



VESTIL MANUFACTURING CORP.

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RR SERIES, MECHANICAL DOCK LEVELER & EH SERIES, HYDRAULIC DOCK LEVELER INSTRUCTION MANUAL



RR Series



EH Series

Receiving instructions:

After delivery, IMMEDIATELY remove the packaging from the product in a manner that preserves the packaging and maintains the orientation of the product in the packaging; then inspect the product closely to determine whether it sustained damage during transport. **If damage is discovered during the inspection, immediately record a complete description of the damage on the bill of lading.** If the product is undamaged, discard the packaging.

Notes:

1) Compliance with laws, regulations, codes, and non-voluntary standards enforced in the location where the product is used is exclusively the responsibility of the owner/end-user.

2) VESTIL is **not liable** for any injury or property damage that occurs as a consequence of failing to apply either: a) the instructions in this manual; or b) information provided on labels affixed to the product. Neither is Vestil responsible for any consequential damages sustained as a result of failing to exercise sound judgment while assembling, installing, using or maintaining this product.

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HAZARD IDENTIFICATION: explanation of signal words

This manual uses SIGNAL WORDS to indicate the likelihood of personal injuries, as well as the probable seriousness of those injuries, if the product is misused in the ways described. Other signal words call attention to uses of the product likely to cause property damage.

The signal words used appear below along with the meaning of each word:



Identifies a hazardous situation which, if not avoided, **WILL** result in DEATH or SERIOUS INJURY. Use of this signal word is limited to the most extreme situations.



Identifies a hazardous situation which, if not avoided, **COULD** result in DEATH or SERIOUS INJURY.



Indicates a hazardous situation which, if not avoided, **COULD** result in MINOR or MODERATE injury.



Identifies practices likely to result in product/property damage, such as operation that might damage the product.

Each person who assembles, installs, uses, or maintains this product should read the entire manual **and fully understand the directions in advance**. **If after reading the manual you do not understand an instruction, ask your supervisor or employer for clarification, because failure to adhere to the directions in this manual might result in serious personal injury.**

SAFETY GUIDELINES

Vestil diligently strives to identify foreseeable hazards associated with the use of its products. However, material handling is inherently dangerous and no manual can address every conceivable risk. The end-user ultimately is responsible for exercising sound judgment at all times.



Electrocution might result if any part of the product contacts electrified wires. Reduce the likelihood of electrocution by applying **common sense**:

- DO NOT *contact* electrified wires with any part of this device, your body, or clothing.
- DO NOT use or store the product where contact with electrified wires is likely.

Always inspect the usage area before using the product & implement precautions that account for conditions.



If this product is used improperly or carelessly, the operator and/or bystanders might sustain serious personal injuries or even be killed. To reduce the likelihood of injury:

- **Failure to read and understand the entire manual before assembling, installing, using or servicing the product is a misuse of the product.**
- Read the manual to refresh your understanding of proper use and maintenance procedures.
- DO NOT attempt to resolve any problem(s) with the product unless you are both authorized to do so and certain that it will be safe to use afterwards.
- DO NOT modify the product in any way UNLESS you first obtain written approval from Vestil. Unauthorized modifications automatically void the Limited Warranty and might make the product unsafe to use.
- DO NOT exceed the maximum rated load listed under Specifications in this manual.
- Inspect the product before each use.
 - A. DO NOT use this product if the inspection reveals structural damage. Examples of structural damage include, but are not limited to, the following: 1) Cracked, broken or significantly deformed load-bearing members; 2) cracked welds; 3) missing or deformed safety chain/strap; 3) corrosion, severe wear, or other condition that affects the ability of the product to support weight or itself. Replace each part that fails to pass an inspection, and DO NOT use the product until it is fully restored to normal condition.
 - B. DO NOT use the product if any unusual noise or movement is observed. If a malfunction occurs, remove the unit from service and notify your supervisor & maintenance personnel about the issue.
- DO NOT use this device UNLESS all product labels (see "Label Placement Diagram") are readable and undamaged.



Proper use, maintenance, and storage are essential for this product to function properly.

- Always use this product in accordance with the instructions in this manual and consistent with any training relevant to machines, devices, etc. used in conjunction with this product.
- Keep the product clean & dry. Lubricate moving parts.
- FOR HYDRAULIC UNITS: Do not use brake fluid or jack oils in the hydraulic system. If oil is needed, use an anti-wear hydraulic oil with a viscosity grade of 150 SUS at 100°F, (ISO 32 cSt @ 40°C), or Dexron transmission fluid.
- Contact the manufacturer for MSDS information.

Exploded Parts Diagram and Bill of Materials

EH-65, EH-68 and EH-610

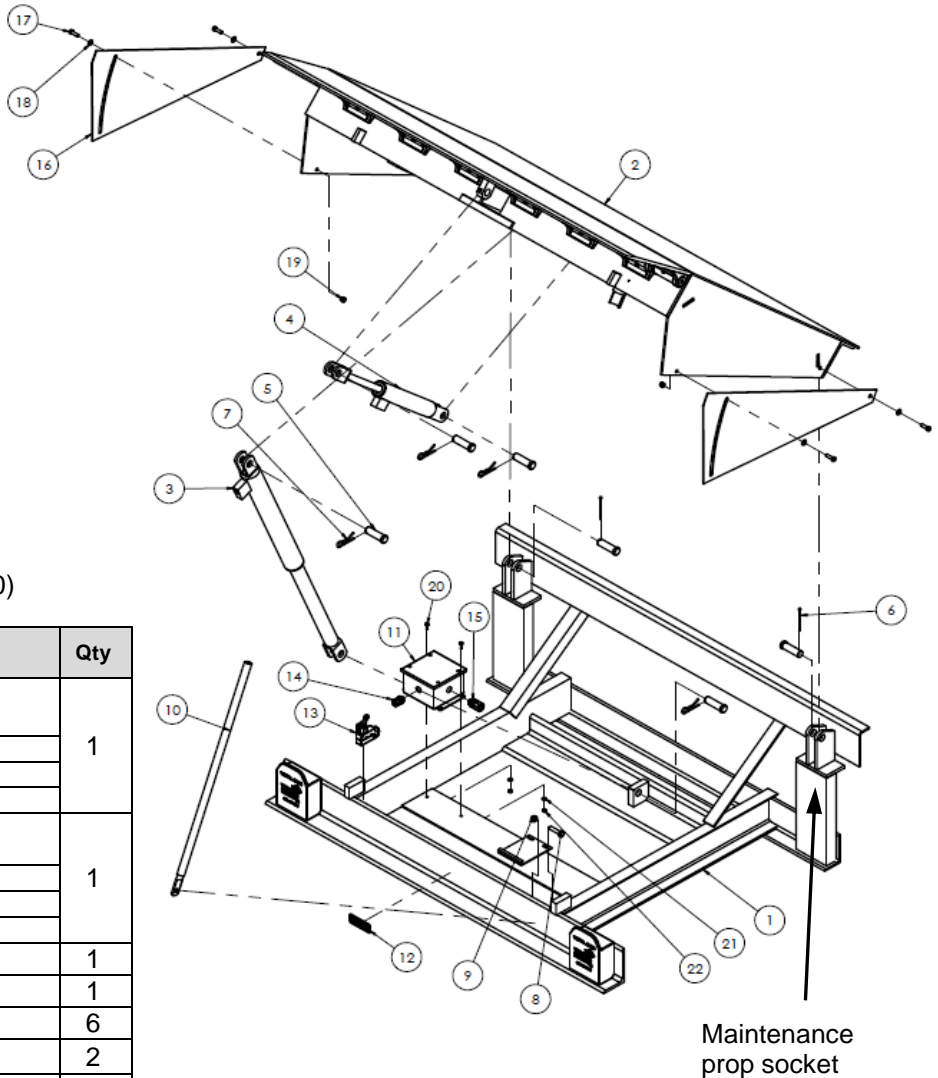


Table 1: Bill of Material
(EH-65, EH-66, EH-68 and EH-610)

