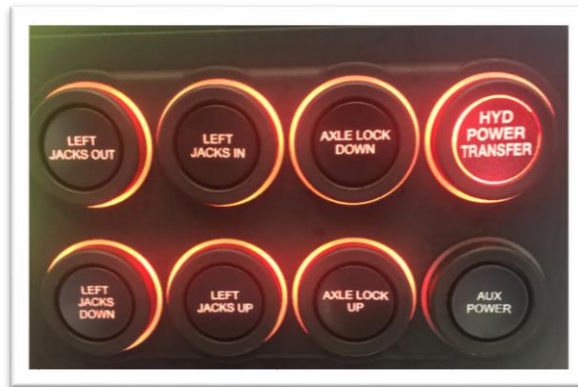


AERIAL LADDER SET-UP – SLR108

⚠ DANGER Power lines must always be observed and avoided.

STABILIZER JACKS

1. Leave transmission in neutral.
2. Set parking brake.
3. Engage PTO at engine idle.
4. Exit cab.
5. Place wheel chocks approximately 3" in front of and behind front tires.
6. Set ground pads. (stabilizers will extend about 4' from both sides of truck)
7. Verify adequate clearance on both sides for jack extension.
8. Locate stabilizer controls at each side of the rear of the truck. (Left side shown)



9. Extend front axle locks fully using the "AXLE LOCK DOWN" button. Hold for approximately 5 seconds. Lighted ring will turn green when engaged.



10. Extend jacks fully outward on both sides using the "LEFT JACKS OUT" & "RIGHT JACKS OUT" buttons.

⚠ WARNING Exercise caution when extending the stabilizers, taking care to watch closely as they are extended. Personal injury or damage to property and/or the stabilizer may occur if a stabilizer is deployed improperly.

11. Locate the ground pads under the stabilizer feet.

12. Lower the stabilizers on both sides using the “LEFT JACKS DOWN” & “RIGHT JACKS DOWN” buttons, lift the weight of the vehicle off the suspension/tires, removing the bulge from the rear tandem tires on both sides. (note: operating both sides simultaneously will result in smoother operation)
13. Level the vehicle from side to side, using the “LEFT JACKS DOWN” & “RIGHT JACKS DOWN” buttons. Note level indicators.
14. Press and hold the “HYD POWER TRANSFER” button for 2 seconds to transfer hydraulic power to the aerial.



If the stabilizers on one side still need adjusted.

- Tap the “HYD POWER TRANSFER” button (less than 2 seconds) to switch hydraulic power back to the stabilizers.
- The indicator should turn red.



- Adjust the “LEFT JACKS DOWN” & “RIGHT JACKS DOWN” as necessary.
- Press and hold the “HYD POWER TRANSFER” button (more than 2 seconds) to switch hydraulic power to aerial mode.



⚠ WARNING Never operate the ladder without first deploying the stabilizer jacks with proper ground pads beneath them.

NOTICE When all prerequisites of the interlock have been met, the audible alarm will stop sounding. If the alarm does not silence, the interlock will not allow operation of the aerial. The interlock requires that:

- (A) The axle locks are fully lowered.
- (B) The stabilizers are fully extended and lowered.

UPPER POWER

14. Turn on the "UPPER POWER" switch, located on the pedestal controls. This energizes the controls at the ladder pedestal. Ladder intercom will also become active.



15. Verify with all personnel that the ladder is ready to operate. When stabilizers and ground pads are properly set on stable ground, the ladder is designed to operate at optimum operational height and horizontal reach with rated payload.
16. "Upper Power" switch controls lighting, intercom and rung alignment light.

SHORT JACKING OPERATION

The stabilizers on one side of the vehicle must be fully deployed.

The short side outriggers must only be deployed and lifted.

Follow steps 1-9 of AERIAL LADDER SETUP procedure above.

10. Extend jacks on the short jack side outward as far as possible using the “LEFT JACKS OUT” & “RIGHT JACKS OUT” buttons.

⚠ WARNING Exercise caution when extending the stabilizers, taking care to watch closely as they are extended. Personal injury or damage to property and/or the stabilizer may occur if a stabilizer is deployed improperly.

11. Locate the ground pads under the stabilizer feet.
12. Lower the stabilizers on both sides using the “LEFT JACKS DOWN” & “RIGHT JACKS DOWN” buttons, lift the weight of the vehicle off the suspension/tires, removing the bulge from both rear tires. (note: operating both side simultaneously will result in smoother operation)
13. Level the vehicle from side to side, using the “LEFT JACKS DOWN” & “RIGHT JACKS DOWN” buttons. Note level indicators.
14. Press and hold the “HYD POWER TRANSFER” button for 2 seconds to transfer hydraulic power to the aerial.



If the stabilizers on one side still need adjusted.

- Tap the “HYD POWER TRANSFER” button (less than 2 seconds) to switch hydraulic power to back to the stabilizers.
- The indicator should turn red.



- Adjust the “LEFT JACKS DOWN” & “RIGHT JACKS DOWN” as necessary.
- Press and hold the “HYD POWER TRANSFER” button (more than 2 seconds) to switch hydraulic power to aerial mode.



⚠ WARNING Never operate the ladder without first deploying the stabilizer jacks with proper ground pads beneath them.

