



# Installation & Operational Manual

Model D6740XS Euro-Style

Model D6745XS Combination

Hydraulic Cart Lifter



Perkins Manufacturing Company  
Creators of the TuckAway® Cart Lifter  
[www.perkinsmfg.com](http://www.perkinsmfg.com)

800-882-5292

Revised: 12/05/17

## D6740XS Specifications

|                                                         |                                                                                                                                                                                                                                                                      |
|---------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Cart Compatibility                                      | ANSI Type B, US-Style two-bar carts having a bar to bar dimension of 14 ¾" - 15 ¾", 35, 64 and 96 gallons capacity bins.<br>ANSI Type C Carts (European-type). Using an upper lip for lifting. Combo feature compatible only with 240 and 360 Litters capacity bins. |
| Typical Mounting Application                            | Rearloader & Sideloader                                                                                                                                                                                                                                              |
| Tipper-Bar Compatible?                                  | No                                                                                                                                                                                                                                                                   |
| Flow Rate Requirement                                   | 3.5 gpm                                                                                                                                                                                                                                                              |
| Cycle Time                                              | 6-8 seconds (up and down)                                                                                                                                                                                                                                            |
| Recommended Pressure Setting*                           | 1,850 psi at the pressure relief valve                                                                                                                                                                                                                               |
|                                                         |                                                                                                                                                                                                                                                                      |
| Weight Capacity**                                       | 350 lbs                                                                                                                                                                                                                                                              |
| Dump Angle                                              | 45 degrees from the horizon                                                                                                                                                                                                                                          |
| Mounting Height (ground level to top of mounting plate) | Combo feature 35-1/2" to 46-1/2"                                                                                                                                                                                                                                     |
| Approximate Unit Weight (not counting packaging)        | 215 lbs                                                                                                                                                                                                                                                              |
| Hydraulic Package                                       | Tap-In kits are sold separately                                                                                                                                                                                                                                      |
| Warranty                                                | ***                                                                                                                                                                                                                                                                  |

*Perkins regularly makes product improvements. Specifications are subject to change without notice.*

\* Actual pressure required to lift a load can vary.

\*\* Do not lift more than the recommended amount printed on the cart by the cart manufacturer or damage or injury may result.

\*\*\* See Warranty page for full details of coverage



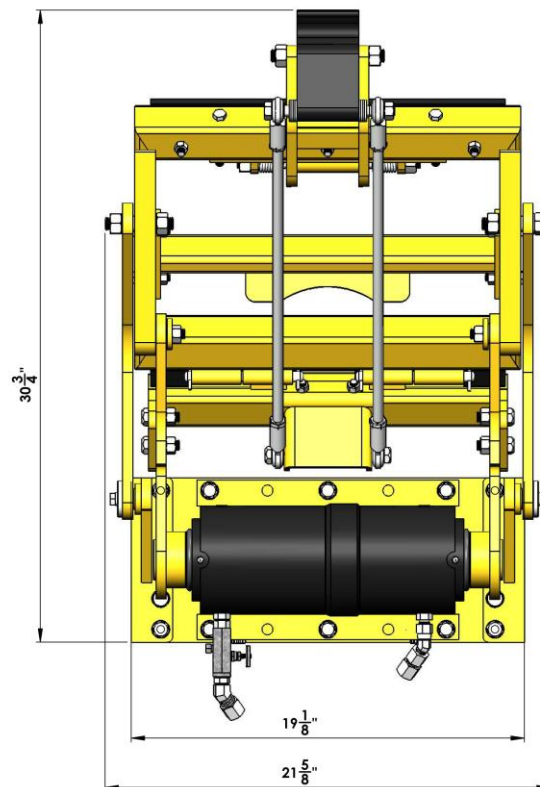
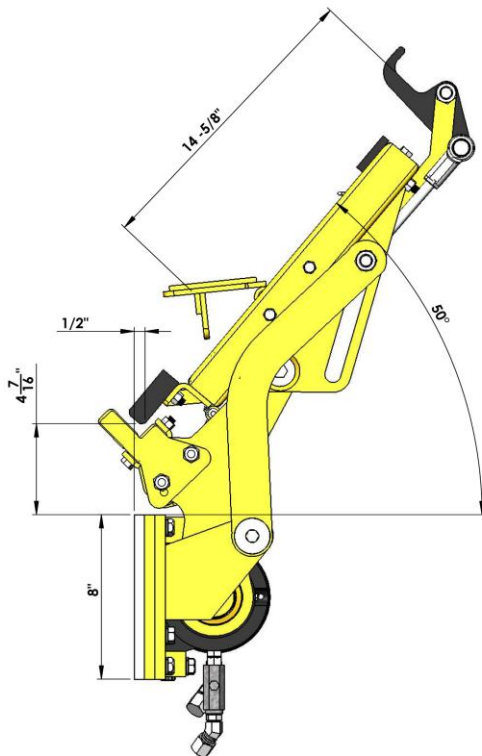
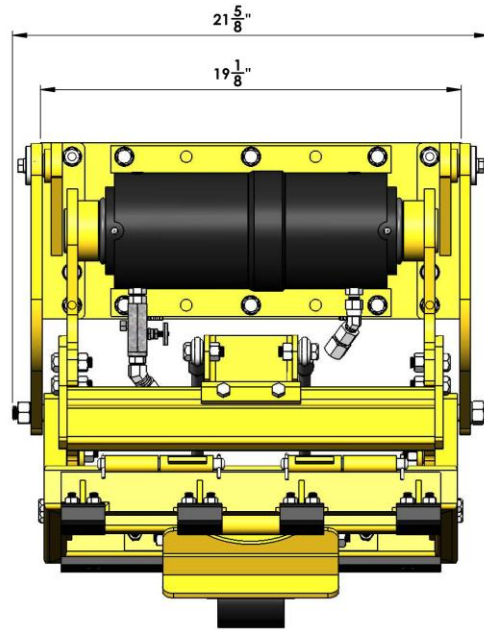
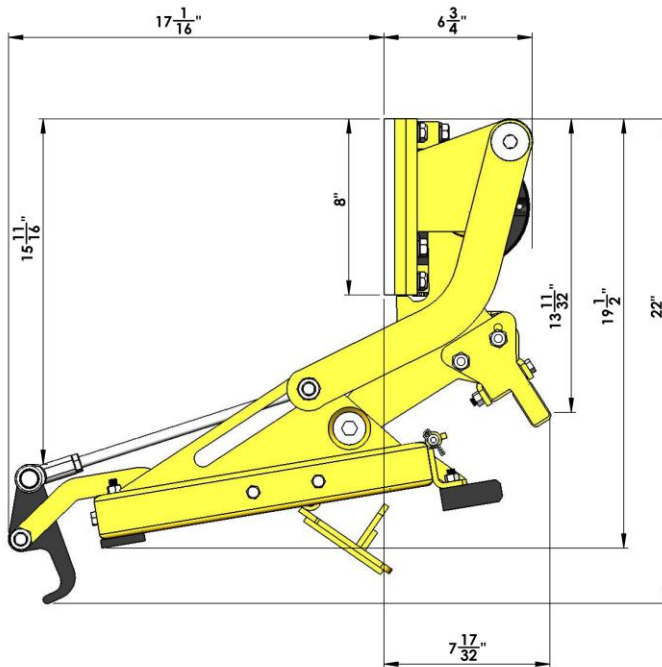
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## Envelope Dimensions



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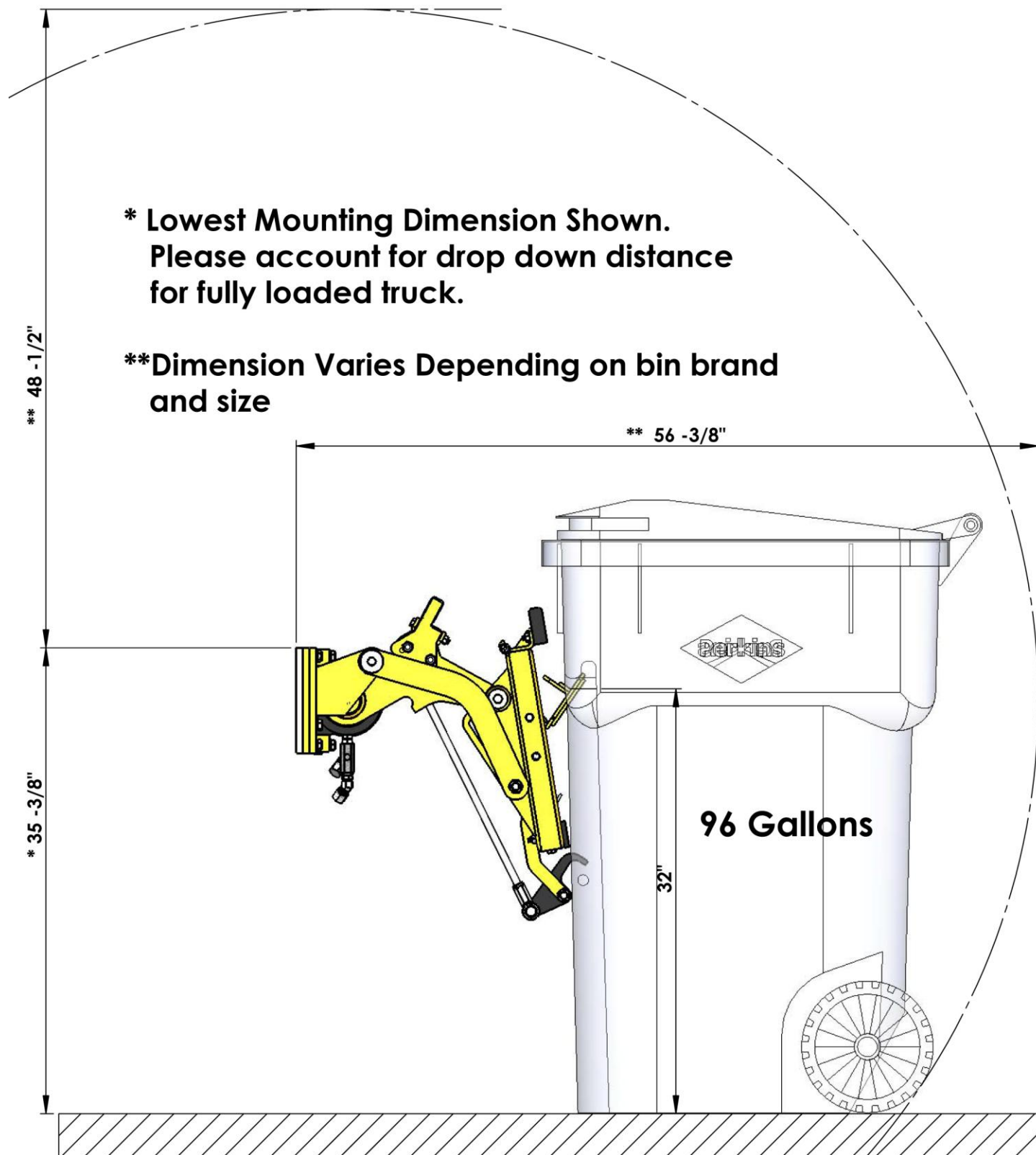
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## Mounting and Overall Dimensions



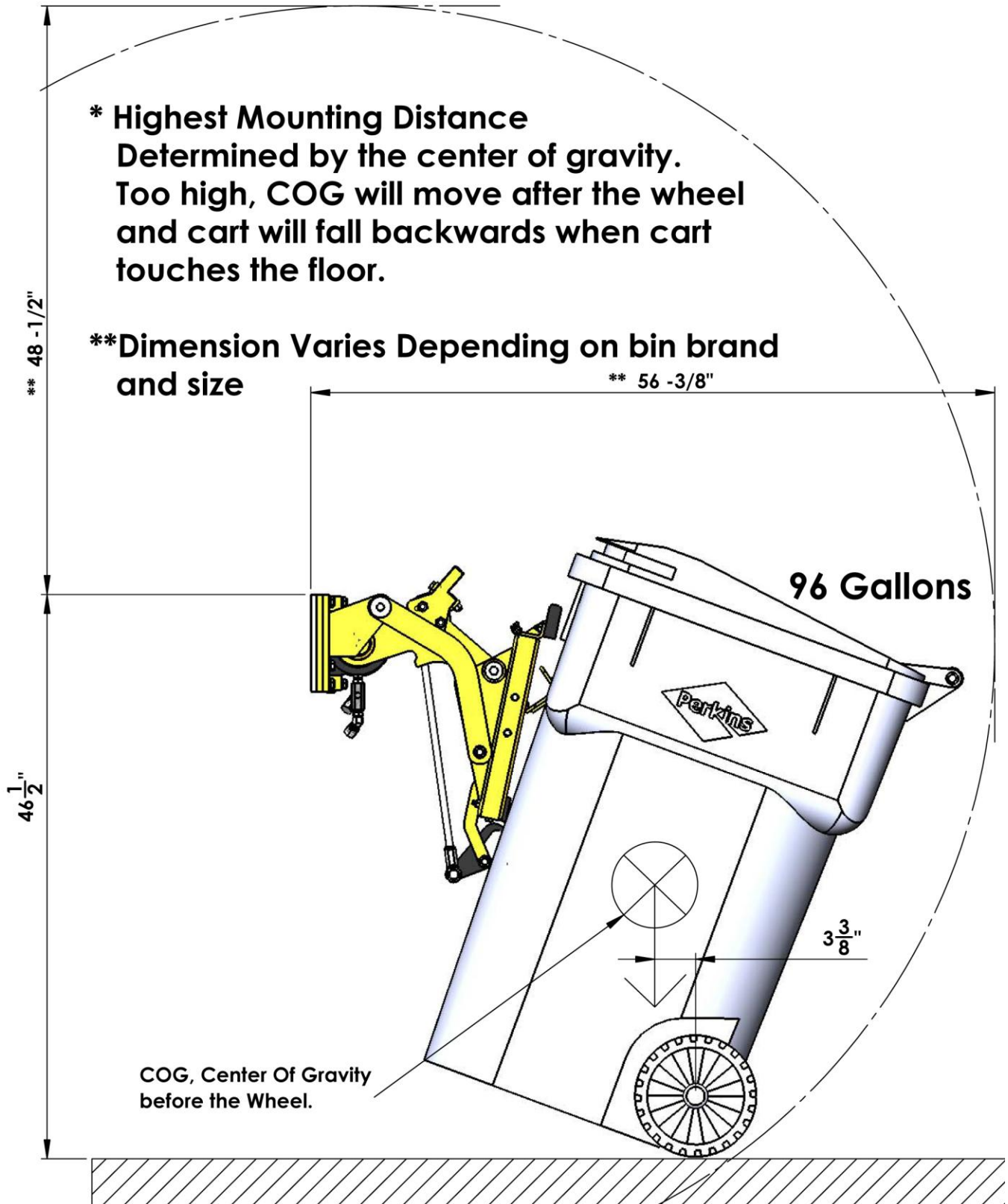
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## Mounting and Overall Dimensions



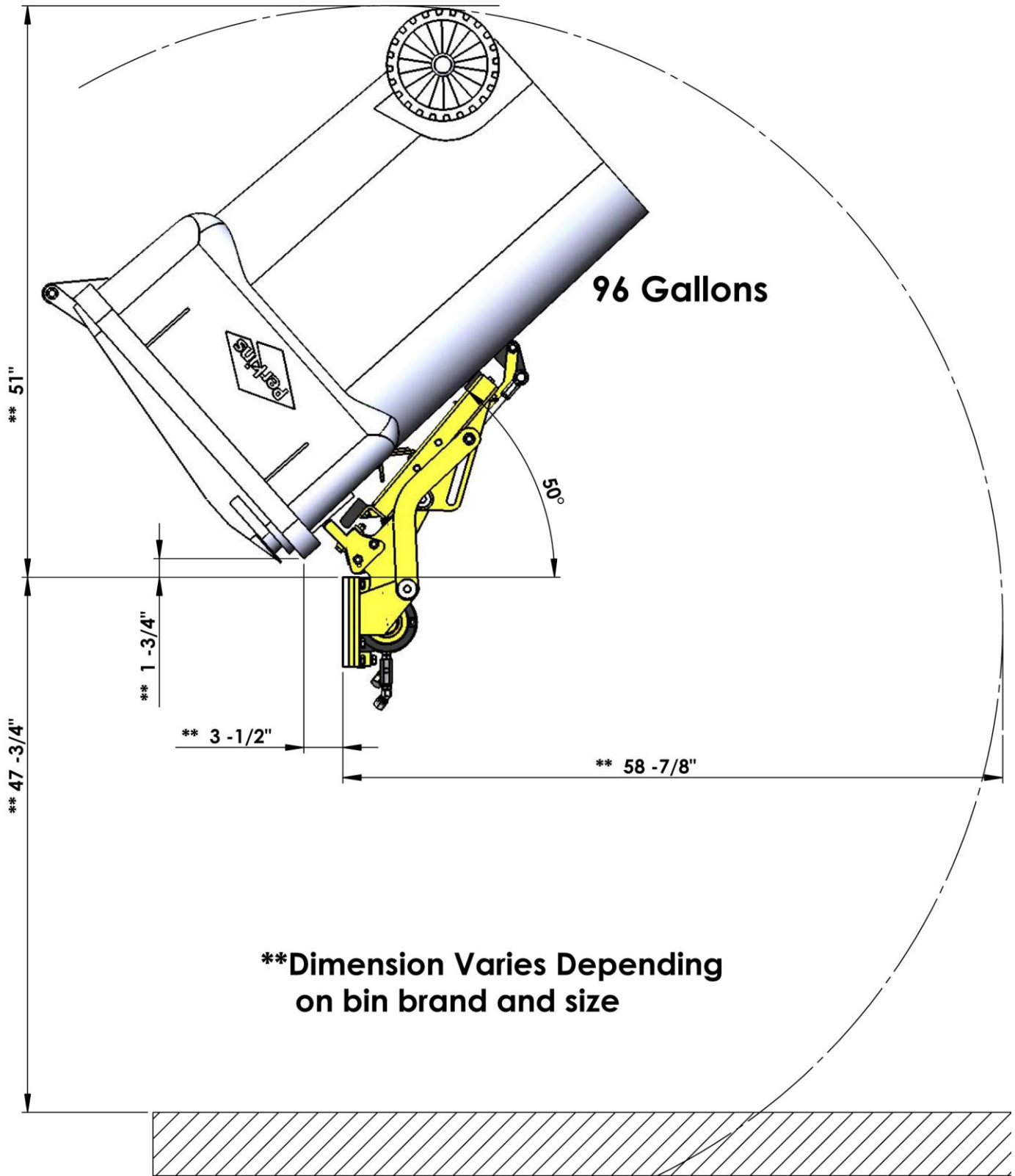
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## Mounting and Overall Dimensions