Item	Part Number	Description	Qty
1	06-514-001	Frame Weldment EH-65	1
	06-514-003	EH-66	
	06-514-005	EH-68	
	06-514-007	EH-610	
2	06-513-035	Deck Weldment EH-65	1
	06-513-038	EH-66	
	06-513-041	EH-68	
	06-513-044	EH-610	
3	99-021-928	2in. x 8in. hydraulic cylinder	1
4	99-021-933	2in. x 8in. hydraulic cylinder	1
5	0156797	1in. x 3 1/2 in. clevis pin	6
6	65132	3/16 in. x 3 1/2 in. cotter pin	2
7	45282	#6 hitch pin clip	4
8	11211	1/2 in. - 13 UNC x 2in. zinc-plated HHCS bolt	1
9	36109	1/2 in. -13 UNC hex nut	4
10	06-014-011	Maintenance Prop EH-65	1
	06-014-011	EH-66	
	06-014-011	EH-68	
	06-014-011	EH-610	
11	01-029-006	6in. x 6in. 4in. control box	1
12	99-134-003	Information tag	1
13	01-022-001	Limit switch w/ roller arm	1
14	LPCG50	1/2 NPT x 0.2 strain relief connector	1
15	LPCG507	1/2 NPT x 5/8 in. strain relief connector	1
16	06-024-013	Side skirt guard EH-65	2
	06-024-013	EH-66	
	06-024-013	EH-68	
	06-024-013	EH-610	
17	11107	3/8 in. -16 x 1 1/4in. cotter pin	4
18	33008	3/8 in. USS zinc-plated flat washer	2
19	37024	3/8 in. lock nut	2
20	11003	1/4 in. -20 UNC x 3/4 in. bolt	2
21	33004	1/4 in. type A narrow flat washer	2
22	37018	1/4 in. -20 UNC zinc-plated lock nut	2

Figure 1: Exploded Parts Diagram
(EH-65, EH-66, EH-68 and EH-610)

EH-75, EH-76, EH-78 and EH-710

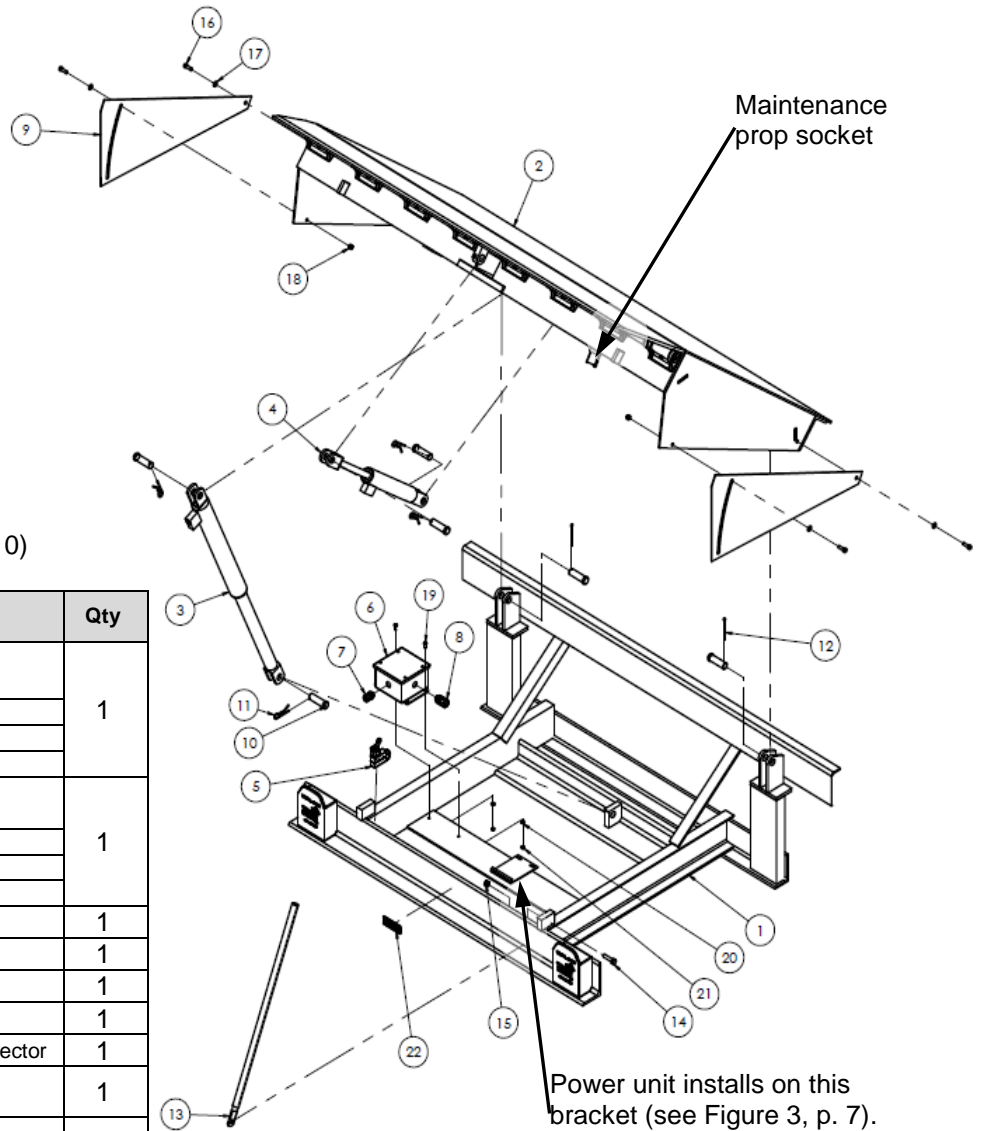


Table 2: Bill of Material
(EH-75, EH-76, EH-78 and EH-710)

Item	Part Number	Description	Qty
1	06-514-002	Frame Weldment	1
		EH-75	
	06-514-004	EH-76	
	06-514-002	EH-78	
2	06-514-002	EH-710	1
	06-513-135	Deck Weldment	
	06-513-138	EH-75	
	06-513-141	EH-76	
3	06-513-144	EH-78	1
	06-513-144	EH-710	
3	99-021-928	2in. x 8in. hydraulic cylinder	1
4	99-021-933	2in. x 8in. hydraulic cylinder	1
5	01-022-001	Limit switch w/ roller arm	1
6	01-029-006	6in. x 6in. 4in. control box	1
7	LPCG50	½ NPT x 0.2 strain relief connector	1
8	LPCG507	½ NPT x ¾ in. strain relief connector	1
9	06-024-015	Side skirt guard	2
	06-024-015	EH-75	
	06-024-013	EH-76	
	06-024-016	EH-710	
10	0156797	1in. x 3 ½ in. clevis pin	6
11	45282	#6 hitch pin clip	4
12	65132	3/16 in. x 3 ½ in. cotter pin	2
13	06-014-013	Maintenance Prop	1
	06-014-011	EH-75	
	06-014-011	EH-76	
	06-014-015	EH-710	
14	11211	½ in. - 13 UNC x 2in. zinc-plated HHCS bolt	1
15	36109	½ in. -13 UNC hex nut	4
16	11107	¾ in. -16 x 1 ¼ in. cotter pin	4
17	33008	¾ in. USS zinc-plated flat washer	2
18	37024	¾ in. lock nut	2
19	11003	¼ in. -20 UNC x ¾ in. bolt	2
20	33004	¼ in. type A narrow flat washer	2
21	37018	¼ in. -20 UNC zinc-plated lock nut	2
22	99-134-003	Information tag	1

Figure 2: Exploded Parts Diagram
(EH-75, EH-76, EH-78 and EH-710)

