

Dumper Slip

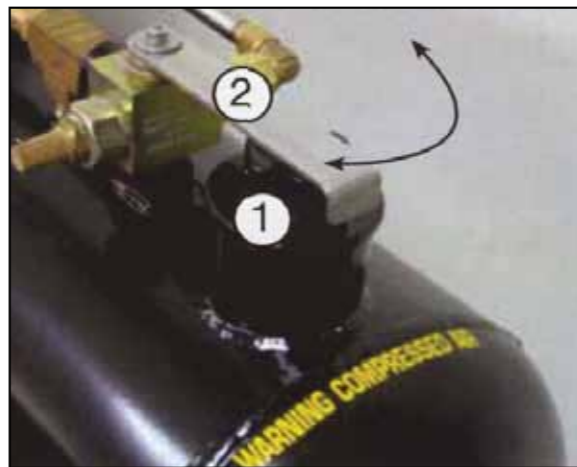
Testing Dumper Slip

NOTE! Test the system before adding lubricant!

The test procedure is as follows:

Screw the filler neck (1) until it is closed and place the lever (2) into the operating position (over the filler neck). When the switch is activated, both solenoids will open, air enters to the tank and will be pressed into the nozzles. Turn the switch ON/OFF, 2-3 times, and make sure that the system works. When this test is done, please move the lever (2) to the right (from the filler neck). The air pressure in the tank is now released, and the filler neck (1) can be opened for filling of lubricant.

When the lubricant is filled into the tank and the filler neck (1) is replaced, the lever (2) must be placed over the filler neck (1). Test the system again and make sure that there will be a steady shower from all 4 nozzles. If there isn't a steady shower from one or more nozzles, please take out the nozzles and check for dirt / particles, that can be entered into the system during the installation.



Daily use / maintenance

The Dumper Slip is designed to be maintenance free. It is up to each user, how much lubricant to be used. 3-5 seconds spraying is recommended.

Lubricant

We recommend 2 types of lubricant:

Uni-slip 9 (Environment approved)
Lubetech 040 (Environment approved)

Filling / refilling of lubricant

For some security reasons, there is mounted a lever (2) on the top of the filler neck (1). The lever (2) controls a 3-step-valve, which release the air from the tank while it shuts down for the air supply from the car.

When the lever (2) is standing in the operating position (next to the filler neck), the system is ready for use.

To refill the tank, please move the lever (2) to the right and the air will be released from the tank. When the lever (2) stays in this position, it isn't possible to release air into the car. It will be physically closed.

Unscrew the filler neck (1) and the lubricant can be filled into the tank. Please do not fill up the tank to the edge.

Replace the filler neck (1) and place the lever (2) into the operating position (from the filler neck) and the Dumper Slip is ready to use.

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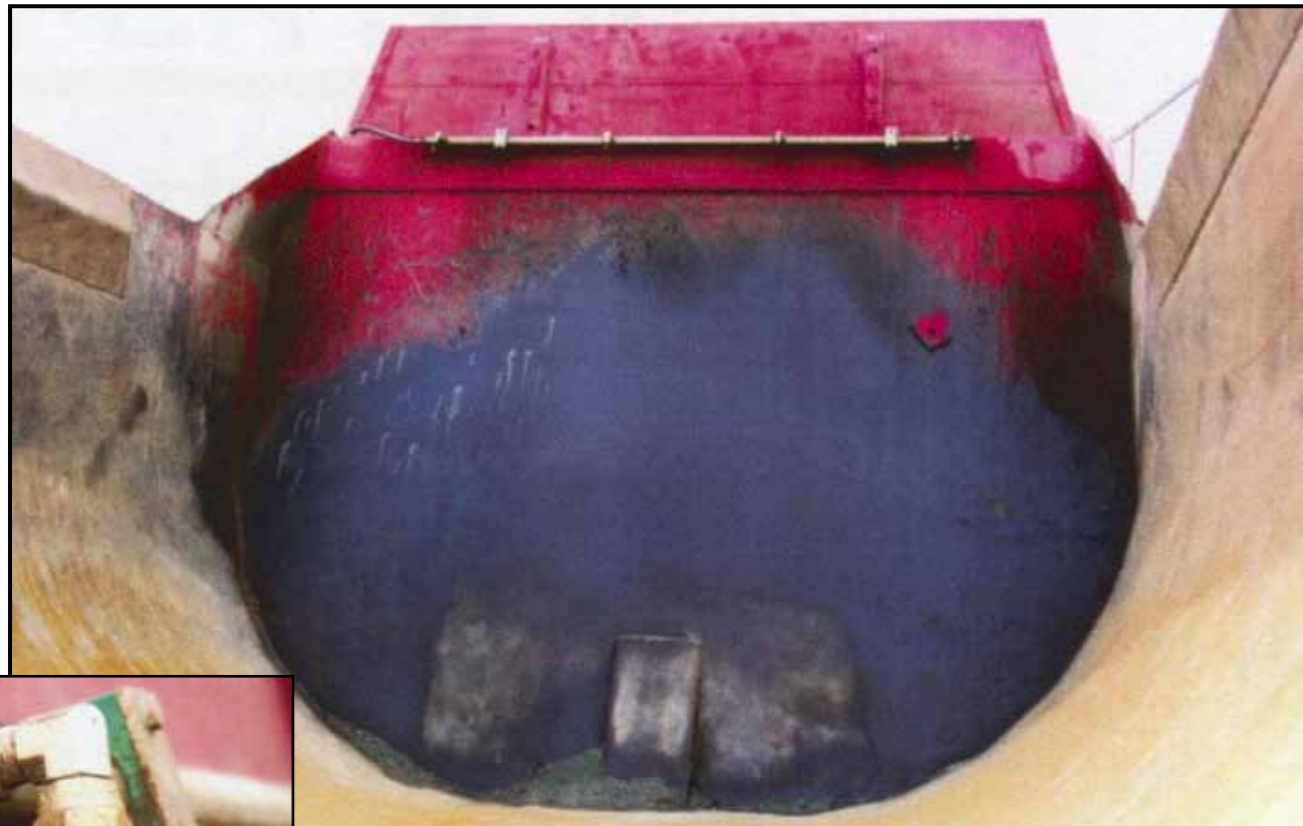
Dumper Slip - for transport of specific goods for building purposes and asphalt



