DEMOUNTABLE CONCEPTS

• AMERICA'S SWAP BODY •

Hydraulic Chassis Lift System Operating and Maintenance Manual

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0483-B

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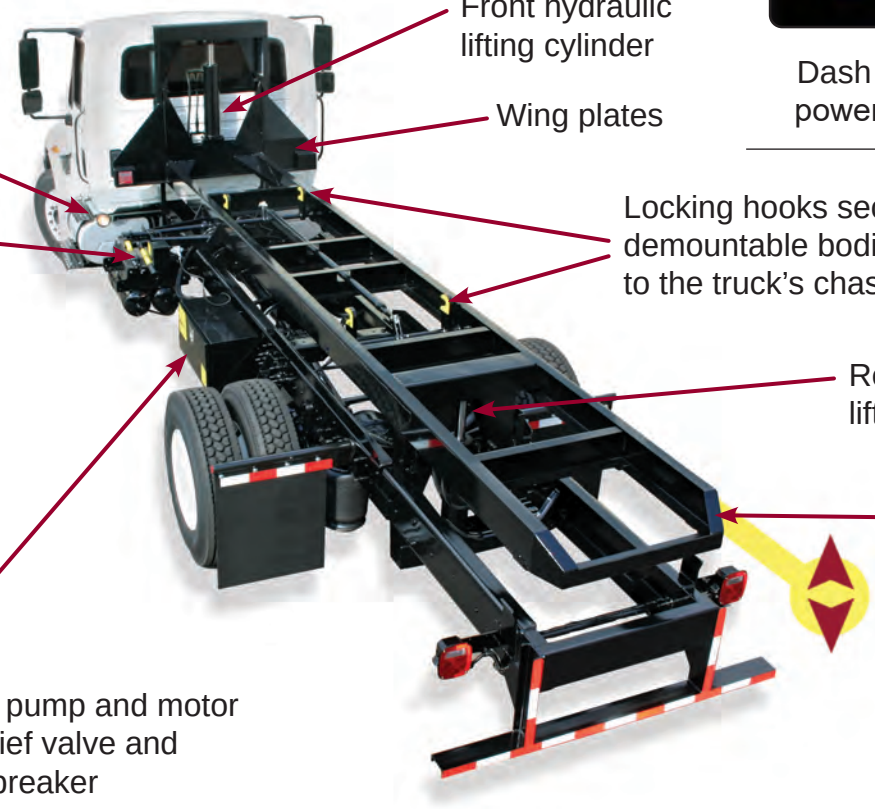


Locking hooks secure demountable bodies to the truck's chassis

Rear hydraulic lifting cylinder

Lifting frame

12-volt hydraulic pump and motor with pressure relief valve and 150 amp circuit breaker

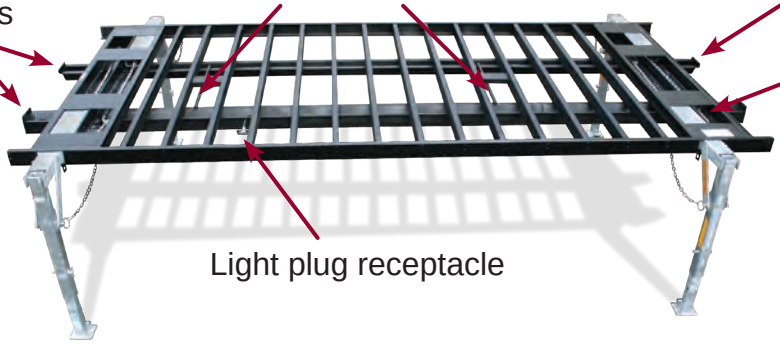
Base Frame Built into Demountable Truck Body

Body long rails

Body locking bars

Scrubber plates located at front and rear of long rails

Retractable legs slide in and out of housing located under floor of body



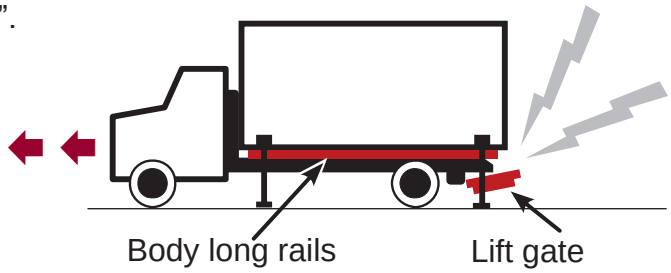
Light plug receptacle

Leg locked into retracted position during transport

Preparing to Demount a Body

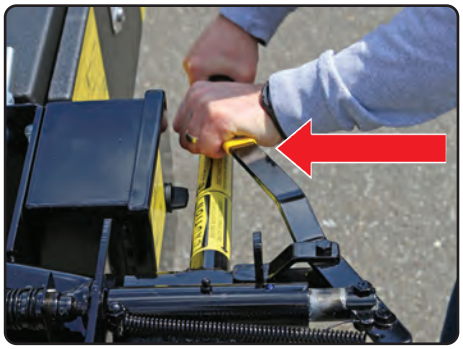
1. Put the truck in neutral and set the parking brake.
2. Switch dash mounted lifter power cut-off switch to “on”.
3. IMPORTANT: For lift gate-equipped vehicles, unlock and lower the lift gate to clear body long rails. See Figure 1.

Figure 1.



Unlocking the Demountable Body

1. Remove lock key.



2. Push yellow safety pin handle in to unlock pin.

3. Push the large black locking handle down.

NOTICE The cab-mounted safety buzzer/light will activate. This indicator will continue until the body is properly locked onto the truck chassis.

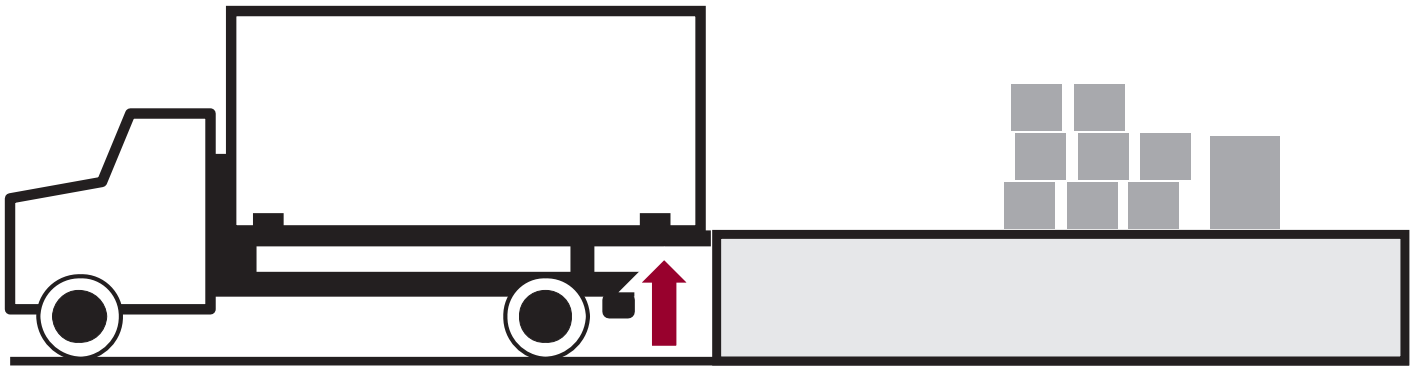
Lifting a Truck Body

1. Disconnect the light plug from the body.

2. Insert the plug into the light plug holder.

3. Lift the body by pressing the “UP” button until the desired height is obtained.

Lifting a Truck Body (Cont'd.)



4. Raise the body to a height that when the retractable legs are set and the lifting frame is lowered, it will stand at your desired loading height. There must be approximately 2" of clearance between the lifting frame and the standing body.

NOTICE Air suspension can be dropped to achieve lower dock heights.

WARNING: Never drive with the body elevated or unlocked.

Setting the Retractable Legs

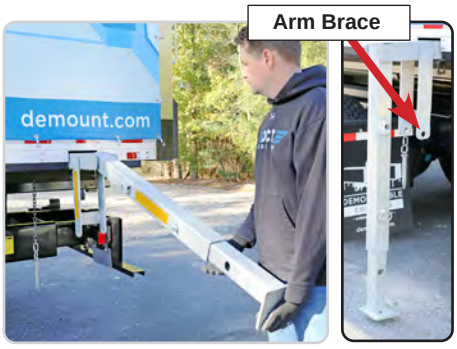
NOTICE When setting the legs always wear gloves for hand protection.

WARNING: NEVER put fingers into holes in legs.

1. Unlock and remove the chained pin from the foot of leg under the body side rail.

2. Grab footpad ring with fingers wrapped around the underside of the footpad and pull partially out.

3. Remove pin and insert into the correct hole.

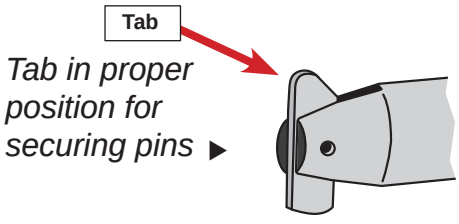


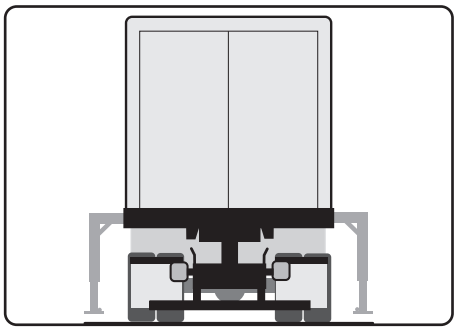
4. Pull leg the rest of the way out and lower to vertical position.

5. Push leg assembly into housing until arm brace touches the body side rail.

6. Put chained pin through upper brace and leg.

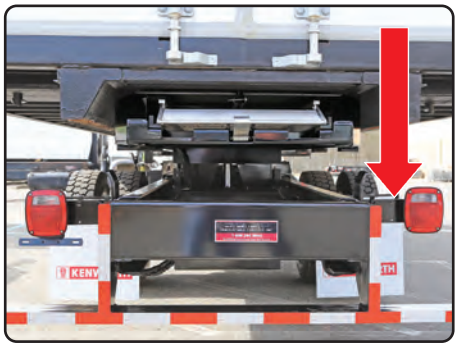
7. Check that all pins are secured and locked into the proper position with tab perpendicular to pin.





