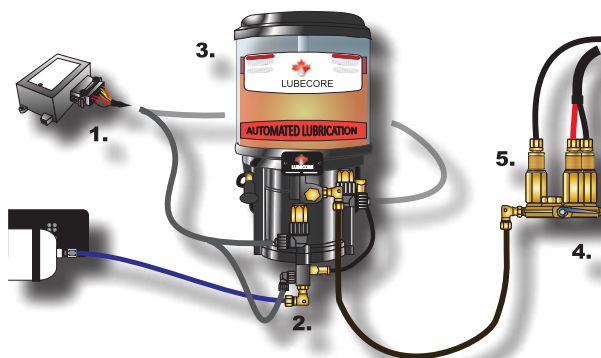


SERVICE INSTRUCTION: PNEUMATIC (GENERAL)



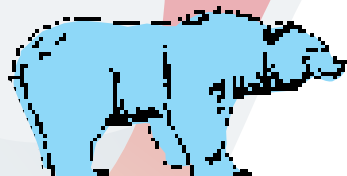
Brief description of pneumatic system operation

While the vehicle is in use, (ignition key in auxiliary position), a timer (1) is activated, normally located near the fuse panel in the cabin, which, on pre-determined time intervals, shall activate the pneumatic pump (3) through a solenoid (2). The pump (3) mounted on the vehicle frame. This pump (3), connected to manifold (-s) (4), pressurizes the grease up to a pressure of at least 60 bar. This then activates injectors (5), which distribute the grease to the lubrication points.



System Inspection

| Point of interest | Check for: | Conclusion of review |
|--------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Pump reservoir grease level (See page 2 for illustration of grease reservoir) | Is there sufficient grease in the reservoir? | When reservoir does not contain sufficient grease, (less than ¼), Proceed with refill procedure as described on page 2. |
| Main grease lines | Are there any leaks? | Make repairs. (Lubrication system is out of order until repaired.) |
| | Are there signs of wear due to rubbing or movement? | Make repairs, re-route or protect tubing to prevent further damage. |
| Secondary grease lines | Are there any leaks? | Make required repair. (Lubrication point is not being lubricated until repaired.) |
| | Are there signs of wear due to rubbing or movement? | Make repairs, re-route or protect tubing to prevent further damage. |
| | Are all grease point fittings secure? Any signs of wear? | Make repairs as necessary. |
| Lubrication / Grease points | Review if any of the following is applicable to the lubrication points: - Are points too dry (no grease visible) or too wet? (Large accumulation of grease at point) | <p>All points are dry: Timer interval too long or an electrical defect. With ignition switch in auxiliary position check with volt-meter for 12V at pump connector. If no voltage is measured, check fuse located in fuse panel at fire-wall. When the fuse is defective, replace with a 20Amp rated fuse. For timing interval adjustment please contact Lubecore.</p> <p>All points are too wet: Timer interval too short. Please contact Lubecore for timing adjustment.</p> <p>1 or more points are too dry/wet:</p> <ul style="list-style-type: none"> - Too wet: please contact Lubecore for replacement instructions. - Too dry: please see page 2 for more detailed grease point analysis. |



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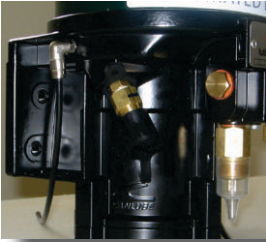
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SERVICE INSTRUCTION: PNEUMATIC (GENERAL)



Filling of the grease reservoir

1. Ensure the filler hose & the filler pump do not contain any air-pockets, by pumping 3 strokes with the filler connector on the lid of the bucket. (See photo)
2. Remove the dust cap from the coupling located on the pump. Clean if required.
3. Check the female quick coupler of the filler pump for contaminants and place on the pump connector until it latches.
4. Fill reservoir with grease until (fresh) grease is coming out of overflow tube, located in the left side of the pump, behind the filler coupling. The follower plate should have surpassed the opening in the center guide rod to allow trapped air to escape.
5. Remove coupler and place dust cap back on pump coupler. Place female quick coupler of filler pump back on male coupler located on top of the lid.



Pressure gauge location



Timer red test button location



Note: When a optional system light has been installed. It is possible to perform a lubrication cycle as described by pressing the light, instead of the test button on the timer.



Test Cycle with pressure gauge.

- 1: Remove plug directly below serial and model number tag on pump.
- 2: Install pressure gauge.
- 3: Turn the ignition key to the auxiliary position.
- 4: Press the red button on the front of the timer cover.
- 5: Monitor the pressure built up and pressure relieve over the lubrication cycle
- 6: Review Q&A in Error Recovery sheet to Remedy problem and remove and re-install plug below serial/model number tag.

Air-bleeding procedure

1. Remove end cap (only 1 at the time in case of multiple) located on the top end of the last manifold blocks in the lubrication system.
2. Provide adequate provisions around manifold to collect lubricant once test cycles are initiated and flow starts.
3. Perform steps **3 & 4** as described in the **start test cycle procedure**.
4. Repeat these steps 10 times to ensure all air pockets are removed from system.
5. Repeat this procedure in case there are multiple end cap within the system.

See General System Manual for EP0 systems for a more detailed bleeding procedure.

NEXT GENERATION AUTOMATED LUBRICATION