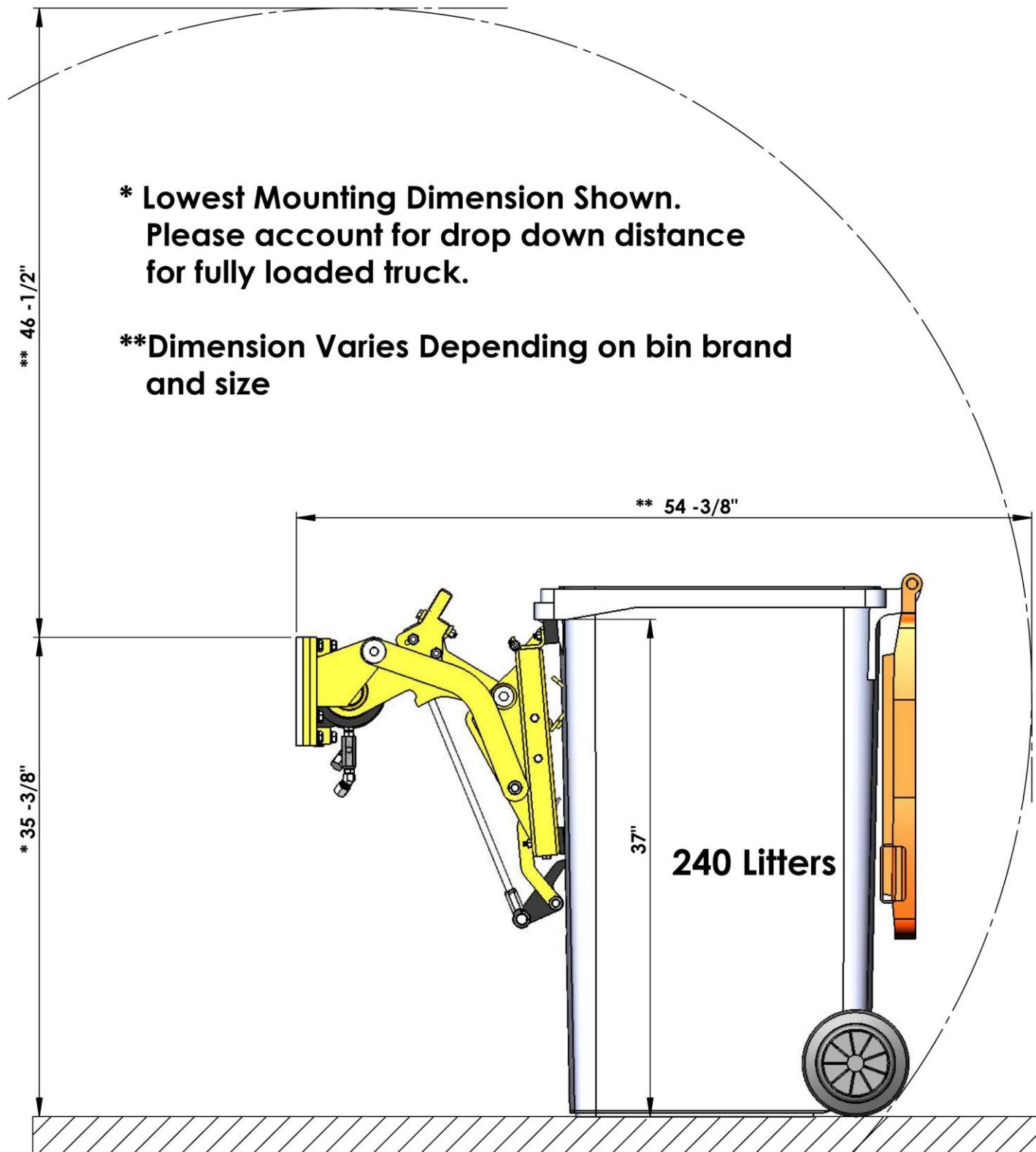
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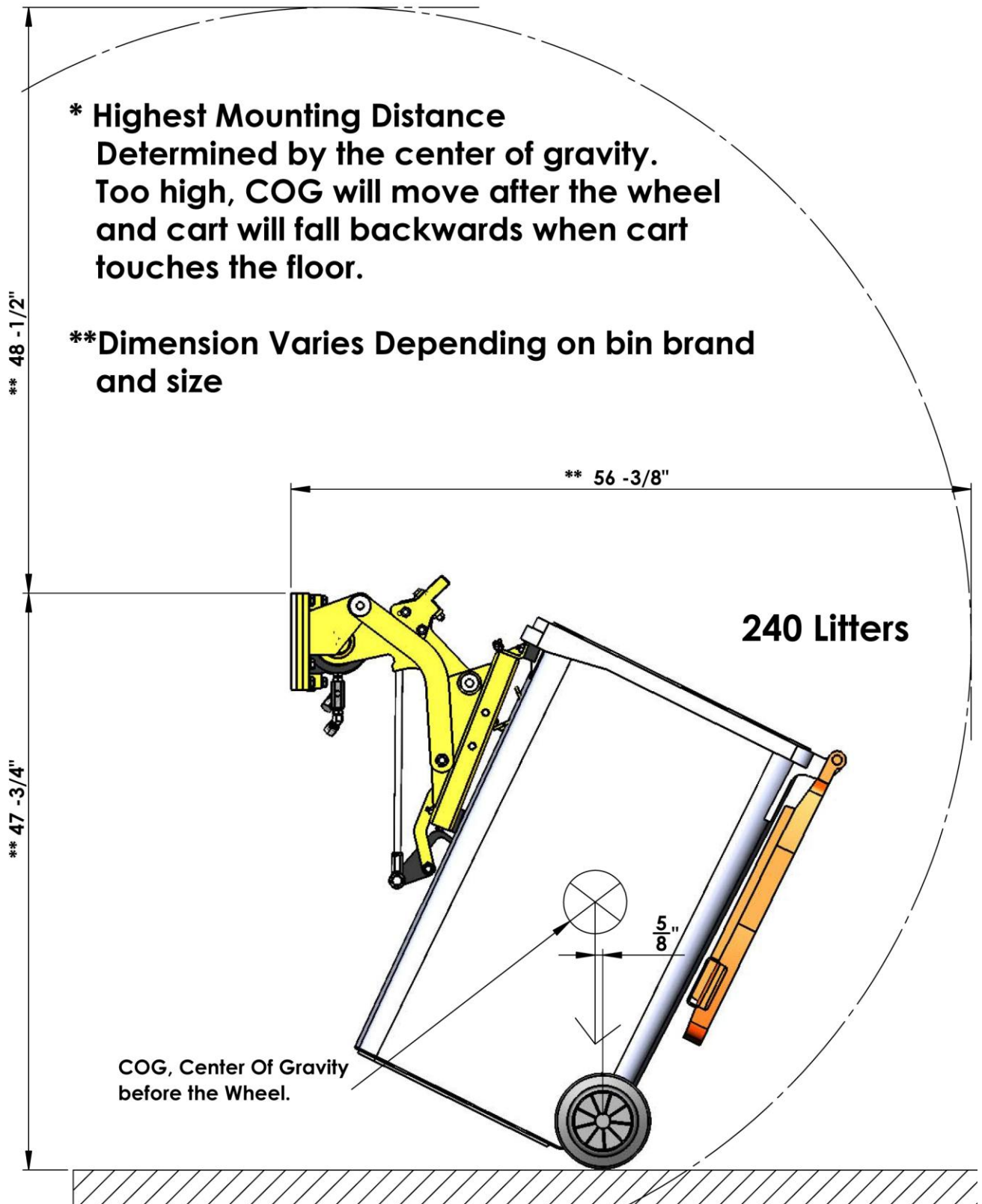
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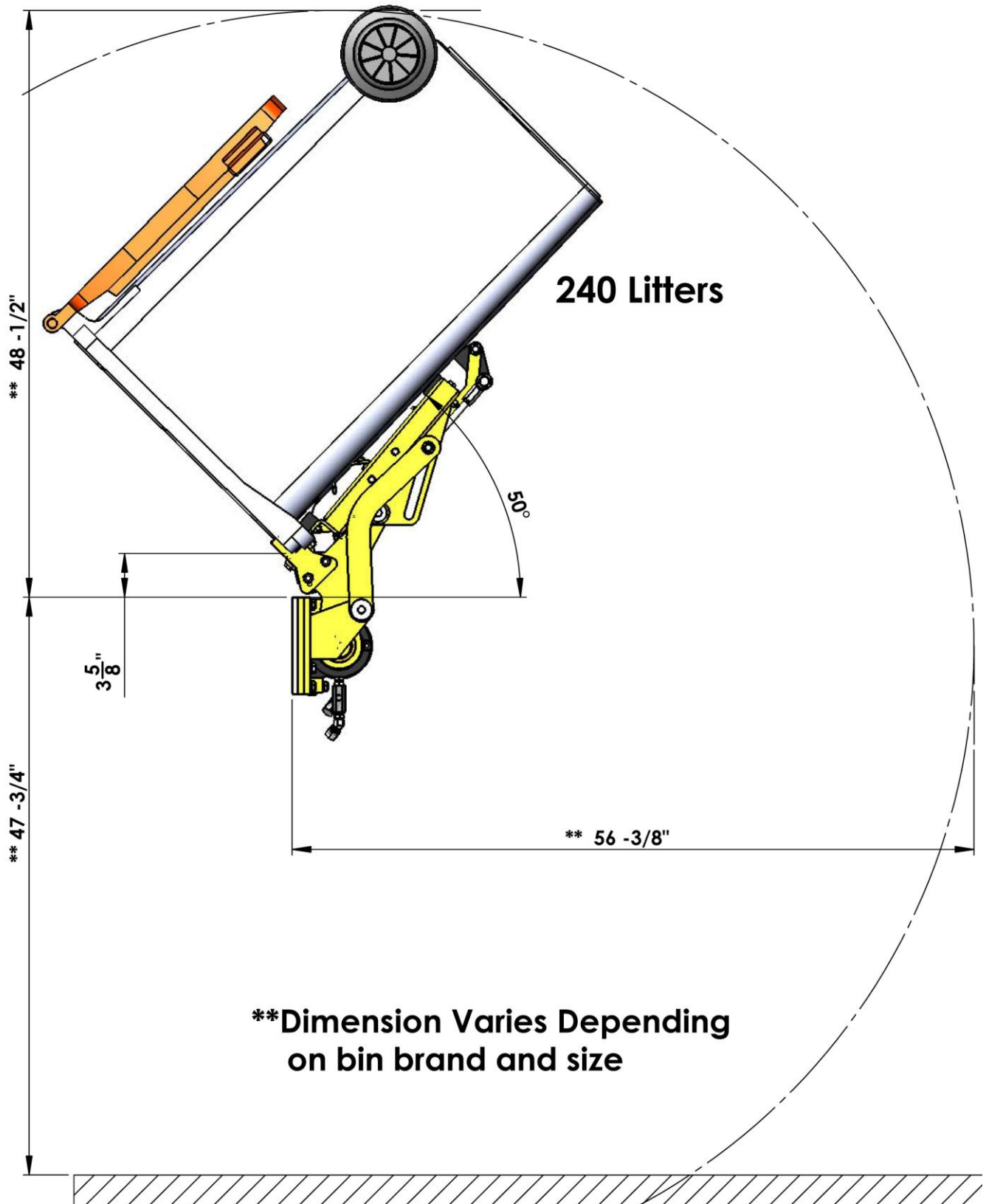
## Mounting and Overall Dimensions



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## Glossary of Terms

## Cart Types

YES



ANSI Type B carts (US-Style two-bar carts) with a dimension of 14 ¾ - 15 ¼" bar to bar spacing.

YES



ANSI Type C Carts (European-type) Using an upper lip for lifting. Height to ground varies with size of cart.

NO



ANSI Type D Carts (Diamond-Type)

NO



ANSI Type G Carts (Automated Collection) Having a rounded body ideal for gripper arms to clasp around.

*Note: Some ANSI Type B carts are also Type G compatible, but some carts, particularly older designs, are not. This affects gripper-arm type of lifters that rely on grasping the cart around it's body. If using a gripper arm type of lifter, check your carts and see if they have rounded corners (look for approximately 6" radius). If so, they are likely ANSI Type G compatible.*

## Key Hydraulic Components



Diverter Valve



Hand Valve



PO Check Valve



50/50 Splitter



Double Diverter Valve



Adjustable Flow Control



Helical Rotary Actuator

*Valves are sold separately or as part of a tap-in kit. The valves are shown for reference / identification purposes only. Your specific installation may require other equipment not shown.*



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# Installation Safety

Please read this manual prior to installing, repairing, or using this cart lifter.

- ✧ Installation of this equipment requires welding, painting, grinding, torching and working with high- pressure hydraulic systems. The appropriate safety equipment should be used at all times.
- ✧ Always follow OSHA specified lock-out procedures while working with a truck.
- ✧ Cart lifters weigh, on average, between 185 to 300 lbs. Do not lift the lifter onto the mounting plate by hand. Always use proper lifting equipment.
- ✧ Always use a chain or strap to secure the lifter in the upright position during the installation process. Unsecured lifters may fall suddenly causing injury.
- ✧ The truck to which the lifter is to be installed should be empty of waste. Torching and welding can ignite the contents of the truck and cause a fire.
- ✧ Do not weld on the truck unless a ground is in place and the battery is disconnected.
- ✧ Do not open/loosen any hydraulic lines unless the system is off and depressurized.
- ✧ Always double-check hydraulic fittings and hoses for tightness prior to reactivating the pump.
- ✧ Always relocate lights that need to be moved due to the position of the cart lifter to a clear and unobstructed area clearly visible to drivers.
- ✧ All painting of the truck/lifter after installation is complete should be done with proper ventilation and per local regulations. Do not paint over caution and warning labels.
- ✧ If there are any questions about the proper installation or use of the cart lifter not covered in the manual, it is recommended to call Perkins at 800-882-5292.



Please be aware of the risks of working with welding equipment and consumables. Always use safety protection equipment. The sparks may ignite fire, always clean the area from flammable material or flammable chemicals, do not weld close to gas lines or on top of electrical cords or installations. Disconnect battery cables from the battery and make sure the vehicle is perfectly grounded prior to attempt to do any weld. Always weld in a ventilated area.



Please be aware of the risks of working with hydraulic pressure. Always use safety protection equipment, depressurize the system and disconnect power from its source, prior to service the unit and lose any fitting.



# Installation Tips

Do not mount the lifter to a refuse body which is not already mounted to a chassis. Chassis heights can vary, and this will affect the final installed height of the cart lifter.

Tack weld only until all positions and clearances are verified to work well for your application.

Always work on a smooth level surface with an empty truck.

The use of tools, power and mechanical, will be necessary. Please make sure you have all the necessary safety equipment to protect eyes and body from any harm, the mechanical tools to assembly the unit and the tools to service it.

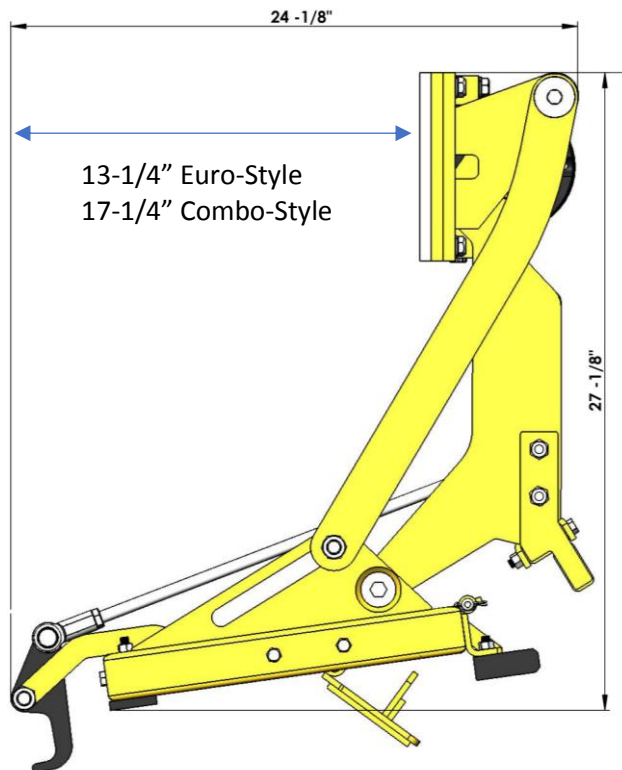


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The first consideration when installing any TuckAway® style cart lifter is to make sure the unit has space to store under the load sill.

Some trucks have a hopper shape that does not accept a TuckAway style cart lifter, so it may be necessary to use a different cart lifter model in these cases.

Find the mounting height you will need to mount your cart lifter at as instructed on the Previous pages. Measure from this point down 17-1/4" or 13-1/4" to check and see if the D6740 or D6745 TuckAway is the right model for this application.

If there is interference with a light panel, the panel may be trimmed at the customer's preference. Relocate lights if necessary.

If your truck does not have room to mount a D6740 or D6745 TuckAway®, call Perkins at 800-882-5292 for help selecting a different model.

## Residential-Only Installation

A residential-only installation is when the cart lifter will be mounted to the truck and the truck will not be used for collecting commercial containers (such as 1 thru 10-yard containers). A residential-only installation is very straightforward and simple and very little customization required. Therefore, a residential-only installation may take only 4-6 hours.

### Mark Your Centerlines

Begin by selecting whether the installation will be centered on the truck, or offset, or a double installation. Draw a centerline on the truck's loading sill.

A centered installation will place the lifter directly centered on the centerline of the truck.

An offset installation will place the lifter 17 1/2" from the center of the truck, (usually to the curb side) as shown in the picture at right.

A double installation will place a lifter 17 1/2" to the left and 17 1/2" to the right of the truck's centerline.



*A typical offset installation.*



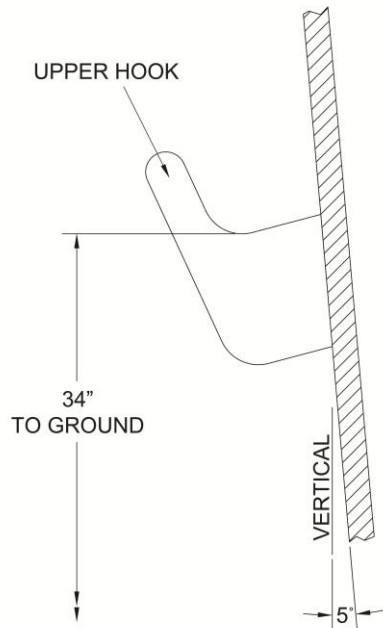
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## Determine the Mounting Height



*Upper hooks mounting height*

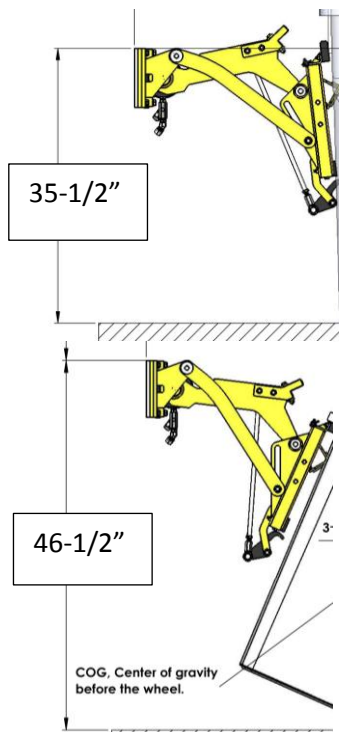
The mounting height is critical to the proper function of any cart lifter. The ideal location for the upper hook is 34" off the ground, for a regular American style lifter. However, the combination American-European makes this distance to be 33-1/2" for the American hook and 39-5/8" for the European upper teeth as a maximum, when the lifter is positioned so that the faceplate is 5 degrees tilted back from vertical as shown in the diagram at left. The actual working range of dimension fluctuates between 31-1/2" to 33-1/2" for the American hook and 37-5/8 to 39-5/8" for the European teeth.

It is important that the packer body be mounted to a chassis, and the truck is empty and parked on a smooth and level surface when this mounting height is determined.

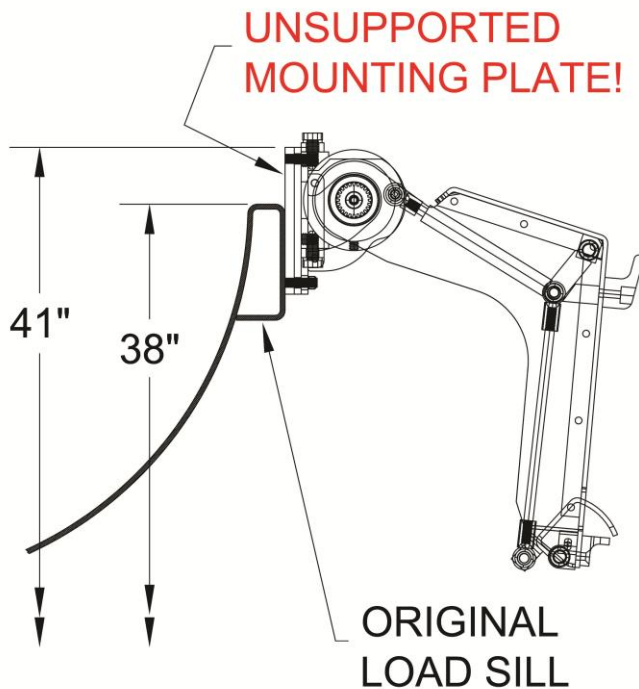
A cart lifter which has been positioned too low may kick carts away before successfully engaging them.

A cart lifter which is mounted too high will make it difficult for the operator to latch the cart at all, causing the operator to have to lift the cart onto the latch.

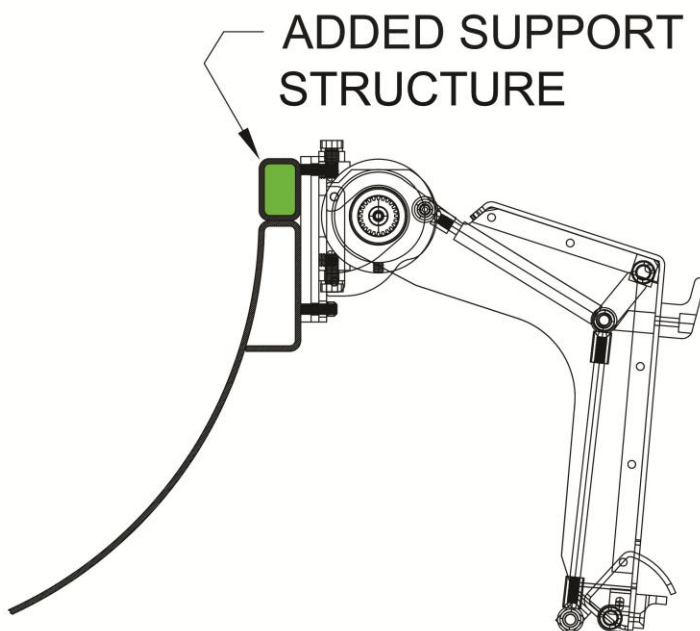
A good mounting height will make latching carts effortless with no lifting or holding the cart in place. Following the mounting spec sheet in the previous pages, locate the mounting. The mounting plate may be positioned as low as 36" and as high as 49-1/2", to obtain the distances to the hook or teeth as previously mentioned, as needed. The mounting plate itself should be vertical and level. Mounting should be fully back supported and welded, plate mounting dimensions are 1/2" thick x 8" x 19-1/8".