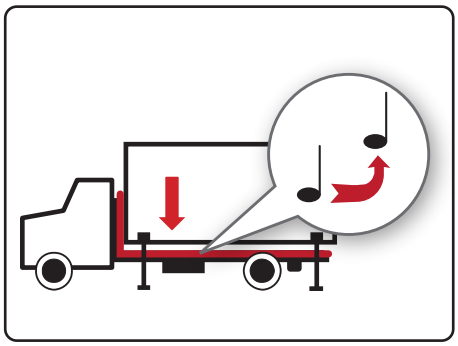
8. Check all people clear.

Lowering the Lifting Frame



1. With all four legs set and pinned securely, the lifting frame can be lowered.

2. Push the “DOWN” button on the lifter controller to lower the lifting frame back to the truck chassis.

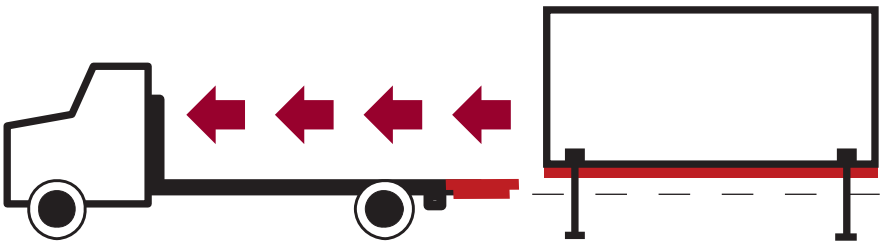


3. Lower the lifting frame until a higher pitched sound is heard from the hydraulic pump. This indicates that the lifting frame is fully lowered.

WARNING: Check to be sure that all people are clear of truck and body before lowering lifting frame and pulling out from body.

Pulling Truck Out From a Standing Body

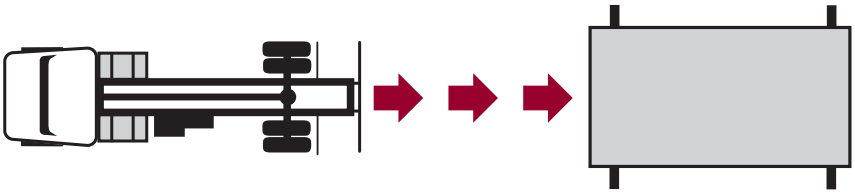
1. Release parking brake.
2. Slowly drive truck straight forward.
3. Be sure to drive straight out at least the length of the truck body.



NOTICE

If the truck chassis is equipped with a lift gate, be sure the gate clears the standing body. This requires lowering the lift gate to clear body before pulling forward.

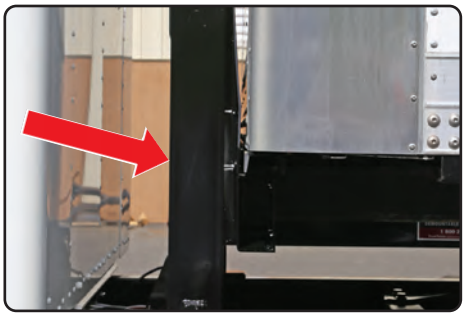
Backing Under the Body



NOTICE The cab-mounted buzzer/light will sound when the locking system is unlocked and will continue until the body is properly locked onto the truck chassis.

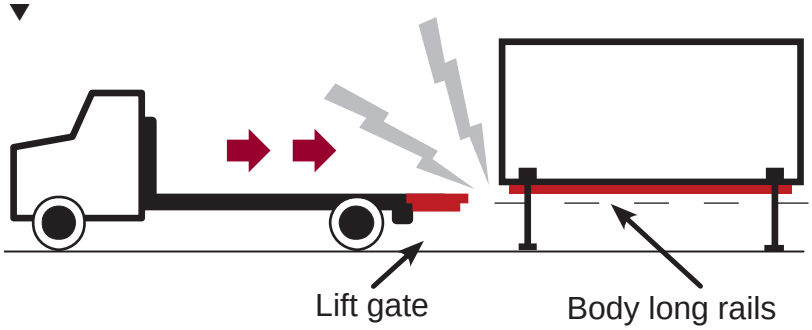
1. The system locking handle must be in the lowered, unlocked position.

2. Back under the truck body by lining up the lifting frame to be directly between the two truck body long rails.



3. Back under slowly until the front mast behind the cab contacts the truck body's front scrubber plates just above the guide rails. Do not hit the body too hard.

IMPORTANT:
For lift gate equipped vehicles, unlock and lower lift gate to clear body long rails



Scrubber plates are located at the front and rear of the body long rails

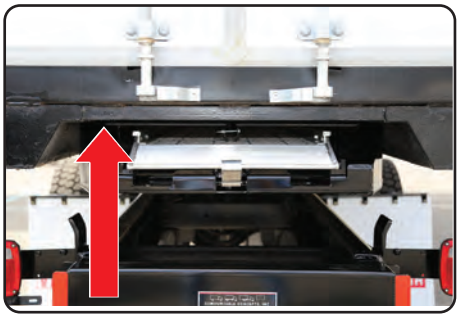
Preparing to Mount a Demountable Body

1. Put the truck in neutral and set the parking brake.

WARNING: Never drive with the body elevated or unlocked

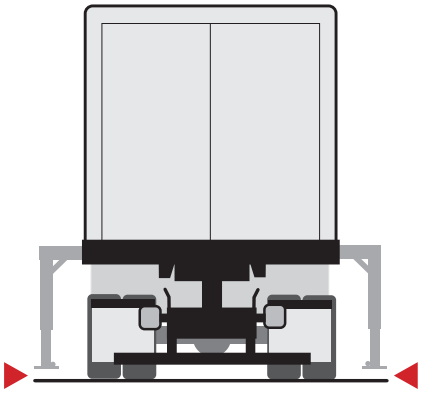
Lifting the Freestanding Body

1. Push the “UP” power button to raise the lifting frame. This will self-center the lifting frame between the body guide rails.



2. Lift the body until all legs clear the ground. See Figure 1.

Figure 1.



1" to 2" of clearance between the bottom of legs and the ground

Storing Legs

NOTICE When storing the legs ALWAYS wear gloves for hand protection.

WARNING: NEVER put fingers into holes in legs.

1. Store all legs from passenger side front to driver side front. Remove chained pin from stabilizer brace.

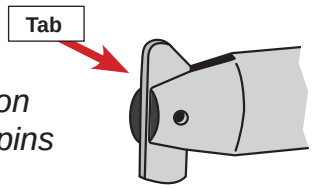
2. Lift entire leg to horizontal position and slide partially into the leg housing.

3. Remove lower leg pin, slide in inner leg. Insert pin through inner and outer side of leg at last hole.

4. Push leg completely into housing, keeping fingers clear.

5. Insert pin through leg retainers on body and loop on foot pad.

6. Flip lock on pin into place. Check to be sure all legs are locked into place.



Tab in proper position for securing pins

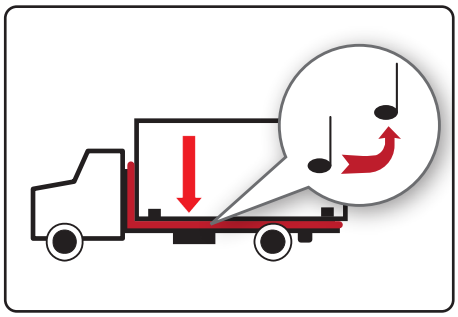
NOTICE Check to be sure that all people are clear of truck and body before storing the legs and lowering the body.

WARNING: Never drive with the body elevated or unlocked.

Lowering the Truck Body

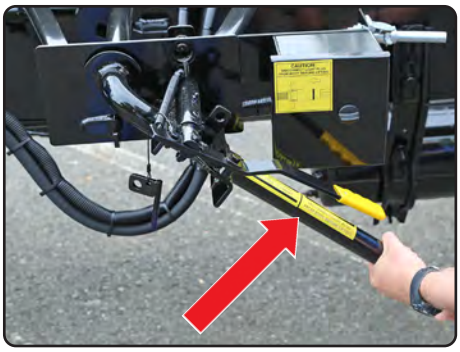
1. With all four legs locked into the housing compartments, the body can now be lowered.

2. Push the “DOWN” button to lower the lifting frame onto the truck chassis.



3. Lower the lifting frame until a higher-pitched sound is heard. This indicates that the lifting frame is fully lowered.

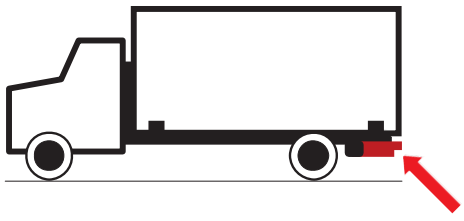
Locking the Truck Body



1. Lift the large black locking handle up.

2. The spring-loaded pin should go into place.

3. Insert the locking key into its hole.



NOTICE Cab safety buzzer/light will stop buzzing when the body is properly locked to the truck chassis.

NOTICE Double-check to be sure locking hooks are in proper position, securely over body lock bars

4. For lift gate equipped vehicles, raise lift gate and secure it in the locked position.

5. Switch dash mounted lifter power cut-off switch to "off".

The unit is now ready to be driven.

NOTICE Lifter maintenance to be done with no bodies attached (Chassis only).

NOTICE This checklist is in addition to standard chassis maintenance procedures.