Power Unit, EH Series

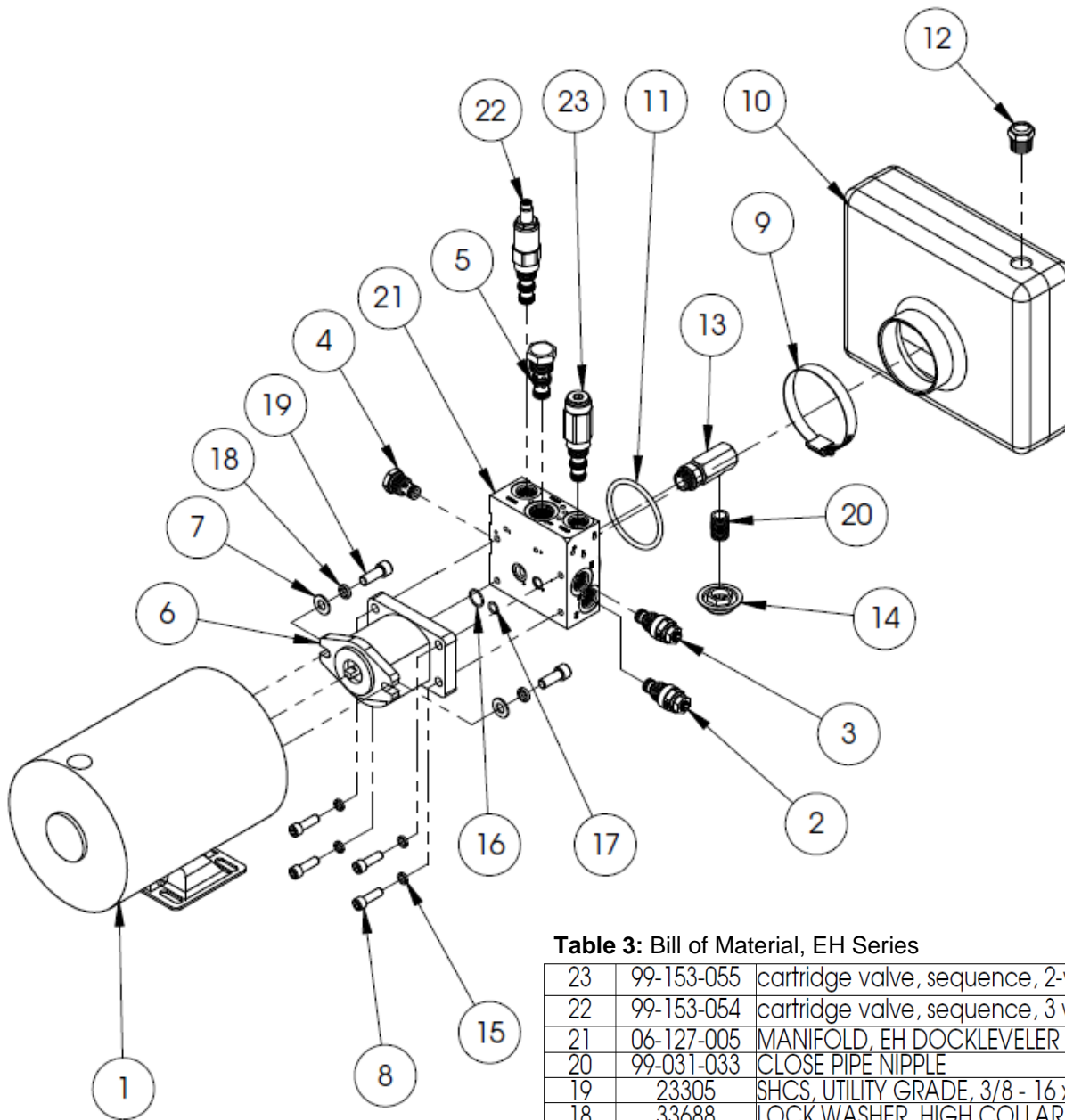


Figure 3: Power unit, EH Series

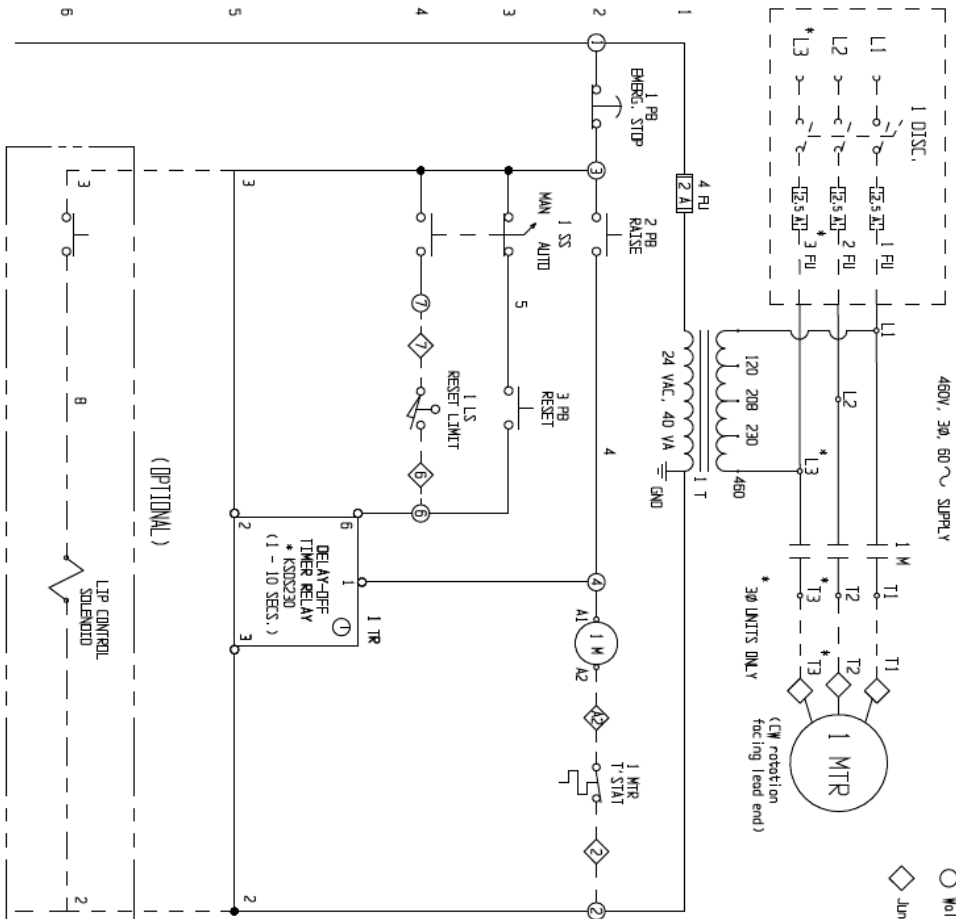
Table 3: Bill of Material, EH Series

23	99-153-055	cartridge valve, sequence, 2-way w/pilot	1
22	99-153-054	cartridge valve, sequence, 3 way, adjustable	1
21	06-127-005	MANIFOLD, EH DOCKLEVELER	1
20	99-031-033	CLOSE PIPE NIPPLE	1
19	23305	SHCS, UTILITY GRADE, 3/8 - 16 x 1 LG.	2
18	33688	LOCK WASHER, HIGH COLLAR, 3/8	2
17	99-144-008	O-RING, MANIFOLD	1
16	99-144-009	O-RING, MANIFOLD	1
15	33687	LOCK WASHER, HI COLLAR, 5/16"	4
14	99-031-029	inlet screen, 1.75 dia, 100 mesh	1
13	99-116-001	SUCTION FITTING, MINI MANIFOLD	1
12	01-116-003	BREATHER, 1/2" NPT	1
11	99-144-007	O-RING, 3" BOSS	1
10	06-023-003	HYDRAULIC TANK, EH DOCK LEVELER	1
9	99-145-061	Clamp, Worm Gear Hose, 2 13/16 - 3 3/4	1
8	23255	5/16-18 X 1 SOCKET HEAD CAP SCREW	4
7	33008	Ø3/8 USS FLAT WASHER Z PLATED	2
6	01-143-917	PUMP, HYDRAULIC, GEAR, 0.18 DISP.	1
5	99-153-020	PILOT-TO-CLOSE CHECK VALVE	1
4	99-153-011	VALVE, CHECK, STANDARD	1
3	99-153-005	VALVE, PRESSURE RELIEF, 33 BAR	1
2	99-153-004	VALVE, PRESSURE RELIEF, 100 BAR	1
1	99-135-006	2 HP, 3 PH, 3450 RPM, 208-230/460 VOLT, 56F	1
ITEM NO.	PART NUMBER	DESCRIPTION	QTY.

Electrical system, EH Series

Turn off all sources of electrical power and lock and tag them out before beginning this installation.
 2in. conduit is recommended for this installation to allow adequate room for auxiliary equipment that might be added in the future, such as dock locks and lights.

Confirm that the motor is wired for the same voltage and phase as the electricity source. Press the "RAISE" button 3 or 4 times to check the rotation of the motor. If the deck does not rise, reverse the motor rotation (3-Phase motors) by swapping motor leads T2 and T3; then press the "RAISE" button again. If the deck rises, perform the cycle check described in "Automatic mode" on p. 7; also perform a manual cycle as described in, "Manual mode" on p. 7.



OVERCURRENT & SHORT-CIRCUIT PROTECTION, AND DISCONNECT ARE TO BE PROVIDED BY THE END-USER PER THE NEC AND LOCAL CODES.

Information for satisfying overcurrent protection requirements (all to be provided by installer)

Supplied to motor	Motor FLA	Fusing	Wire Ga.	Max. run
120V 1Ø	18.6 Amps	30A	10 AWG	60 FT.
208-230V 1Ø	7.8-9.3 Amps	15A	12 AWG	150 FT.
208-230V 3Ø	3.8 Amps	5A	14 AWG	225 FT.
460V 3Ø	1.9 Amps	2.5A	14 AWG	500 FT.

- Fuse sizing indicated is based on the use of a current-limiting dual-element, time-delay fuse, such as a Buss LPJ-30SP.
- The wire sizing and maximum run figures given in the chart above are calculated based on the properties of stranded copper THHN wire.
- Consult the NEC, Chapter 430, for more detail on motor protection requirements. Consult the local authority having jurisdiction for complete code requirements.
- - - - Indicates wire and/or components supplied by others



BE SURE ALL POWER IS OFF BEFORE ATTEMPTING TO WORK ON THIS EQUIPMENT!
CAUTION: SERVICE WORK SHOULD BE PERFORMED ONLY BY TRAINED & QUALIFIED PERSONNEL

Fuse sizing indicated in the table below is based on the use of a current-limiting, dual element, time-delay fuse such as Buss LPJ-30SP.

