



## Preventive Maintenance

**Part 1:** Perform visual inspection of each grease point of vehicle to determine if points are receiving the correct amount of grease.

*Proceed to section 1 in the "Error Recovery" if one or more points either seem too wet or too dry.*

**Part 2:** Inspect the entire system for worn lines, leaks and secure mounting of components. When repairs are necessary, please review appropriate section in the "Error Recovery" to ensure the system resumes normal operation, some additional steps beyond repair may be required.

**Part 3:** Fill reservoir with Lubecore™ Steadylube or approved equivalent until follower plate reaches maximum level.

Symptom	Step	Cause	Correction
<b>Section 1</b>			
<i>In case of a low level alarm: see correction at step 1-1</i>			
<i>In case of a pressure alarm: see steps:1-1, 1-3 or 1-4. After diagnosis, review the complete system to ensure all problems have been resolved.</i>			
All lubrication points appear to be too dry.	1-1	Reservoir is without or low on lubricant / grease	Re-fill the grease reservoir to the maximum fill indicator line with Lubecore™ Steadylube or approved equivalent. As system is not equipped with low level switch, perform the bleed procedure as described on the next page.
	1-2	Timer interval setting too long.	Please see the CLS Dongle Timer Programming manual to adjust the timer program and then perform a test cycle as described on the next page.
	1-3	Pump defective.	Place pressure gauge in pump and perform a system test as described on the next page.
	1-4	Mainline leakage	Locate leakage from mainline section of lubrication system.
<b>Section 2.</b>			
All lubrication points seem to be too wet.	2-1	Timer interval setting too short	Please see the Timer Programming manual to adjust the timer program and then perform a test cycle as described on the next page.
<b>Section 3.</b>			
One lubrication point seems dry.	3-1	Secondary tubing from injector to point damaged and leaking.	Locate damage and repair.
	3-2	Injector defective	Replace injector
	3-3	Injector size too small	Replace with larger size injector.

# PREVENTIVE MAINTENANCE & ERROR RECOVERY CHART



Symptom	Step	Cause	Correction
<b>Section 4.</b>			
One lubrication point seems too wet	4-1	See 3-2 or injector size is too large.	Replace with smaller size injector.
<b>Section 5: For the following steps, a test cycle with pressure gauge mounted in the pump is required! Please see the bottom of this page for a procedure on how to perform a test cycle.</b>			
Pump does not perform a cycle.	5-1	Leak of air supply to the pump	Check air pressure of on board air-tank. See equipment manufacturer instructions for solution.
	5-2	Solenoid valve is not activating or defective	Check power supply to the solenoid if not defective, replace solenoid.
	5-3	Internal pump defect.	If pump pressure does not return to zero-pressure level or pump does not function at all; Please contact Lubecore service department.
<b>Section 6.</b>			
Pump is not developing sufficient grease-pressure (< 60 bar / 900 PSI)	6-1	Insufficient air pressure (<90psi)	Check the air supply of the vehicle and make repairs as necessary.
	6-2	Air in pump.	See Air-bleeding procedure below.
	6-3	Air in main grease tubing	See Air-bleeding procedure below.

## 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.

**Note:** When an optional system light has been installed. It is possible to perform a lubrication cycle as described under step 4, by pressing the light; instead of the test button on the timer.



Pressure gauge location



Timer red test button location

## 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 EPO systems for a more detailed bleeding procedure.