A. Run System and Inspect

- ☐ Run the lifting frame up and down to insure smooth operation
- ☐ Inspect all nuts, bolts and cotter pins for proper tightness
- ☐ Inspect lifting frame and locking devices for abnormalities
- ☐ Inspect front and rear masts; clean any accumulated debris from bottom of rear mast
- ☐ Inspect all hydraulic fittings and fluid lines for leaks
- ☐ Check that the oil is clean and that the reservoir is filled within two inches of the top
- ☐ Inspect the hydraulic cylinder shafts for dirt, gum or varnish
- ☐ Wipe off any accumulation with kerosene and then with light grade motor oil
- ☐ Check system pressure
- ☐ Check for “side play” in lifter rear cylinder

B. Grease

- ☐ Grease all locking shafts
- ☐ Grease locking lever
- ☐ Grease front and rear masts with lithium grease spray

C. Locking Hooks

- ☐ Check measurements of front hooks
- ☐ Check measurements of rear hooks
- ☐ Adjust front and rear hooks if required
- ☐ Check body stops
- ☐ Check warning system
- ☐ Check that locking lever is in good working order

D. Electrical

- ☐ Check all truck lights
- ☐ Check light plug
- ☐ Check battery terminals for corrosion
- ☐ Check circuit breaker terminals for corrosion
- ☐ Check solenoid terminals for corrosion
- ☐ Check ground connection
- ☐ Check voltage to system

E. Clean System

- ☐ Remove body from truck
- ☐ Power wash truck chassis
- ☐ Power wash rear mast bottom

Oil Recommendations

Use Automatic Transmission Fluid, Dextron III or equivalent hydraulic oil.

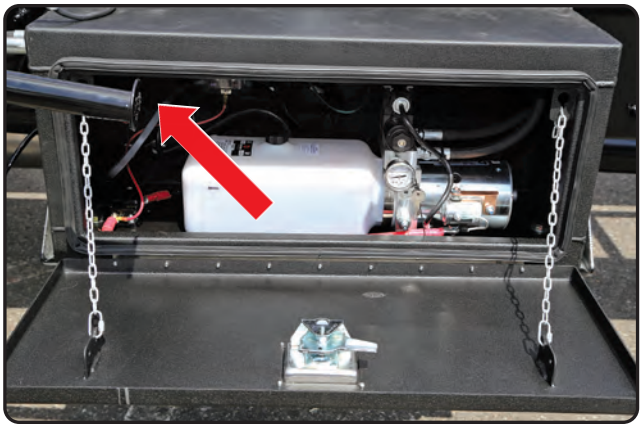
Problem	Possible Cause	Correction
Motor does not start.	Dash-mounted cut-off switch is off.	Turn switch on.
	Chassis Lift power fuse is blown.	Replace the 15 amp in line fuse box.
	Circuit breaker is tripped.	Reset or replace the circuit breaker located in the Chassis Lift pump box.
	Pump motor solenoid.	Check voltage on motor side of solenoid while pushing up or down. If there is no voltage, replace the solenoid.
	Bad ground.	Be sure the motor is properly grounded.
	Dead battery.	Charge or replace the battery.
	Battery cables.	Check that all connections are clean and tight. Inspect for breaks and replace if necessary.
	Low voltage controller security code has not been entered. (If equipped)	Enter code A, B, A, B, into the controller.
	Low voltage controller has automatically shut off after 20 minutes of non-use. (If equipped)	Enter code A, B, A, B, into the controller.
	Low voltage controller is defective. (If equipped)	Enter code A, B, A, B into controller. If motor still does not start replace controller.
	Switch on “A” frame is defective.	Check for line voltage in junction box at terminal 1. Replace switch.
	Motor is defective.	If all above is checked, and the motor is getting power at the post, replace the motor.
Motor starts, but lifting frame will not raise/lower.	Low line voltage. Control valve not shifting.	Check voltage at terminals 3 and 4, charge battery, check and clean all connections.
	Clogged pressure relief valve.	Clear pressure relief valve and reset pressure per instructions.

Problem	Possible Cause	Correction
	Defective pressure relief valve.	If above process doesn't work, replace the valve.
	Defective control valve.	Replace valve.
Chassis lift doesn't lower completely	Improper amount of Hydraulic Oil in Closed section of Hydraulic System (Units built after 2004)	Check hydraulic reservoir is full, press and hold the down button for 10 seconds to auto bleed the system, repeat if necessary after 30 seconds. If problem still exists increase pressure on the pressure control valve under pressure gauge. First loosen the lock nut, then turn the Allen head screw clockwise in until pressure reaches 1600 lbs, then press and hold the down button until lifter is completely lowered. (Reference page 24)
Lifting frame FRONT goes down, but BACK will not go down all of the way.	Ice or debris on, or between truck chassis and lifter. (Units built before 2004)	Raise lifting frame and clean off debris.
	Dirt and/or rocks in rear mast. (Units built before 2004)	Clean or power wash rear mast and bottom section.
	Not enough oil in closed section of hydraulic system.	Hold the DOWN button. Minimum 1600 PSI. If unsuccessful temporarily increase to 1800 PSI. Hold the down button. Then reset to 1600 PSI. See pressure setting page 19.
Lifting frame BACK goes down but FRONT will not go down all of the way.	Ice or debris on or between truck chassis and lifter. (Units built before 2004)	Raise lifting frame and clean off debris.

Problem	Possible Cause	Correction
	Excess oil in closed section. (Units built before 2004)	Open front bleeder plug and push the down button on the controller (See “Bleeding Instructions” - Pg. 21). Be sure there is a minimum of 1600 PSI.
	Defective pressure relief valve in front of system. (Units built before 2004)	Replace pressure relief valve at front cylinder.
	Bad rear cylinder piston seals. (Units built before 2004)	Replace rear cylinder piston seals or cylinder.
	Units built after 2004	Hold the DOWN button. Minimum 1600 PSI. If unsuccessful temporarily increase to 1800 PSI. Hold the down button. Then reset to 1600 PSI. See pressure setting page 19.
Lifting frame BACK goes up but the FRONT does not.	Not enough oil in closed section of hydraulic system. (Units built before 2004)	Bleed rear cylinder and be sure you have 1600 PSI.(Reference page 24)
Lifting frame moves side to side.	Too much space between front and/or rear masts - plastic slide blocks and channel.	Raise lifting frame half way and place shims behind plastic slide blocks until tight. Call factory - 844-364-4021.
	Front or rear mast is bent.	Call factory - 844-364-4021.
Body will not lock on easily.	Body is not forward enough.	Back the truck up until the front mast on cab contacts the front scrubber plates on the front of the body.
	Body is not forward enough.	Check and remove any ice, snow, debris or obstruction that may be built up in front of body.
	Ice or debris on or between truck chassis and lifter.	Raise lifting frame and clean off debris.
	Excess oil in closed section.	Bleed front cylinder and be sure there is a minimum 1600 PSI. (Reference page 24)

Problem	Possible Cause	Correction
Body goes out of balance regularly.	System needs to be bled.	Bleed system per instructions. Install self-bleeding kit (Units before January 2004).
	Bad rear cylinder piston seals.	Replace rear cylinder piston seals or cylinder.
	Defective pressure relief valve	Replace front pressure relief valves.
Oil overflows from the reservoir when lowering body.	Down flow valve is not set properly.	Set flow valve with a full body until it lowers at same rate as it goes up, or reads 350 PSI pressure when lowering.
Oil overflows from the reservoir when lowering body especially with heavily loaded body.	Down flow valve is not set properly.	Set flow valve without a body to read 350 PSI pressure when lowering. Set down flow pressure to 350 PSI when lowering, without a body installed. **Optional:** With full and loaded body, pressure should be slightly positive when lowering.
Body “slams” or moves while in transit.	Hooks are not adjusted properly.	Check and adjust hooks. Call 844-364-4021 for instructions.
Body lights do not work.	Light plug wiring.	Check that all wire connections are tight and wired to the correct pin.
	Light plug is dirty.	Use a light plug wire brush and clean the light plug and socket.
	Blown fuse	Locate and replace fuse in truck cab or pump box for body lights.

Read All Instructions Before Starting



Flow valve location inside pump box

1. The lifting frame must be fully lowered, flush on the chassis and unlocked.

2. Open the flow valve inside the pump box. The valve is located on the left, rear inside of the pump box. Loosen lock nut and turn valve counter-clockwise to open. (Figure 1)

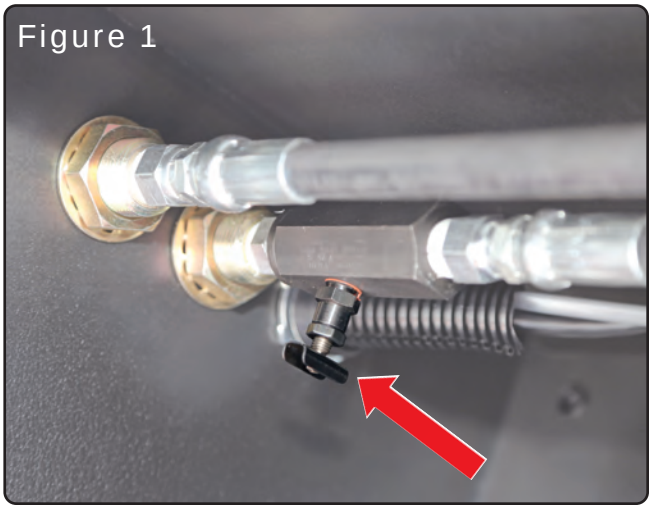
3. Use a small funnel or a pump to fill up the plastic reservoir. Use Automatic Transmission Fluid, Dextron III or equivalent.

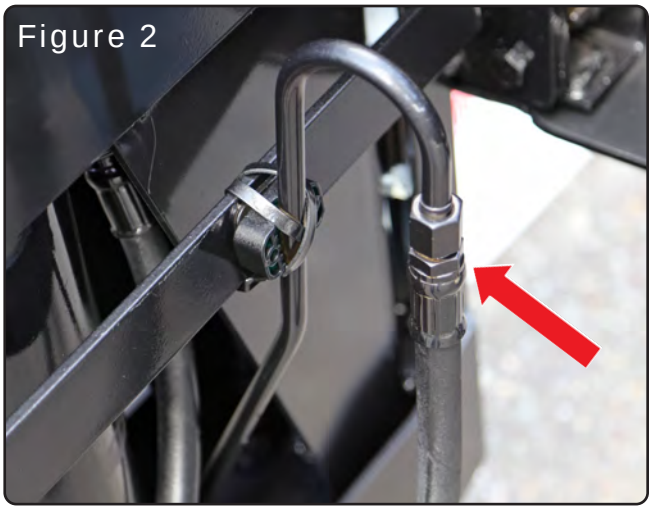
4. Mounted to the REAR cylinder is a 22" long steel pipe. Disconnect the 1/2" hose at the 90 degree swivel at the top of this pipe. (Figure 2)

   Have a helper hold this hose in a bucket. Always wear safety glasses.

