

Technical Bulletin

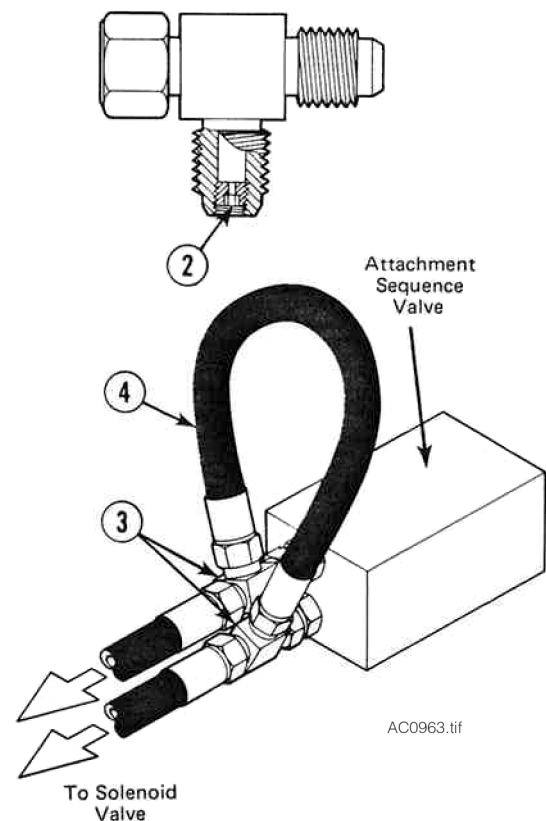
Eliminating Attachment Supply Circuit Surge on Trucks Equipped with Solenoid Adaption

Models: All trucks equipped with Solenoid Adaption

Condition: Internal reeving and some hose reels used in conjunction with a solenoid operated attachment occasionally will produce a “jump” that is caused by a surge of residual pressure to the normally open function. This occurs when the normally closed function is operated and the valve handle is released. Residual pressure is trapped between the solenoid valve and the truck valve causing the normally open function to “jump”.

Solution: Install a cross bleed orifice between the truck/attachment pressure and return line to equalize the pressure and remove the “jump”.

- 1 Measure pressure delivered to the attachment valve. Note the reading for future reference.
- 2 Modify a standard No. 8 run tee fitting by tapping the location shown with a 1/16”-27 NPTF tap to a depth of 1/2”. Drill a .030” orifice through a 1/16” NPTF hex socket pipe plug. Install the pipe plug into the tee.
- 3 Install a standard No. 8 run tee fitting to one of the attachment sequence valve ports. Install the modified tee fitting to the other valve port.
- 4 Install a hose to connect the tee fittings. Do not exceed the hose minimum bend radius.
- 5 Operate the attachment to see if the “jump” has been removed from the system. If it is still evident, the tee fitting pipe plug orifice may be increased to a maximum of .070” dia.
- 6 Measure the pressure delivered to the attachment valve. The difference between the current and initial pressure reading should not exceed 150 psi.



NOTE: This information should not be interpreted as the basis for warranty claims unless so designated.

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