Motor voltage	Motor FLA	Fusing	Wire Ga.	Max. run
120V 1-Phase	18.6 Amps	30 Amp	10 AWG	60 feet
208V-230V 1-Phase	7.8-9.3 Amps	15 Amp	12 AWG	150 feet
208V-230V 3-Phase	3.8 Amps	5 Amp	14 AWG	225 feet
460V 3-Phase	1.9 Amps	2.5 Amp	14 AWG	500 feet

Electrical system operation, EH Series

The electric circuit consists of a push-and-hold motor start circuit with thermal protection. The timer circuit activates and runs the motor for approximately 10 seconds. The timer is actuated by either a limit switch in automatic mode, or by pressing the RESET button in manual mode.

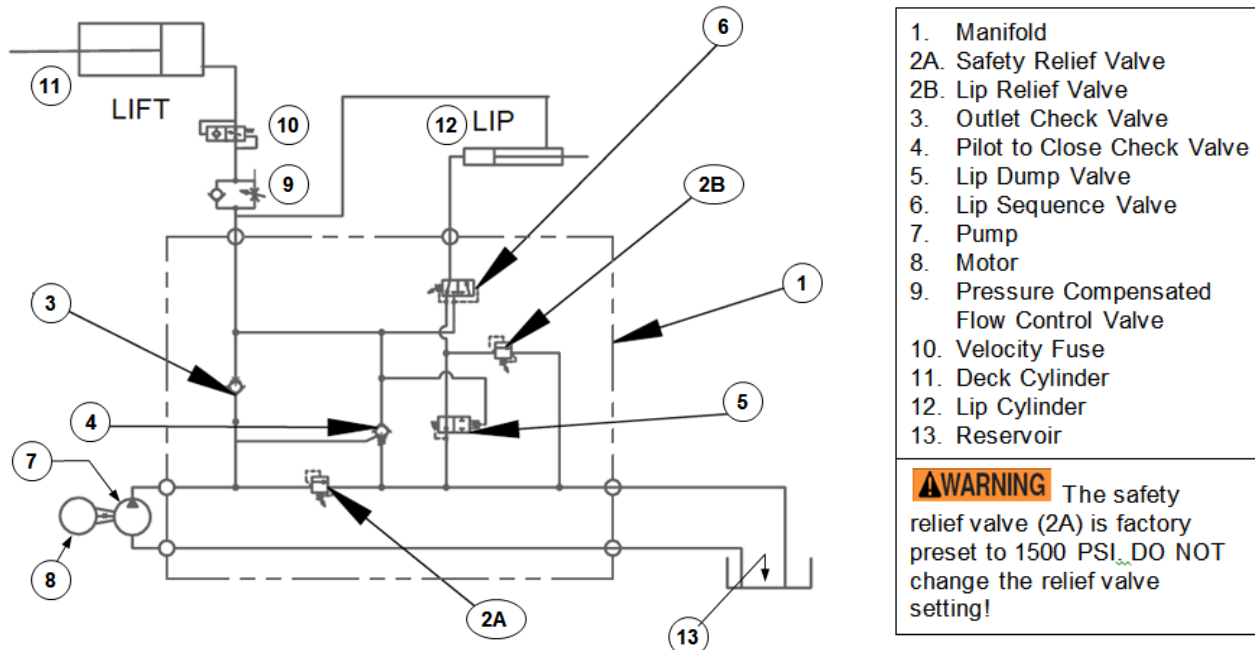


Figure 4: Hydraulic circuit

Hydraulic Circuit Sequence of Operation, EH Series

The EH Dock Leveler is hydraulically powered over a sequence of steps. The pressure required to raise the deck varies with the deck's size. However, the pressure is always below the pressure setting of the lip sequence valve (6). The sequence valve is factory set to 700 PSI, unless the deck's weight requires a different setting, and should not be changed.

Pressing the "RAISE" button activates the pump and the increased pressure rises until it equals the outlet check valve's, (3), cracking pressure. The pressure acts on the pilot line and closes valve (4), a pilot-to-close check valve with a 3:1 ratio. When the pilot pressure exceeds one third of the inlet pressure, the valve closes. As pressure builds in the deck cylinder, the deck rises and the lip rotates outward. When the pressure exceeds 40 PSI, the lip's dump valve, (5), closes. Valve (5) is a normally open pilot-to-close, directional valve.

As the lip rotates outward, oil from the cap end of the lip cylinder (12) is forced across the lip relief valve (2B). The pressure setting of the lip relief valve divides oil flow between the deck cylinder (11) and the lip cylinder (12), and controls the Lips's outward rotation. If the pressure is too low, the lip will not fully extend. If pressure is too high, the lip will retract too slowly and fail to return to its stowed position. The lip should have fully rotated outward after the deck rose approximately 18 inches.

After the deck cylinder fully extends, hydraulic pressure continues to increase until the lip sequence valve (6) shifts. When the valve shifts, there is pressure on both sides of the lip cylinder. Because there is more pressure applied to the cap end of the cylinder than to the rod end, the lip cylinder retracts.

Releasing the RAISE button deactivates the pump and the hydraulic pressure decays. When the pump output pressure drops below one third of the lift pressure, the pilot-to-close check valve (4) opens and the deck begins to descend. A pressure-compensated flow control valve (9) controls the deck's descending speed. Pressure continues to decay after the deck returns to its fully lowered position. When the pressure drops below 40 PSI, the lip dump valve (5) opens which allows the lip to return to its stowed position.

In the event of a flow control valve or hose failure, the velocity fuse, (10), built into the cylinder, ceases the deck's descent.

RR Series

Table 5: Bill of Material, RR Series

35	29-001-251	FINAL ASSEMBLY W/O SHIPPING	2
34	07-145-015	SPECIALTY HARDWARE, PULL CHAIN	1
33	99-145-114	SPECIALTY HDWR, CHAIN, TRUNNION CHAIN	1
32	51441	STAR PIN ANCHOR, 3/16 x 3/16	2
31	99-134-003	TAG, MODEL NO., CAP., SERIAL NO.	1
30	99-145-013	COLD SHUT	3
29	33008	FLAT WASHER, LOW CARBON, USS, ZINC PLATED, 3/8"	4
28	11107	HEX BOLT, GRADE A, ZINC FINISH, 3/8"-16 x 1-1/4"	4
27	06-024-015	GUARD, SIDE SKIRT	2
26	36109	HEX NUT, GRADE A, PLAIN FINISH, 1/2"-13	2
25	99-145-050	SPECIALTY HARDWARE, S-HOOK	1
24	07-145-018	D-COMP LIMIT CHAIN	1
23	06-014-013	FRAME, MAINTENANCE PROP	1
22	99-117-005	2" DIA x 1/4" STEEL RING	1
21	07-112-019	CLEVIS PIN, 3/4" X 2 3/4"L	1
20	65132	EXTENDED PRONG COTTER PIN, ZINC FINISH, 3/16" X 3-1/2"	2
19	07-146-006	SPRING, LIP RETAINER	1
18	37024	NYLON INSERT LOCK NUT, GRADE 2, ZINC FINISH, 3/8"-16	5
17	11119	HEX BOLT, GRADE A, ZINC FINISH, 3/8"-16 x 4"	1
16	65080	EXTENDED PRONG COTTER PIN, ZINC FINISH, 1/8" x 2"	2
15	28-112-031	Ø3/4 x 4 1/2 LG CLEVIS PIN	1
14	45282	HAIRPIN COTTER, ZINC PLATED, .177" x 3 1/4" OAL	2
13	47-112-001	CLEVIS PIN, Ø1 x 3 1/4"	4
12	5546062	GREASE ZERK, 3/16", STRAIGHT, DRIVE-IN	2
11	01-145-011	SPECIALTY HARDWARE, EYELET	1
10	33016	FLAT WASHER, LOW CARBON, USS, ZINC PLATED, 5/8"	16
9	07-145-007	SCREW, THREADED ROD	8
8	07-016-029	COUNTER BALANCE, ARM	1
7	07-646-003	SUB-ASSEMBLY, SPRING CHAIN	1
6	07-646-001	SPRING, SUB-ASSY, 800 CAM	8
5	07-527-014	SUB-ASSEMBLY, CHAIN ROLLER, BEARING	1
4	07-042-001	D-COMP RATCHET	1
3	07-518-006	WELDMENT, STANDARD TRUNNION	1
2	07-513-021	ASSEMBLY, DECK	1
1	07-514-003	WELDMENT, FRAME, BASE	1
ITEM NO.	PART NUMBER	DESCRIPTION	QTY.