NOTICE Two people are required to perform this procedure.

NOTICE Always wear safety glasses.





5. Go to the control box and push the UP button. Watch the plastic reservoir. DO NOT RUN THE OIL LEVEL LOW (less than 2" from bottom). Stop periodically and add additional oil. Air will come out of the hose first, then oil. Make sure you have a steady flow of clear oil. Do not let the reservoir run out of oil during this process.

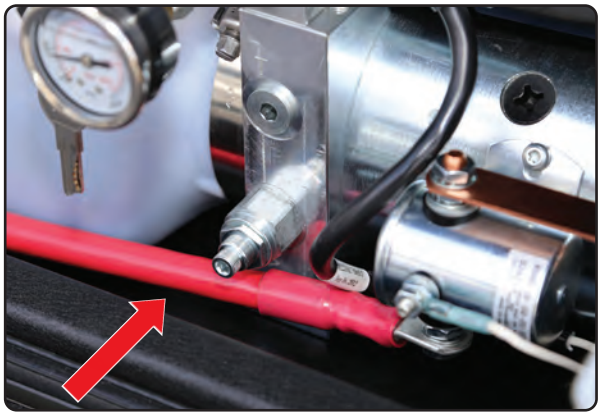
NOTICE If, when pushing the UP button, no oil comes out of the hose - STOP. Go to the junction box and double check that the green and red wires are not crossed. If the wiring is correct, check that the two hoses from the pump are not crossed.

6. Stop when a steady flow of oil comes out of the hose. Re-connect the hose to the swivel on the steel pipe.

7. Have helper stand clear. Check for any clamps holding the lifting frame to the vehicle. Fully raise the lifting frame by pressing the UP button. DO NOT RUN THE OIL LEVEL LOW (less than 2" from bottom). Stop periodically and add additional oil. When the lifting frame is approximately 2" from its maximum height, a gush of air may return to the plastic reservoir. Be sure to loosely hold a clean rag over the fill port of the plastic tank.

NOTICE The pump will decrease the truck battery power. Run the truck to maintain proper power.

8. Lower lifting frame all the way. DO NOT RUN THE OIL LEVEL LOW (less than 2" from bottom). Stop periodically and add additional oil. When the lifting frame is fully lowered and the relief valve opens, check pressure on the pressure gauge. Pressure should be 1600 PSI.



NOTICE If pressure is not 1600 PSI, loosen lock nut and turn the Allen screw on the pressure relief valve clockwise until it reads 1600 PSI. If pressure does not increase, unscrew the Allen screw all the way and push DOWN for 10 seconds to flush out the relief valve. Turn Allen screw in until gauge reads 1600 PSI. Tighten lock nut.

9. Fully raise the lifting frame by pushing the UP button on the lifter controller.

10. **IMPORTANT:** Be sure to return to the pump box to set the flow valve. The valve must be set so that the lifting frame lowers SLOWER than it raises or oil will overflow. The pressure gauge should read approximately 350 PSI without a body on the chassis. Tighten the lock nut.

11. When the lifting frame is lowered, be sure it is sitting on top of the front mounts. When fully lowered, any space here will indicate air is trapped in the top of the front cylinder.

NOTICE If you feel the need to re-bleed the system because the unit will not fully lower onto the chassis follow our standard bleeding instructions.

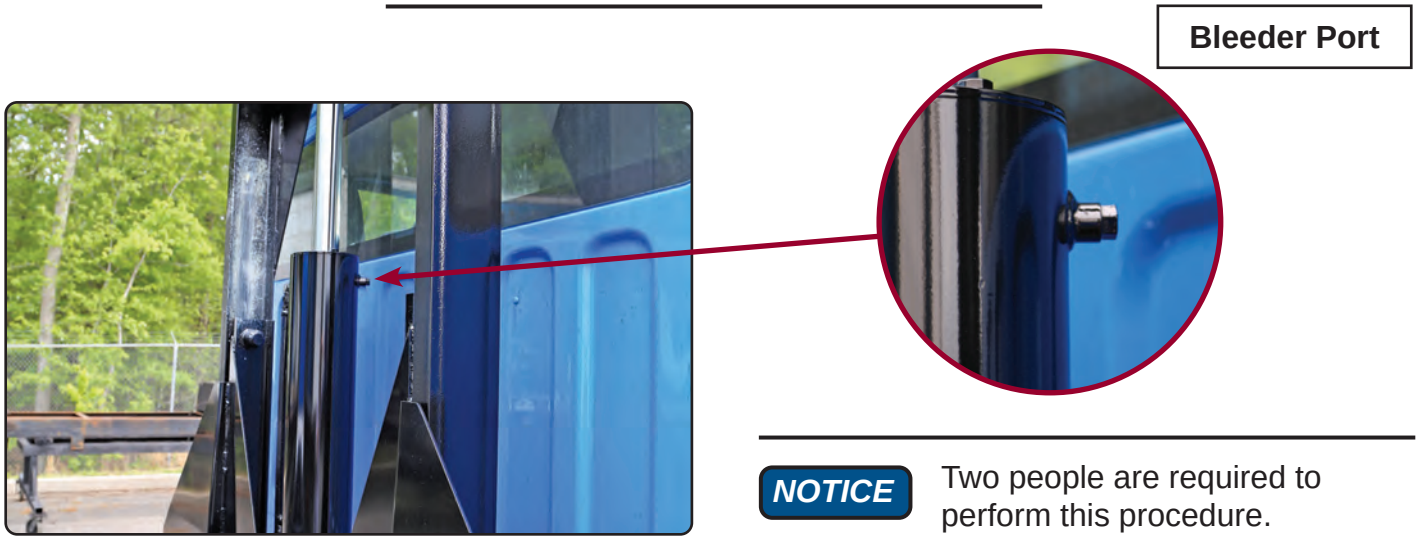
Read All Instructions Before Starting

1. The lifting frame must be fully lowered and unlocked. Do not bleed the system with a body on the vehicle.

2. Use a small funnel or pump to fill up the plastic reservoir with Automatic Transmission Fluid, Dextron III, or equivalent.

3. Go to the right side of the FRONT hydraulic lifting cylinder (at the top) and open the bleeder port. There may still be some pressure in the cylinder.

NOTICE Always wear safety glasses.



NOTICE Two people are required to perform this procedure.

4. After opening the bleeder port, have a helper hold a container at the bleeder plug opening to catch the oil. Holding a short flexible hose over the bleeder plug will make capturing the oil much easier and cleaner.

5. Go to the control box and push the DOWN button. Watch the plastic reservoir. DO NOT RUN THE OIL LEVEL LOW (less than 2" from bottom). Stop periodically and add additional oil. Air will come out of the bleeder port opening first, then oil. Make sure you have a steady flow of clear oil. If no oil comes out, check the pressure gauge. If it reads less then 1600 PSI, then set the pressure (See “Check and Set the Hydraulic Pressure” - pg 24). Try to bleed 2 quarts of oil. Do not let the reservoir run out of oil during this process.

6. Stop the pump.

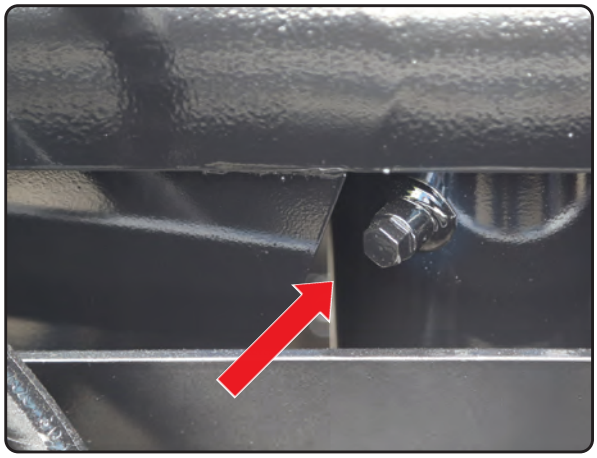
7. Close bleeder plug snug. **DO NOT OVER TIGHTEN.**

8. Go to the left side of the REAR hydraulic lifting cylinder (at the top) and open the port. There may be some oil or air pressure in the cylinder.

9. After opening the bleeder port, have a helper hold a container at the bleeder port opening to catch the oil. Holding a short flexible hose over the bleeder plug will make capturing the oil much easier and cleaner.

10. Go to the control box and push the DOWN button. Watch the plastic reservoir. DO NOT RUN THE OIL LEVEL LOW (less than 2" from bottom). Stop periodically and add additional oil. Air may come out from the bleeder port opening first, then oil. Make sure you have a steady flow of clear oil. Do not let the reservoir run out of oil during this process. Stop the Pump.

11. Have helper stand clear. Fully raise the lifting frame by pushing the UP button.

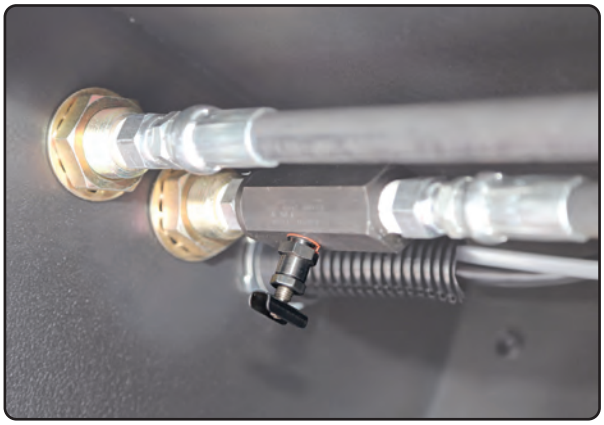


Rear Bleeder Port Location

NOTICE The pump will decrease the truck's battery power. Run the truck during this procedure to maintain proper power.

