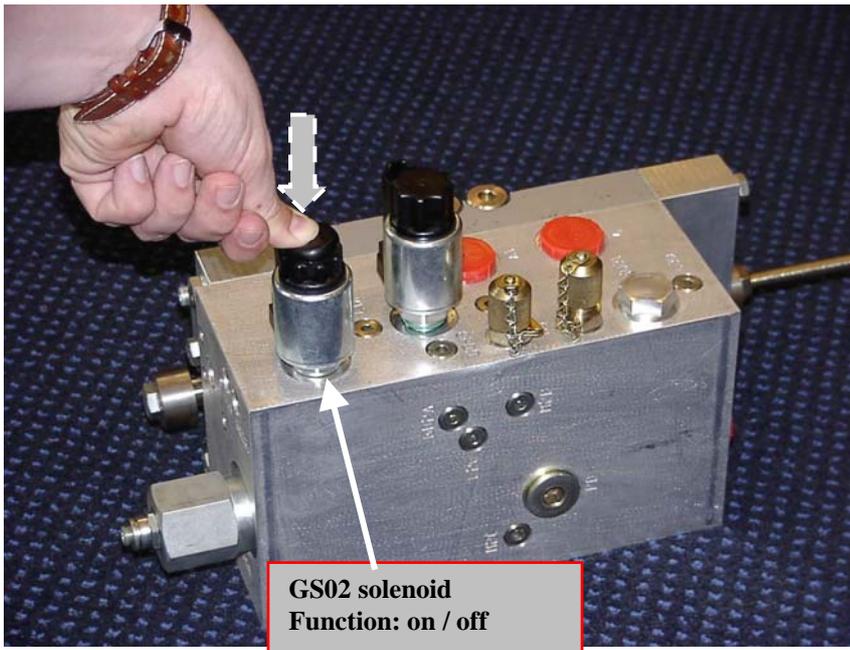
In the event of a malfunction in the electrical system the electric valve can still be operated by pressing the cartridge fitted for that purpose (manual control, see photo).

**MAKE SURE THAT THE DOORS ARE OPEN!**

**When using this manual control you must always ensure that it switched back to the original, NON-ACTIVATED condition after use.**

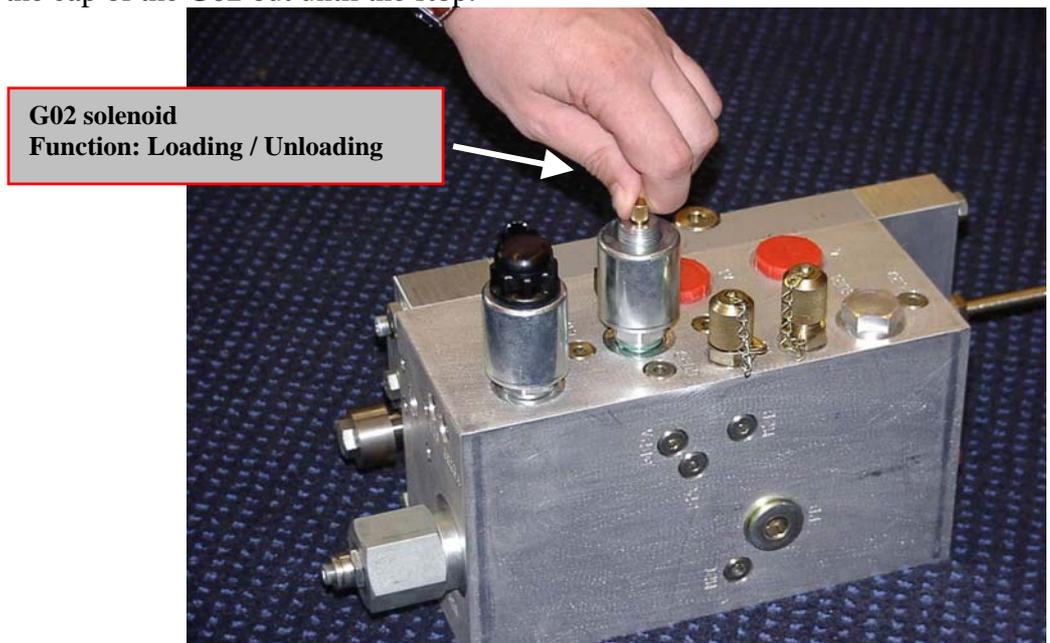
#### **Activation of the emergency control on:**

Press the button on top of solenoid GS02, until it reaches the stop and keep it pressed in.



#### **Activation of the emergency control loading:**

Turn the screw beneath the cap of the G02 out until the stop.