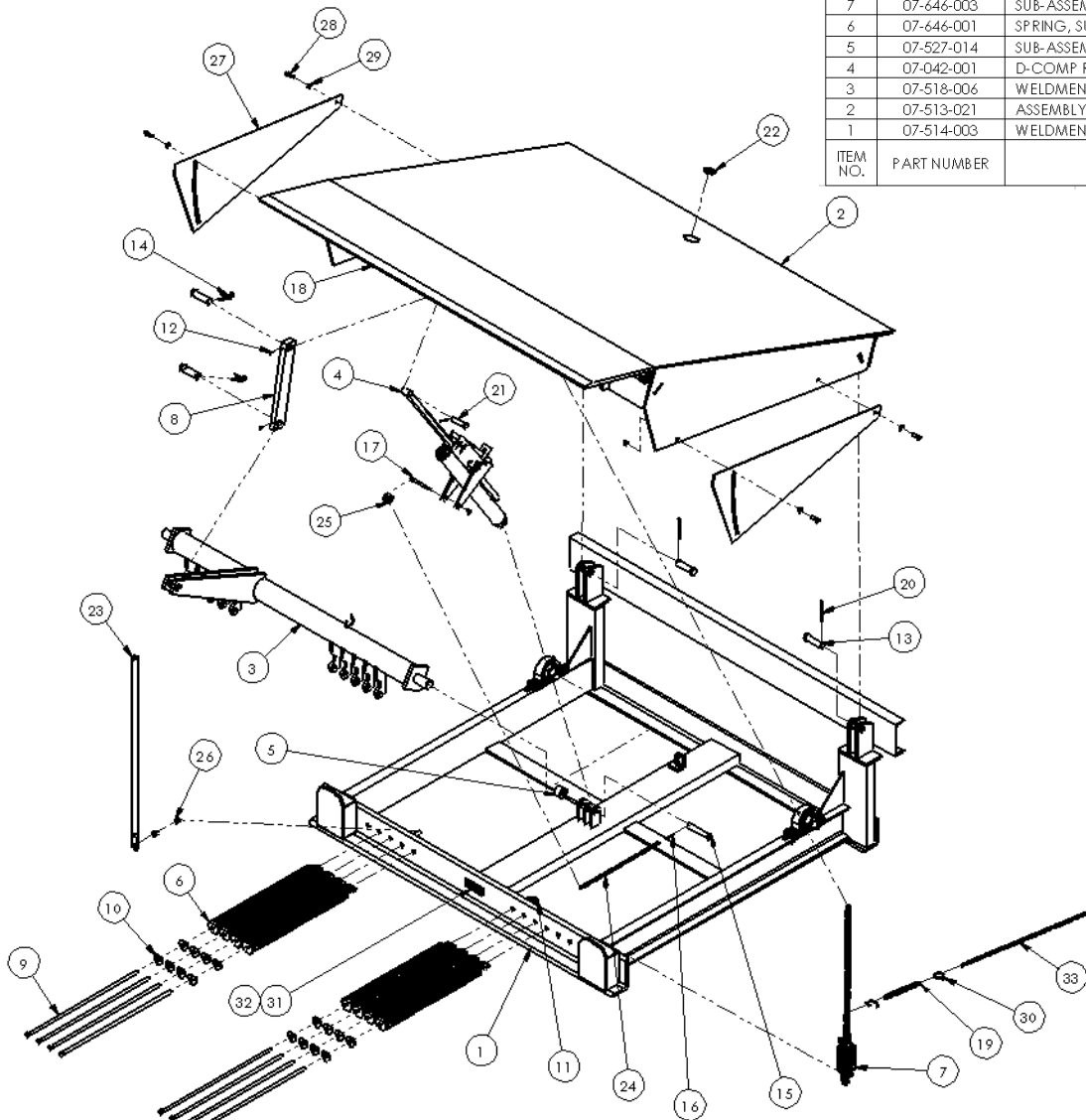


Figure 5: RR Series

Installation

CAUTION

- Never work under the Dock Leveler unless the maintenance prop is firmly in its pocket.

NOTICE

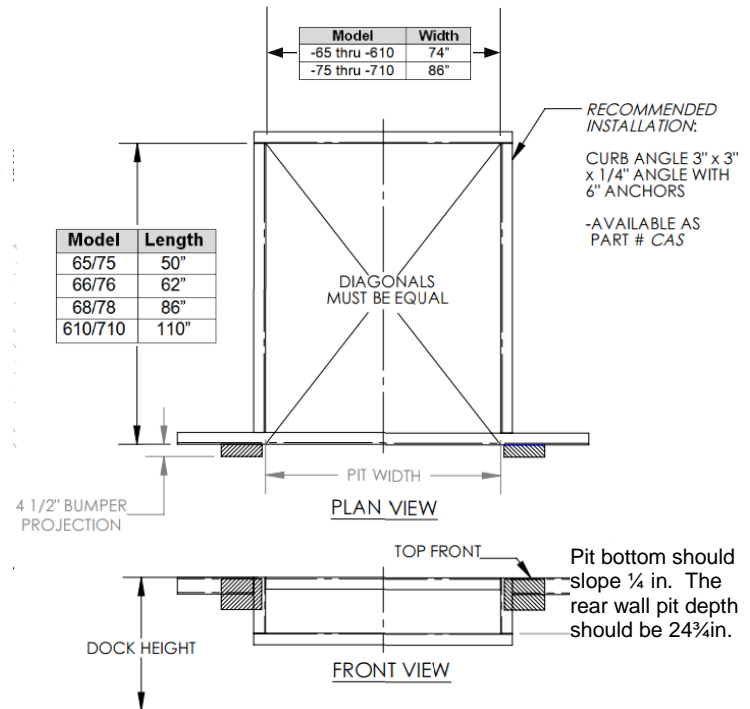
- The Dock Leveler must be level to function properly.
- Do not twist the Dock Leveler to fit the pit.

1. Measure the pit's dimensions.
2. Using steel shims, position shims under the frame to prevent frame distortions and flex so the Dock Leveler's final, resting position meets the following:
 - The Dock Leveler should be level.
 - The Dock Leveler should be against the rear pit curb angle.
 - The platform should be centered from side to side within the pit.
 - The Dock Leveler's rear channel must be flush with the rear curb angle.

NOTICE

- Do not allow the Dock Leveler to be above the pit's rear curb angle.

3. With the shims in position, skip weld the rear hinge channel to the rear curb angel, 4 inches every 8 inches.
4. Grind welds smooth.



Operation, EH Series

The Dock Leveler has an electric motor directly coupled to a gear-type hydraulic pump to pressurize the hydraulic system. Hydraulic pressure allows the cylinders to lift the platform and extend the lip. The hydraulic control components are housed within a hydraulic manifold, bolted directly onto the gear pump. All hydraulic components are rated for 3,000 psi working pressure.

Notable power unit parts include:

1. Electric motor: The A/C motor operates on either single-phase or 3-phase AC, depending on the motor ordered.
2. Gear pump: The pump shaft is coupled directly to the electric motor shaft.
3. Pressure relief valve: At pressures greater than 1,500 psi, fluid flows back into the reservoir.
4. Lip relief valve: The adjustable valve controls the Lip's retract rate after the platform has risen.
5. Check valve: It prevents fluid backflow through the pump.
6. Pilot-operated check valve: This valve is closed while the leveler rises and it opens when the pilot pressure drops to less than 1/3 of the inlet pressure, causing the deck to descend.
7. Pilot-to-close, two-position valve: Normally open, this valve closes when the pilot pressure exceeds 40 psi. It holds the lip in the extended position until either the platform or the lip is physically supported.

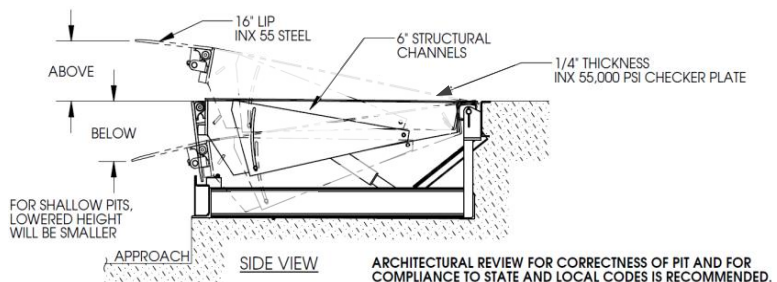


Figure 6: Pit Dimensions

8. Pilot-operated sequence valve: When system pressure reaches ~700 psi, the valve shifts to extend the lip.
9. Pressure-compensated flow control valve: Located in the deck cylinder's port, it regulates the deck's lowering rate.
10. Hydraulic cylinders:
 - a. Deck cylinder - A displacement-style cylinder with a bleeder valve located at the top end raises and lowers the deck. The bleeder valve allows air to be removed from the hydraulic system.
 - b. Lip cylinder - A double-acting cylinder extends and retracts the Lip.
11. Safety velocity fuse: Located in the deck cylinder's hose port, it closes quickly in the event of a catastrophic hose failure to prevent the deck from collapsing. The deck remains elevated until pressure is reapplied to the cylinder.
12. Hydraulic fluid: The system uses HO150 hydraulic fluid. Any anti-wear hydraulic oil with a viscosity grade of 150 SUS at 100°F (ISO 32 at 40°C), such as: AW 32 or a non-synthetic transmission fluid is acceptable.