Do not lower the system until all air has settled in the plastic tank. Lowering the system with air in the oil may require another bleeding procedure!

12. **IMPORTANT:** Be sure the flow valve is set correctly. The valve must be set so that the lifting frame lowers SLOWER than it raises or oil will overflow. The pressure gauge should read around 350 PSI when lowering without a body. Tighten lock nut (Figure 1).



(Figure 1)

13. When the lifting frame is lowered, be sure it is sitting on top of the front mounts. When fully lowered, any air space here will indicate air is trapped in the top of the front cylinder.

NOTICE This procedure may have to be done two or three times.

NOTICE If you think you have an air-bleeding problem PLEASE carefully check if air or frothy oil comes out of the front bleeder port during initial bleeding. If you have repeated problems and only oil comes out, please call Demountable Concepts, Inc. at 844-364-4021.

NOTICE If you are installing a new Chassis Lift, a new pump, and a new cylinder or have lost a major amount of oil, please call Demountable Concepts, Inc. at 844-364-4021 for a different set of bleeding instructions.

Read All Instructions Before Starting

NOTICE Two people may be required to perform this procedure.

1. The lifting frame must be fully lowered and unlocked.
2. Locate pressure gauge mounted to the side of the hydraulic unit (See Figure 1).
3. Push the DOWN button on the lifter controller and note the pressure.
4. Pressure should be 1600 PSI. To remove pressure from the line after testing, push up for 1/2 second. Gauge should show 0 PSI.
5. To increase pressure, first loosen the lock nut then turn the Allen head screw IN on the front of the pressure relief valve on the hydraulic pump (See figure 2). If pressure does not increase, the relief valve may be clogged.
6. To unclog the pressure relief valve, unscrew the Allen head screw as far as possible. Run the pump to remove debris. Turn screw IN to re-set the pressure to 1600 PSI. If pressure does not increase, you may have to replace the pressure relief valve. Part number for this valve is DCI-07338

   Please call Demountable Concepts, Inc., at 844-364-4021, if you have any questions.

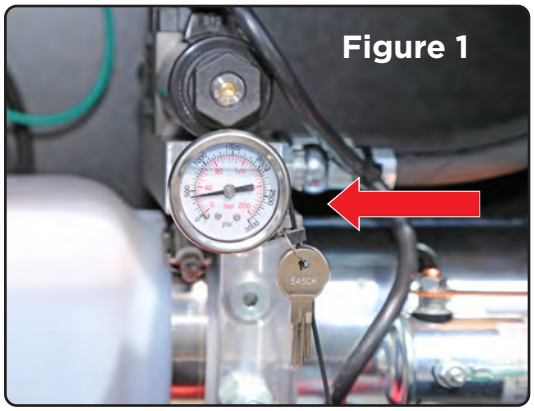


Figure 1

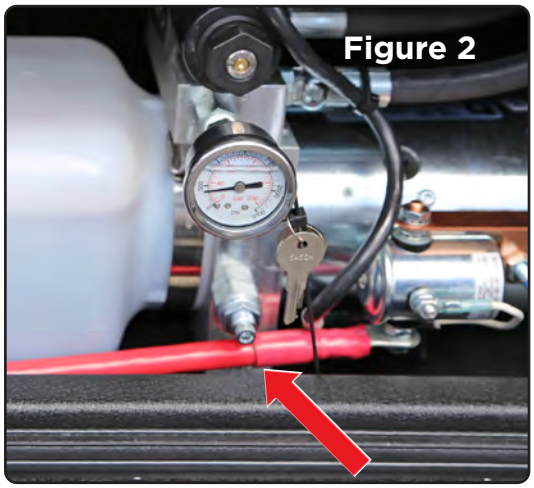
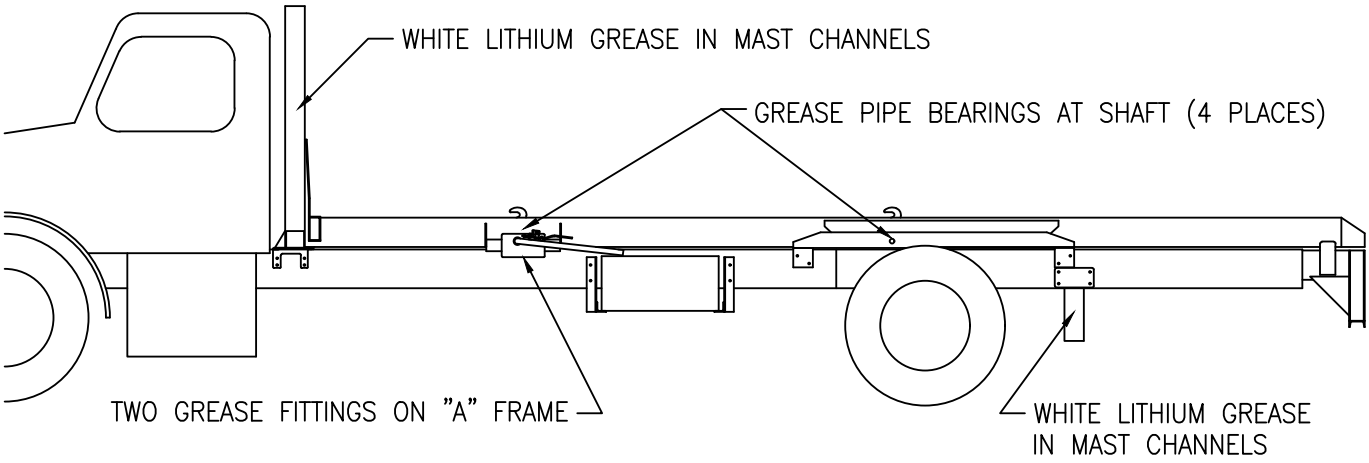


Figure 2



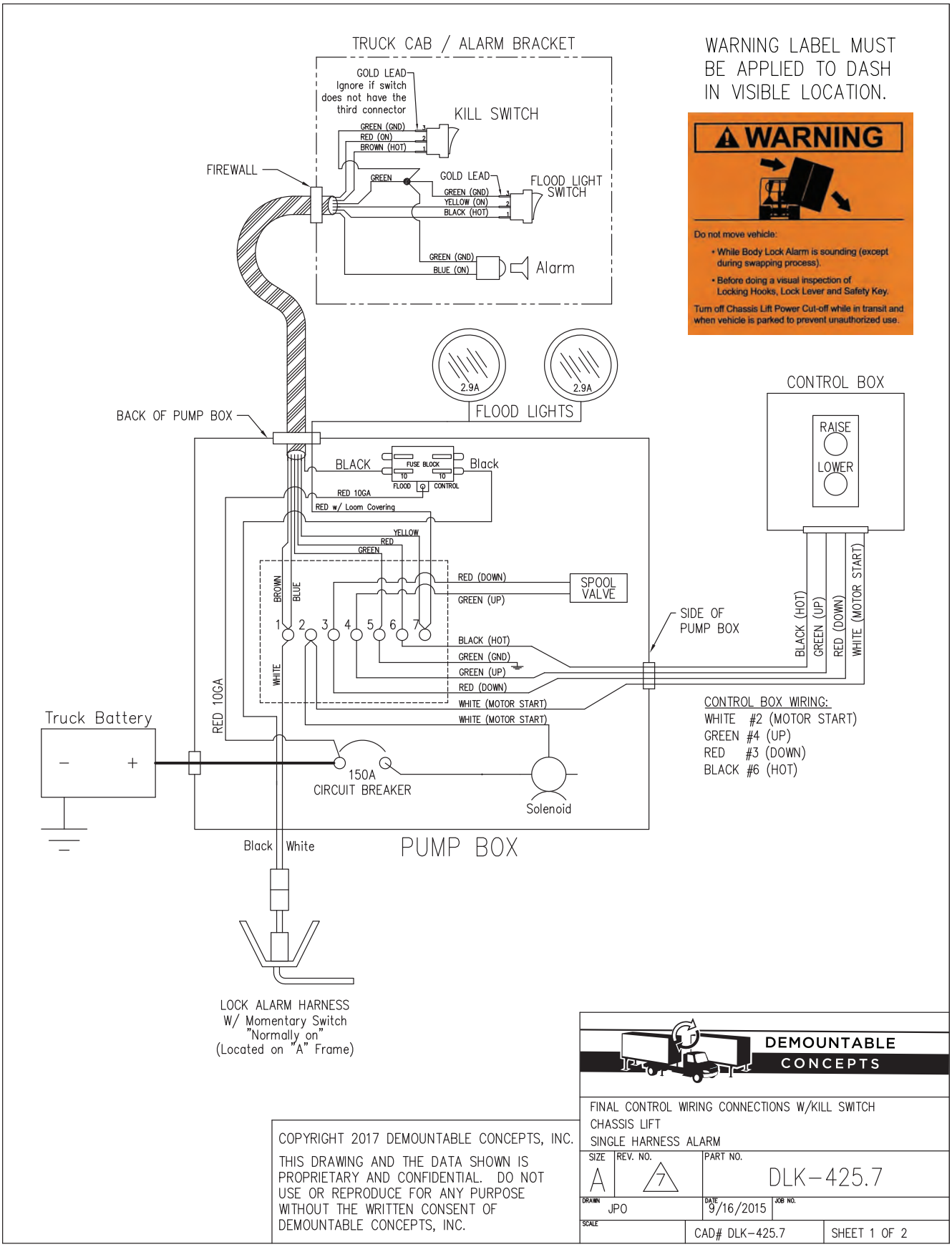
DEMOUNTABLE CONCEPTS

GREASE DIAGRAM
CHASSIS LIFT
FOR:

