



Type	Information
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## OUTER COVER FIXING BOLT INSPECTION

An incident has recently occurred with a vehicle where the outer cover had separated from the cylinder while tipping. This would have been prevented if the maintenance checks in the operator manual were carried out.

*“Check the outer cover fixing studs are tightened to 240Nm for M16 bolts (22mm across flats), and 150Nm for M12 bolts (17mm across flats).”*

We would like to remind all customers and end users that we stipulate within our product operator manuals (Ref. Page 13 Maintenance Section – see attached) that the 3 bolts should be torque checked on an annual basis (12 month).

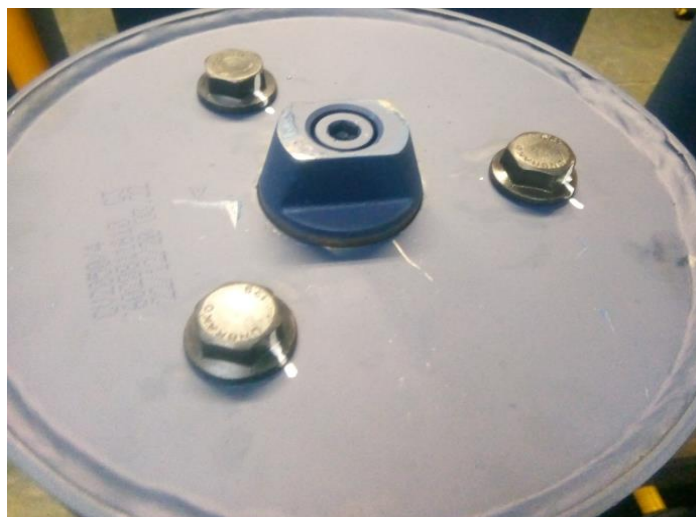


Figure 1 - Bolts match-marked after torqued at Edbro.

**The correct tightening torque for M16 bolts (22mm across flats) is 240 Nm**

**The correct tightening torque for M12 bolts (17mm across flats) is 150 Nm**

The recent incident shows that the tightness of these bolts can lead to cylinder damage and to the separation of the cylinder from the outer cover. Therefore, please treat this bulletin as a **safety critical** notice and ensure that these checks are included within your regular maintenance regime.

Please forward this bulletin to all fleets who have been supplied with CX or with CS\*\*L0 or CS\*\*00 products reminding them of the need to check these bolts as highlighted above.

**PLEASE CIRCULATE TO ALL STAFF AND RETAIN IN BINDER**

## MAINTENANCE

### MONTHLY

Ensure the body is down, handbrake is on and engine is switched off. Then top up the oil in the tank to dipstick level with clean hydraulic oil (refer page 16).

Use a grease gun to lubricate the points shown on pages 14 or 15 with a good quality, multi-purpose grease.

Grease the taildoor hinge and locking mechanism.

Replace any worn or damaged flexible pipes.

Make sure all flexible pipes are secured to the chassis and are not hanging loose.

Tighten any loose pipe connections.

Check and tell your Edbro service dealer if:

- the outer cover (where applicable) is loose (side-to-side or rotating)
- any ram tube is damaged
- the base ram nut is loose
- the ram trunnion arms, the outer cover trunnion arms, or the rear hinge brackets are worn
- oil is leaking from the ram tubes, tipper valve, PTO, pump or flexible pipes
- air is leaking from the air pipes or control unit

### THREE MONTHLY

Use spanners to check the tightness of the fixing bolts on the tipper valve, PTO and brackets.

### YEARLY (more often in dusty or dirty conditions)

Drain and refill the tank with clean hydraulic oil (refer page 16). In order to protect the environment, ensure that no oil is spilled when draining, and old oil is disposed of correctly.

Check the outer cover fixing studs are tightened to 240Nm for M16 bolts (22mm across flats), and 150Nm for M12 bolts (17mm across flats).

For single bolt fixings on the outer cover check nuts are tightened to 780Nm for M24 (CS/CX07) and 1500Nm for M36 (CX11/14).

Depending on the specification of your equipment, other maintenance checks may be required. These should be advised by the bodybuilder/installer.

Figure 2 - Extract from the operator manual supplied with every cylinder.

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