



DC POWER PACK

INSTALLATION & OPERATION TIPS/PROCEDURES

Congratulations on the acquisition of your DC Power Pack. We think you will appreciate the quality, service and performance this product offers. Listed below are a few recommendations to help assure proper operation and longevity of your DC Power Pack.

OIL RECOMMENDATIONS

- Quality hydraulic oil with additives for inhibiting rust, oxidation, anti-wear, anti-foam, etc. Oil must to be compatible with BUNA-N seals. ATF (Automatic Transmission Fluid) is acceptable for most applications and climates.
- Oil viscosity is important for proper operation. The oil's pour point should be equal to or lower than the coldest temperature in which the unit will be operating. Oil that is too thin (low viscosity) can result in poor performance, leaks, and premature pump wear. This is especially true in hot climates, or as the system's oil temperature rises. Viscosity should stay between 400 SUS Maximum and 80 SUS Minimum. 130-210 SUS is best.
- Do not exceed 160°F. Ideal oil temperatures are 70-120°F.
- Water in the oil can cause performance issues and damage system components.

FILTRATION

- Oil should be filtered or strained when filling the reservoir. The presence of contaminants in the fluid can effect operation and drastically reduce equipment life.
- The pump suction line is equipped with a 60 Micron suction strainer which should be cleaned when the oil is changed.

FILLING AND BLEEDING AIR FROM THE SYSTEM

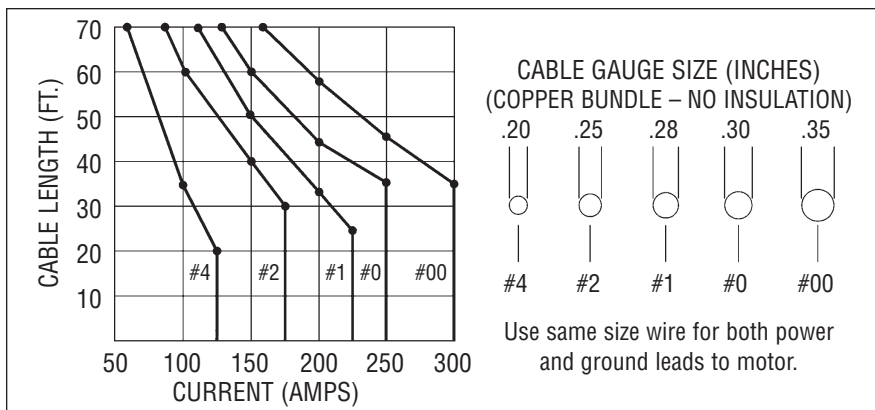
- Make sure the reservoir has been completely filled.
- Jog the electric motor to prime the pump.
- Initial start up should be done under a no load condition until all lines and cylinders have been properly filled. In most cases, the pressure line(s) may need to be loosened to allow additional air (foamy oil) to be purged. Purge the system until a clear stream of oils is seen. Use care when doing this to avoid contact with any oil spray. Catch all oil in a container and dispose of properly. Jog the electric motor during this process and continually check the oil level in the reservoir, refilling as needed. Short cylinder strokes followed by longer strokes while checking fluid level works best.

RELIEF VALVE

- Setting the relief valve is critical for operational and safety reasons. After purging the system but prior to operation, set the relief valve to the desired maximum limit. (The relief valve has been preset to approximately 2500 PSI.) This is best done using a pressure gauge connected to the pressure line. Do not operate against relief valve setting for extended periods of time.

ELECTRICAL

- Make sure the power pack has been properly connected with the appropriate size wiring.
- Chart at right shows recommend wire size for current draw vs. cable length.
- Most chassis manufacturers recommend a dedicated circuit for the DC power pack. A high amperage fuse or circuit breaker is typically required for proper protection.



MAINTENANCE

- Keep the unit clean and dry, look for any leaks and repair.
- Do not pressure wash.
- Check all wiring for corrosion and for sound connections. Clean and tighten as necessary.
- Check oil level and top off as needed. Change annually or as needed.

PLACE THIS PAPER IN THE VEHICLE GLOVE BOX FOR REFERENCE



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