SIZE	REV. NO.	PART NO.
A	0	DLK-470

DRAWN	DATE	JOB NO.
ASP	2/1/16	

SCALE	CAD#	SHEET
1/4"=12"	DLK-470	1 OF 1



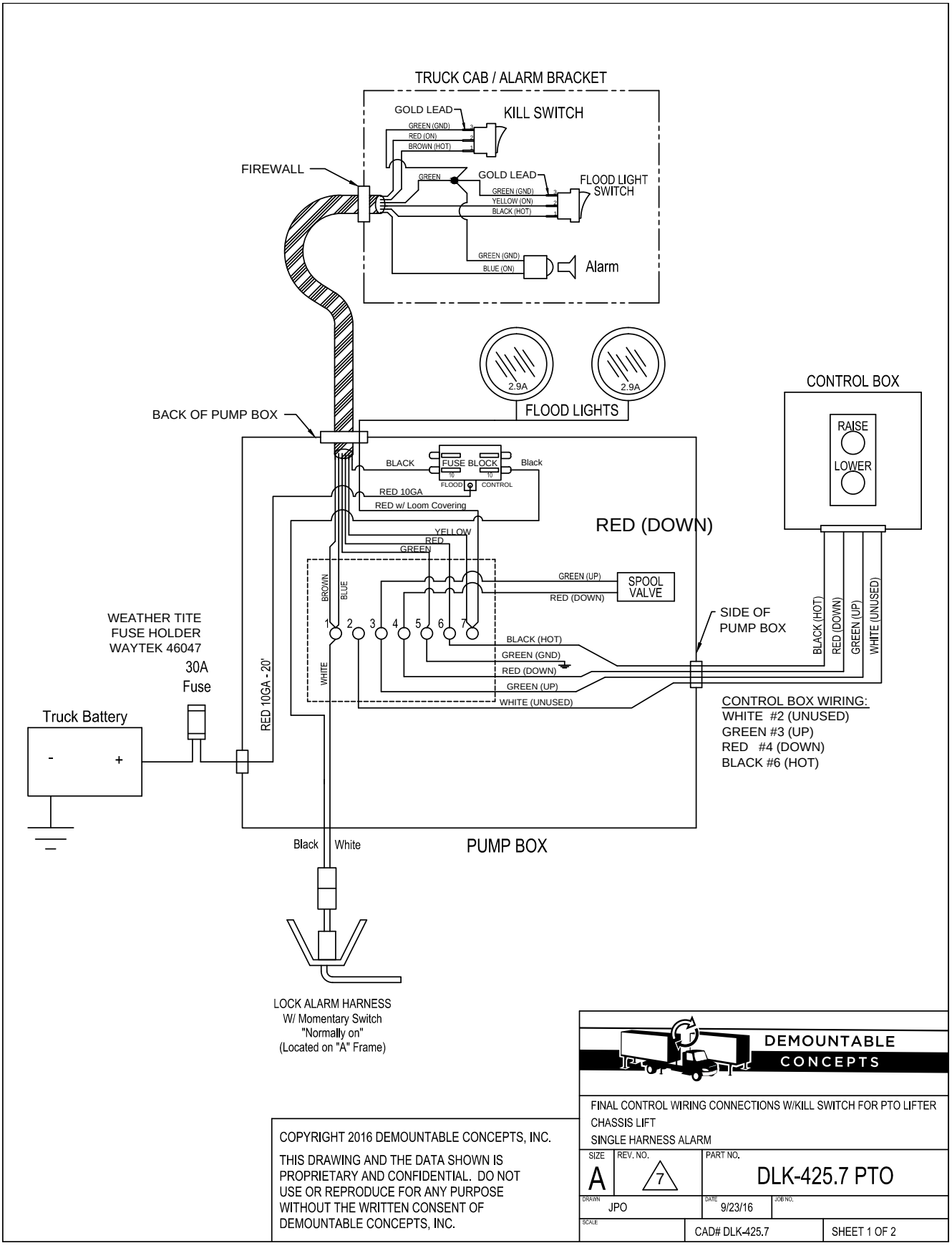
DEMOUNTABLE CONCEPTS

FINAL CONTROL WIRING CONNECTIONS W/KILL SWITCH
CHASSIS LIFT
SINGLE HARNESS ALARM

SIZE	REV. NO.	PART NO.
A	7	DLK-425.7

DRAWN	DATE	JOB NO.
JPO	9/16/2015	

SCALE		
	CAD# DLK-425.7	SHEET 1 OF 2



DEMOUNTABLE CONCEPTS

FINAL CONTROL WIRING CONNECTIONS W/KILL SWITCH FOR PTO LIFTER
CHASSIS LIFT
SINGLE HARNESS ALARM

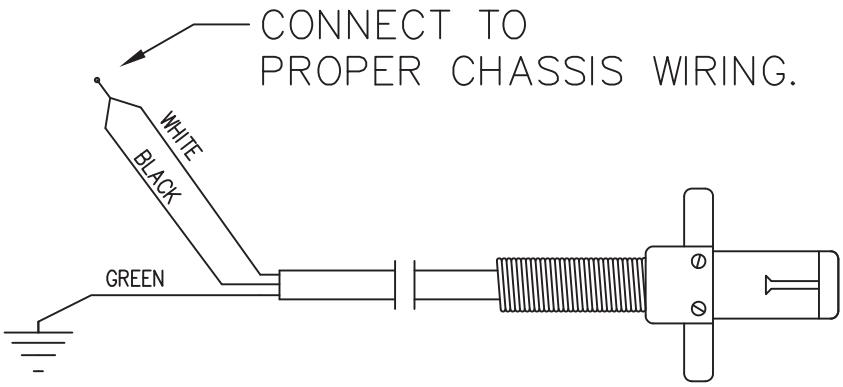
SIZE	REV. NO.	PART NO.
A	7	DLK-425.7 PTO

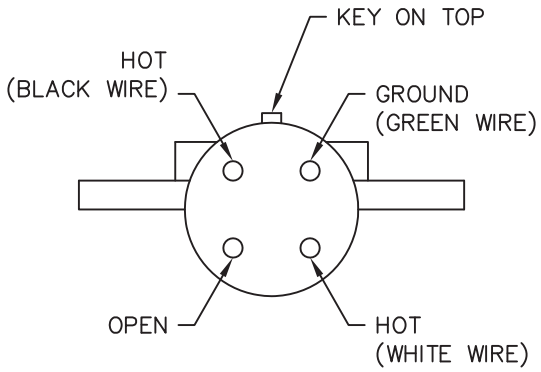
DRAWN	DATE	JOB NO.
JPO	9/23/16	

SCALE	CAD# DLK-425.7	SHEET 1 OF 2

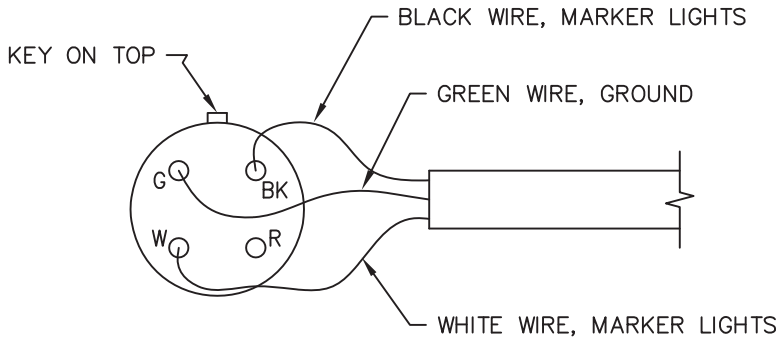
CONNECT BODY BUILDER PLUG MARKER CIRCUIT TO DCI 4 WAY PLUG.

IF CIRCUIT IS NOT RATED FOR 15A, ADD A RELAY TO SYSTEM TO DRAW FUSED POWER FROM BATTERY. CONNECT RELAY TRIGGER WIRE TO BB PLUG OR CHASSIS HARNESS MARKER CIRCUIT.



