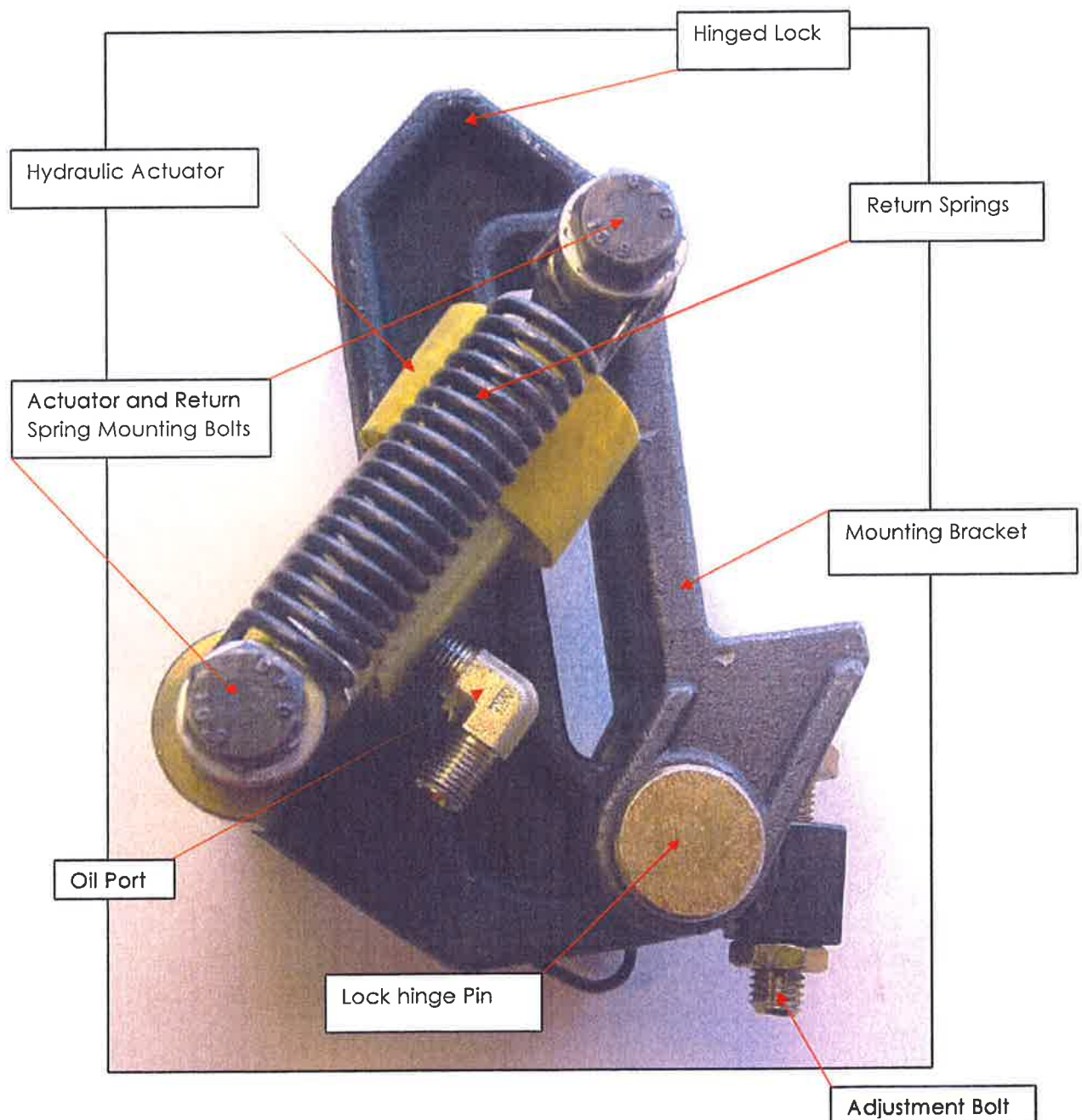


Team Tips

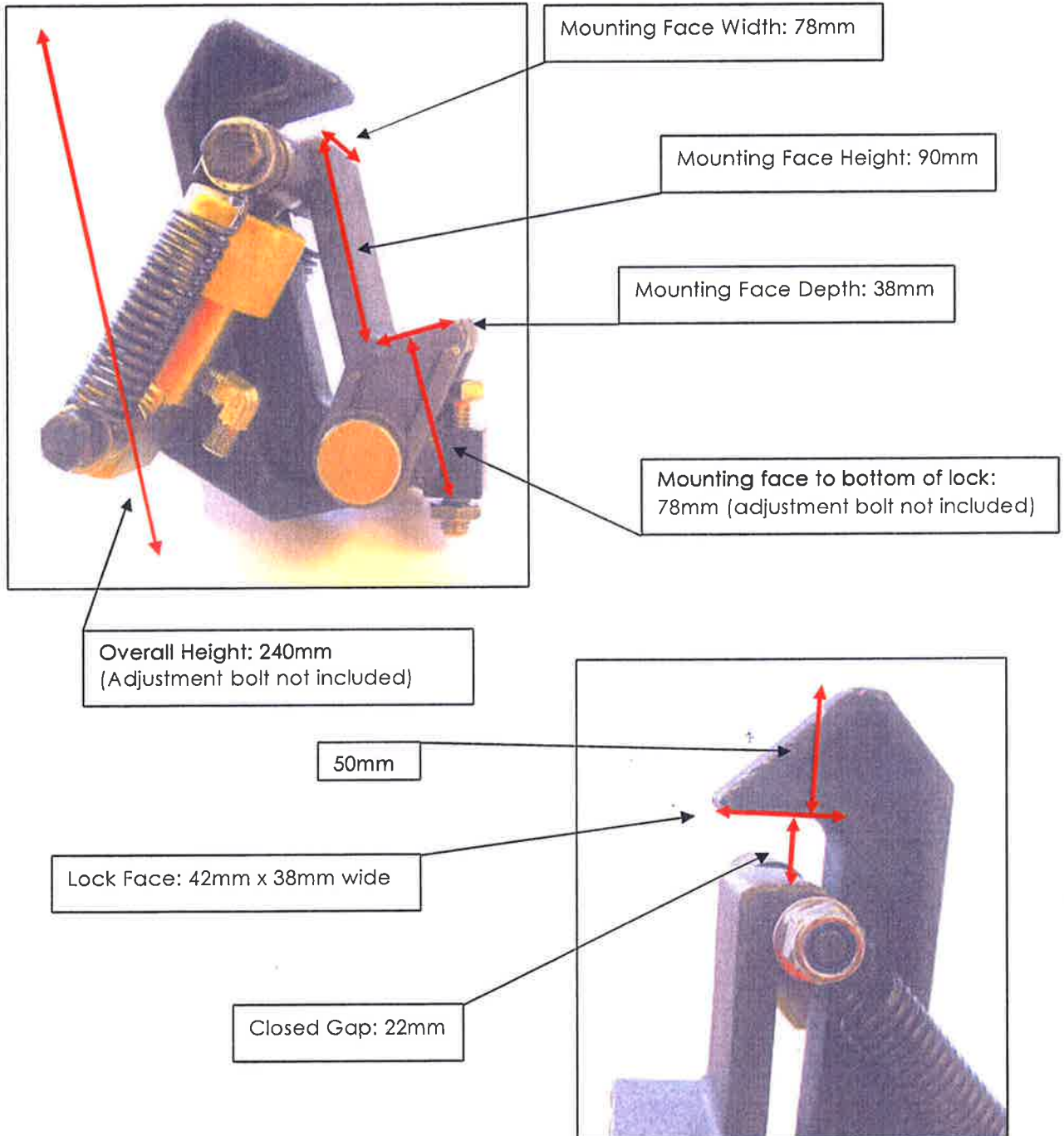
Date	September 6 th , 2006	File Reference	OMFB - 0906 - 01 (4 pages)
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BODY LOCK p/n **14295000368**

A chassis mounted lock which is intended to hold a tip body in the down position until the hydraulic actuator is activated which disengages the lock thus allowing the tip body to lift. A body lock system is required on new build tipper trucks where the tip deck or the deck of the tip body has rated load restraint facilities.



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INSTALLATION

Welding method to be AS / NZS 1554.1 GP. Weld to be a 6mm fillet weld along all edges of the mounting face:

Notes:

- 1) The piston inside the hydraulic actuator does not have a stop and can be removed from the actuator. This is to allow for simple seal replacement.
- 2) The retractable movement of the hinged lock can be controlled by winding the adjustment bolt up or down. Up to restrict movement, down to increase the movement.
- 3) If the adjustment bolt is wound fully down allowing the hinge lock full movement, it is possible to exceed the design stroke of the actuator. In this situation, the piston end can move past the main seal and cause a leak. To prevent this, limit the hinge movement so that the distance between the Actuator/return spring bolt centres does not exceed 150mm.

CAPACITY

Certified to a retention capacity of 4,000kgs

Notes:

- 1) The required retention capacity of a body lock system is calculated and certified by a Transport Engineer.
- 2) It is a combination of the body weight and allowable restrained load that influences the required retention capacity of the body lock.

BODY LOCK KITS

Kit Part Number: "BODYLOCKHYD"

1x p/n 14295000368 OMFB Body Lock
1x p/n 1241400083 OMFB Pretension Valve

A high pressure oil line connects the hoist control valve to the inlet port of the pretension valve. From this line we tee off to the body lock. Another High pressure line is run from the outlet port of the pretension valve to the Hoist.

The pretension valve is a basic open/close valve which is sensitive to oil pressure. It will allow oil flow 'OUT' once it senses the oil pressure 'IN' reaches the preset oil pressure level which is adjustable.

see page 4 for piping details

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