

## TROUBLESHOOTING

Symptom	Possible Cause	Remedy
Motor will not run	Faulty electrical connections	Check all electrical connections as per instructions
	Insufficient battery power	Check with volt meter and charge or replace battery - voltage must read under load
Motor runs but cylinders do not move or are slow	Low voltage	Check battery charge/ functionality under load
	Poor ground	Check wiring and connections
	Solenoid coil	Check coil for damage/operation
	Solenoid damage	Clean or replace
	Insufficient relief valve pressure	Set to correct pressure
	Low oil supply	Fill to proper level
	Leakage through solenoid valve	Clean or replace
	Cylinder internal leakage	Rebuild or replace
	Load too heavy	Set RV to correct pressure with gauge
	Air trapped in cylinder	Purge trapped air

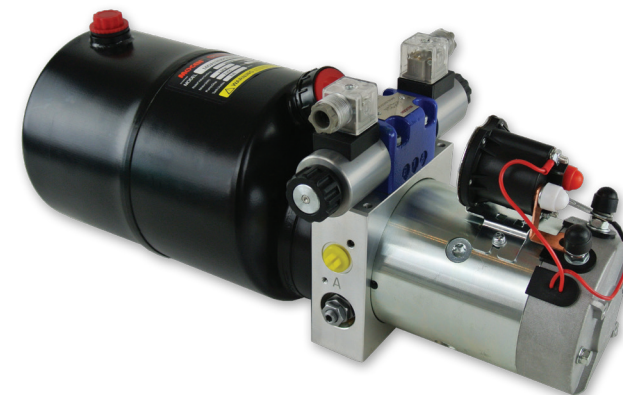


Failure, improper selection or improper use of the products and/or systems described herein (or related items) can cause death, personal injury and property damage.

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# HYDRAULIC POWER UNIT Installation Instructions



## 12 & 24v DC

**P+T, Single Acting & Double Acting Configurations**

MOUNTING

- Mount the power pack on a solid and level surface free of debris, collision, vibration and weather conditions to ensure proper functionality of the power pack.
- Note: only mount in the horizontal position if the intended use of the power pack is for the vertical orientation, this must be specified before purchase.
- An optional mounting bracket (PUMT) is available for better mounting stability of the power pack.

Working ports (A&B): 9/16" UNO  
Tank plug and breather: 3/4" NPT  
Mounting thread: 3/8" UNF

OIL RECOMMENDATIONS

ATF 32 or 46 or other hydraulic oil with a viscosity of 150 to 300SUS @38°C is acceptable. If another type of fluid is needed, please contact your local Hydraulics Network representative.

FILLING AND BLEEDING AIR FROM THE SYSTEM

1. Make sure the reservoir is free of dirt and debris before you begin to add oil.
2. Begin to add oil to the reservoir until it has been completely filled.
3. Jog the electric motor to prime the pump.
4. Initial startup should be done under a no-load condition until all lines and cylinders have been properly filled. In most cases, the pressure line(s) may need to be loosened to allow additional air (foamy oil) to be purged.
5. Purge the system until a clear stream of oil is seen. Use care when doing this to avoid contact with any oil spray.
6. Catch all oil in a container and dispose of properly.
7. Jog the electric motor during this process and continually check the oil level in the reservoir, refilling as needed. Short cylinder strokes, followed by longer strokes while checking fluid level, work best.