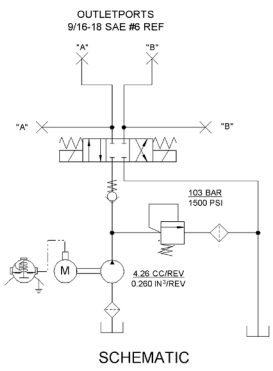


VIEW FROM FRONT OF PLUG

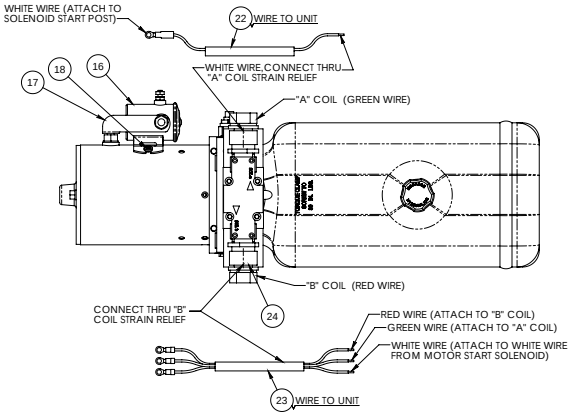


VIEW FROM BACK OF PLUG

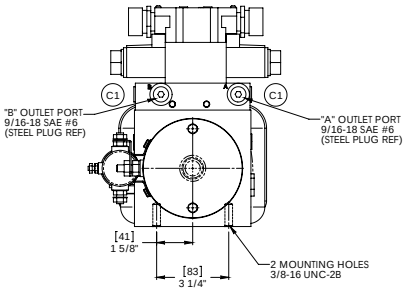
M-3515-0117 REV: -

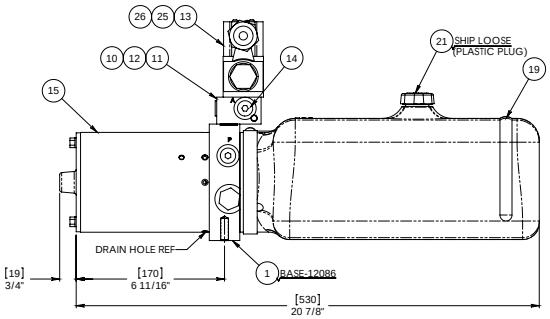


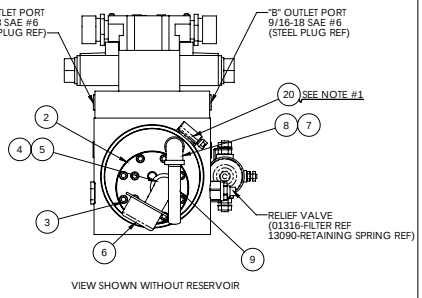
SCHEMATIC



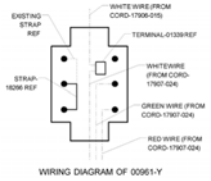
ITEM NO	QTY.	PART NO	DESCRIPTION
1	1	12628	BASE ASSY,M3598,MOD,STD MTR/MT
2	1	12630-510	P ASSY,QM,MDLR,DC,BRG RSV,1/2"
3	4	07837	SCREW,SHC,1/4-20 X 3.25,BLK OX
4	1	07959	NIPPLE,1/2 NPT X 2,SCH 40
5	1	13109	FITTING,ELBOW,90 DEG,PIPE,BLCK
6	1	13015	FILTER,SUCTION,1/2"
7	1	01116	NIPPLE,1/4 X 6
8	1	01222	ELBOW,90 DEG 1/4NPT X 1/4 NPT
9	1	03212-03.00	TUBE,RTN,STR,1/4 NPT,PVC
10	2	00118	O-RING,0.63 X 0.75 X 0.06 -016
11	1	07308	MANIFOLD,D03,1 STA,VLV,M-3500
12	3	07739	SCREW,SHC,1/4-20 X 1.50,BLK OX
13	1	00961-Y	VALVE,ELEC,12VDC,4W/3P,D03,CC
14	4	03276	PLUG,SAE O-RING,9/16-18,HEX,SO
15	1	08111-S	MOTOR,DC,12V,4.5",1 TERM
16	1	03427	SWITCH,SOL,12VDC,3-POST,M-SER
17	1	01349	STRAP,MOTOR-SOLENOID CONNECT
18	2	17071	SCREW,PAN HD,TORX,10-32 X 5/16
19	1	14158	RESV,PLASTIC,5.5X6.5X13.5
20	1	07900	CLAMP,HOSE,WORM GEAR,RSV,M-SER
21	1	01143	PLUG,RESEV,BREATHER-FILLER
22	1	17906-015	CORD ASSY,HRNSS,WHT WIRE,15"LG
23	1	17907-024	CORD ASSY,HRNSS,3 WIRE,24"LG
24	2	01531	FITTING,STRN.REL.WP 3/8" CORD
25	1	18266	STRAP,CONNECT PLATE,D03 VLV
26	1	01339	TERMINAL,CLS END CONNECT,SMALL







VIEW SHOWN WITHOUT RESERVOIR



WIRING DIAGRAM OF 00961-Y

NOTES:

1. CLAMP-07900 MUST BE INSTALLED AT THIS LOCATION.

REV	DESCRIPTION
-	-

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NON-SPECIFIED TOLERANCES: .XX ± .010 .XXX ± .005 FRACT. ± 1/32 ANGLES ± 1/2° BREAK EDGES .005-.010 REMOVE BURRS

[MILLIMETER] INCH

DESCRIPTION: PUMP UNIT, M-3515-0117, HORZ MT, 12 VDC

CUSTOMER: N/A

MONARCH HYDRAULICS INC. GRAND RAPIDS, MI USA

DATE: 3/19/2009

DRAWN BY: PDA

DO NOT SCALE

SHEET 1 OF: 1

DRAWING #: M-3515-0117

SIZE: D

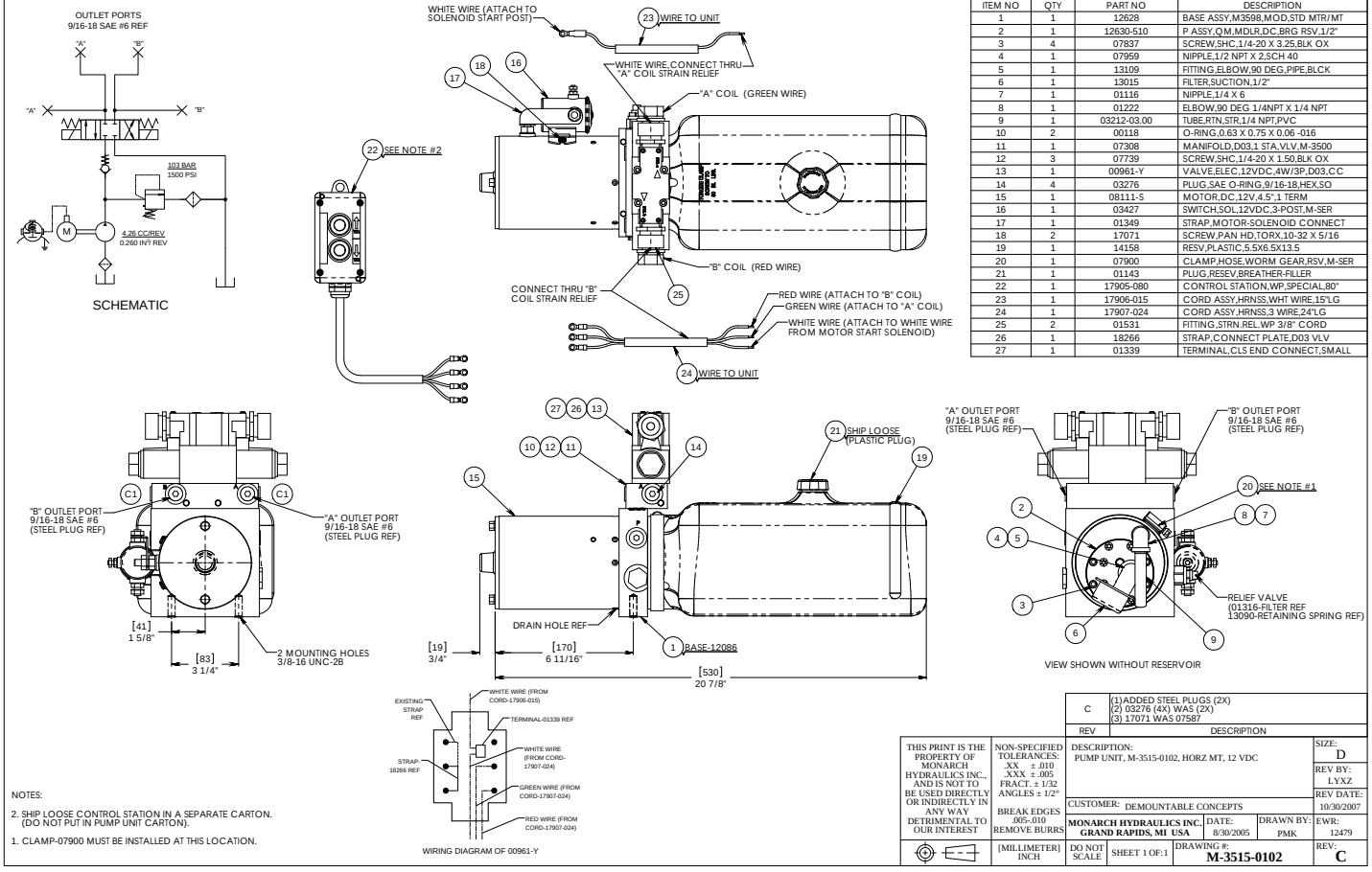
REV BY: -

REV DATE:

EWR: 14155

REV: -

M-3515-0102 REV: C



ITEM NO	QTY	PART NO	DESCRIPTION
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5	1	13109	FITTING,ELBOW,90 DEG,PIPE,BLCK
6	1	13015	FILTER,SUCTION,1/2"
7	1	01116	NIPPLE,1/4 X 6
8	1	01222	ELBOW,90 DEG 1/4NPT X 1/4 NPT
9	1	03212-03.00	TUBE,RTN,STR,1/4 NPT,PVC
10	2	00118	O-RING,0.63 X 0.75 X 0.06 -016
11	1	07308	MANIFOLD,D03,1 STA,VLV,M-3500
12	3	07739	SCREW,SHC,1/4-20 X 1.50,BLK OX
13	1	00961-Y	VALVE,ELEC,12VDC,4W/3P,D03,C,C
14	4	03276	PLUG,SAE O-RING,9/16-18,HEX,SO
15	1	08111-S	MOTOR,DC,12V,4.5",1 TERM
16	1	03427	SWITCH,SOL,12VDC,3-POST,M-SER
17	1	01349	STRAP,MOTOR-SOLENOID CONNECT
18	2	17071	SCREW,PAN HD,TORX,10-32 X 5/16
19	1	14158	RESV,PLASTIC,5.5X6.5X13.5
20	1	07900	CLAMP,HOSE,WORM GEAR,RSV,M-SER
21	1	01143	PLUG,RESEV,BREATHER-FILLER
22	1	17905-080	CONTROL STATION,WP,SPECIAL,80"
23	1	17906-015	CORD ASSY,HRNSS,WHT WIRE,15"LG
24	1	17907-024	CORD ASSY,HRNSS,3 WIRE,24"LG
25	2	01531	FITTING,STRN,REL WP 3/8" CORD
26	1	18266	STRAP,CONNECT PLATE,D03 VLV
27	1	01339	TERMINAL,CLS END CONNECT,SMALL

NOTES:

2. SHIP LOOSE CONTROL STATION IN A SEPARATE CARTON. (DO NOT PUT IN PUMP UNIT CARTON).

1. CLAMP-07900 MUST BE INSTALLED AT THIS LOCATION.

REV	DESCRIPTION
C	(1)ADDED STEEL PLUGS (2X) (2) 03276 (4X) WAS (2X) (3) 17071 WAS 07587

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NON-SPECIFIED TOLERANCES: .XX ± .010 .XXX ± .005 FRACT. ± 1/32 ANGLES ± 1/2°

