



## User's Instruction

# Automatic Greasing System

Your truck is equipped with a Groeneveld Automatic Greasing System. Designed specifically for the truck market, the system will lubricate all points connected to the lubrication system on a timed cycle, with the correct quantity of grease.

### THE SYSTEM CONSISTS OF

- an electric or pneumatic grease pump
- a separate electric control unit (timer)
- distribution blocks with metering units

### SYSTEM PERFORMANCE

The system performs all operations automatically. After ignition is switched on the pump will at pre-defined intervals supply measured quantities of grease to all points. The interval can be selected on the electronic timer with the select switch (standard 2.5 hour). The interval has to be related to operating conditions (heavy duty cycle is less than 2.5 hours).

### FILLING OF THE RESERVOIR

If the follower plate of the reservoir has reached the minimum grease level (indicated on the reservoir), the reservoir has to be refilled as soon as possible.

- Remove the dust cap from the filler coupling
  - Carefully clean the filler coupling and the coupling on the filler hose
  - Fix the filler hose on the filler coupling
  - Fill the reservoir up to the maximum level indicated on the reservoir
  - Remove the filler hose and fit the dust cap
- For the grease types see the table on the reverse of this card.

### TESTS

- In order to check the system a single lubrication cycle can be performed.
- Switch the ignition on
  - Press the red "test" button on the electronic timer; a normal greasing cycle will then follow
- The switch can be set in any position except "test A" and "test B".
- After this the timer will work at the interval set.

In order to provide additional grease to all grease points (i.e. after cleaning the truck) or to vent the system a continuous lubrication cycle can be performed.

- Set the step switch to position "test A".
- Press and hold the "test" button.
- Switch the ignition on while still keeping the "test" button pressed in.
- The alarm signal buzzer will now sound. The "test" button must be pressed as long as the alarm signal continues.
- Within 5 seconds of the end of the alarm signal turn the step switch to the required position.
- The electronic timer is now fully operational; the time intervals are now 1/20 of their usual times.
- End of the test by switching off the ignition.

To check the functionality of the timer a switch test is possible. This test checks the step switch contacts in all positions.

- Set the step switch to position "test A".
- Activate the timer by switching on the ignition.
- Press the "test" button.
- Wait for the audible alarm signal then release the "test" button.
- Within 5 seconds turn the step switch to the required interval time position. Each position produces a number of signals: position 1 gives one signal, position 2 gives two signals, etc.
- The switch can be set to all positions; position "test A" and "test B" will not produce an alarm signal.
- End the test by switching off the ignition.

The "test B" position is only for use with the test or read-out unit.

### GREASE RECOMMENDATIONS

Grease should not contain graphite or PTFE and has to be at most NLGI-0. Use of the correct grease in the automatic greasing system is of utmost importance (see table). Groeneveld recommends the use of their Greenlube grease. The use of the incorrect type of grease can lead to:

- excessive component wear.
- reduced efficiency of the system.

Operating temperature of the system	NLGI Grade of the system
-20 °C up to +80 °C	0
Below -20 °C	synthetic 0, 00

Always consult your lubricant supplier when changing grease specification.

### FAULT DIAGNOSIS

Fault	Cause	Action
All points to be lubricated are too dry	Pump reservoir is empty Reservoir filled with grease that is too thick and unsuitable for the system  Main pipe leaking  Electronic timer not set correctly Pump does not work	Fill the reservoir. Remove and clean the reservoir. Refit and fill the reservoir with the correct grease. Remove the end plugs from the distribution blocks and pump the old grease from the system. Repair the line and bleed the system if a new piece of piping has been fitted. Reset the electronic timer. Consult the dealer
One or more lubrication points are dry while the others receive sufficient grease.	Break in the secondary piping Inoperative metering unit	Repair or replace the line Replace the old metering unit by a new unit
A lubrication point receives too much grease	Internal leak in the metering unit	Remove and clean the metering unit or fit a new unit
Continuous buzzing from the electronic timer (30 seconds)	System is not reaching working pressure	Top up the reservoir with grease and/or repair the main pipe, check the pump pressure with a manometer.
Electronic timer does not operate	Fuse blown	Fit new fuse
Too much grease at all lubrication points	System greasing frequency does not correspond with vehicle operating conditions	Reduce the greasing frequency.
Intermittent buzzing from the electronic timer	No cycle time interval selected on the electronic timer	Set a cycle time interval on the electronic timer

If the electronic timer sounds an alarm to indicate that the timer or greasing system is not functioning properly, the vehicle may still be driven. It is strongly advised to examine (or have examined) the greasing system and if necessary to make repairs. If this is left too long, damage can be caused to either the vehicle or the greasing system.



**Groeneveld Transport Efficiency B.V.**  
Stephensonweg 12, 4207 HB Gorinchem, the Netherlands  
Postbus 777, 4200 AT Gorinchem, the Netherlands  
Tel. +31 183 64 14 00, Fax +31 183 62 44 74