Avoid soil, clay, gravel, stable, asphalt and similar gets stuck in the Dump Box / container.

- Efficient unloading
- Better working environment
- Less wear and tear

With Autoline Dumper Slip you can - on a simple and safe way - avoid that, soil, clay, gravel, stable, asphalt and similar, gets stuck in the Dumber box / container.



Spray the liquid lubricant into the Dumper box / container. The smooth surface ensures that the material will escape quickly. At low temperatures, the lubricant reduces the risk of material freezing.

Mounting

Dumper Slip consist of 4 main parts:

- **tank**
- **pipe nozzle**
- **hoses and tubes**
- **wire with control contact**

Mounting the tank

The tank is mounted on the chassis, so it is easily accessible for refilling the tank. The tank must be mounted horizontally, so the top of the tank is facing up.

The tank has integrated mounting bracket. The 4 holes are used for fastening. If isn't possible to use the existing hols, you can weld into the mounting bracket. Do not weld in the tank. When mounting the tank, please use sufficiently robust attachment, so that vibrations and shocks are avoided.

The Dumper Slip will be activated by compressed air (8 bar), which is received from the vehicle's air system. The installation may only be performed by authorized persons.



You will receive the Autoline Dumper Slip as a complete kit, which contains tanks, pipe nozzle and hoses.

Mounting the pipe nozzle

The pipe nozzles are packed in separate boxes, but will be connected with the use of IT-coupling, which is included in the installation package. The bolts for the pipes needs to be welded if necessary than screwed.

The pipe nozzle can be mounted in various ways: Directly in the front, inside or outside. By outer mounting you have to drill a hole, so that the nozzles are inside the front. This makes the pipe nozzle less prone to injury.



If the pipe nozzle is mounted inside the box, it can advantageously be protected by a channel, perhaps an angle iron to protect the pipe nozzle. This is individual and it must be assessed in relation to protection / type of cargo.

The pipe nozzle has to be mounted above the cargo height.

It is possible to twist the direction of the nozzle. The spreading pattern will be adjustet, such that there will be an even distribution of lubricant as possible. In addition to the 90 degree bends, which are original, there also includes 2 pcs. 45 degree bends, which are used for the nozzle to change the sreading pattern as needed.

Fitting the contact

The main cable has to be pulled into the dashboard and the contact/switch mounted, so it is easily accessible. The black wire in the main cable is negative / ground and has to be connected directly to ground. The grey wire has to be connected directly to the control panel and +, the electricity will be received from the fuse box. This should be done / performed by an authorized person. Fuse: 5-8 Amp.

The Dumper Slip is operating by two solenoids which operate in parallel, about 1. amp. There is therefor no need for a relay.

Arming the air pipe and tube

The black air pipe has to be connected to "Air in" and to the cars air system. This must be performed by an authorized person. The system is designed to operate with max 8 bar air pressure. The blue hose has to be connected to the "liquid out" and to the pipe nozzle. The tube has to be attached to the frame of the car and the box up to the air pipe. Do not squeeze or break the tube.