BREAK EDGES .005-.010 REMOVE BURRS

[MILLIMETER] INCH

DESCRIPTION: PUMP UNIT, M-3515-0102, HORZ MT, 12 VDC

CUSTOMER: DEMOUNTABLE CONCEPTS

MONARCH HYDRAULICS INC. GRAND RAPIDS, MI USA

DATE: 8/30/2005

DRAWN BY: PMK

DO NOT SCALE

SHEET 1 OF:1

DRAWING #: M-3515-0102

SIZE: D

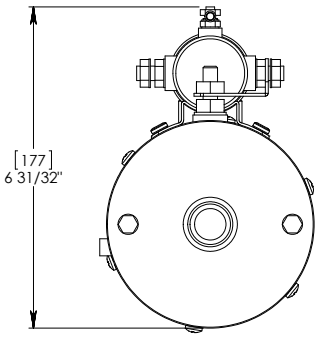
REV BY: LYXZ

REV DATE: 10/30/2007

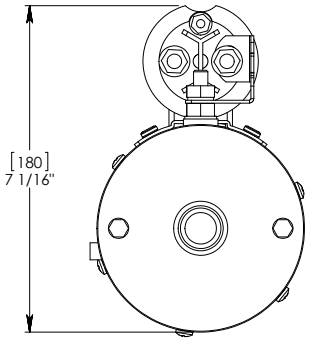
EWR: 12479

REV: C

Can vs. Powerseal	REV:

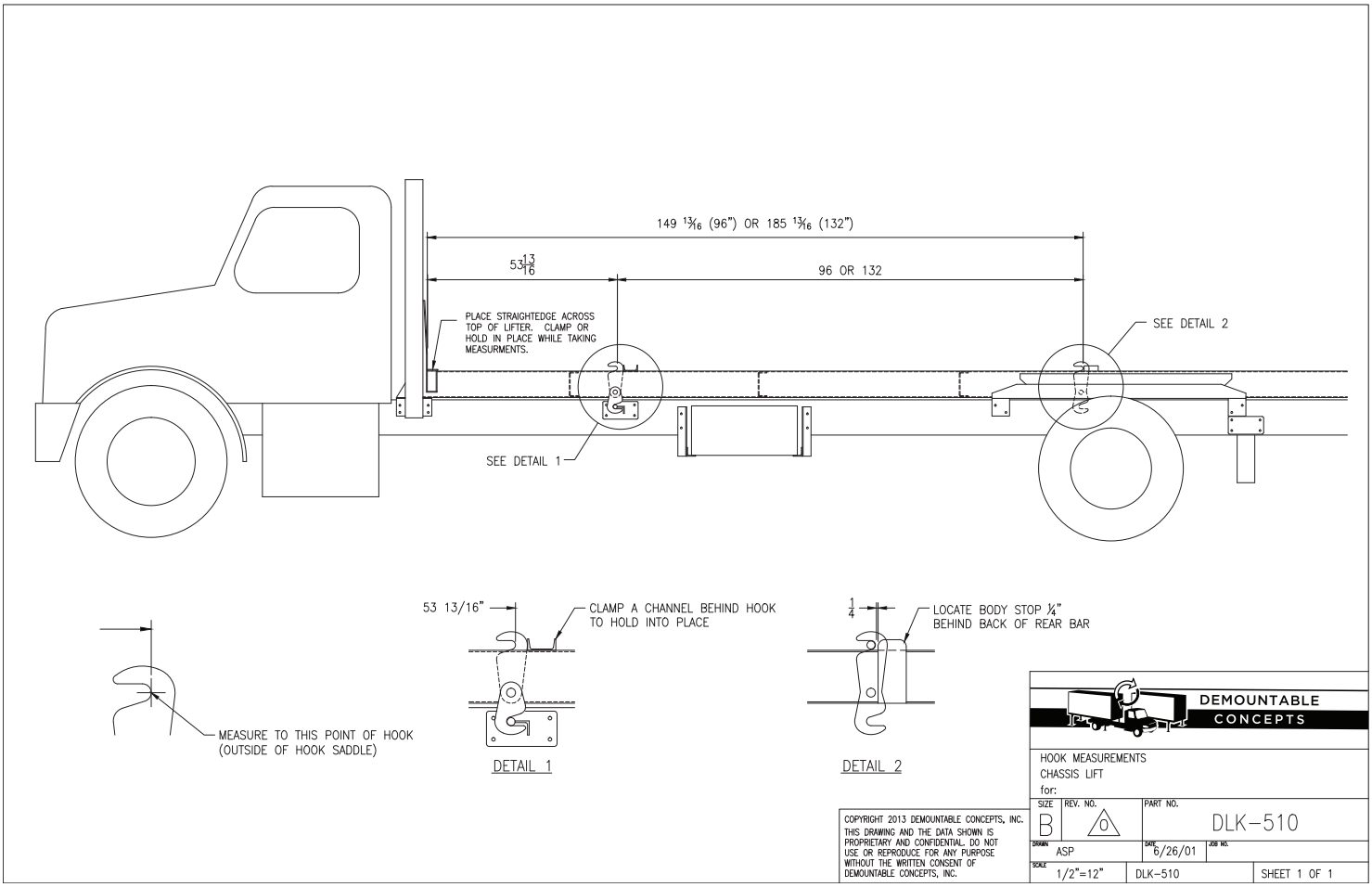


"CAN" SOLENOID



POWERSEAL SOLENOID

DO NOT SCALE	REV	DESCRIPTION	
THIS PRINT IS THE PROPERTY OF BUCHER HYDRAULICS INC., AND IS NOT TO BE USED DIRECTLY OR INDIRECTLY IN ANY WAY DETRIMENTAL TO OUR INTEREST	NON-SPECIFIED TOLERANCES: .XX ± .010 .XXX ± .005 FRACT. ± 1/32 ANGLES ± 1/2° BREAK EDGES .005-.010 REMOVE BURRS	DESCRIPTION:	SIZE: B
			REV BY:
			REV DATE:
		CUSTOMER:	REV:
		DATE: DRAWN BY: ERROR!:DRAWN BY	EWR:
	[MILLIMETER] INCH	BUCHER HYDRAULICS GRAND RAPIDS, MI USA — DRAWING #: Can vs. Powerseal	SHEET 1 OF: 1


149 13/16 (96") OR 185 13/16 (132")
53 13/16
96 OR 132
PLACE STRAIGHTEDGE ACROSS TOP OF LIFTER. CLAMP OR HOLD IN PLACE WHILE TAKING MEASURMENTS.
SEE DETAIL 2
SEE DETAIL 1
MEASURE TO THIS POINT OF HOOK (OUTSIDE OF HOOK SADDLE)
53 13/16"
CLAMP A CHANNEL BEHIND HOOK TO HOLD INTO PLACE
DETAIL 1
1/4
LOCATE BODY STOP 1/4" BEHIND BACK OF REAR BAR
DETAIL 2
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DEMOUNTABLE CONCEPTS
HOOK MEASUREMENTS
CHASSIS LIFT
for:
SIZE B
REV. NO. 0
PART NO. DLK-510
DRAWN ASP
DATE 6/26/01
JOB NO.
SCALE 1/2"=12"
DLK-510
SHEET 1 OF 1

Part Number	Description
DC-M3515	Hydraulic System Power Pack – Complete
DC-08111	Hydraulic System 12V Pump Motor (Motor Only)
DC-03427	Solenoid Switch 12VDC
DC-17757	Solenoid Switch 12VDC Powerseal
DC-00961-Y	12V D03 Solenoid Valve
DC-14158	Pump Plastic Reservoir
DC-07338	Pressure Relief Cartridge Valve
DC-F25S	Flow Control Valve
DC-518	Cylinder - 5" BORE x 18" Stroke
DC-514	Cylinder - 5" BORE x 14" Stroke
DC-44-4156S	Cylinder Packing Kit 18" cylinder
DC-K13031	Cylinder Packing Kit 14" cylinder
DCI-DL-2623	Large Pin - Cylinder 1-1/4" x 7-3/8" Cylinder clevis pin
DCI-DL-2624	Small Pin - Cylinder 1-1/4" x 4-3/8" Cylinder clevis pin
DC-17905-080	Push Button Controller 80" Cord w/eyelets
DC-17905-192	Push Button Controller 192" Cord w/eyelets
DC-001	Controller Box with Door and Latch
DC-DL-236A	Safety Lockout Key with Cable
DC-DL-235	Safety Lockout Handle with Grip and Hardware
DC-234	Locking System Assy Spring
DC-POL-21-54	Safety Alarm Buzzer Switch
DC-07338	Pressure Relief Cartridge Valve

Part Number	Description
DC-17905 KIT	Push Button Controller Retrofit Kit (Replaces LVC)
DC-306	Back-up Alarm
DC-1253	Light Plug, 4-Way
DC-1232	Light Plug Receptacle, 4-Way
DC-12082	Light Plug, 7-Way
DC-12080-01	Light Plug Receptacle, 7-Way
DCI-DL-215-96	Linkage Rod (for 96" Locking Bar)
DCI-DL-215-132	Linkage Rod (for 132" Locking Bar)
DC-100R200PCLZ	Linkage Rod Pin (1" x 2" Clevis Pin)
DC-L4133	Hydraulic System Complete Leg Assembly
DC-L4133UO	Hydraulic System Leg Assy - Upper Only
DC-L4133LO	Hydraulic System Lower Leg Assembly
DC-100S	Small Leg Pin (1" x 3-1/2")
DC-106S	Large Leg Pin (1" x 6")
DC-103S	Leg Pin Chain (18")
DC-7350-6N	Quick Link (1/4")
DC-BF-107-5	Scrubber Plates (6.3125" x 7.5")
DC-DL-262	Chassis Mounted Side Guides
DC-B-2003	Lift Gate Remote Control - Gravity Down - Anthony Style

Notes

For Service and Parts:

Tel: 844-364-4021
Local: 856-863-0900
Fax 856-863-6704
E-mail: sales@demount.com
Web: demount.com

NOTICE

To preview, or order parts online visit **dcixpress.com** *Click on the Demountable Parts link.*