## Reinforce the Mounting Plate



*Dimensions shown above are an example only and will vary from truck to truck*



When the mounting height is determined, the lifter's mounting plate frequently ends up being higher than the original load sill. This is normal and requires the addition of a supporting structure.

It is necessary to fully support the mounting plate to provide a rigid base for the cart lifter. An unsupported mounting plate can easily deform through normal use in a short period of time. Failure to fully support the mounting plate can lead to rapid premature failure of the cart lifter.

Perkins recommends adding steel structural tube across the entire length of the load sill. This tube becomes the new load sill.

The tube should be at least  $\frac{1}{4}$ " thick, and sized to allow the top of the support to mate to the top of the mounting plate. Do not extend the support tube above the mounting plate top edge.

The size needed will vary from installation to installation, use what best suits your needs.

***Note: Simply adding gussets to the back of the mounting plate does not provide adequate support. The reinforcement should cover the entire rear of the plate and be welded fully.***



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## Residential-Only Installation Example



*A typical example of a dual positioned, residential-only installation. The mounting plate is fully supported.*

After the cart lifter and supports are tack welded in place, move the cart lifter up and down carefully, making sure there are no interferences. Double check the hook height to the ground. If everything appears satisfactory, the lifter's mounting plate and supports may be welded fully.

The mechanical portion of the installation is complete.



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## Mixed Commercial & Residential Installation

When performing a commercial installation, the same procedure of the residential installation must be followed with these additional steps:

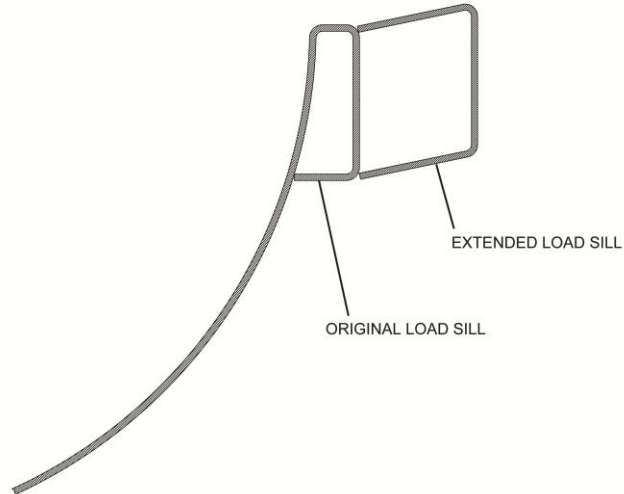
### Recess the Cart Lifter

When a truck is provided with commercial container locks, the OEM will usually add an extended bumper over the original load sill.

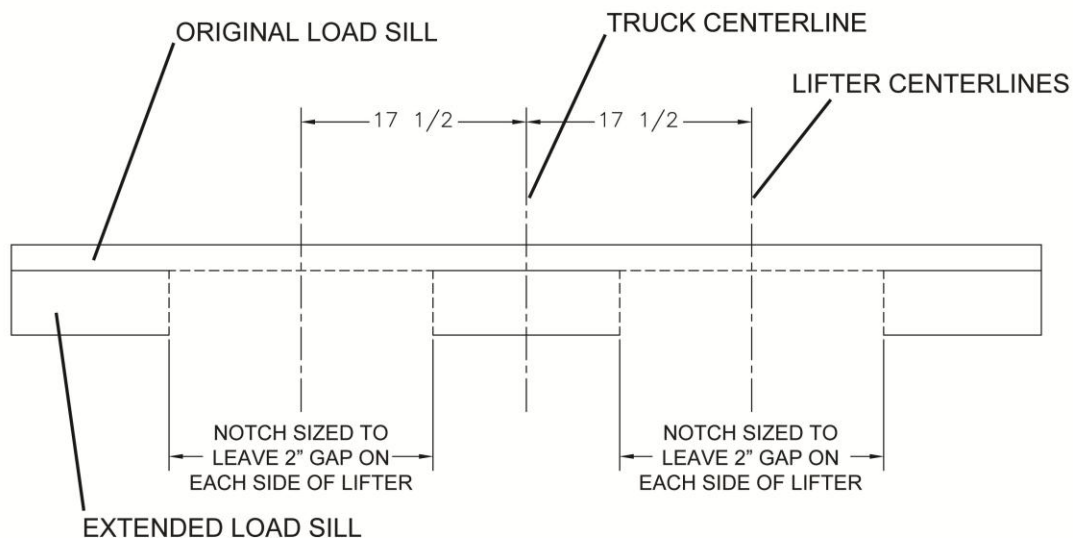
To mount a cart lifter to a truck like this, you must recess the cart lifter by cutting a notch in the extended load sill.

Cut a notch that will leave a 2" gap on either side of the lifter.

Do not cut into the original load sill. The original load sill is a structural member of the tailgate and must not be severed or the structural integrity of the tailgate will be compromised, leading to distortion and failure.



TOP VIEW OF TRUCK LOAD SILL



*Note: Be careful not to cut into the original load sill or else the structural integrity of the tailgate can be compromised. It may be necessary to add custom structure reinforcements where the lifter is to be mounted.*



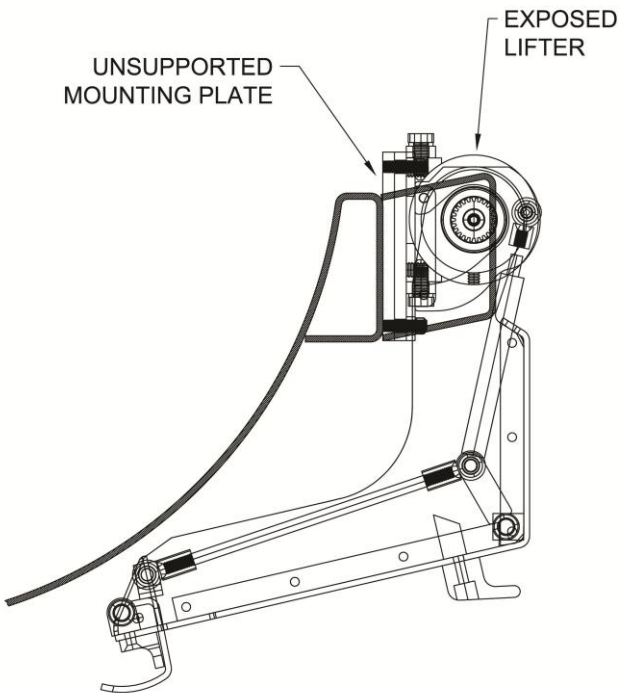
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## Add the Sill Extension (Bumper kit)



With the notches in the sill extension cut out, cap off the exposed ends, and mount the mounting plate, using the correct mounting height as previously described.

It may be necessary to add customized pieces to bolster the support of the mounting plate on top or below the plate.

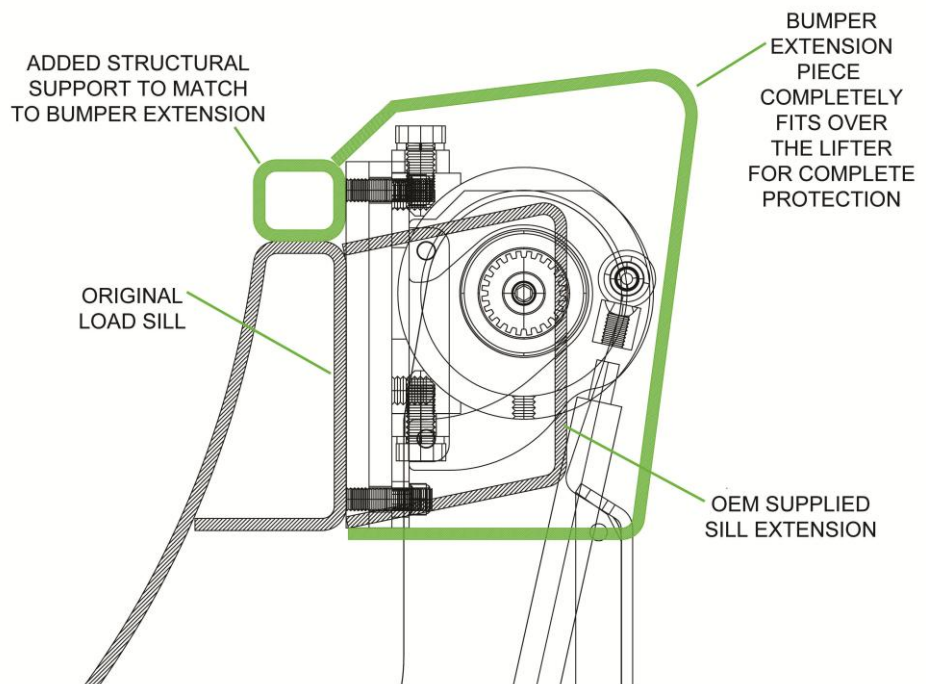
At this point, the lifter may stick out above or beyond the extension sill. That is normal.

**Note: The size and shape of the bumper extension can vary depending on your fabrication preferences. Perkins does offer pre-made bumper extension kits, sold separately:**

**CA1084 – single lifter, offset to the right**  
**CA1085 – single lifter, center mounted**  
**CA1086 – double lifter installation**

Now we add the rest of the supporting structure.

Like in the residential-only install, it is necessary to bring the load sill up to match to the top of the mounting plate and/or top of the bumper extension. Contact with commercial containers can easily crush the cart lifter. To protect it, install a bumper extension over the OEM-supplied sill extension. The bumper should be sized and positioned so that contact with a commercial container is not possible.



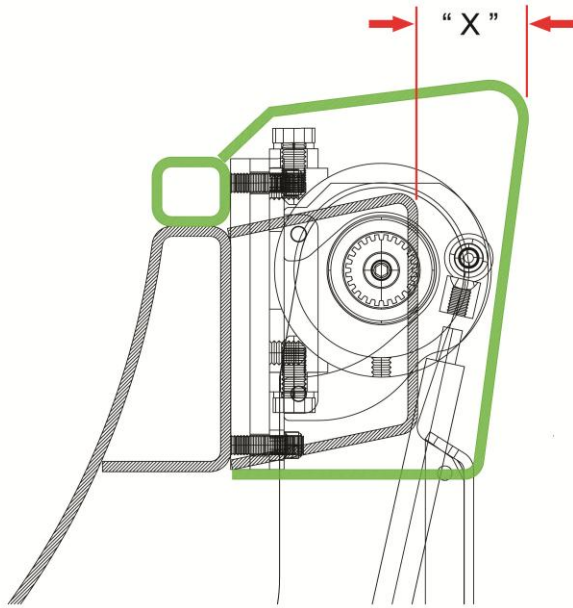
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## Moving the Container Locks



At this point, the bumper extension is now sticking out past the OEM-supplied sill extension by "X" inches. This dimension might typically be about 3" or 4".

Measure this dimension. The distance the extension has shifted out is the distance the container locks must be extended.

Carefully torch the elephant ear and container locks right off the truck.

Reposition the container locks and elephant ears back on the truck at the same height and spacing, but shifted back to the rear of the truck.

The shift distance "X" is equal to the amount the bumper extensions went past the OEM-supplied extension sill "X".

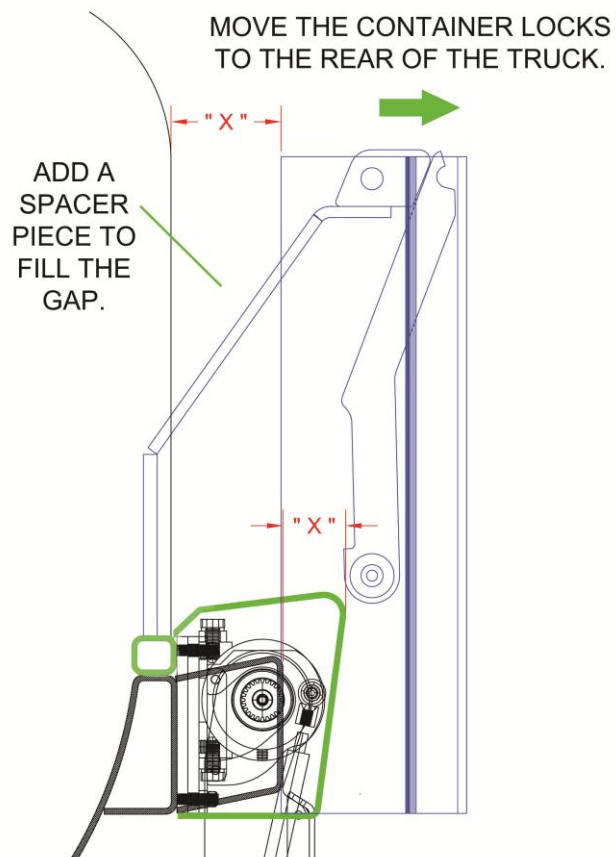
Add filler material as a spacer to take up the gap created by shifting the locks.

It may be necessary to reconstruct the container lock backing bars to make them have a smaller gap.

Customized pieces of steel are used throughout this step and are not provided by Perkins.

Prior to fully welding, make sure a commercial container will properly lock up to the container locks in their new position.

Double check that a commercial container cannot make contact with the lifter. If everything is satisfactory, weld fully.



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## Mixed Commercial & Residential Installation Example



*Note the Bumper Extension fully protects the cart lifter from contact with the commercial container. The elephant ears and container locks have been shifted back and material added. The reverse lights have been relocated in this installation, so they would not be obscured by the lifter placement.*



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## Assembling the unit

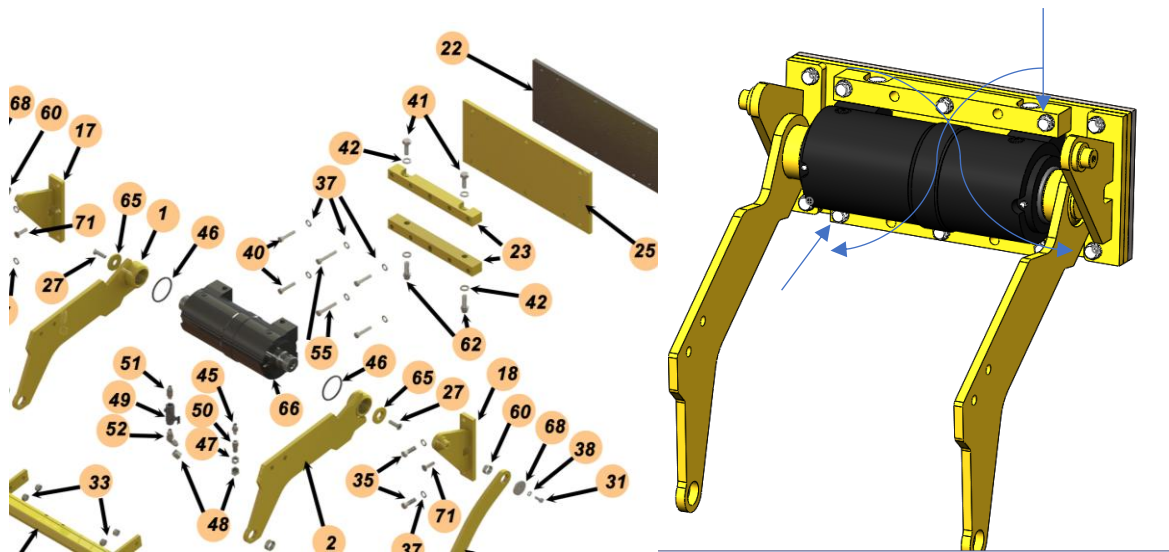
Although the D6740 or D6745 lifter is coming already assembled, the following instructions are given as if we are assembling a lifter from scratch, with the intention to use them for future service of the unit. Please be aware that some components are considered heavy and are **not to be lifted without assistance and/or heavy lifting protection and/or heavy lifting equipment**.

**The use of power and/or mechanical tools is necessary to perform the assembly, and the use of safety equipment is indispensable, please wear safety glasses and gloves always!**

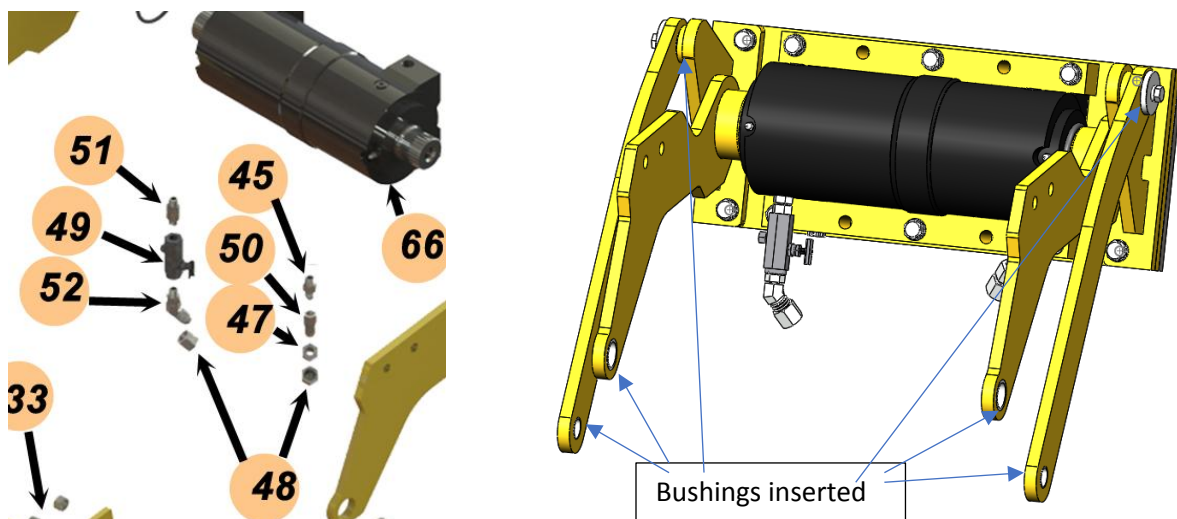


Once the back-mounting plate (22) has been welded in place, attach motor bars (23) to the motor (66) with lock washers (42) and bolts (41) & (62), do not tight them just yet, only hand tight. Attach motor assembly to the back plate (25) using lock washers (37) and bolts (40), with the help of someone else or heavy lifting equipment, lift the assembly and attach it to mounting plate (22) using lock washers (37) and bolts (55). Insert rubber rings (46) on the motor shaft, both sides and insert driver weldments LH and RH (1) and (2) and retain with retainer plate (65) and bolt (27). Attach idler lugs (17) & (18) to the mounting plate (22) using lock washers (37) and bolts (35) & (71). Now is the time to tight the assembly, one by one, tight the bolts, contrary sides sequence, counter clock wise direction, center out, tight appropriately.