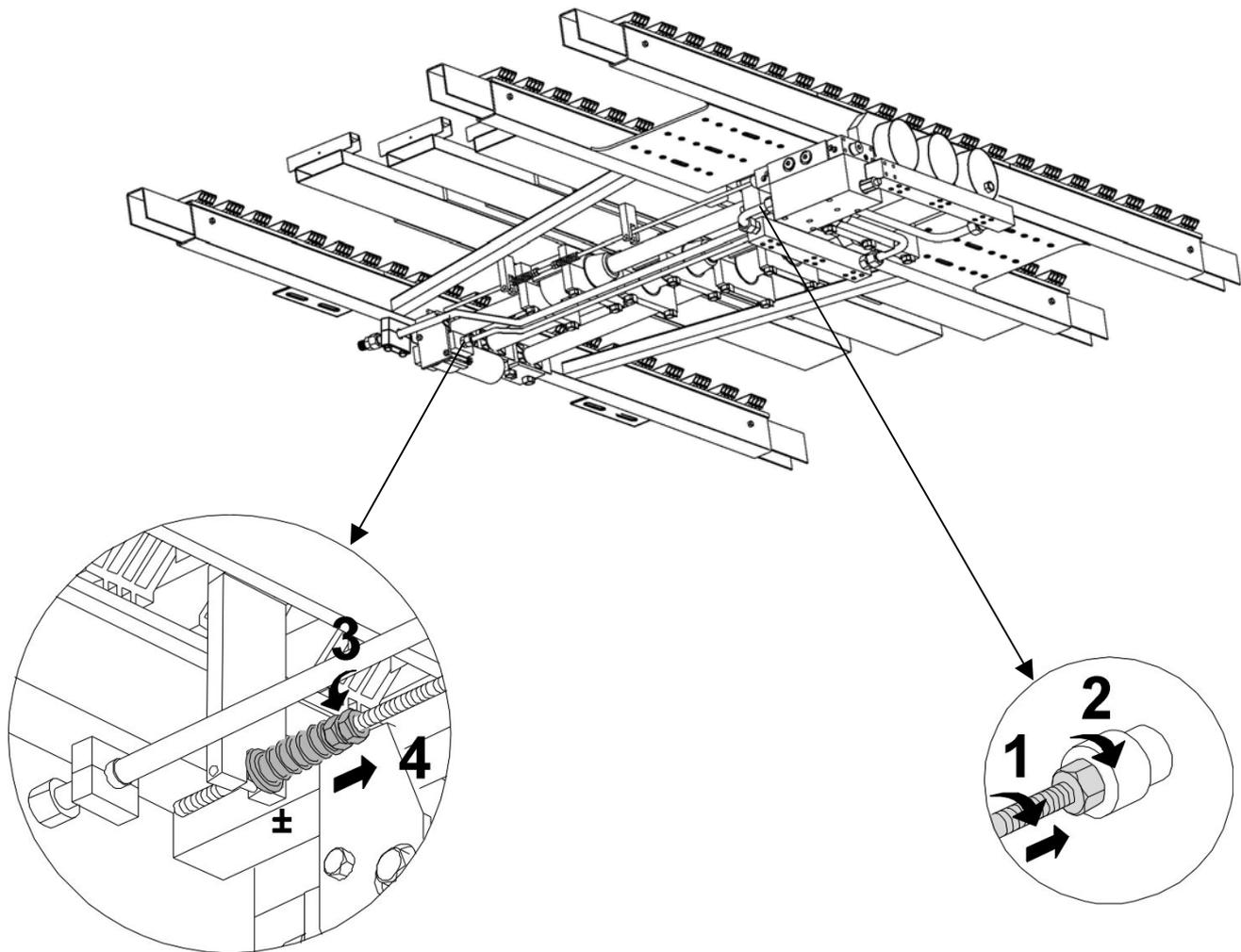


#### **Deactivation of the emergency controls:**

Release the button on top of the GS02 solenoid.

Turn **in** the screw of the G02 solenoid until the stop.

## ADJUSTING THE CONTROL VALVE



The Cargo Floor systems are already adjusted and tested when you take them over. In certain circumstances (moved combination valve) it may be necessary to check the adjustment. You can do this as follows:

### Necessary tools:

- 2x spanner 17;
- High viscosity oil;
- Copper grease;
- Steel brush.

Check that the wire rod is fastened securely to the control valve plunger, stroke exactly 12 mm (see figure 33). If not, then screw the wire rod (1) as far as possible into the plunger and secure this with the contra nut (2) (spanner size 17).

Loosen nuts 3 and 4 (spanner size 17) and move these about 3 cm in the direction of the control valve. Now switch the pump on. The system will stop now at the point where the command lip no longer operates the control valve. Switch off the pump.

Now push the wire rod 1 in until the spacer ring 2 touches the control valve.

Tighten nuts 3 and 4 so that the spring is fully tensioned, and secure them by tightening them against one another. Repeat this procedure for the other side.

**N.B. It is worthwhile spreading some copper grease on the threaded rod 1.**