Pressing the RAISE button activates the dock leveler. The motor turns and spins the hydraulic gear pump. Oil is drawn from the reservoir through the suction filter and into the pump. The pump forces pressurized oil through the hydraulic manifold to the deck cylinder. Pressure first acts on the deck cylinder causing it to extend, and then, causes the lip cylinder to extend. When the RAISE button is released, the lip remains extended and the deck descends at a rate determined by the pressure-compensated flow control valve. The lip eventually rests on the back end of the trailer. If the deck descends and contacts the supporting frame, a limit switch is engaged. When in "AUTO" mode, the limit switch causes the leveler to reset itself to the resting/cross-traffic position by turning on the motor for approximately 3 seconds. This brief period is long enough to raise the deck and retract the lip. If the unit is in "MANUAL" mode, engaging the limit switch only causes the lip to drop.

Issues and Solutions: additional solutions are found under Inspections and Maintenance.

Before beginning work to resolve either of the issues identified below, unload the dock leveler and apply the maintenance prop. To install the prop, press and hold the RAISE button. Continue to hold the button after the deck reaches its maximum elevation. A second person should install the free end of the maintenance prop into the socket on the underside of the deck. Release the RAISE button to allow the maintenance prop to seat firmly in the socket.

1. If the deck does not rise while the pump runs, remove the pilot-to-close check valve. Inspect and clean the valve in the following manner:
 - a) Locate the pilot-to-close check valve, which is identified with the number "4" on the hydraulic manifold, and remove it from the manifold.
 - b) Inspect the valve for contaminants. Also inspect the o-rings and back-up washers for cuts, tears, or other damage.
 - c) Immerse the valve in mineral spirits or kerosene. Use a thin tool, like a small screwdriver or a small hex wrench, to push the check ball in several times from the bottom end of the valve. The ball should move freely. If it sticks in, the valve might be defective. Replace the valve if the ball still does not move freely after cleaning. Blow the valve off with compressed air, while simultaneously pushing the check ball in-and-out.
 - d) Inspect the bottom of the valve cavity in the manifold (the chamber in the manifold that houses the valve) for debris. Clean the valve cavity as needed.
 - e) Reinstall the valve. Tighten the valve in the manifold to approximately 20 lb-ft of torque.
2. If the platform lowers extremely slowly, or not at all, the velocity fuse of the deck cylinder might be closing. This is typically caused by air in the cylinder. To correct the problem, bleed air from the hydraulic system:
 - a) Hold a rag over the bleeder valve of the deck cylinder. The valve looks like a grease zirk. Use a ¼ in. wrench to turn the valve about 1/2 turn. Jog the motor by quickly pressing and releasing the RAISE button. Oil and air will sputter from the valve. Continue this process until air no longer escapes from the valve; then close the valve.

Modes of Operation, EH Series

The leveler can be operated in either of two modes—automatic or manual. Before using the leveler, confirm normal operation by running the leveler through a complete cycle:

- 1) Automatic mode: Press and hold the "RAISE" button on the remote control box. The deck will rise to its maximum elevation and then the lip will extend. When the lip fully extends, release the "RAISE" button. The deck should lower smoothly until the lip rests on the truck bed. The deck will descend to the fully lowered configuration when the

truck pulls away from the dock leaving the lip unsupported. The power unit will restart and raise the deck to maximum elevation; the lip will lower; the power unit will shut off; and the deck will settle in to its stored position flush with the surrounding surface.

NOTICE • DO NOT operate the dock leveler in automatic mode if the truck bed is below the level of the dock.

2) Manual mode: Use the leveler in this mode if a truck bed is below dock level. In manual mode, the dock leveler functions nearly identically to automatic mode. However, the power unit does not automatically start to return the deck to the stored position when the leveler reaches the lower limit. Instead, after a truck leaves the deck descends to its fully lowered position and the lip drops to avoid being damaged by the next truck.

“RESET” button: press the button to automatically return the leveler to the stored position while in manual mode.

3) To put the leveler into stored configuration, from either manual or automatic mode, while a truck occupies the loading dock:

- a) Press and hold the “RAISE” button until the deck reaches its maximum elevation;
- b) Release the button;
- c) The leveler will return to its stored position.

4) (Optional) Lip control: “LIP” button on the remote control extends the lip. First, press the “RAISE” button to elevate the deck sufficiently that the lip will not contact the back of the truck as it extends; then press the “LIP” button to extend the lip. Release the “RAISE” and “LIP” buttons and the lip will settle on the bed of the truck. If the RAISE button is released but you continue to hold the LIP button, the leveler will maintain its position. Release the LIP button to allow the lip to settle on the truck bed.

5) Emergency stop button: Pressing this button cuts all power to the unit. ***If the emergency stop button is pressed at any time during the cycle of operation, the leveler will return to its stored position.*** Pull out the emergency stop button to reset the switch and restore power.

Operation, RR series

NOTICE • Do not leave any cargo or equipment on the Dock Leveler deck at any time.

Before Use

1. When the truck is against the Dock Lever’s bumpers, chock the truck’s wheels on both sides.
2. Verify the truck’s cargo area has ample room to accept the Dock Leveler lip. The lip will require about twelve inches (12”) beyond the bumper for the standard sixteen inch (16”) lip.
3. If the cargo area is not sufficiently clear, clear the area.
4. Verify the lip is in the vertical position and securely behind the lip keepers.



• Verify people and equipment are clear. The deck will rise and the lip will automatically extend into the trailer.

5. If the deck is below dock height, release the pull and raise the deck a few inches above the dock floor.
6. Walk on the deck to lower it until the entire lip is setting on top of the trailer’s floor.
7. For Models with the ES Option: If the trailer floor is below the dock’s floor, the Emergency Stop’s safety legs need to be retracted. Pull the ES ring, the rear-most ring on the Dock Leveler, to retract the safety legs and completely lower the lip onto the trailer’s floor. Release the ES ring.
8. Load / unload the cargo.

After use

NOTICE • If the truck departs prior to retracting the Dock Leveler, the lip will fall to the down position. The lip may or may not be in the keepers.

1. Pull the recessed handle, releasing the deck, until the lip clears the truck.
2. After the deck completely retracts, walk on the deck until it returns to floor height.
3. Verify the lip is behind the keepers.
4. The trailer’s overhead door and/or the building may now be closed and the wheel chocks removed.

Troubleshooting, EH Series

The following information is provided for diagnosis and correction of issues that develop after properly installing the dock leveler and the unit operates normally for a while.

Issue	Cause	Solution
Motor does not run and deck does not rise	<ol style="list-style-type: none"> 1. Emergency stop button activated (pressed) 2. Transformer fuse blown or tripped circuit breaker 3. No supply voltage 4. Bad control transformer 5. Malfunctioning motor relay coil 6. Malfunctioning RAISE push button 7. Thermal-overload switch tripped 	<ol style="list-style-type: none"> 1. Pull up emergency stop button 2. Replace fuse or reset circuit breaker. 3. Test voltage with meter, Check fuses, breakers, and overloads. 4. Check for 24VAC; replace if bad 5. Test with meter; replace if bad 6. Test with meter; replace if bad 7. Wait for motor to cool.
Motor runs, but deck does not rise and don't hear motor running	<ol style="list-style-type: none"> 1. Motor rotation is wrong 2. Pumps failing to pressurize hydraulic system 3. Load on the deck (leveler will only lift its own weight) 	<ol style="list-style-type: none"> 1. Confirm that motor turns clockwise opposite the shaft end 2. Contact the factory 3. Unload the deck
Motor hums or pump squeals but deck does not rise or rises very slowly	<ol style="list-style-type: none"> 1. Excessive voltage drop to motor because power cord wire size too small, wire length too long, or incoming voltage too low. 2. Motor running slowly, is hot, or lost one phase (3-phase motors) 4. Pressure relief valve opening at full system pressure. 5. Pilot-to-close check valve failing to close 6. Load applied to deck 	<ol style="list-style-type: none"> 1. Check power installation. Check incoming voltage <i>while motor running</i>. 2. Check voltage on all legs; check fuses; repair as necessary. 4. Check for frame damage or binding at the deck hinge, etc. Check for platform overload condition 5. Remove valve and inspect. 6. Remove load from deck
Deck does not automatically return to stored position when truck leaves dock	<ol style="list-style-type: none"> 1. Auto/Manual switch in manual position 2. Defective limit switch (deck fails to engage the below dock limit switch, or switch malfunctioning) 3. Defective timer, or timer period set too short 4. Bad (AUTO/Manual) selector switch contact block 	<ol style="list-style-type: none"> 1. Move switch to "auto" position 2. Change auto/manual switch to Manual mode and press RESET button 3. Check the timer setting. Test for timer output and replace if bad. 4. Test with meter; replace if bad
Deck does not lower	<ol style="list-style-type: none"> 1. Velocity fuse, item 10, in deck cylinder is locked 2. Pressure-compensated flow control valve stuck. 	<ol style="list-style-type: none"> 1. Press and release RAISE button to unlock fuse. If problem persists, check for air in oil. 2. Replace valve
Lip retracts too quickly causing rough action	Lip relief valve, item #2B, pressure setting too low	Turn adjustment on valve clockwise (quarter turn or less)
Lip does not retract	Lip relief valve, item #2B, pressure setting too high	Turn adjustment on valve counterclockwise (quarter turn or less)
Lip retracts before contacting truck bed	<ol style="list-style-type: none"> 1. Lip relief valve, item #2B, pressure setting too low 2. Faulty lip cylinder, item #12, 3. Faulty power unit 	<ol style="list-style-type: none"> 1. Turn adjustment on valve clockwise (quarter turn or less) 2. Repair or replace 3. Repair or replace
Lip does not extend when deck reaches top position	<ol style="list-style-type: none"> 1. Defective lip cylinder 2. Faulty power unit 	<ol style="list-style-type: none"> 1. Repair or replace 2. Repair or replace