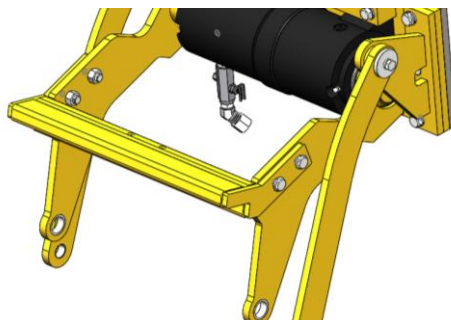




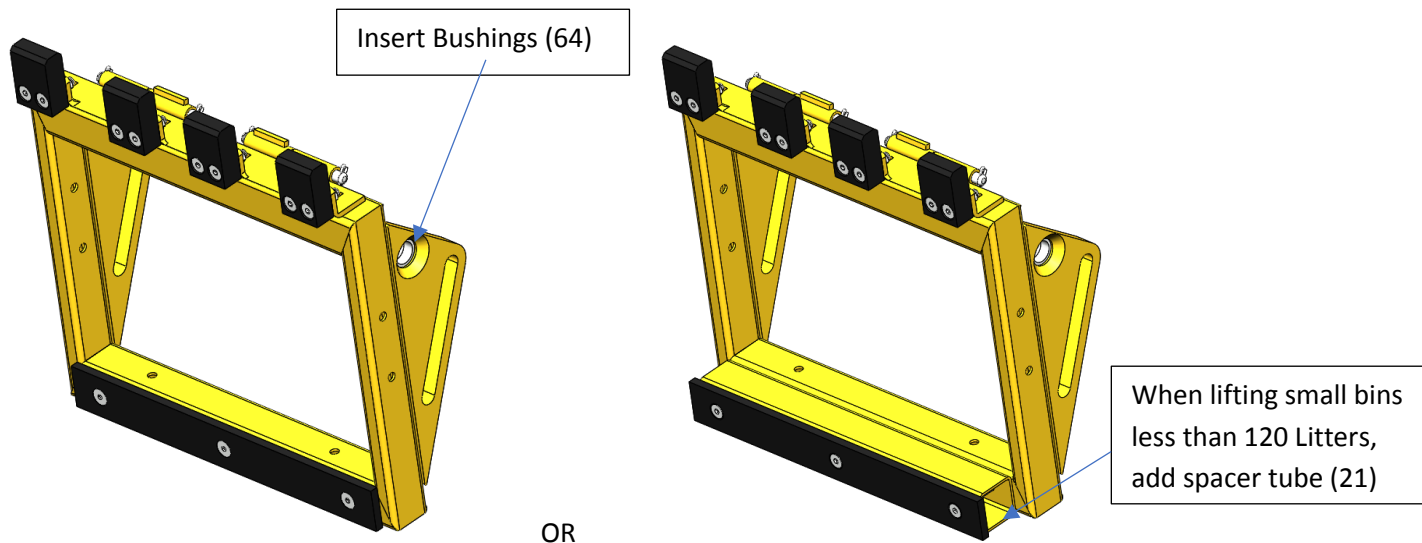
Insert bushings (64) into driver weldments (1) & (2), and bushings (60) and (59) into idlers (5), normally the weldments and idlers come with the bushings already inserted. Attach idlers (5), with bushing on them, to the assembly and retain with retainer (68) and secure with lock washer (38) and bolt (31). Attach hydraulic fittings to the motor in the order shown, do not overtight.



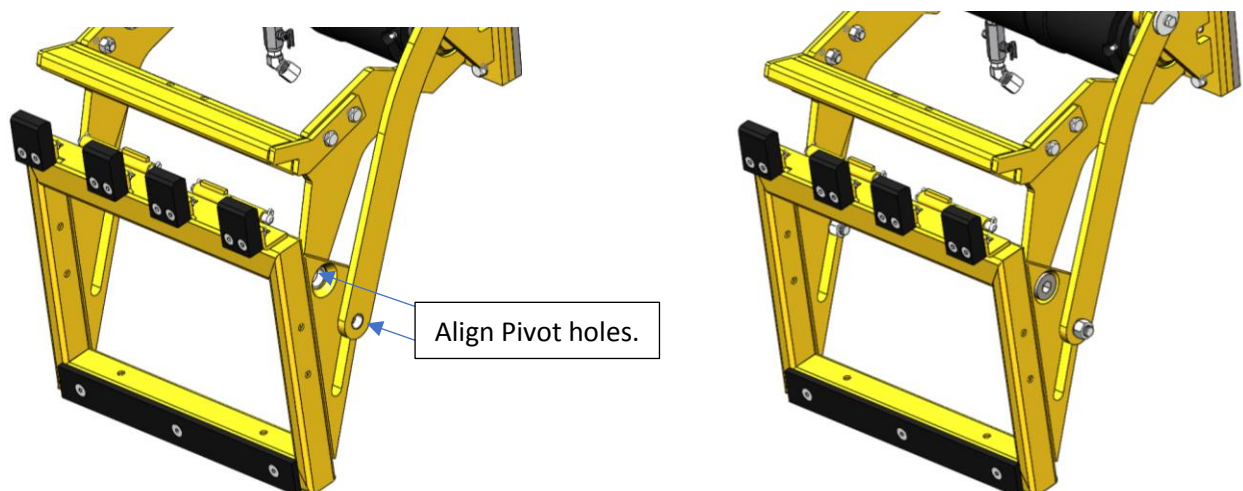
Attach the upper clamp (33) and secure with bolts (35) and nuts (33)



On a separate assembly table, preassemble the face plate. Insert Bushing (64) and attach to the face plate weldment (3) the upper teeth bracket weldment (8) with the pin (9) and secure the pin (9) with cotter pin (43). Attach to the upper teeth bracket (8) the plastic teeth (6) with the use of bolt (61) and nut (32). Attach to the bottom of the face plate (3) the front plastic pad (7) with the use of bolt (54) and nut (32). For lifters that are going to be lifting very small bins, it is necessary to add the spacer tube (21), if this is the case, attach spacer tube (21) and the plastic pad (7) at the same time to the face plate (3) with the use of bolt (63) and nut (32).

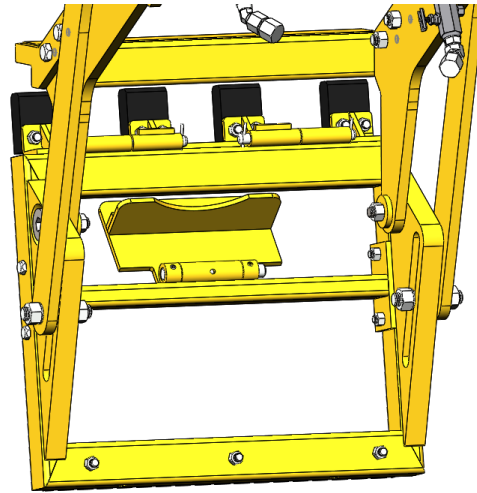
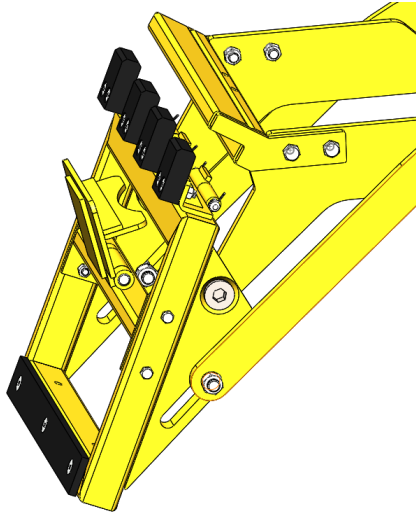


With the help of another person or heavy lifting equipment, lift the preassembled face plate and attach it to the mounting portion previously assembled. Align the pivot holes of the face plate with the pivot holes of the driver arms and insert pivot pin (20) to retain, lock pin (20) with retainer (24) and nut (33). Align idlers pivot holes with face plate side slots and insert side pins (19) secure side pins (19) with spacers (39) and nuts (20).

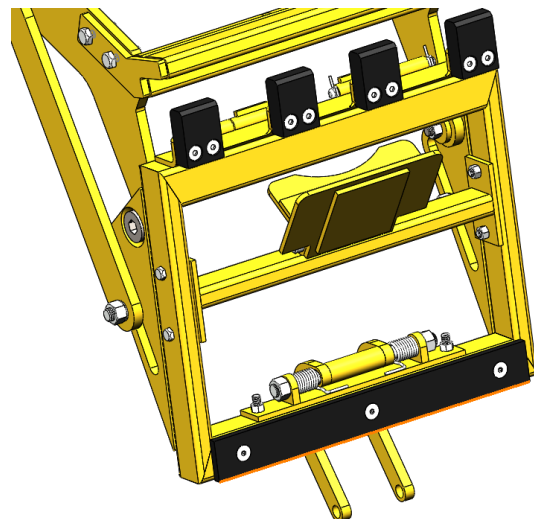
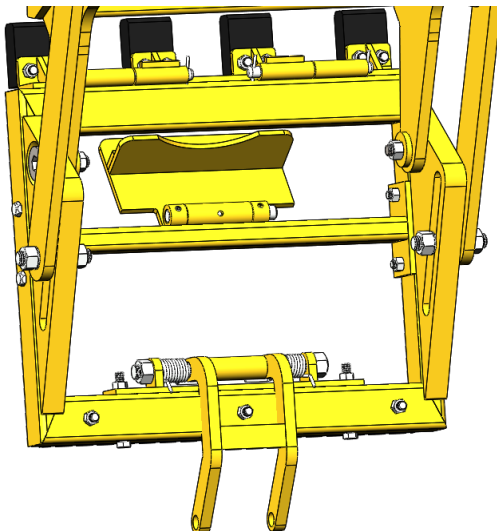


This completes the pure European style lifter D6740. If your lifter is a combination lifter D6745, proceed with the following instructions:

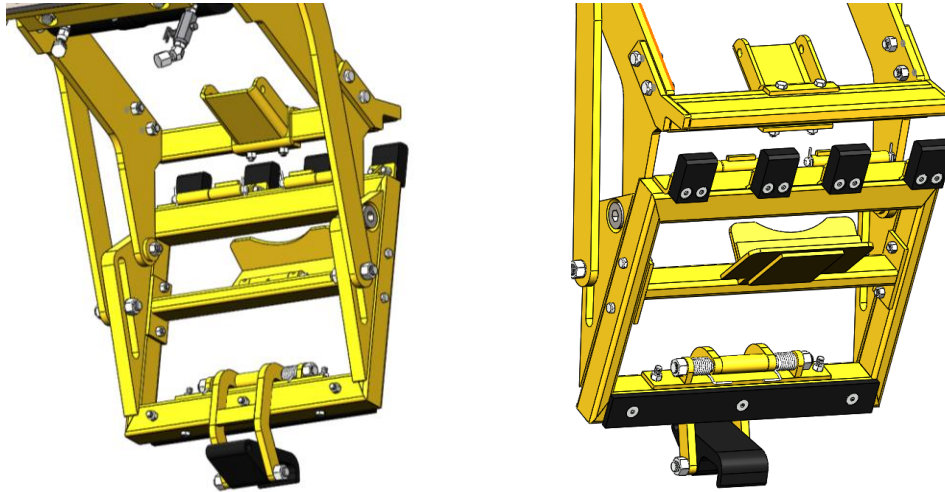
Raise the front part of the lifter up, with the use of straps and heavy lifting equipment secure it in that position. Attach upper hook bracket weldment (15) to the face plate (3) with bolts (36) and nuts (32). Attach upper hook weldment (69) to the upper hook bracket weldment (15) and retain with pin (67), lock the pin in place with set screw (53).



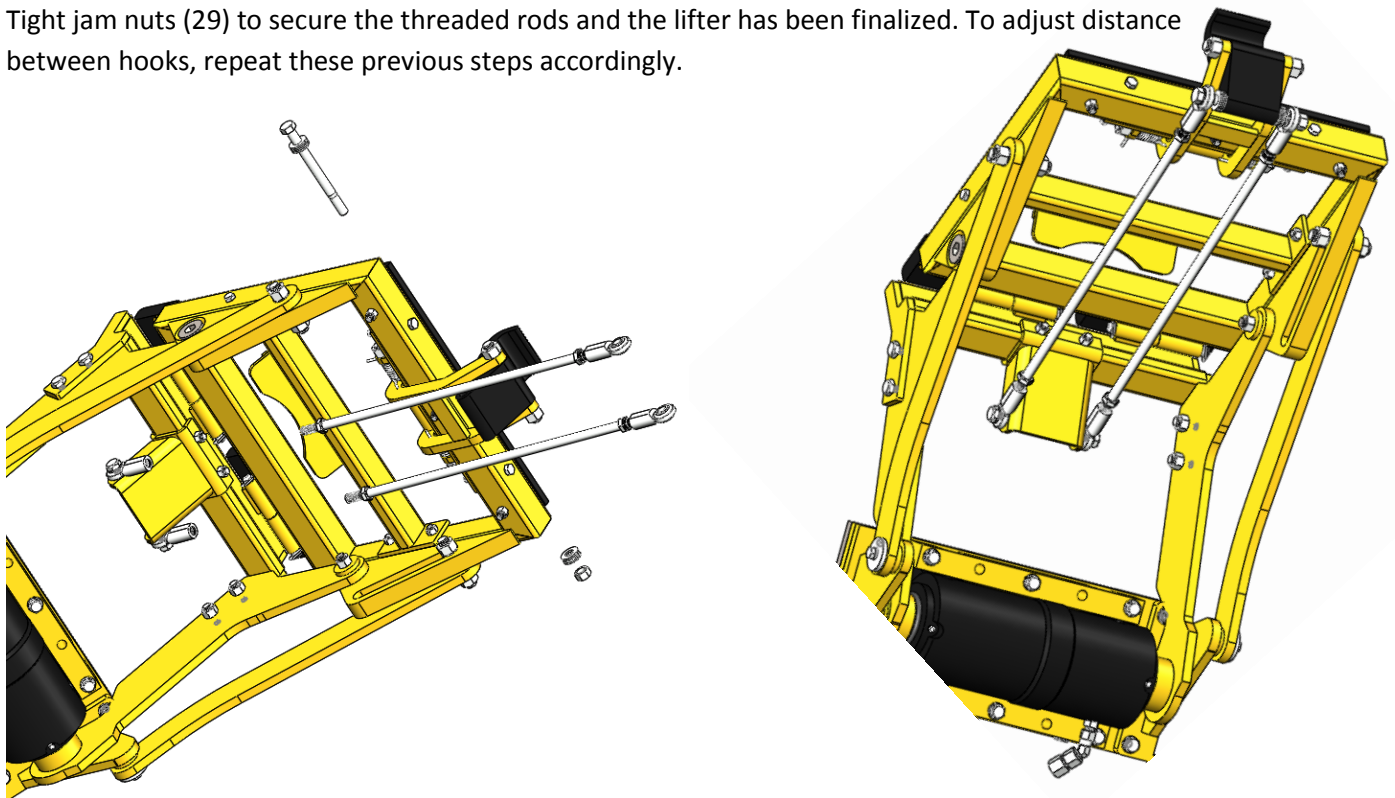
At the side. Insert the bushings (73) to latch bracket weldment (10). Attach to lower bracket weldment (14) the lower latch bracket weldment (10) and the springs (56) (57) with the use of pin (11) and nuts (26). Now, attach the preassembled portion to the bottom of the face plate (3) and secure with bolts (58) and nuts (32).

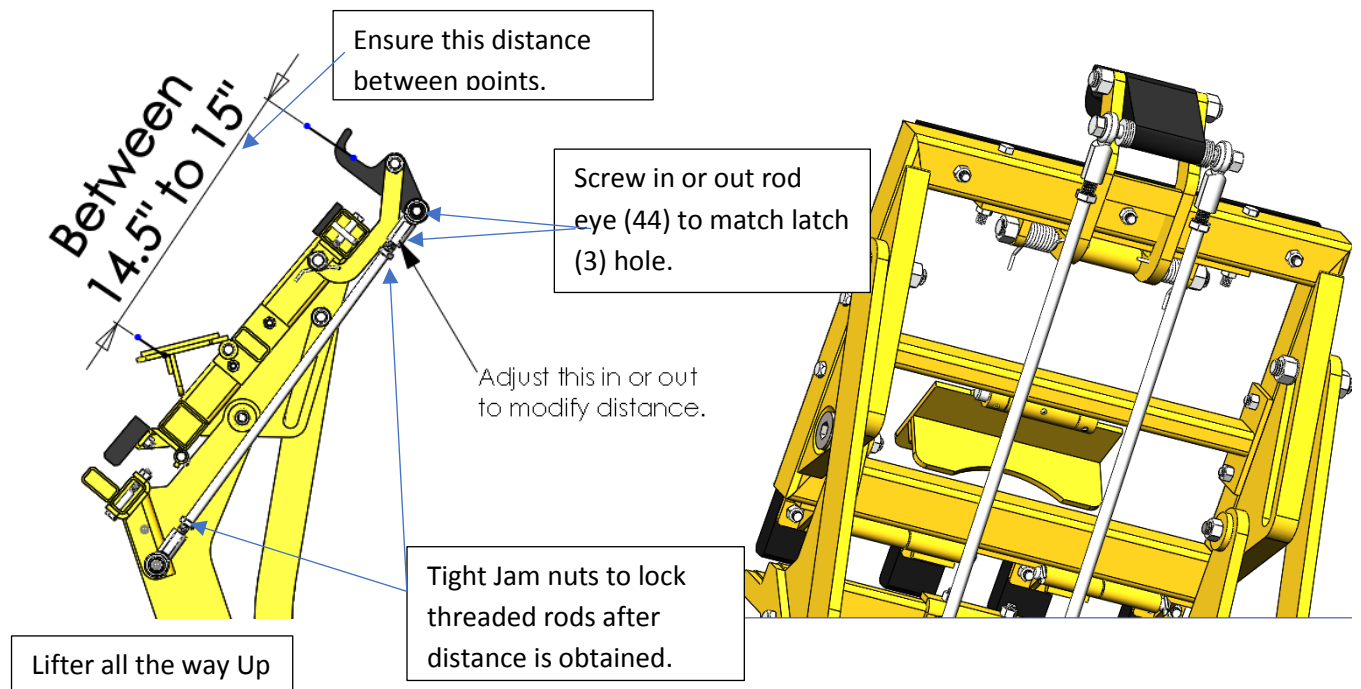


Attach upper bracket weldment (16) to the upper clamp (4) with bolts (58) and nuts (32). Attach plastic lower latch (13) to latch bracket weldment (10) with pin (70) and nuts (26).



Attach rod eye bearings (44) to the upper bracket weldment (16) with bolts (35) and nuts (33). Insert jam nuts (29) into both sides of both threaded rods (12), insert threaded rods (12) into already installed rod eyes (44). Raise up the lifter all the way up and secure it in that position. Insert the other rod eye bearings (44) at the other extremes of threaded rods (12). Measure the distance between upper hook's (69) lowest point to plastic lower latch (13) and make sure is between 14.5" to 15". Screw in or out the rod eye bearings on the threaded rods (12) to match the holes of the plastic lower latch (13) at the set distance, and insert spacer (28) and bolt (30) into latch's hole to secure, lock the assembly with nut (33). Tight jam nuts (29) to secure the threaded rods and the lifter has been finalized. To adjust distance between hooks, repeat these previous steps accordingly.

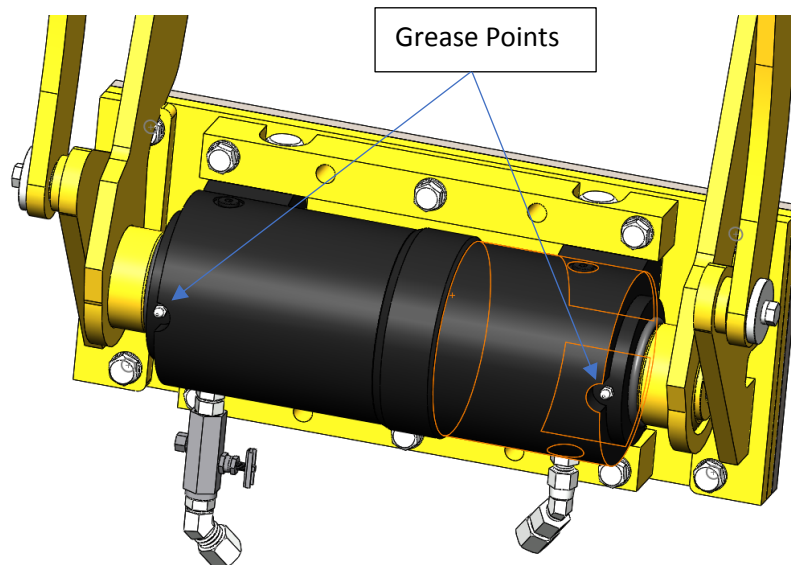




This completes the assembly instruction, to disassembly, these instructions can be used in reverse.

For most of its parts, this lifter is grease less, except for the motor, the motor has two grease points that will need to be greased every 6 months or sooner in extreme climates and/or extreme usage. Before start moving the lifter, is always good idea to grease it. Normally the lifter will come greased from the factory, but to any doubt if the lifter was greased or not, is always good strategy to go ahead and grease it anyway.

At the beginning of every shift, inspect the lifter visually to detect any missing or loose parts, a quick cleaning is also recommended.



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# Non-Perkins Hydraulics

## Hydraulic Oil

The most important component of any hydraulic system is the oil. Perkins cart lifters use standard seal materials and should therefore be compatible to most grades of hydraulic oils, operating in typical weather conditions for most of North America. However, the condition of the oil is an important consideration that should not be overlooked.

Hydraulic oil may be dirty, contaminated, lost its viscosity, burned up, or have too high a concentration of absorbed water and/or air. While these things are unlikely to cause an immediate performance issue with your cart lifter, these issues can lead to premature wear and tear in the longer term.

Perkins would like to take this opportunity to remind you to check the quality of your hydraulic oil periodically and make sure it meets your standards. Oil that is maintained in good condition will help your equipment last longer.

## Non-Perkins Controls

Some customers with new trucks may choose to use hydraulic controls provided by the OEM. As long as the GPM and pressure settings used match the specifications required, then the lifter should operate fine. Perkins cart lifters do not require special Perkins valves to operate.