RELIEF VALVE

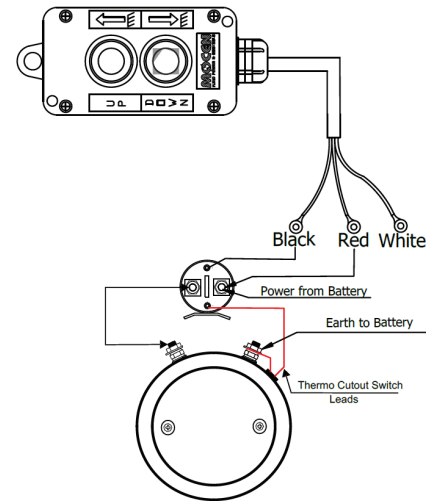
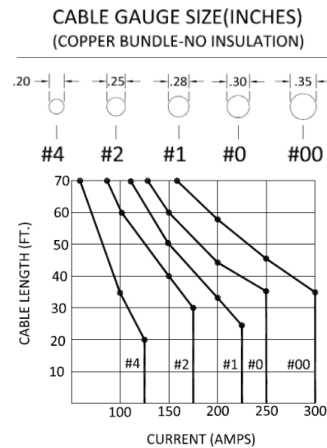
Setting the relief valve is critical for operational and safety reasons. After purging the system, but prior to operation, set the relief valve to the desired maximum limit (the relief valve has been preset to 2500psi). This is best done using a pressure gauge connected to the pressure line. Do not operate against the relief valve setting for extended periods of time.

MAINTENANCE

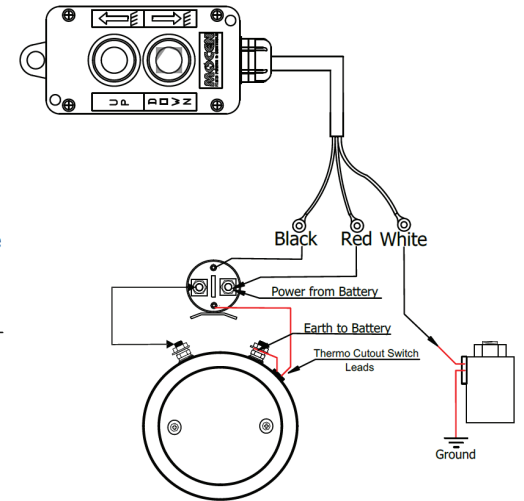
- Keep the unit clean & dry, look for leaks, repair if needed.
- Do not pressure wash.
- Check the wiring for corrosion and for sound connections - clean and tighten as necessary.
- Check oil level and top off as needed.
- Change annually (or as needed) and use the same type of oil that was previously used with the power pack.

ELECTRICAL

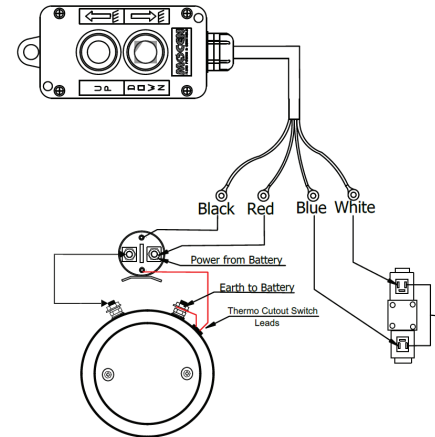
Make sure the power pack has been properly connected with the appropriate size wiring. Most chassis manufacturers recommend a dedicated circuit for the DC power pack. A high amperage fuse or circuit breaker is typically required for proper protection.



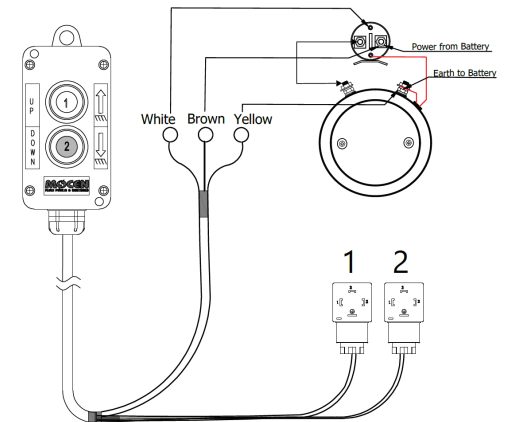
KCB21 with P+T



KCB21 with Single Acting



KCB22 with Double Acting



KCB-\*\*-DIN