Inspections and Maintenance

EH Series

Before beginning maintenance, secure the deck in the raised configuration with the maintenance prop. The process requires 2 people: one person presses and holds the RAISE button to keep the deck raised with the lip extended, while the second person pivots the maintenance prop to align the free end of the prop with the socket on the underside of the deck.

⚠WARNING DO NOT use the Dock Leveler if adjustments and/or repairs are incomplete! Return it to service ONLY after finishing all necessary repairs and adjustments. The reader should understand the difference between necessary adjustments and repairs, and modifications.

An adjustment is a simple correction that restores the lifter to normal operating condition, such as tightening loose fasteners, or removing dirt or other debris from the surface of the dumper; a repair refers to replacing worn parts with new, factory-approved replacement parts.

A modification is a change that alters the machine from normal operating condition, like bending the structural members or removing a part or several parts. **NEVER modify the unit. Modifications automatically void the Limited Warranty and might make the leveler unsafe to use.**

NOTICE Regular maintenance is essential to keep the dock leveler operating properly. ONLY use ISO AW-32 hydraulic fluid or its equal in the hydraulic system.

Inspections:

(A) Inspect daily for the following:

- 1.) Frayed wires and loose conduit fittings
- 2.) Damage and deformation of the structural members, cylinder brackets, etc.
- 3.) Run the leveler through a complete cycle. Listen for unusual noises and watch the leveler and lip for binding or unusual movement, or evidence thereof, during operation.
- 4.) Confirm that the side skirt guards are securely fastened to the deck.

(B) Inspect the following each month:

- 1.) Oil leaks – check the hoses, cylinders, fittings, etc. for oil leaks. Also check the oil level in the reservoir. Oil should be 1" to 1½" below the fill hole in the reservoir. See Inspections and Maintenance for oil specifications.
- 2.) Hydraulic hoses and electrical wiring - look for Worn or damaged hydraulic hoses and electrical wires.
- 3.) Hinge and cylinder pivot points – check for excessive wear at pivot points.
- 4.) Welds – check all welds for cracks and signs of metal fatigue, especially at the hinge.
- 5.) Mode functions – cycle the leveler through each mode (AUTO and Manual) to confirm proper functioning in both modes. Carefully watch and listen to the leveler during operation. The leveler should operate without unusual noises or movement.
- 5.) Limit switch – confirm normal operation of the below-dock limit switch in AUTO mode.
- 6.) Hardware – check all hardware/fasteners, especially pivot point pins and pin retaining hardware.
- 7.) Anchorage – closely examine the frame, anchor bolts, and the concrete around the anchor bolts for cracks, warping, etc.
- 8.) Labels – confirm that each label is in place and in good condition.
- 9.) Leveler surfaces - clean dirt and debris from the surfaces of the leveler, especially debris underneath and around the power unit.

(C) Yearly Maintenance

NOTE: Usage and environment are significant factors affecting how frequently maintenance must be performed.

- 1.) Grease the lip hinge and all cylinder pivot points.
- 2.) The oil should be changed if the oil darkens, becomes gritty, or turns a milky color (indicating the presence of water). Replace with anti-wear hydraulic oil with a viscosity grade of 150 SUS at 100°F, (ISO 32 at 40°C). E.g. AW 32 or HO 150 hydraulic oil or a non-synthetic transmission fluid. Synthetic transmission fluid can be used after flushing the system with the synthetic fluid prior to filling the reservoir.

RR Series



- Any debris in, around or under the Dock Leveler may impede its actuation. In some cases, an operator and/or equipment on top of the Dock Leveler may slide off and fall outside onto the ground causing damage and/or serious injury.

Before beginning maintenance, secure the deck in the raised configuration with the maintenance prop. The process requires 2 people: one person presses and holds the RAISE button to keep the deck raised with the lip extended, while the second person pivots the maintenance prop to align the free end of the prop with the socket on the underside of the deck.

Every Use

- Inspect the Dock Leveler operation.
- Clear the debris. Debris can be found between the Dock Leveler and the pit walls.

Monthly

- Verify labels are present, legible and securely attached. Request replacements from vendor as necessary.
- Remove all debris from the pit. Clean the lip hinge and the lip operating mechanism. Wipe dirt and material from the ratchet mechanism including the ratchet and paw. Clean the deck hinge.
- Inspect pull chain(s). They should pull without obstruction. The chain should not have excessive wear. Replace as necessary.
- Using a graphite based oil, oil all moving parts liberally. Include the hooking point at the end of the springs. The only exception is the ratchet bar and the locking paw which should not be oiled.
- Grease the following Zerk fittings with a lithium base grease:
 - Lip hinge
 - Pillow block at ends of trunnion
 - Rotating cam in center of Dock Leveler deck
 - If unit is equipped with safety stops grease both sides
- Inspect the springs.
- Inspect all welds for cracks and signs of metal fatigue, especially at the hinge.



- The springs are under high tension and if quickly released or pried from their position, can result in equipment damage and/or serious injury.

- Springs should not be corroded or rusty. Replace as necessary.
- Springs ends should be secured at either end.
- Inspect the Dock Leveler operation. If adjustments are needed, see below.
- If paint has chipped, prepare the surface and paint.

For RR Models with the ES Option:



- If the pull chains, safety legs and safety leg's springs are hindered with debris or have excessive wear, the Dock Leveler will lower and bottom out during usage. Any persons or equipment on the Dock Leveler may slide off and fall causing injury and/or equipment damage.
- Inspect the linkage operation.
 - The return spring on the safety legs should be functioning and securely connected.
 - The D-rings guiding the Release Pull Chain should be greased. The chain's travel should be unobstructed.

Adjustment

Deck Lifting Mechanism

When adjusting the spring tension, stretch the springs to the same length. This will unify the spring force acting on the lifting mechanism. The lifting motion will be more uniform.

The deck's lifting speed impacts the lip extension. The deck's momentum provides the extra energy to extend the Lip outward. Hence, if the lifting speed is too slow, the lip will not extend.

Uniformly increase the spring force by uniformly lengthening each springs length until the lip extends.

Lip Extending Mechanism

Pulling the lip chain engages the lip's Counterbalance Spring and rotates the lip outward. The appropriate compression in the spring is important for this actuation. The spring's force should be maximized while still having the lip fall back to the vertical position. Too much spring force and the lip will not return to its stowed, vertical position.

Perform the following sequence of steps until the spring force is maximized and the lip still returns to its stowed, vertical position.

Adjustment Sequence

1. Grab the lip end and manually extend lip.
2. Release the lip.
3. If it falls to the vertical position, tighten spring nut clockwise.