In other cases, a Perkins cart lifter may be replacing a competitive lifter for which controls are already installed. Again, Perkins cart lifters should work just fine with competitive equipment, as long as the GPM and pressure settings are adjusted within the specified ranges.

## Lifter Speed

The cycle time of the lifter is very important for safe operation. Perkins suggests a complete cycle time of 6-8 seconds (3-4 seconds up and 3-4 seconds down). Faster cycle times may be dangerous. Running a lifter too fast can damage the cart, or make a cart break loose off the lifter and fall, resulting in damage and/or injury.

The speed of the cart lifter is determined by the rate of oil (gpm) going to the unit. A gauge is recommended but not needed to determine proper lifter speed. Counting the cycle time using a stop watch is adequate to determine proper flow rate. Running a lifter too fast will void the warranty.

## Weight Capacity

The maximum amount of weight that can be lifted is limited by the pressure relief valve. The settings must be determined with a pressure gauge. The D6740 requires 1950 psi to lift a 400 lb load. Place a pressure gauge after the hand valve and run the lifter until it stops, continue activating the handle and note the pressure on the gauge. Adjust the relief valve according to the manufacturer's instructions.



# Perkins Hydraulic Installation

(Sold Separately)

## Locate the Hand Valve Assembly

A suitable location for the hand valve assembly should be found on the side of the truck. Its placement should not interfere with any existing truck components. The handle should be a comfortable distance from the ground (typically about 48" high) so that repeated ergonomics is easy to use and safe.

The Perkins hand valve assembly comes with a mounting bracket which may be welded directly to the side of the truck. Typically, the hand valve's handle will point to the back of the truck and the ports A & B which feed the lifter will be pointing to the ground.

This position should allow the operator holding the handle to still be within arm's reach of the cart that is being lifted. This keeps the steps back and forth to a minimum for best efficiency.

Tack-weld the valve bracket in place temporarily until all the hoses have been routed.



*Note the hoses feeding the lifter are pointing straight down. The hoses leading back to the pressure supply and tank and pointing towards the front of the truck and all hoses are neatly routed for a clean look and best hose protection.*



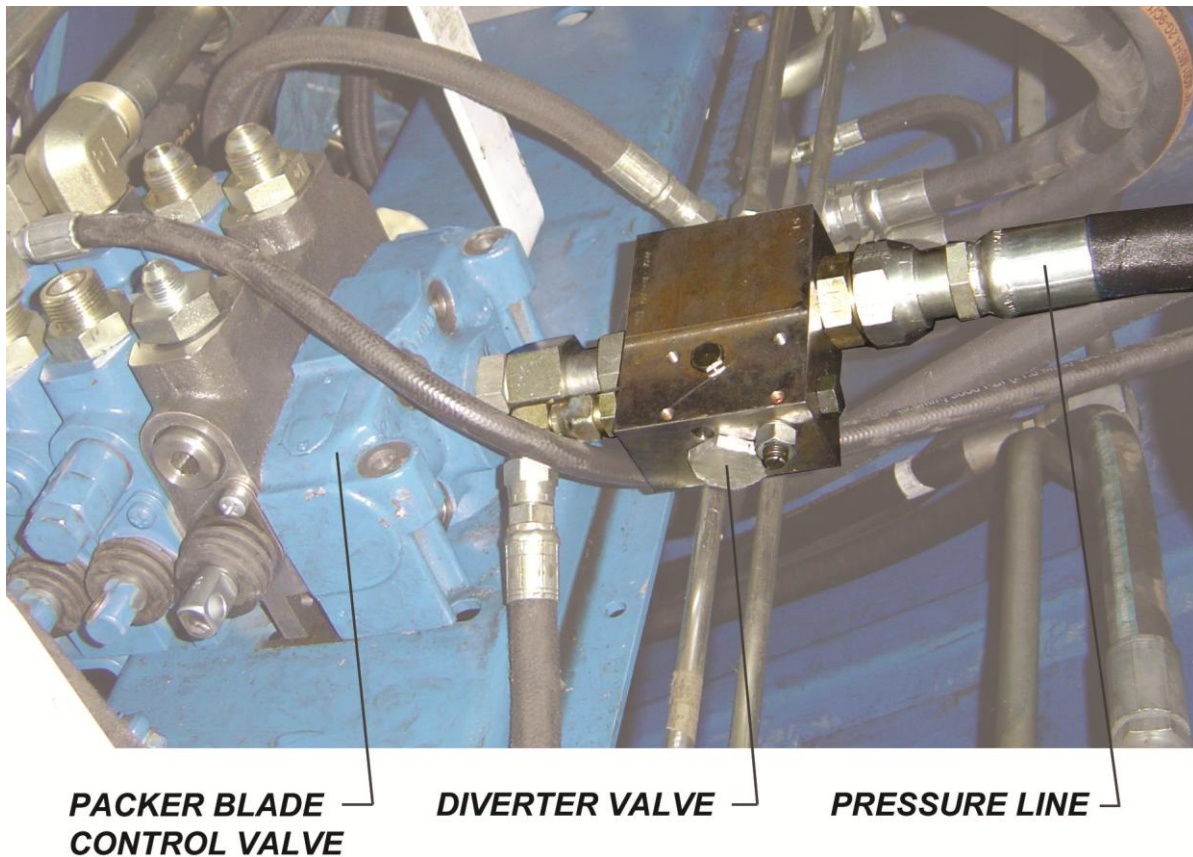
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## Locate and Connect the Diverter Valve



The diverter valve is designed to accept full system flow, continuously divert a portion of that flow to the lifter(s), and pass the remaining flow on to the packer control valve. The amount of flow that is diverted is adjustable, so the same valve that feeds one lifter can also be adjusted to feed two lifters.

Adding the Perkins diverter valve to your system will slow down your packer cycle by several seconds, whether you are actively using the lifters or not. However, this is usually an acceptable tradeoff, since the Perkins diverter valve doesn't generate much backpressure or heat, and it allows you to use the packer and the lifters simultaneously.

With the system off and depressurized, find the pressure line that feeds the packer valve and disconnect it. Connect this pressure line to the "IN" port of the Perkins diverter valve. Connect the "OUT" port of the diverter valve back to the packer control valve where the pressure line originally was.

The fittings to do this will vary from truck to truck. The Perkins Tap-in Kit generally gives you the required fittings, but due to the wide variety of trucks, changes made by the OEM, as well as the possibility of other aftermarket parts, especially on used trucks, the fittings you need to make these connections may not be included in your kit and will have to be purchased separately.



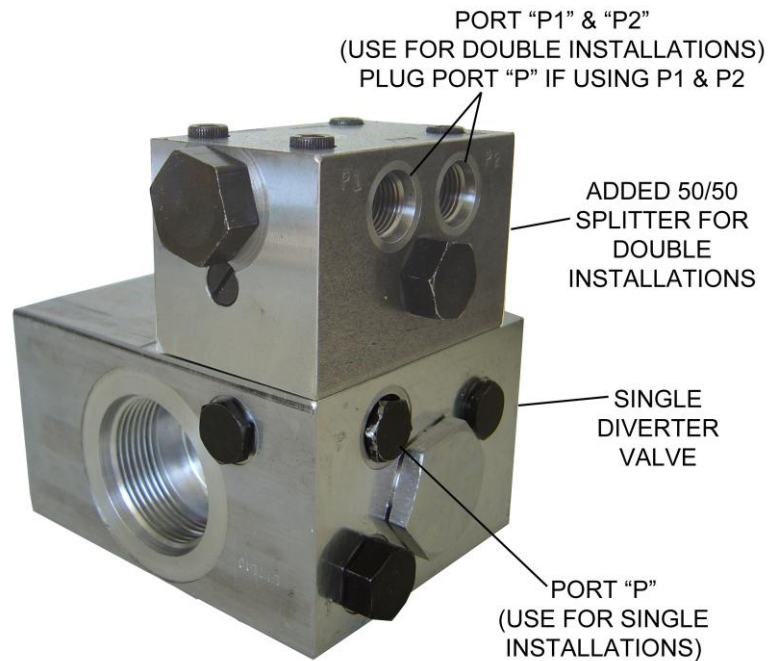
## The Perkins Diverter Valve

Ordinarily, the diverter valve's port "P" will feed the lifter.

But, if you have two lifters, then you will use the Perkins Double Diverter Valve.

It's the same valve, except port "P" is plugged, and a 50/50 splitter valve is mounted on top.

In this case, ports "P1" and "P2" will feed the lifters an equal amount of flow each.



## Making the Hose Connections

All the primary valves are now in place for a typical installation.

The tap-in kit would have come with 2 short hoses and 2 long hoses (single installation) or 4 short and 4 long for double installation.

Connect one short hose from the lifter's left side to the hand valve port "A".

Connect another short hose from the lifter's right side to hand valve port "B".

*Note: If the handle's operation is not as desired, you may switch the hoses to reverse the handle's operation*

Connect one long hose from the hand valve's "IN" port to the diverter valve's "P" port. (or if performing a dual installation, to port "P1" or "P2")

Connect the last long hose from the hand valve's "OUT" port to a tank line. \*

*Note: See photo of tank line connection on following page for more details.*

Make sure all the hoses have been routed neatly. The hoses must be protected from rubbing or pinching.

If performing a double installation, repeat this process for the second lifter.



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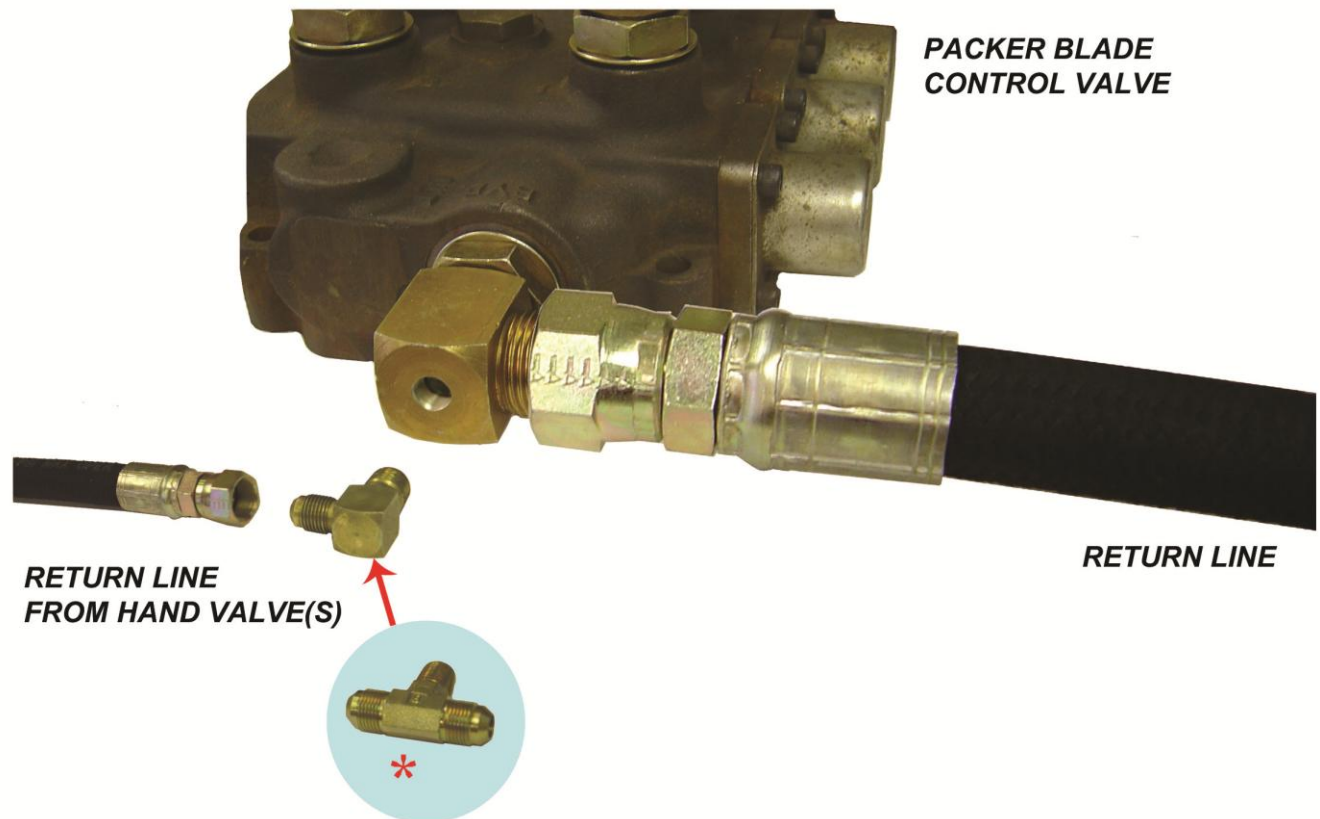
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## Tapping into the Tank Line

There are two ways to run the oil back to tank. Perkins does not suggest allowing the return oil to get pushed back into the packer control valve, because this generates back pressure and heat.

Recommended Method: Locate the return line coming off the packer control valve and find a suitable large fitting as shown in the photo below. Remove this fitting and drill and tap into it to fit an adapter (or tee for a double installation) to allow the oil to flow back into the return line.

Be sure to clean the fitting of metal shavings before returning it to the system.



Alternative Methods: On some trucks, it is not possible to tap into a return line fitting. In some instances, everything is hard-piped and there are no fittings to tap into. If this is the case, the return lines may be feed into the “T” port of the Perkins Diverter Valve. This tends to create some backpressure in the system, but otherwise does work.

Also, if there are no fittings where to tap into, run a long enough hose to reach all the way back to tank. Find a spot where to connect before the filter, if nothing is found before the filter, we can connect after the filter as long as we install an extra filter for this hose only. Oil coming back into the tank must be filtered to fully protect the hydraulic system.



# Adjusting the Perkins Hydraulics

## Adjusting the Speed

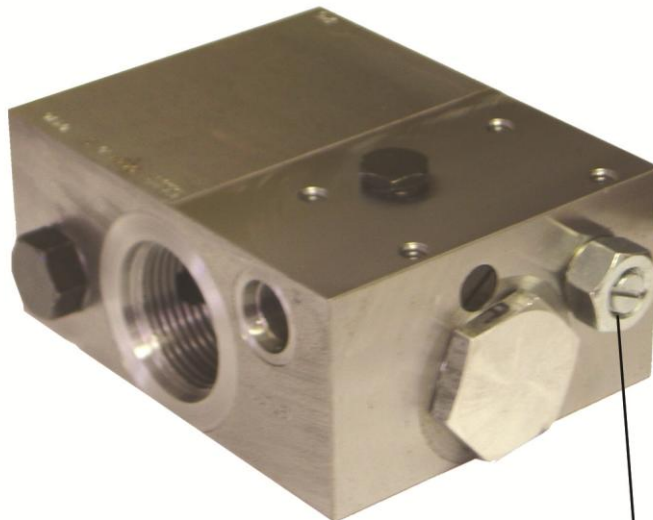
Single Diverter: D63237s

Double Diverter: D63411s

This valve's adjustment controls the flow going to the lifter. The flow controls the speed of the lifter.

To adjust, turn off the system and loosen the locking nut. Turn the adjustment screw clockwise all the way in. This will stop flow to the lifter completely. From this position, make counter-clockwise adjustments ½ turn at a time. When the correct position is found, tighten the locking nut to hold the adjustment in place.

**CAUTION** ADJUST THIS VALVE WITH  
THE HYDRAULIC PUMP OFF OR VALVE  
DAMAGE COULD OCCUR



**ADJUSTMENT SCREW**

Replacement Parts:

D63477 – Seal Kit

D63565 – Adjustment Screw

To convert a Single Diverter to a Double:  
D63236 – 50/50 Splitter (comes with mounting hardware).

## Troubleshooting the Diverter Valve

This diverter valve does not affect lifting power / weight capacity!

Only check this valve if your lifter stops moving, or moves too fast or too slow.

## Maintaining the Diverter Valve

The valve requires no periodic maintenance.

If a problem is thought to exist in the diverter valve, turn the system off and check the cartridge by unscrewing either of the large caps from the ends and removing the cartridge. The cartridge may then be cleaned and inspected. Flush the valve out to remove any contaminants, return the cartridge and reinstall.



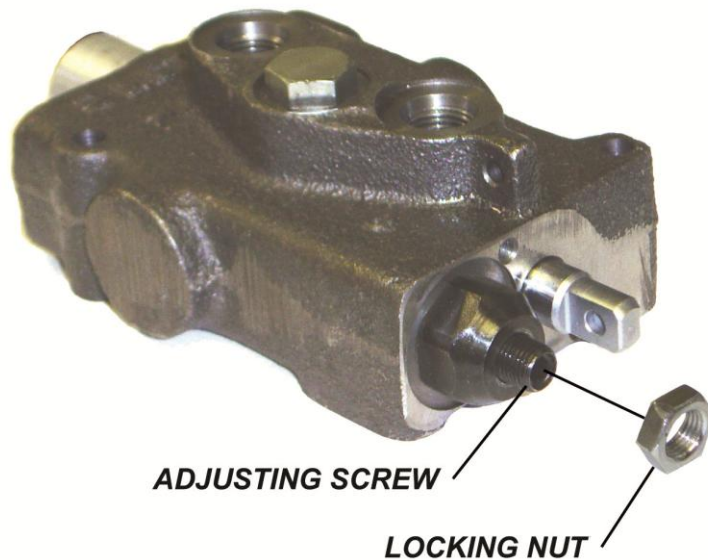
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## Adjusting the Lifting Capacity



*Note: The setting for the D6515HD is approximately 1650 psi to lift 400 lbs.*

Hand Valve: D63228 (valve only)

This valve directs the flow to the lifter to make it move up or down. It features a “deadman” stop. Release the handle and the lifter should stop moving.

The valve has a built-in pressure relief valve. To increase the lifting capacity, loosen the locking nut and turn the adjusting screw clockwise. It is recommended to use a pressure gauge to achieve the right setting. Raise the lifter until it stops and continue to pull the handle. Note the pressure on the gauge and adjust the screw accordingly.

When the pressure is correct, retighten the locking nut.

Replacement Parts:

D63127 – Seal Kit

D63192 – Spring Kit

D63672 – Cartridge Kit

## Troubleshooting the Hand Valve

This valve does not affect lifter speed!

Only adjust this valve if the lifter won't pick-up the desired weight, or if a chattering noise is heard.

Don't be fooled! Containers full of water, concrete, rocks, dirt, wet grass or other materials can easily weigh far more than the capacity of the lifter. Just because the lifter doesn't pick up that heavy cart, doesn't mean the lifter needs adjustment! If there is doubt, try weighing the container in question.

## Maintaining the Hand Valve

This valve requires no periodic maintenance. If a problem is traced to the hand valve, turn the system off, depressurized the system and remove the cartridge. Clean and inspect the cartridge. Make sure the handle returns to center on its own. If it doesn't, it may need a spring kit.

There are usually multiple relief valves within the same system. They must be set at least 100 psi apart from each other or they will “chatter”. Adjusting one valve to be set differently than another should eliminate the problem. Example: Pump relief valve 2000 psi, packer relief valve 1900 psi, lifter relief valve 1650 psi.



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## Maintaining the PO Check Valve

PO Check Valve: D63580

The valve locks the oil from escaping unless the hand control is activated. This locks equipment in position and prevents drifting when equipment is idle. It also acts as a safety, in the event of a broken hose, the valve stops the movement of the equipment.

This valve is not adjustable.

This valve requires no periodic maintenance.

If a problem is traced back to the PO check, turn off the system and remove the cartridge. Clean and inspect for damage. Replace cartridge if needed, flush the valve, rebuild and install.



## Maintaining the Adjustable Flow Control

Adjustable Flow Control Valve: D63575



The valve is located on the lower port of the hydraulic cylinder. Its purpose is to restrict oil coming out of the cylinder when the lifter is moving back down. By restricting the oil, the lifter is prevented from “getting ahead” of the oil, creating a chattering and/or slamming into the ground.

This valve only works in one direction, so adjusting it does not affect the speed of the upwards direction.

The valve has a small arrow stamped into its body. The arrow should point away from the cylinder.

If the lifter comes down too quickly, try turning this valve in clockwise  $\frac{1}{4}$  turn at a time until the down direction is smooth and under control.



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## Servicing the Perkins Helical Rotary Actuator

Perkins Helical 27k Actuator: D73060HKS

Common Parts: Seal Kit: D73061HKS-1 Shaft: D73060HKS-2

The manual for the actuator is provided separately and free of charge. It contains detailed instructions for rebuilding, based on a complete tear-down. Also within the manual is a complete parts listing. To receive a copy of the actuator manual, simply call Perkins at 800-882-5292.

### Flushing the Actuator

Because the oil displacement of the actuator is nearly equal to the displacement of the hoses, the oil inside the actuator does not fully displace to the system and get filtered with each use. Only a percentage of the oil displaces. Because of this, it is possible to have build-up of particles over time which can lead to premature wear, especially in dirty oil conditions. Perkins recommends flushing the oil in the actuator to the system to allow for complete filtration once every 6 months. This will help ensure the actuator has a very long lifespan.

