



FOLDING-LIP DOCK LEVELLER CIRCUIT FUNCTION

Explanation of function (numbers refer to circuit on page 2):

A. Motor turned on

Pump flow passes through check valve 1 to port/s A (main deck cylinder/s). Pressure rises to that required to lift the deck (let's assume 80 bar). Pressure maintains pilot-operated check valve 3 closed. At this stage there is no pressure on the pilot (upper side) of pilot operated check valve 2 so the lip cylinder is connected directly to tank via the sequence valve 5 and the p/o check valve 2.

At end of deck cylinder stroke the pressure increases until it reaches the pressure setting of the lip sequence valve 5 (set 115 bar). This valve then switches and the lip cylinder raises the lip. When the lip is completely raised the pressure then increases until it reaches the pressure setting of the main relief valve 4 (set 140 bar).

B. Motor now turned off

Pressure on the pump-side of check valve 1 falls to zero, allowing p/o check valve 3 to open which allows fluid to pass from the main deck cylinder to the adjustable lowering valve 7 and to tank via the energised safety valve 6 (if fitted). The pressure drop created by the returning flow through the lowering valve 7 also holds shut the p/o check valve 2 so the lip cylinder remains "up".

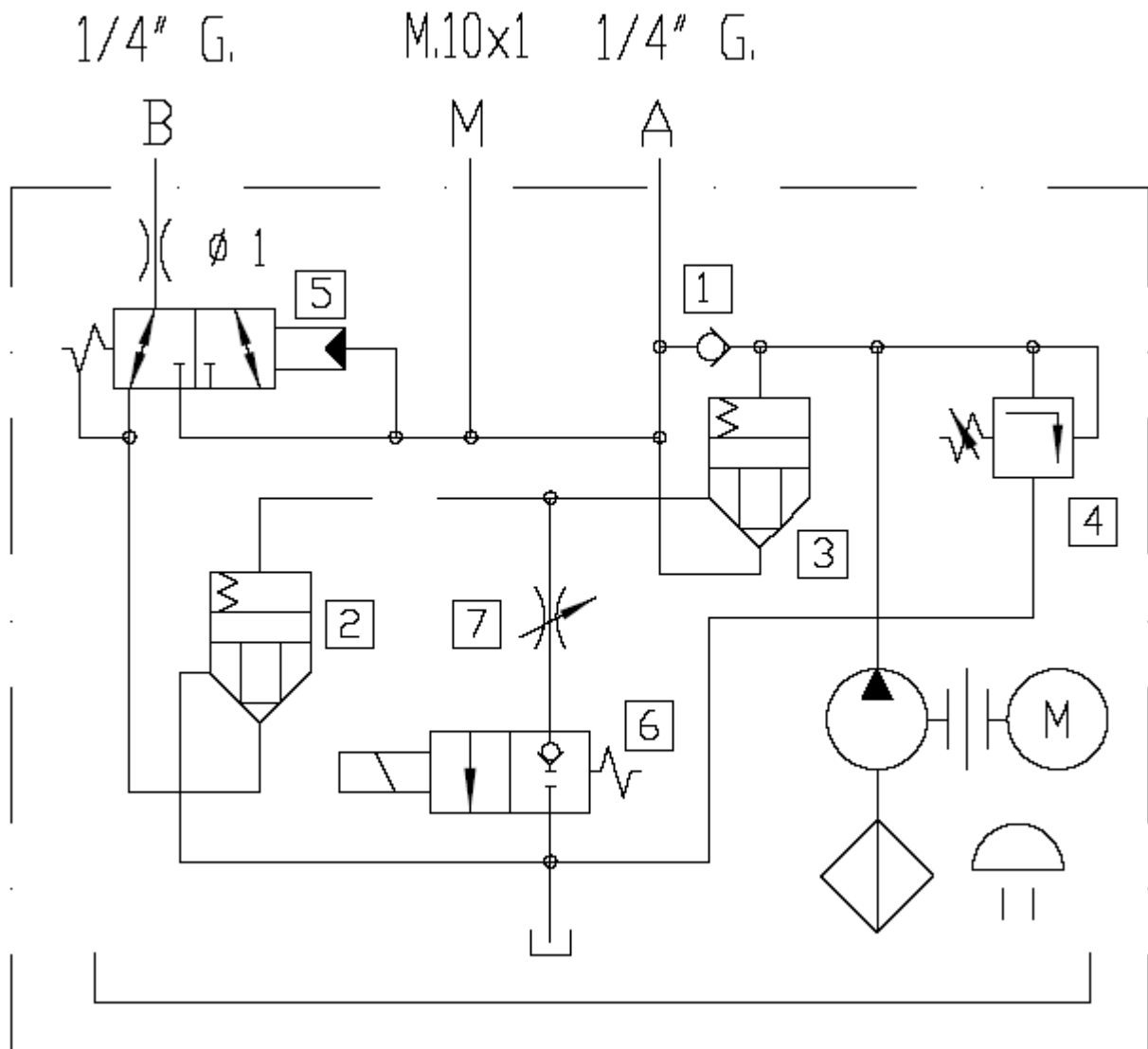
The deck lowers until the lip (still "up") contacts the truck, which then supports the leveller. At this stage the p/o check valves 2 and 3 are both open so both cylinders are "floating".

C. Motor turned on again

Repeat "Motor turned on" section above. Provided motor then turned off again before reaching end of stroke of main deck cylinder then the lip will not raise and the leveller will lower into it's parked position.



DOCK LEVELLER POWER-PACK CIRCUIT



PEDRO ROQUET, S.A.
Antonio Figueras, 91
TONA 08551
(Barcelona) SPAIN
Tel.: +34 93 812 4664
Fax: +34 93 887 1798
Web: www.pedro-roquet.com
e-mail: roquet@pedro-roquet.com