NOTICE When all prerequisites of the interlock have been met, the audible alarm will stop sounding. If the alarm does not silence, the interlock will not allow operation of the aerial. The interlock requires that:

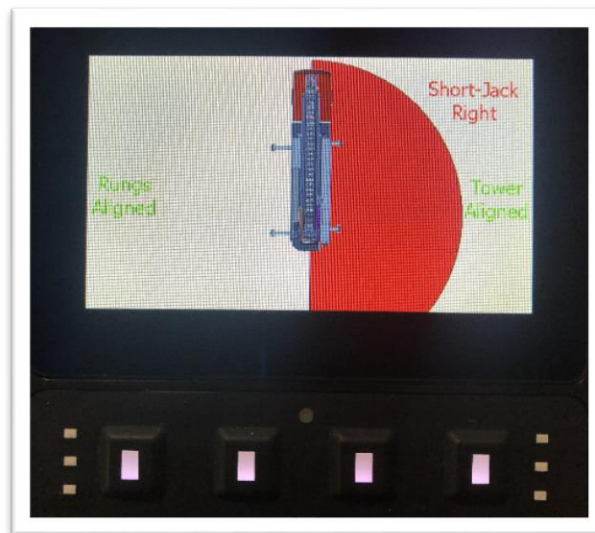
- (A) The axle locks are fully lowered.
- (B) The stabilizers are fully extended and lowered.

To operate the ladder in the Short Jack configuration, the “Interlock Over-Ride” button must be pressed and held until the ladder is lifted from the cradle.



Once the ladder is out of the cradle, the envelope controls will take over and the “Interlock Over-Ride” buttons can be released.

In the Short Jack configuration, the ladder can only rotate to the side with the fully extended stabilizer. The screen on the pedestal will display the disabled ladder positioning.



Returning the ladder to the cradle position will reset the “Interlock Over-Ride” and the Short Jack operation.

LADDER OPERATION

NOTICE

The aerial ladder must be operated with respect, discretion, and proper training. The aerial ladder should move on low speed when there is any danger, electric wires, buildings, during close operations, returning to the cradle, and during operation around the apparatus cab or body.

⚠ WARNING

Never operate the ladder without first deploying the stabilizer jacks with proper ground pads beneath them.

The pedestal contains all of the controls required to operate the aerial ladder.

STABILIZER CONTROL STATUS INDICATORS

- CAN Pads
 - All buttons status commanded OFF until
 - PTO OR AUX Pump On inputs ON; as well as the
 - Aerial retracted and cradled, and the
 - CAN Pad Left (left to right, top to bottom)
 - Button 1 – LEFT JACKS OUT
 - Red – Left outrigger fully stowed/in
 - Amber/Orange – Left outrigger not stowed & not fully deployed
 - Green – Left outrigger fully deployed/out
 - Button 2 – LEFT JACKS IN
 - Red – Left outrigger fully stowed/in
 - Amber/Orange – Left outrigger not stowed & not fully deployed
 - Green – Left outrigger fully deployed/out
 - Button 3 – AXLE LOCK DOWN
 - Red – Axle lock Stowed
 - Amber/Orange – Not fully deployed or Stowed
 - Green – Axle lock fully deployed
 - Button 4 – HYD POWER TRANSFER
 - Red – Stabilizer Operation
 - Green – Aerial Operation
 - Button 5 – LEFT JACKS DOWN
 - Red – Left jack fully stowed/up
 - Amber/Orange – Left outrigger not stowed & not fully deployed
 - Green – Left outrigger fully deployed/down
 - Button 6 – LEFT JACK UP
 - Red – Left jack fully stowed/up
 - Amber/Orange – Left outrigger not stowed & not fully deployed
 - Green – Left outrigger fully deployed/down
 - Button 7 – AXLE LOCK UP
 - Red – Axle lock Stowed
 - Amber/Orange – Not fully deployed or Stowed
 - Green – Axle lock fully deployed
 - Button 8 – AUX POWER
 - Not Illuminated – PTO engaged?
 - Red – 12V Auxiliary motor latched off?
 - Green – 12V Auxiliary motor latched on (20 seconds max)?
 - CAN Pad Right (right to left, top to bottom)
 - Button 1 – RIGHT JACKS OUT
 - Red – Right outrigger fully stowed/in
 - Amber/Orange – Right outrigger not stowed & not fully deployed
 - Green – Right outrigger fully deployed/out
 - Button 2 – RIGHT JACKS IN
 - Red – Right outrigger fully stowed/in
 - Amber/Orange – Right outrigger not stowed & not fully deployed
 - Green – Right outrigger fully deployed/out

- Button 3 – AXLE LOCK DOWN
 - Red – Axle lock Stowed
 - Amber/Orange – Not fully deployed or Stowed
 - Green – Axle lock fully deployed
- Button 4 – HYD POWER TRANSFER
 - Red – Stabilizer Operation
 - Green – Aerial Operation
- Button 5 – RIGHT JACKS DOWN
 - Red – Right jack fully stowed/up
 - Amber/Orange – Right outrigger not stowed & not fully deployed
 - Green – Right outrigger fully deployed/down
- Button 6 – RIGHT JACK UP
 - Red – Right jack fully stowed/up
 - Amber/Orange – Right outrigger not stowed & not fully deployed
 - Green – Right outrigger fully deployed/down
- Button 7 – AXLE LOCK UP
 - Red – Axle lock Stowed
 - Amber/Orange – Not fully deployed or Stowed
 - Green – Axle lock fully deployed
- Button 8 – AUX POWER
 - Not Illuminated – PTO engaged?
 - Red – 12V Auxiliary motor latched off?
 - Green – 12V Auxiliary motor latched on (20 seconds max)?