To flush the oil, turn off / depressurize the system and connect a hose from one bleed port to the other. Tighten the fittings restart the pump. Run the hand valve back and forth several times, holding the handle down for about a minute each time. This ensures any particles have completely exited the actuator.



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## Flush the Debris from the Shaft Seal Area



The actuator does not need greasing, as it is self-lubricated naturally from the internal hydraulic oil.

Nonetheless, grease zerks are provided on the ends of the actuator. These grease paths allow grease to come down and escape from the shaft seal area, flushing debris away from the shaft seal.

The purpose of this is to improve the life of the seal as well as aid in keeping the shaft greased for easy removal during servicing.

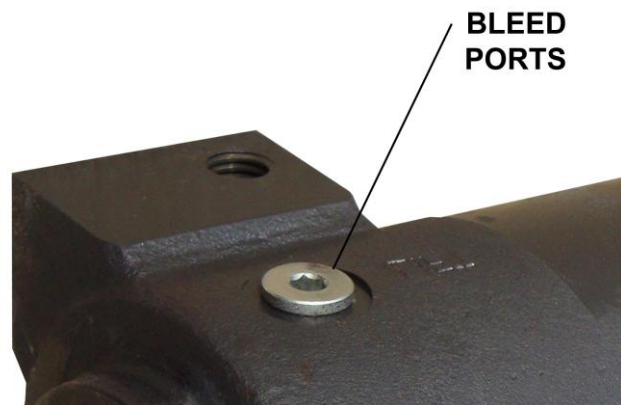
Perkins recommends greasing these points once every 6 months or as necessary for your environmental conditions.

## Bleeding air from the Actuator

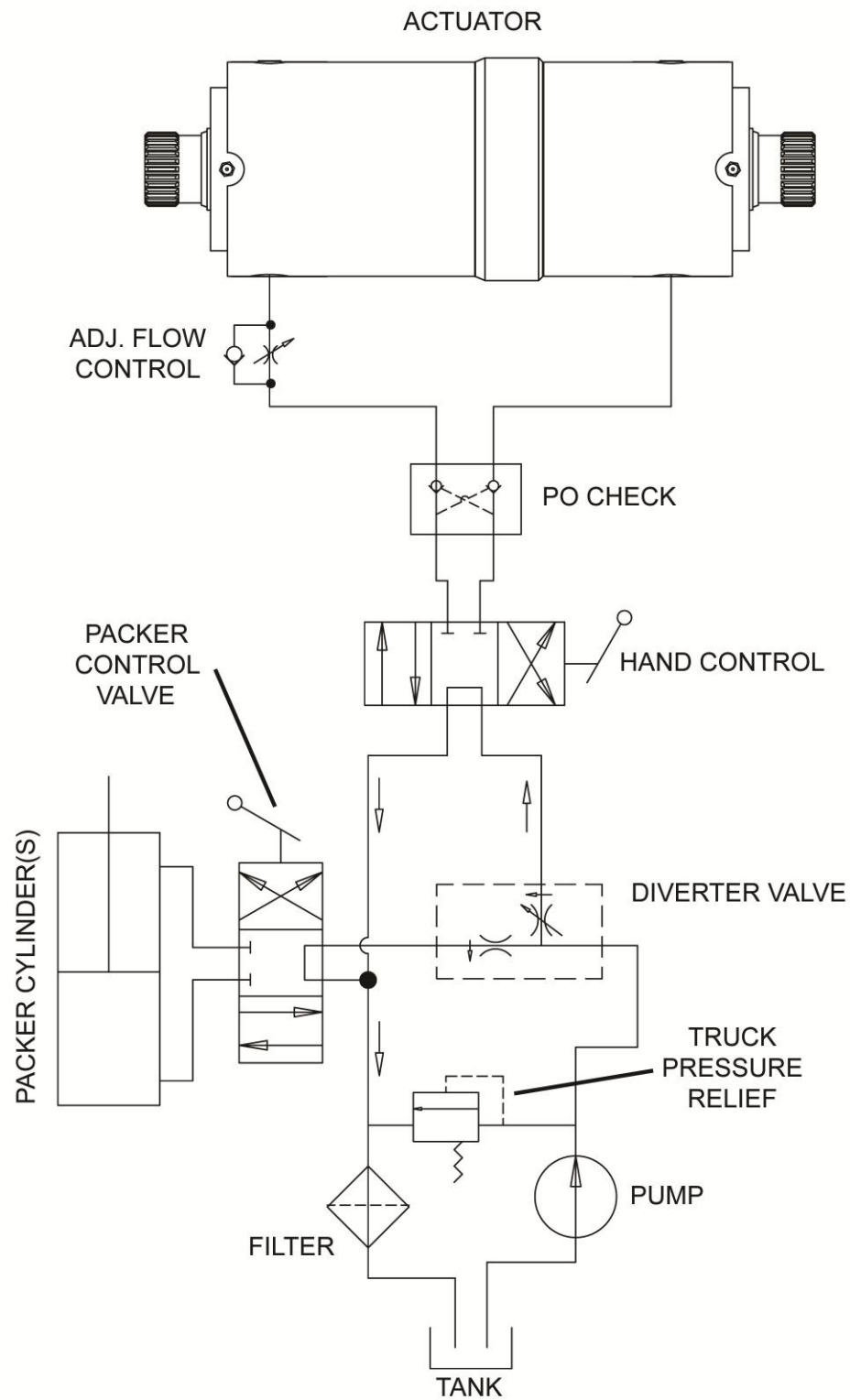
Air does not usually get trapped inside the actuator, but it does happen on occasion, particularly with initial installations. For this reason, the actuator has #4 bleed ports located atop it. Cracking the plug loose slightly will allow trapped air to escape.

Perkins recommends this be performed only as necessary. Lifter motion that is very erratic is usually a sign of trapped air. The lifter should be run several times up and down first, as this usually clears any trapped air without having to use the bleed ports.

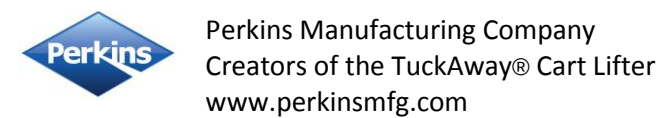
Make sure the bleed ports are fully tightened when complete.



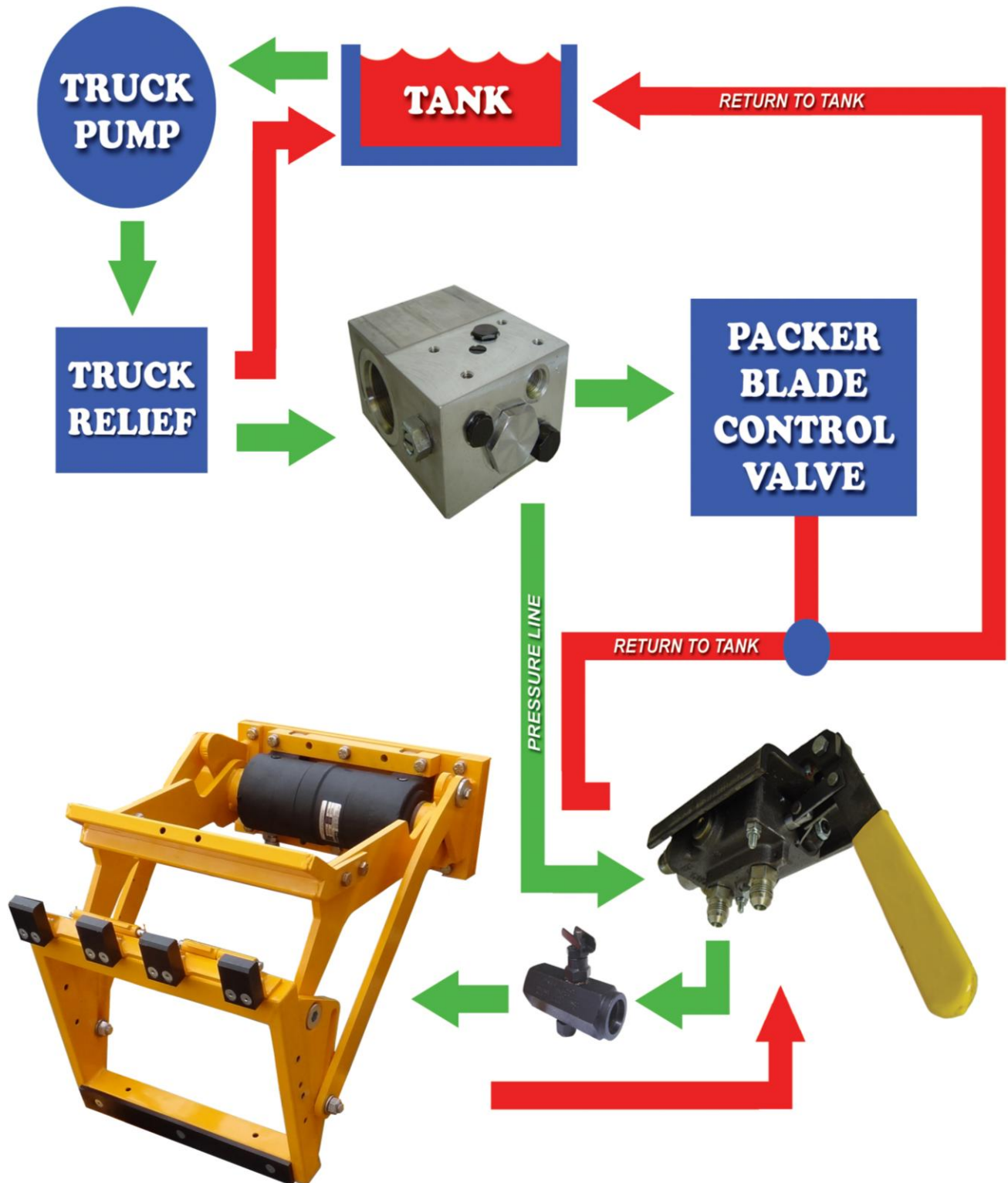
# Perkins Single Lifter Hydraulics Schematic



## Perkins Single Lifter Hydraulics Schematic



## Hydraulic Schematic - Single



Perkins Double Lifter Hydraulics Schematic



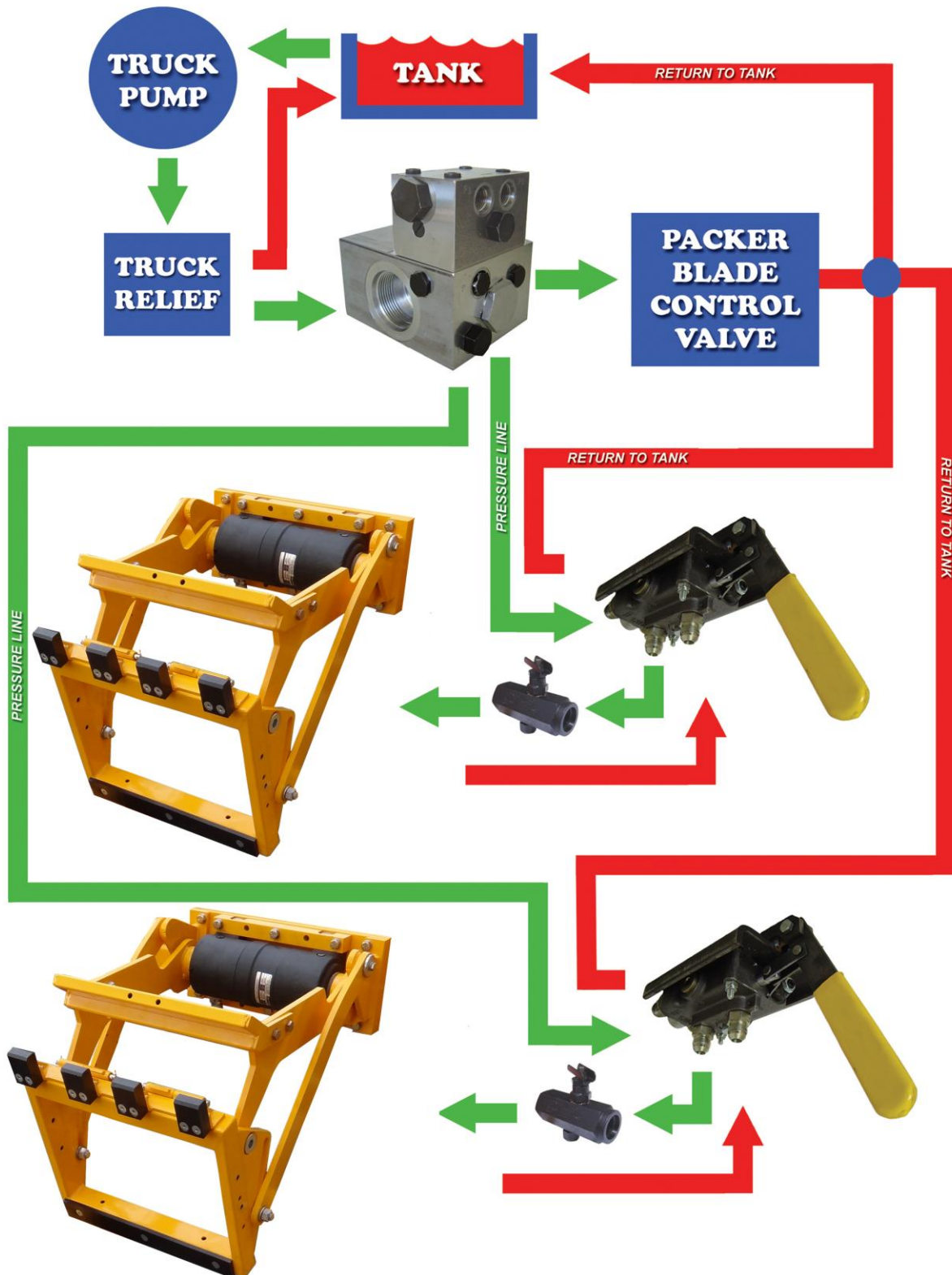
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## Hydraulic Schematic - Double



# Operating the Lifter

## Operating Instructions

The recommended cycle is 3-4 seconds to travel up and 3-4 seconds to travel down. This cycle time is based on the safe and smooth movement that the plastic cart can be swung about at without risking damage to the cart or injury to the operator. Therefore, operating the lifter faster than this time will void the warranty.

**It is recommended that the lifter be visually inspected on a daily basis to ensure that there is nothing obviously in need of repair. Broken or missing parts/hardware should be attended to immediately to avoid risk of further damage to the lifter, damage to the cart, or injury to the operator. Operating a cart lifter that is not properly maintained is hazardous.**

Step 1: Bring the TuckAway lifter out of the storage position and into the pick-up position by pulling up on the hand valve handle until the faceplate is just shy of vertical, to facilitate easy cart engagement.

Step 2: Roll a loaded cart to the lifter and position the upper bar of the cart on the upper saddle of the lifter or in a position where the lifter will engage the bar once it starts its motion. (It is not necessary to lift the cart onto the upper saddle)

Step 3: Look and make sure no one is in the area of the lifter or cart, then operate the hand valve by pulling up on the handle. The lifter will rotate and engage the cart and raise it to 45 degrees above the horizon.

Safety Note: The hand valve operates like a deadman switch. Releasing the handle at any time will stop motion of the lifter. Normal operation may be resumed by operating the handle again.

Step 4: At the operator preference, the cart may be “shook” back and forth to help discharge the contents of the cart by moving the hand valve back and forth rapidly. Shaking the cart is not harmful to the lifter, however, cart damage can result if the lifter speed is too great. Make sure the speed adjustment of the lifter is set slow enough to allow for safe cart shaking, if you plan to regularly shake the cart.

Step 5: Lower the cart by reversing the hand valve handle (pushing down), until the cart is safely returned to the ground and the lifter has disengaged the cart.

Step 6: Remove the empty cart and repeat the process as needed.



## Safe Operating Tips

Always follow your company's safety policy during the use of this lifter, including use of proper clothing/ personal protective gear, reflective clothing, etc. Remember, you are operating the lifter on a public road/alley among moving traffic. Always be aware of your surroundings and watch for cars and pedestrians.

Do not lift anything with the lifter other than ANSI approved carts which are in good condition. Non-approved carts may not lock properly, causing them to fall from the lifter, which can cause damage or injury and will void the warranty.

Do not use the lifter for any purpose other than lifting a cart. Lifters are not meant as steps, they are not to be used to help lift a commercial container, or used to crush/breakdown an item. Doing so can cause serious damage or injury and will void the warranty.

Speeding up the lifter beyond the recommended cycle time of 6-8 seconds and/or adjusting the relief valve to pick up weights heavier than 350 lbs can lead to damage or injury and will void the warranty.

Do not operate the lifter unless the area around it is clear of personnel. This means do not touch the lifter while it is in operation and do not stand or sit under/near the lifter while it is moving. Lifters have pinch points which can cause serious injury. Stay clear at all times.

TuckAway lifters can hang very low to the ground at certain points of their lift cycle. It is the operator's responsibility to move the lifter to a safe position while going down the road, such as putting the lifter all the way up or fully into the storage position. Lifters left hanging low risk bottoming out on the street, which will cause serious lifter damage. Damage caused by bottoming out is not covered by warranty.

Lifters of all kinds can be struck by utility poles, walls, other vehicles, backed into earthen hills, etc. It is the operator's responsibility to position the cart lifter in a safe position prior to coming close to any other foreign object. If the lifter is damaged by collision, the damage will not be covered by warranty.

If the lifter is installed in such a way that the lifter or cart can make contact with the packer blade, then it is critical to pay attention and make sure the lifter is not operated when the packer blade is down or coming down.

If the truck is equipped to dump commercial containers, the lifter must be stored all the way down prior to engaging the commercial container or the cart lifter may be crushed by the container. This damage is not covered by warranty.



## Other Adjustments

Make sure all hardware is firmly tightened. If any hardware loosens they may be affixed with Blue Loc-tite type 242 thread locker.

Perkins uses anti-seize lubrication on the shafts of the actuator when applying the driver bearing hubs. This typically does not wash away and helps in reducing corrosion. This makes removing the driver bearing hubs off the splines easier in the future. When rebuilding a lifter, reapply a fresh coating of anti-seize on the splines.

There is a wide variety of carts, some of which do not meet ANSI standards. Customers may experience engagement issues with some particular brands of carts and in circumstances like these, spacers can be added behind the upper saddle or behind the lower stop to extend them out from the faceplate. This helps certain brands/sizes of carts to lock to the lifter better. If you experience any difficulties with the cart type you have, please call Perkins at 800-882-5292 to discuss the problem and Perkins will advise the best solution to meet your needs.



## Troubleshooting Guide

**Warning! Working with hydraulic oil and under pressure is dangerous and must be done by an accredited technician who is fully aware of the risks, knows how to work with it, uses and knows the importance of using safety equipment.**

Please be aware of the risks of working with hydraulic pressure. Always use safety protection equipment, depressurize the system and disconnect power from its source, prior to service the unit and lose any fitting.



**Warning! This equipment is considered too heavy for a person to lift. Always use heavy lifting protection and equipment.**



**Warning! This equipment has many pinch points, always handle with care, careful where you put your hands and use safety equipment to protect hands and eyes.**



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### **Lifter operation is erratic, lifter does not move smoothly**

When the lifter does not move smoothly, there is typically air in the system. This is usually an issue after the initial installation or a recent repair where the hydraulic lines may have been opened. Bleed air out of the system by loosening a fitting very slightly and running the hand valve to create flow. Excess air should bleed out of the opening in the fitting. Retighten when complete done.

In rare instances, the flow may be too low. This would also be noticeable if the lifter was also very slow. Try adjusting the diverter valve to increase the flow.

Another possibility is the adjustable flow control, D63575 not functioning properly. Check the arrow printed on the valve body. The valve should be installed so the arrow points away from the actuator. Adjust, clean, or replace the adjustable flow control valve as needed.

### **Cart lifter will not pick up the weight**

The cart may be overweight. If the cart is obviously very heavy and hard to move, try removing a few items from the top to lighten the load.

The hand valve relief pressure setting may be set too low. Check and adjust the pressure using a pressure gage. Note the pressure being delivered and adjust accordingly.

If adjusting the hand valve's relief does not bring the pressure up to where it should be, then the truck's relief pressure setting may be set too low. Try adjusting the truck's relief valve (see manufacturer's instructions on how to do this for your vehicle)

In cases of older equipment, the hand valve may be in need of replacement or repair.

If all pressures are set properly and the hand valve works, then the actuator may have internal leakage. Test for internal leakage by running the lifter all the way up and dead-head the lifter up. Note the pressure gage and see that the pressure stays constant as the hand valve is held depressed. If the pressure falls, you may have internal leakage and the actuator should be repaired/rebuilt with new seals.

