

Operator's Manual

for the LubeTech Quickclub Automatic Grease System

October 2007



If you operate a piece of equipment that has a LubeTech automatic grease system, then you need to be familiar with the contents of this brochure. This literature will give you a basic understanding of the grease system. If you have a problem, you will need to refer to the Troubleshooting Guide to resolve the problem.

1.) **Filling Instructions-** The LubeTech Quickclub has a grease fitting in the front right side under the reservoir that is used to fill the pump. It is recommended that an air operated grease gun be used to fill the pump. This is not always available, so in that situation I would suggest putting a little grease in the pump everyday. The larger 4 and 8 liter pumps have spin-off tops. **Do not spin off the tops to fill the pump.** This allows contamination to get into the grease. If contamination gets in the pump, it is a matter of time before the check valve on the pump fails and causes the pump to malfunction. On some pumps I have installed an extra grease fitting on the top to fill from. This will make it easier to fill the pump. Along the same lines, do not use grease that is contaminated (water, dirt, dust, rocks, etc.) to fill the pump. Moly greases with 5% or more of moly will have the same effect over time because of moly particles in the grease. The pump element is a wear item for the system. The cleaner the grease, the longer the pump element will last. Consider it like an air filter. If you ran in a clean environment, you would never need to change the air filter. To check your element see, 2-B.

2.) **What to watch for-** These are the items that you should watch to make sure that the system is working.

A.) **Grease in the pump.** Make sure that there is grease in the pump. Most pumps are located in easy to monitor locations.

B.) **Indicator pin is moving.** The indicator pin on the first block should move at least once every minute that the system is pumping. If the indicator is not moving while the pump is on, then grease is not being pushed out to the points. This requires immediate action. Call a mechanic or refer to the troubleshooting guide. Make sure that you know where the first block (primary) is on the machine before you operate it.

C.) **Grease is coming out of the Pressure Relief Valve.** The pressure relief valve is located next to the pump on most applications. On excavators and some other longer machines, the valve may be located on the first block. If grease is coming out of the valve, then the system is in default and needs immediate attention. Grease is not going to the pins.

D.) **Broken Lines**. If you have a broken line, the grease that was going through that line will leak out. The rest of the system will not be affected. Broken lines need to be reported ASAP. **Do not block the line.** This will cause the system to default- refer to C.

3.) **Light in Cab-** On fault indication systems, there is a green light in the cab. If that light is on, the pump is on. If the light is off, it is in its off cycle. You can hold that light down for 5 seconds to test it and reset it. If the light is flashing, the system is in default. Once you identify the problem, you need to reset the light to make the system work again.

4.) **System is on a Timer-** Most systems are designed to come on every hour and work for a number of minutes. The system does not run all of the time. The agitator is the sign that the system is pumping. Breaker and Concrete Pump run whenever they have power.

5.) **There is a manual backup.** There are grease fittings on all of the blocks and on the pressure relief assembly. These are to be used in case of a failure of some sort. Grease put into these fittings only goes to the bearings that are connected to that block. It does not feed the whole system. The grease fitting on the pressure relief assembly will grease all of the fittings in the proportion that they need to be greased. If you do not feel that you are getting enough grease or your pump fails, you can use these fittings.

6.) **If you disconnect a pin, you need to fill that bearing with grease again** before the system can maintain that level of grease. A good example of this is an excavator that has been moved will sometimes have its bucket pins removed. These pins need to be filled back up with grease so that the system can maintain the proper level of lubricate. This may also be needed if the excavator's grease system is designed for dirt or rock work and it is being used underwater. The grease will wash out of the pins in a day's time and may need to be replenished.

7.) **Make sure that you grease manual points-** automatic grease systems are attached to the main bearings of your machine, but are probably not connected to all of the bearings that you are suppose to grease. It is still necessary to manually lubricate some points. These will include but are not limited to drive line, rotex, throughout bearing, fan points, hood tilts, etc.. Be aware of the points that you have to manually grease and how often you should grease them.

8.) **If you weld on the machine, disconnect the electrical plug to the pump** The electrical surge from welding can short out the timer on the pump causing it to run all the time or not run at all.

9.) **Notify someone if you hear squeaking.** If you ever hear your machine squeaking, get a mechanic to look at the machine to find out what the problem is.

If you have any questions or need assistance with your grease system, do not hesitate to call me at 1-225-869-1006.

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