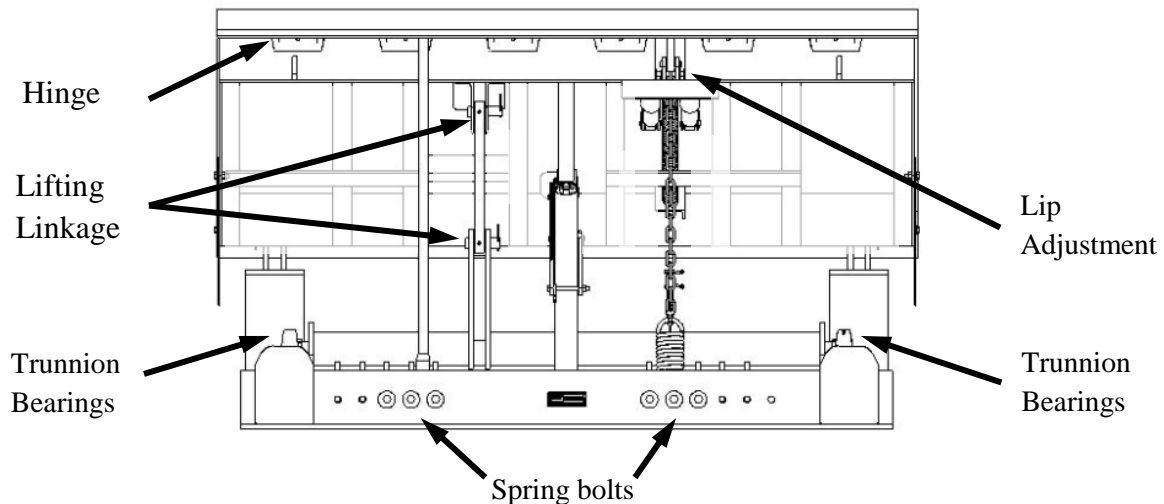


Figure 7: Maintenance Points

Label Placement

Label 367, RR and EH Series

CAUTION	ATENCIÓN	ATENCIÓN
REST LIP ON TRAILER or lip will drop below dock height	DECANSE EL LABIO EN EL REMOLQUE o el labio se caera por debajo del anden	POSER LÈVRE SUR REMORQUE ou levre tombera au-dessous du quai

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EH Series shown



Label 367, RR Series ONLY

CAUTION	ATENCIÓN	ATTENTION
DO NOT CRASH BOARD INTO TRUCK IS SPOTTED AGAINST BUMPERS. Keep feet or back off dock when pulling trailer in.	NO OPRE LA TABLA ENERQUE EL CAMION ESTE ASEGURADO CONTRA LOS TOPES. Manténgase lo lejos de los topes hasta que el camión esté asegurado.	NE PAS CRASHER LA PLATE FORME CONTRE LE PARE-CHOCS. S'écarter les pieds ou le dos du camion de la plate-forme jusqu'à ce qu'il soit assuré.
OPERATING INSTRUCTIONS 1) Park on level ground. 2) Release chock. 3) Immediately walk or stand to back of trailer when back is to be lowered. 4) Lower trailer to ground slowly. 5) Do not touch trailer until it is fully lowered.	INSTRUCCIONES DE OPERACIÓN 1) Estacione la unidad en terreno plano. 2) Quite los cuclones. 3) Cambrase en la tabla inmediatamente para que la tabla no toque el suelo. 4) Baje el remolque lentamente al suelo. 5) No toque el remolque hasta que esté totalmente bajado.	INSTRUCTIONS DE FONCTIONNEMENT 1) Stationnez l'unité sur terrain plat. 2) Retirez les chocs. 3) Marchez immédiatement sur le plan arrière de la remorque avant qu'elle ne soit abaissée au sol. 4) Baissez la remorque lentement au sol. 5) Ne touchez pas la remorque avant qu'elle ne soit complètement abaissée.

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Label 287, RR and EH Series

MODEL/MODELO/MOÐELE	_____
CAPACITY	_____ lbs.
CAPACIDAD/CAPACITÉ	_____ kgs.
SERIAL/SERIE/SÉRIE	_____

Label 206, EH Series ONLY (applied to power unit oil reservoir)

ISO 32 / 150 SUS
HYDRAULIC OIL OR NON-SYNTHETIC TRANSMISSION FLUID
ACEITE HIDRAULICO O LIQUIDOS DE TRANSMISION NO SINTETICOS
HUILE OU LIQUIDE HYDRAULIQUE NON-SYNTHÉTIQUE
206 Rev. 1 003
VESTIL MANUFACTURING CORPORATION • Phone (260) 665-7586 • www.vestil.com

Label 584, EH Series ONLY (over control buttons)

<p>REMOVE PLUG AND INSTALL BREATHER CAP QUITE EL TAPON INSTALE LA TAPA DEL RESPIRADERO DÉBOUCHER ET INSÉRER BOUCHON RENIFLARD</p>	584
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Label 483, EH Series ONLY (on control box)

Please read the label in English, or the label in Spanish, or the label in French, or the label in Italian, or the label in Portuguese, or the label in Russian, or the label in Chinese.

MAS	ACTO	ESLINC. STOP/INTERMPPR
+	+	
MODEL/MODELO/MOÐELE _____ SERIAL/SERIE/SÉRIE _____		RAGE/FACE/AR
INSTRUCIONES DE OPERACIÓN - INSTRUCCIONES DE OPERACIÓN 1) The operator must keep the control box in the "MAS" position at all times. 2) The operator must keep the control box in the "ACTO" position at all times. 3) The operator must keep the control box in the "ESLINC. STOP/INTERMPPR" position at all times. 4) The operator must keep the control box in the "MAS" position at all times.		+
OPERATING INSTRUCTIONS - INSTRUCCIONES DE OPERACIÓN 1) El operador debe mantener la caja de control en la posición "MAS" en todo momento. 2) El operador debe mantener la caja de control en la posición "ACTO" en todo momento. 3) El operador debe mantener la caja de control en la posición "ESLINC. STOP/INTERMPPR" en todo momento. 4) El operador debe mantener la caja de control en la posición "MAS" en todo momento.		+
OPERATING INSTRUCTIONS - INSTRUCCIONES DE OPERACIÓN 1) L'opérateur doit garder la boîte de commande en position "MAS" à tout moment. 2) L'opérateur doit garder la boîte de commande en position "ACTO" à tout moment. 3) L'opérateur doit garder la boîte de commande en position "ESLINC. STOP/INTERMPPR" à tout moment. 4) L'opérateur doit garder la boîte de commande en position "MAS" à tout moment.		+
OPERATING INSTRUCTIONS - INSTRUCCIONES DE OPERACIÓN 1) Il faut que l'opérateur conserve la boîte de commande en position "MAS" à tout moment. 2) Il faut que l'opérateur conserve la boîte de commande en position "ACTO" à tout moment. 3) Il faut que l'opérateur conserve la boîte de commande en position "ESLINC. STOP/INTERMPPR" à tout moment. 4) Il faut que l'opérateur conserve la boîte de commande en position "MAS" à tout moment.		+

VESTIL MANUFACTURING CORPORATION
Phone: (260) 665-7586 Fax: (260) 665-1339 www.vestil.com

LIMITED WARRANTY

Vestil Manufacturing Corporation ("Vestil") warrants this product to be free of defects in material and workmanship during the warranty period. *Our warranty obligation is to provide a replacement for a defective original part if the part is covered by the warranty, after we receive a proper request from the warrantee (you) for warranty service.*

Who may request service?

Only a warrantee may request service. *You are a warrantee if you purchased the product from Vestil or from an authorized distributor AND Vestil has been fully paid.*

What is an "original part"?

An original part is a part used to make the product as shipped to the warrantee.

What is a "proper request"?

A request for warranty service is proper if Vestil receives: 1) a photocopy of the Customer Invoice that displays the shipping date; AND 2) a written request for warranty service including your name and phone number. Send requests by any of the following methods:

Mail
Vestil Manufacturing Corporation
2999 North Wayne Street, PO Box 507
Angola, IN 46703

Fax
(260) 665-1339
Phone
(260) 665-7586

Email
sales@vestil.com

In the written request, list the parts believed to be defective and include the address where replacements should be delivered.

What is covered under the warranty?

After Vestil receives your request for warranty service, an authorized representative will contact you to determine whether your claim is covered by the warranty. Before providing warranty service, Vestil may require you to send the entire product, or just the defective part or parts, to its facility in Angola, IN. The warranty covers defects in the following *original* dynamic components: motors, hydraulic pumps, electronic controllers, switches and cylinders. It also covers defects in *original* parts that wear under normal usage conditions ("wearing parts"): bearings, hoses, wheels, seals, brushes, batteries, and the battery charger.

How long is the warranty period?

The warranty period for original components is 1 YEAR. The warranty period begins on the date when Vestil ships the product to the warrantee. If the product was purchased from an authorized distributor, the period begins when the distributor ships the product. Vestil may extend the warranty period for products shipped from authorized distributors by *up to* 30 days to account for shipping time.

If a defective part is covered by the warranty, what will Vestil do to correct the problem?

Vestil will provide an appropriate replacement for any *covered* part. An authorized representative of Vestil will contact you to discuss your claim.

What is not covered by the warranty?

1. Labor;
2. Freight;
3. Occurrence of any of the following, which automatically voids the warranty:
 - Product misuse;
 - Negligent operation or repair;
 - Corrosion or use in corrosive environments;
 - Inadequate or improper maintenance;
 - Damage sustained during shipping;
 - Collisions or other incidental contacts causing damage to the product;
 - Unauthorized modifications: DO NOT modify the product IN ANY WAY without first receiving written authorization from Vestil. Modification(s) might make the product unsafe to use or might cause excessive and/or abnormal wear.

Do any other warranties apply to the product?

Vestil Manufacturing Corp. makes no other express warranties. All implied warranties are disclaimed to the extent allowed by law. Any implied warranty not disclaimed is limited in scope to the terms of this Limited Warranty.