### **Lifter operates slowly**

Check the flow adjustment on the diverter valve. Use a flow meter to make sure each lifter receives approximately 3.5 gpm. Adjust diverter as needed following instructions in the manual.

Engine idle may be too low to provide adequate flow. Following the manufacturer's instructions, adjust the engine idle. Remember increasing engine idle will increase fuel consumption.

The hand valve may be faulty. Check, clean and/or replace as needed.

The truck's pump may be faulty, unable to deliver the desired flow. Contact your truck manufacturer.



In rare instances, debris within the oil may be clogging the diverter valve. Check and clean the valve as needed.

#### **Lifter operates too fast**

Check diverter valve adjustment screw. Adjust in to lower the flow delivered to the lifters.

Engine idle speed may be too high. Adjust per the manufacturer instructions.

#### **Diverter valve is leaking oil**

Worn or Damaged seals within the diverter will cause external leaking. Rebuild the valve using D63477 divert valve spring kit.

#### **Hand valve lever sticks, does not return to center**

A worn or broken spring on the spool will cause the handle to fail to return to center. This is dangerous, since this means the deadman stop feature is not working. Check and replace the spring with part number D63192.

If the spring is not the problem, check and clean the hand valve of any rust/corrosion and debris in or around the spool or the external parts.

On new installations, this is the result of having the pressure and tank lines reversed. Check and make sure that the pressure line goes to the "IN" port and the tank line goes to the "OUT" port.

#### **Hand valve is leaking oil**

This is typically caused by worn or damaged seals. Install new seals with part number D63217

In some cases, the spool itself is worn. If so, replace the hand valve.

#### **Unable to achieve 1950 psi at the hand valve**

The truck's pressure setting may be too low. Adjust the truck pressure according to the manufacturer's instructions.

If pressure cannot be increased further, it may be necessary to install a speed up switch which will rev the engine higher during peak need to deliver the desired pressure. Note that speed up switches will increase fuel consumption.



### **Unable to achieve over 1400 psi**

The truck pressure is too low. If adjustments do not help, the pump may be bad or underpowered. Contact your truck manufacturer.

### **Lifter breaks the lower bars of carts**

First, make sure there is no damage to the lifter. Replace damaged components as needed.

Check adjustment of plunger assembly and threaded rod assembly. Check function of plunger. Adjust as needed.

On new installations, check the mounting height. It is common for brand new lifters to break lower bars if the lifter is installed too low. Remove the lifter and remount at the correct height.

### **Lifter breaks upper bar of carts**

The upper bar of the cart is typically broken when the cart is lifted while it is excessively loaded, or while the lifter is operated too quickly. Adjust the speed of the lifter to bring the cycle time to 6-8 seconds. Make sure the pressure is set no higher than 1950 psi.

Make sure the lifter is not damaged. Bent or broken lifter parts can contribute to cart damage.

### **Lifter drops carts**

A common problem is the lower latch to be damaged or unable to move freely. Check, clean and grease the parts as necessary to achieve free motion of the latch and appropriate latch timing.

Make sure the upper hook is not damaged.

Carts which are damaged or have missing lower bars will obviously not latch properly and should be repaired or replaced.

Some carts do not meet ANSI standards. Measure the problem cart and see that the bar to bar spacing is within 14 ½ - 15 ¼.



### **Lifter slams down to the ground or comes down too quickly**

On the way down, the lifter can get ahead of the oil and free fall. Check that the adjustable flow control is mounted to the left side of the actuator, with the arrow pointed away from the actuator, and that the valve is adjusted properly. Try ¼ turn adjustments until the lifter returns to ground level smoothly.

### **Lifter drifts out of position when not in use**

Make sure the PO Check valve is installed. If it is and the lifter still drifts, remove the PO check and remove and clean the cartridge. If the valve is damaged, replace it.

If the problem does not seem to be the PO check, the hand valve may have internal leakage. Replace the hand valve seals and/or spool as needed.

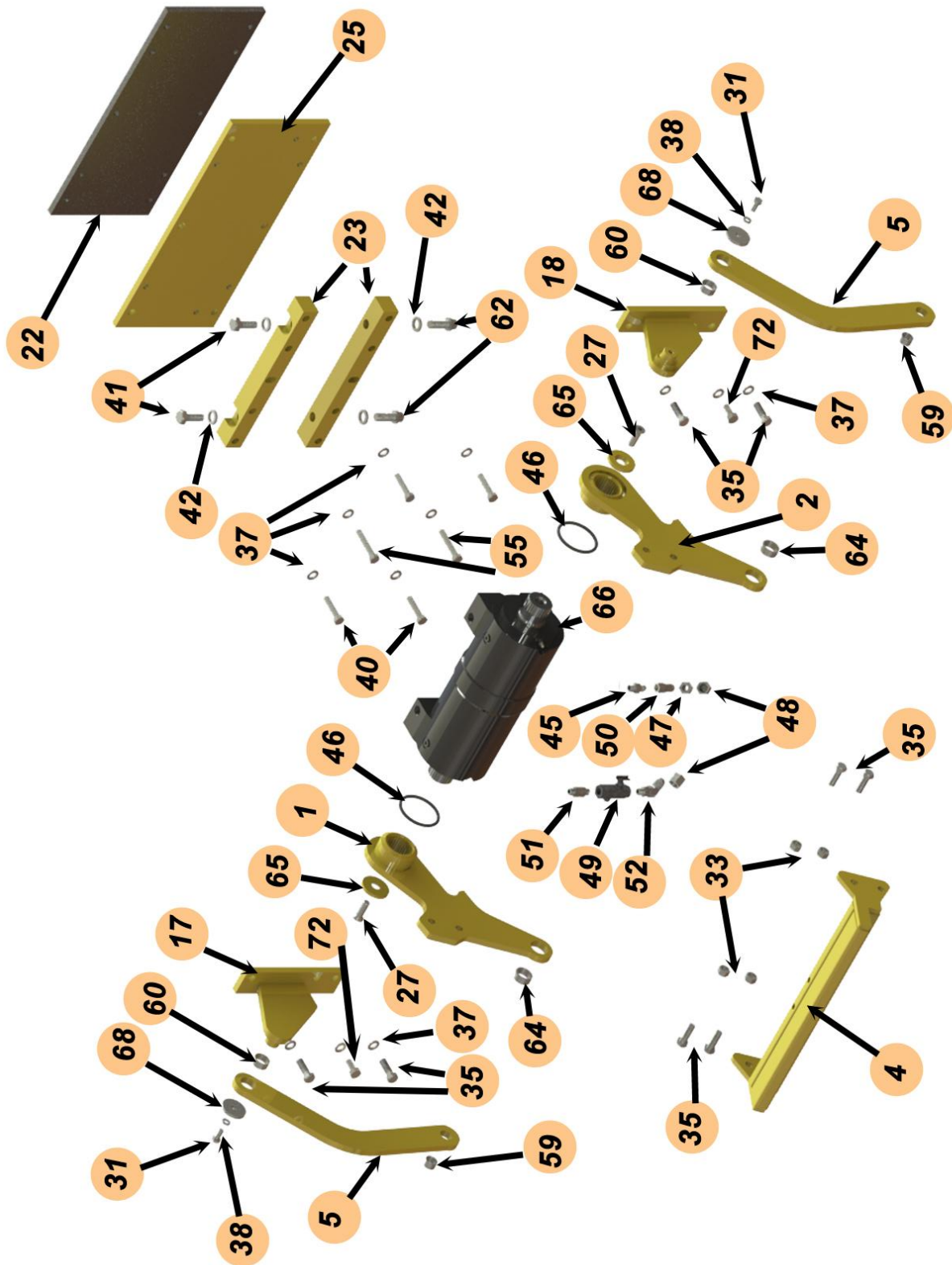
If the problem persists, then the actuator may be leaking internally. Check for internal leakage by running the lifter up and holding the hand valve while reading a pressure gage. If the pressure falls, then the actuator is leaking internally and should be rebuilt with a new seal kit.

### **Lifter is in good condition, latch is in good condition, but lifter still breaks carts**

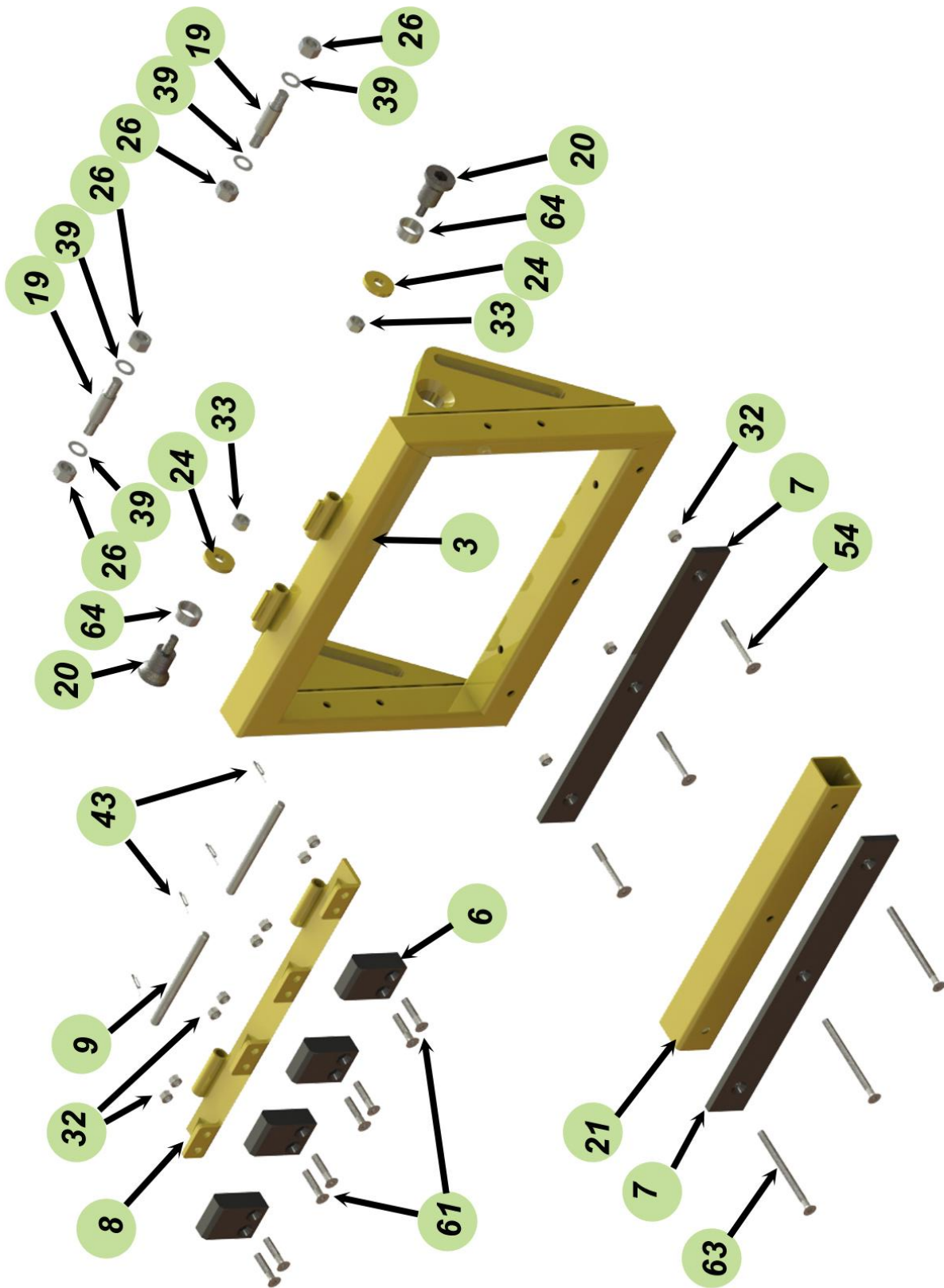
In this case, the lifter is most likely being operated too fast, or the carts are overweight. Excessively hard shaking of the carts by the operators can also lead to cart damage. Train your operators to operate the lifters properly.



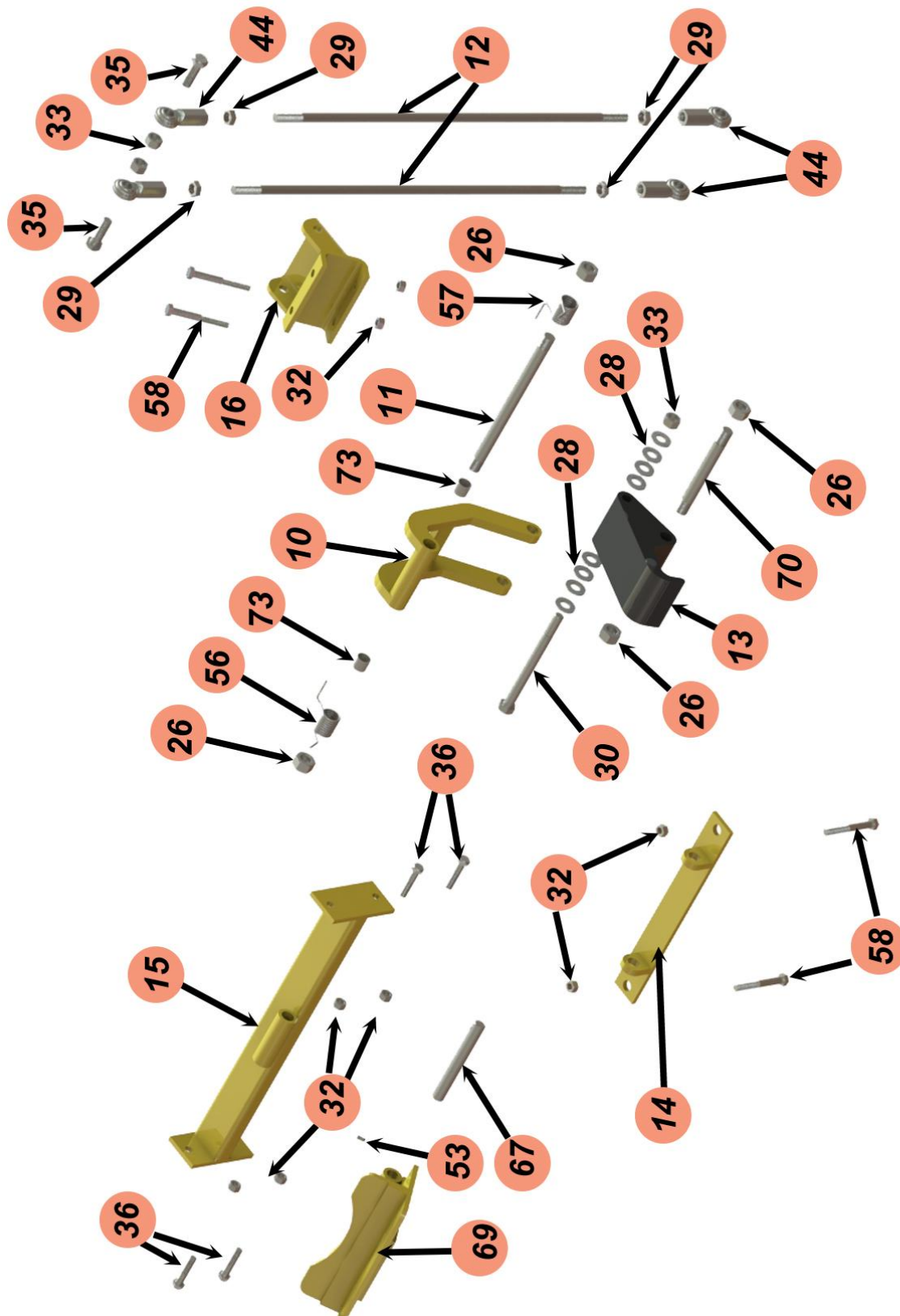
## Mounting Parts Exploded View



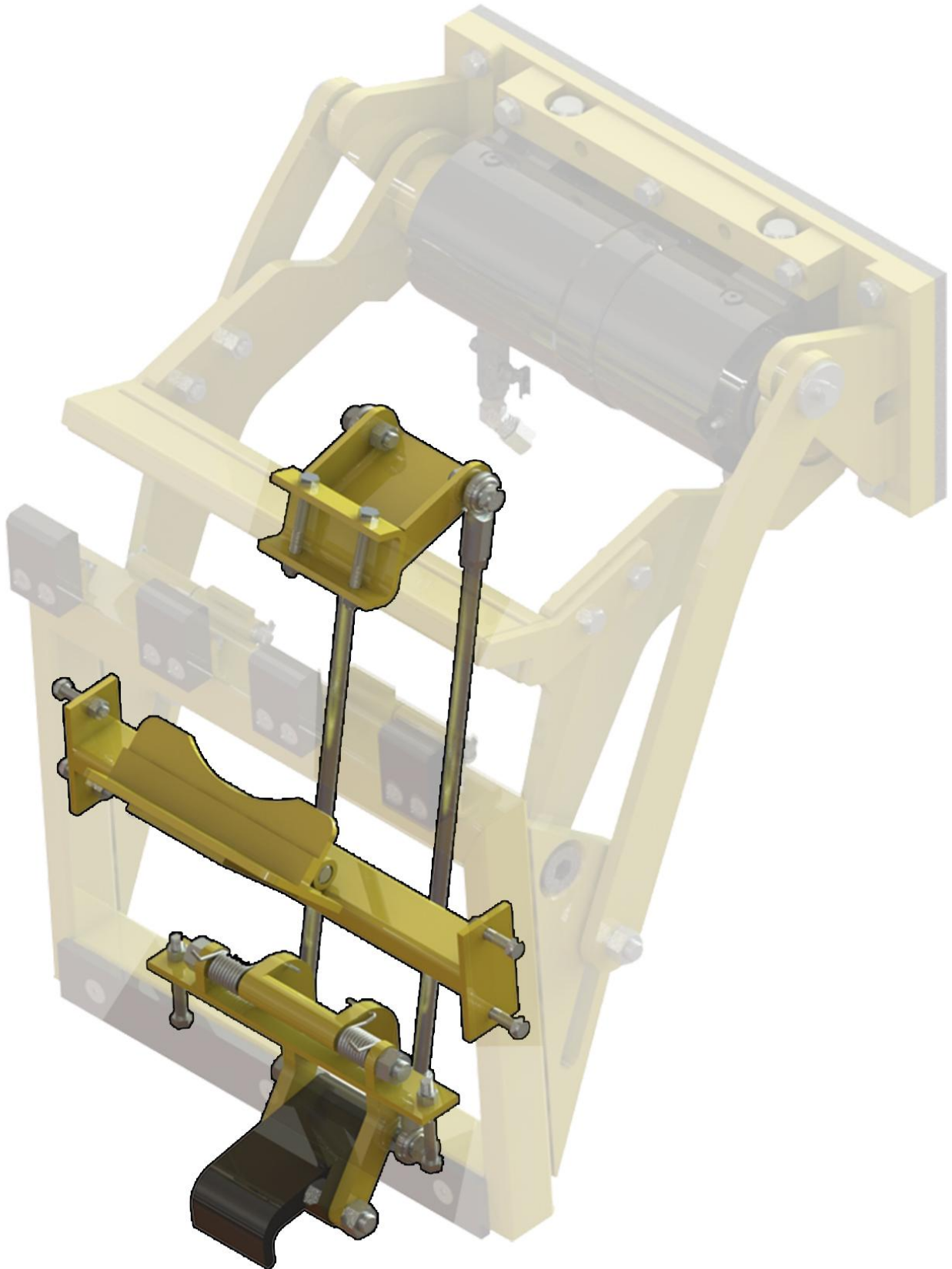
## Face Parts Exploded View



Also sold as (KIT# D43580) Latches Parts Exploded View D6745XS only



(KIT# D43580) Latches Parts Shown at Model



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## Parts List

| <b>Item#</b> | <b>Part#</b> | <b>Description</b>              | <b>Qty.</b> |
|--------------|--------------|---------------------------------|-------------|
| 1            | D43568       | LH DRIVER ARM WELD              | 1           |
| 2            | D43569       | RH DRIVER ARM WELD              | 1           |
| 3            | D43508       | FACEPLATE WELD                  | 1           |
| 4            | D43570       | CLAMP BAR WELDMENT              | 1           |
| 5            | D43561       | IDLER ARM                       | 2           |
| 6            | D43518       | PLASTIC TOOTH                   | 4           |
| 7            | D43519       | PLASTIC BUMPER                  | 1           |
| 8            | D43532       | Teeth Bracket Weldment          | 1           |
| 9            | D43533       | Tooth Pivot Pin                 | 2           |
| 10           | D43535 *     | Latch Bracket                   | 1           |
| 11           | D43538 *     | Latch Rod                       | 1           |
| 12           | D43539 *     | Threaded Rod                    | 2           |
| 13           | D43542 *     | Plastic Lower Latch             | 1           |
| 14           | D43546 *     | Lower Bracket                   | 1           |
| 15           | D43547 *     | Center Weldment                 | 1           |
| 16           | D43575 *     | Upper Bracket                   | 1           |
| 17           | D43566       | LH IDLER LUG WELD               | 1           |
| 18           | D43567       | RH IDLER LUG WELD               | 1           |
| 19           | D43556       | PIVOT PIN - SLIDE               | 2           |
| 20           | D43557       | PIVOT PIN                       | 2           |
| 21           | D43559****   | Extension bumper                | 1           |
| 22           | D44001       | MOUNTING PLATE                  | 1           |
| 23           | D44002       | ACTUATOR BAR                    | 2           |
| 24           | D44020       | RETENSION DISC                  | 2           |
| 25           | D43565       | FRONT MOUNTING PLATE            | 1           |
| 26           | D62001       | LOCKNUT 5/8-11 Distorted Thread | 4 Or 8      |
| 27           | D62006       | BOLT FHCS 1/2-13 X 1 1/4        | 2           |
| 28           | D62008 *     | SAE FLATWASHER 1/2"             | 6           |
| 29           | D62009 *     | THIN JAM NUT 1/2-20             | 4           |
| 30           | D62031 *     | BOLT HHCS 1/2-13 x 6            | 1           |
| 31           | D62043       | BOLT HHCS 3/8-16 X 3/4          | 2           |
| 32           | D62080       | LOCKNUT 3/8-16                  | 11 Or 19    |
| 33           | D62081       | LOCKNUT 1/2-13                  | 6           |
| 34           | D62081 *     | LOCKNUT 1/2-13                  | 3           |
| 35           | D62082       | BOLT HHCS 1/2-13 X 1 1/2        | 8 Or 10     |
| 36           | D62085 *     | BOLT HHCS 3/8-16 x 1 3/4        | 4           |
| 37           | D62105       | SPLIT LOCKWASHER 1/2"           | 14          |
| 38           | D62106       | SPLIT LOCKWASHER 3/8"           | 2           |
| 39           | D62109       | SAE FLATWASHER 5/8              | 4           |



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## Parts List Cont.

| Item# | Part#       | Description                   | Qty. |
|-------|-------------|-------------------------------|------|
| 40    | D62405      | BOLT HHCS 1/2-13 X 2,         | 4    |
| 41    | D62410      | BOLT HHCS 5/8-11 X 1 1/2      | 2    |
| 42    | D62458      | SPLIT LOCKWASHER 5/8"         | 4    |
| 43    | D62492      | Cotter pin 1/16 x 3/4"        | 4    |
| 44    | D63019 *    | BEARING ROD EYE               | 4    |
| 45    | D63074      | ADAPTER #6MT-#6MO             | 1    |
| 46    | D63238-9    | EXTERNAL HUB SEAL             | 2    |
| 47    | D63431      | REDUCER #6FT-#8MT             | 1    |
| 48    | D63562      | CAP #8 JIC                    | 2    |
| 49    | D63575      | VALVE FLOW CONTROL ADJUSTABLE | 1    |
| 50    | D63581      | ELBOW SW 45 #6MT-#6FT         | 1    |
| 51    | D63596      | ADAPTER #6MO-#6MO             | 1    |
| 52    | D63663      | ELBOW 45 #6MO-#8MT            | 1    |
| 53    | D65925 *    | SET SCREW 1/4-28 X 3/8        | 1    |
| 54    | D69836      | BOLT FHCS 3/8-16 X 3          | 3    |
| 55    | D72042      | BOLT HHCS 1/2-13 X 2 1/2      | 6    |
| 56    | D72049 *    | TORSION SPRING L.H.           | 1    |
| 57    | D72050 *    | TORSION SPRING R.H.           | 1    |
| 58    | D72136 *    | BOLT HHCS 3/8-16 X 3          | 4    |
| 59    | D72214***   | Bearing 3/4 x 1/2 PLASTIC     | 2    |
| 60    | D72216***   | PLASTIC BEARING 1" X 1/2"     | 2    |
| 61    | D72217      | BOLT FHCS 3/8-16 X 1 3/4      | 8    |
| 62    | D72219      | 12pt Flange Bolt 5/8-11 x 1.5 | 2    |
| 63    | D72230****  | Bolt FHCS 3/8-16 x 5          | 3    |
| 64    | D72233**    | Bearing 1 x 1/2 x1 1/4 OD     | 2    |
| 65    | D73008      | Actuator Flange               | 2    |
| 66    | D73060HKS   | 27K Split Body Actuator       | 1    |
| 67    | D76723 *    | UPPER HOOK PIN                | 1    |
| 68    | D76779      | RETAINING DISC                | 2    |
| 69    | D78047 *    | UPPER HOOK WELDMENT           | 1    |
| 70    | D79344 *    | Short Latch Rod               | 1    |
| 71    | D72086      | Bolt FHCS 1/2-13 x 1"         | 2    |
| 72    | D77159      | Bolt HHCS 1/2-13 x 1"         | 2    |
| 73    | D78814***** | Bushing 5/8"ID x 5/8"         | 2    |

**\* Component Of D6745 Only**

**\*\* Component Of (1) & (2). Sold separately too.**

**\*\*\*Component Of (5). Sold separately too.**

**\*\*\*\*\*Component Of (10). Sold separately too.**

**\*\*\*\*Component of D6740 Only. For Euro very small Bins only.**



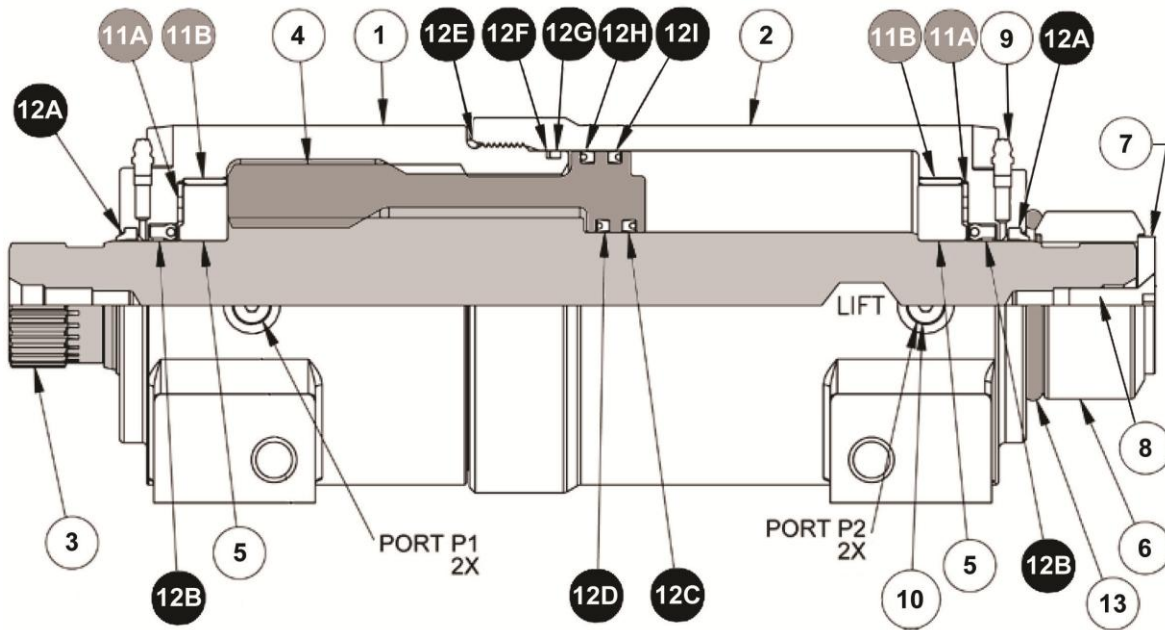
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## 27k Actuator Parts Guide



|     |              |                                         |   |
|-----|--------------|-----------------------------------------|---|
| 1   | D73060-7     | Housing P1 (inner)                      | 1 |
| 2   | D73060-8     | Housing P2 (outer)                      | 1 |
| 3   | D73060-2     | Shaft                                   | 1 |
| 4   | D73060-4     | Piston Sleeve                           | 1 |
| 5   | D73060-5     | Bearing Retainer                        | 2 |
| 6   | D63238-1     | Splined Driver Hub                      | 2 |
| 7   | D73008       | Retaining Disc                          | 2 |
| 8   | D62006       | Bolt FHCS ½-13 x 1 1/4                  | 2 |
| 9   | D62014       | Grease Zerk                             | 2 |
| 10  | D63238-      | Port plug #4 SAE (bleed ports)          | 2 |
| 11a | Sold as      | Thrust Washer                           | 2 |
| 11b | Kit D73060-3 | Bushing                                 | 2 |
| 12a | Sold as      | Wiper Seal                              | 2 |
| 12b | 27k Seal Kit | Cup Seal - Shaft                        | 2 |
| 12c | D73060-1     | Cup Seal – Piston Sleeve                | 1 |
| 12d |              | Cup Seal – Piston Sleeve (no energizer) | 1 |
| 12e |              | O-ring Seal - Housing                   | 1 |
| 12f |              | B/U Ring - Housing                      | 1 |
| 12g |              | O-ring Seal - Housing                   | 1 |
| 12h |              | Cup Seal – Piston Sleeve                | 1 |
| 12i |              | Cup Seal – Piston Sleeve (no energizer) | 1 |
| 13  | D63238-9     | O-ring Seal - Adapter                   | 2 |



# Telling the Actuators Apart

## Perkins Actuator Differences

### HKS Actuator (current)



HKS Actuators sn# start with an "S" and are 13 digits long, and call out a MAX 210 BAR pressure setting.

### Helac Actuator



Helac Actuators sn# is only 6 digits and there is no additional marking



| Helac                                                                                                                          | HKS                                                                                                                                |
|--------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------|
| <p>D73060-2 (25 Spines) Actuator Shaft</p>  | <p>D73060HKS-2 (19 Spines) Actuator Shaft</p>  |
| <p>D73060-3 Bearing Kit</p>                 | <p>D73060HKS-3 Bearing Kit</p>                 |
| <p>D73060-1 Seal Kit</p>                    | <p>D73060HKS-1 Seal Kit</p>                    |



## Making a Warranty Claim



For complete warranty coverage details, please see the warranty page at the end of this manual.

If you suspect that failure of the lifter to operate is due to a defect, please take a moment to locate the serial number of your lifter.

Warranty cannot be honored on lifters or individual pieces unless a serial number is provided. Since the tag is frequently lost, damaged, or painted over, it is a good idea to note the serial number in this manual at the time of installation.



At right is an example of the serial number plate. It will be stamped with a model number and serial number.

Once you have the number, please call Perkins Manufacturing at 800-882-5292 for additional instructions.



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## Protective Safety Labeling

Perkins provides each finished cart lifter with ANSI-specified caution labels. They are clearly placed directly on the machine for easy viewing by the operators.

Should the cart lifter ever be re-painted, or if the labels are damaged beyond recognition, it is advised to replace the labels immediately to help keep your crew safe.

OHSA requires these labels to be in clear sight on the machine at all times. Responsibility to maintain proper caution and warning labels is the responsibility of the end-user.

Large Safety Label # D62474

Small English Label # D72114

Small Spanish Label # D72115



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## Safety Labels

You will find these labels on your product.

Follow all safety precautions  
at all times.

All users of the product must  
be trained in safety procedures and  
have read and understand this manual.

Safety is the number one priority.

Operators of the product are responsible  
for their own safety as well as the  
safety of others who may enter the  
workspace where the product is  
operating. Attention and awareness  
while working around moving machinery  
is critical to having a safe work day.

### REFER TO YOUR MANUAL!

THE WARRANTY WILL BE VOIDED IF:  
CYCLE TIME EXCEEDS WHAT IS  
STATED IN THE MANUAL, LOADING  
THE LIFTER IN EXCESS OF 400 LBS,  
COLLISIONS WITH THE LIFTER,  
MODIFYING THE LIFTER WITHOUT  
AUTHORIZATION FROM PERKINS, OR  
NEGLECTING TO MAINTAIN LIFTER.



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Label # CA1078

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Revised: 01/09/26

## Safety Labeling and Training Requirements

Perkins provides safety labeling on all outgoing product per ANSI regulations, seen below.

---

### 19-01 Warning, Label and Safety Instructions.

Include standard safety instructions as one of the first items in a manual. This helps emphasize safe use of the product and can help the user understand the hazards, the consequences of the hazards and how to avoid the hazards. Priority placement also increases the likelihood that the information will be read. Any symbols or pictograms physically on the product should be included in the appropriate section of the manual to reinforce the association between the nature and severity of the hazard and the correct behavior.

The American National Standards Institute (ANSI) standard Z535.6, *Product Safety Information in Product Manuals, Instructions, and Other Collateral Materials*, should also be applied.

To help ensure the product user sees and understands warnings and safety instructions, you should make them conspicuous. It is critical that you make proper use of the signal words "*danger*", "*warning*", "*caution*" and "*notice*" and their corresponding signal colors *red*, *orange*, *yellow*, and *blue*.

Choosing the appropriate signal words and colors are based on an estimate of the likelihood of exposure to the hazardous situation and what could happen as a result of exposure to the hazard. The American National Standards Institute (ANSI) standard Z535.4, *Product Safety Signs and Labels*, defines the hazard signal words as follows:

**DANGER**: Indicates an imminently hazardous situation which, if not avoided, "will" result in death or serious injury. This signal word is to be limited to the most extreme situations.

**WARNING**: Indicates a potentially hazardous situation which, if not avoided, "could" result in death or serious injury.

**CAUTION**: Indicates a potentially hazardous situation, which, if not avoided, "may" result in minor or moderate injury. It may also be used to alert against unsafe practices.

**NOTICE**: Indicates information considered important, but not hazard related (e.g., messages relating to property damage).

***It is the responsibility of owner of this product to maintain the safety labels, keep them clear & visible to all users, and replace the safety labels when they become worn or missing.***

***All users must read and understand this manual and the safety precautions before using this product.***



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Revised: 08/08/23  
Addendum

Before claiming warranty for an issue, a customer should call our service team and perform a reasonable amount of guided troubleshooting with our service technician to rule out any simple problems / easy fixes / user error.

The majority of issues are usually resolved after a few simple double checks. The goal of troubleshooting is to get your equipment up and running as soon as possible, saving time and money.

## Perkins Warranty Procedure

This procedure for claiming warranty must be followed or warranty will not be approved, credit will not be issued, and replacement parts will not be shipped. This document is not a replacement for the warranty policy. Please refer to the last page of your manual, which describes the warranty policy in detail.

If you believe your Perkins lifter has suffered from a failure that could be covered by warranty, immediately lock out any equipment that has failed per OSHA guidelines.

Take photographs of the lifter, including overall views of the unit and some close-ups, as necessary to properly record the failure in a way our engineering staff can examine. While taking photos of the lifter, record the serial number of the lifter.

Call Perkins at (800) 882-5292 and ask to speak to the service department. Requests for warranty can also be emailed to [svaldez@perkinsmfg.com](mailto:svaldez@perkinsmfg.com). Attach any photos to the email, as necessary. The service department will use the photos to determine if the return of parts for inspection is necessary or not. If the return of parts is required, the service department will issue you an RGA number.

Your replacement parts will be shipped at the time of your warranty request, but they will require a purchase order number/payment in order to ship. (Credit will be issued later, after warranty status is determined.) Your replacement parts will feature RGA numbers on the documentation referencing your warranty request. Replacements are sent UPS ground. For faster shipping, the customer will be charged.

Clearly mark the box of any returns with the provided RGA number in a prominent place. This helps our shippers identify your items. When your returned parts arrive, our service and engineering teams will inspect your shipment and determine if the failure is a defect covered by the warranty or not. If the item(s) are covered by warranty, credit will be issued. If the item(s) were not covered by warranty, a report will be generated that fully describes the reasoning behind the decision.

## Common Warranty Mistakes:

Please do not ship lifters/parts to Perkins without first obtaining an RGA number. Parts received without prior authorization or without RGA markings will be discarded and credit will not be issued.

Orders that are placed without discussing warranty status will be treated as a typical order and will be billed accordingly. Credit will not be issued for warranty requests after the order is placed.

No warranty is allowed on lifters/parts not having a serial number.

**Manufacturing Company***Updated 9/18/2026***Perkins Return Policy:**

If, within 30 days of receipt of the item(s), a customer would like to return an unused item(s), the customer may contact Perkins for a return authorization (RGA#). The item must be shipped within 2 weeks of the return authorization. The customer will pay the return freight and a 20% restocking fee on the return(s). The item must be in new / unused condition, and any damage or clean up required to restore the product to resalable condition will be charged to the customer.

Packages received without an RGA# on the packaging identifying who the product is from may be discarded or refused and credit may not be issued. Always make sure the RGA# is displayed on the box and on any included paperwork.

If Perkins shipped the wrong item(s), the incorrect item(s) may be returned within 30 days of receipt of the item by contacting Perkins for a return authorization (RGA#). The item(s) must be shipped within 2 weeks of the return authorization. Perkins will pay the return freight and waive the restocking fee.

If the return results in a net debit, the customer will be invoiced. If the return results in a net credit, the credit can be used against the replacement item(s) or a future purchase.

**Special Notes:**

**Perkins does offer customized solutions and due to the customization of these items, Perkins cannot accept returns or refunds on anything custom ordered. This includes industrial units, cane lifters, and other items which have been specially fabricated to the customer's specifications. Unfortunately returns on these products cannot be accepted.**

**Perkins reserves the right to refuse a return.**

## Perkins Manufacturing Two-Year Limited Warranty

PERKINS MANUFACTURING COMPANY warrants its products to be free from defects in material and workmanship under normal use for a period of **two (2) years** from the date of delivery to the first purchaser.

Any claim under this warranty must be handled in accordance with PERKINS' warranty procedure.

This warranty is expressly limited to the repair or replacement in PERKINS' discretion of any component or part of any PERKINS product unit manufactured by PERKINS which is brought to PERKINS attention promptly after discovery and is proven to PERKINS' satisfaction to have been defective in material or workmanship.

This warranty shall not obligate PERKINS to bear the cost of labor or transportation charges in connection with the repair or replacement of defective parts, and it shall not apply to a product upon which repairs, or alterations have been made unless authorized in writing by PERKINS.

Any damage, wear & tear or improper use, substitution of parts not approved by PERKINS, modifications other than those done by PERKINS or as authorized in writing by PERKINS, or any alteration or repair by others in such a manner which, in PERKINS' judgment, materially and adversely affects the product shall void this warranty. Operation at an actuator cycle time of less than six seconds shall void this warranty. Wear items used for anti-friction purposes are not covered by this warranty.

Periodic maintenance is required in order to maintain warranty but is not covered by warranty. Please refer to the maintenance section of the service manual for instructions.

PERKINS makes no warranty of products manufactured by others and supplied by PERKINS, the same being subject to warranties, if any, of their respective manufacturers.

PERKINS shall not assume any liability for any incidental, consequential, direct, or indirect damage, loss or delay of any kind, including, but not limited to, the loss of profits, product or downtime.

PERKINS warrants any service parts it may sell for a period of ninety (90) day from the date of delivery for replacement only. The item being replaced must be returned to PERKINS for evaluation upon its request. The cost of labor to replace such part shall be the responsibility of the owner. PERKINS does not warrant any used parts.

PERKINS, whose policy is one of continuous improvement, reserves the right to improve its products through changes in design or materials as it may deem desirable without obligation to incorporate such changes in products of prior manufacture.

**THE ABOVE WARRANTY SUPERCEDES AND IS IN LIEU OF ALL OTHER EXPRESS OR IMPLIED WARRANTIES INCLUDING, WITHOUT LIMITING, ANY IMPLIED WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. NO EMPLOYEE OR ANY OTHER REPRESENTATIVE OF PERKINS IS AUTHORIZED TO CHANGE THIS WARRANTY IN ANY WAY OR TO GRANT ANY OTHER WARRANTY. THESE TERMS WILL BE CONSTRUED ACCORDING TO THE LAWS OF THE STATE OF ILLINOIS WITHOUT REGARD TO ITS CONFLICTS OF LAWS PROVISIONS. ALL ACTIONS OR PROCEEDINGS IN ANY WAY, MANNER OR RESPECT ARISING OUT OF OR RELATED TO THE GOODS WILL BE LITIGATED ONLY IN STATE OR FEDERAL COURTS, AS APPROPRIATE, LOCATED IN WILL COUNTY, ILLINOIS. BUYER CONSENTS AND SUBMITS TO JURISDICTION IN THE STATE OF ILLINOIS AND WAIVES ANY RIGHT TO TRANSFER THE VENUE OF ANY SUCH ACTION OR PROCEEDING.**