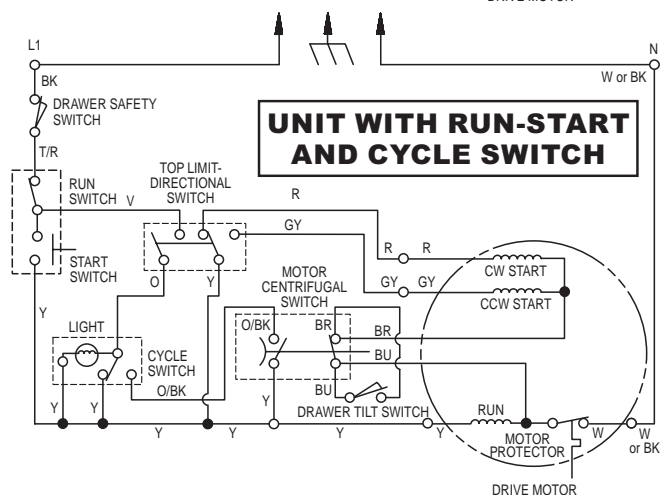
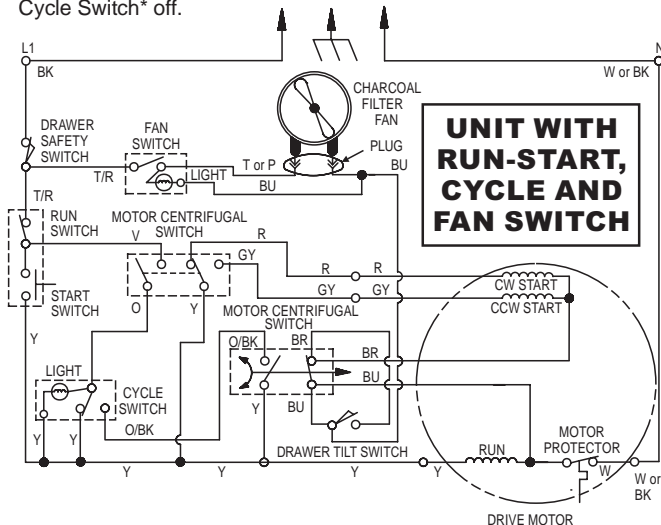
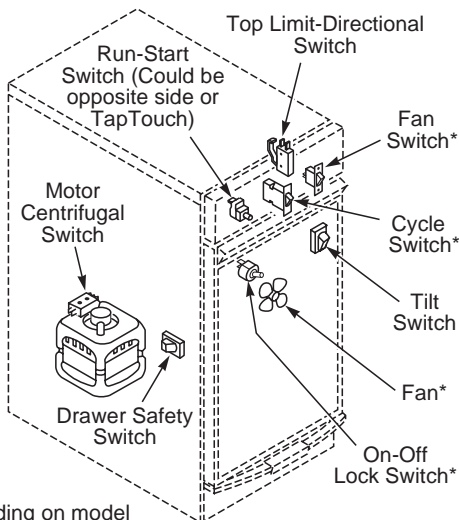


**WARNING****Electrical Shock Hazard**

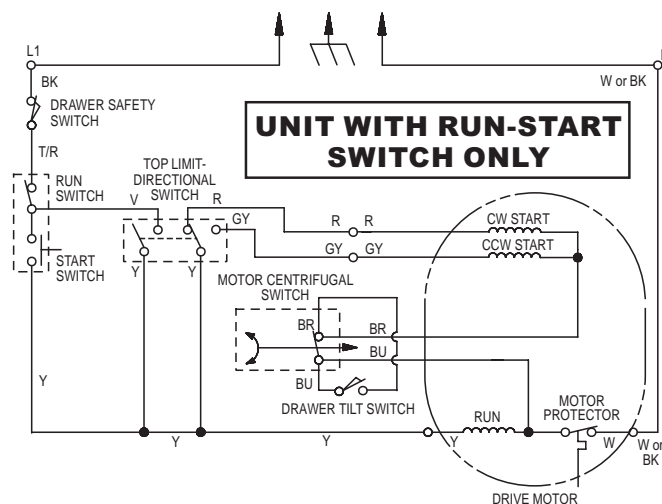
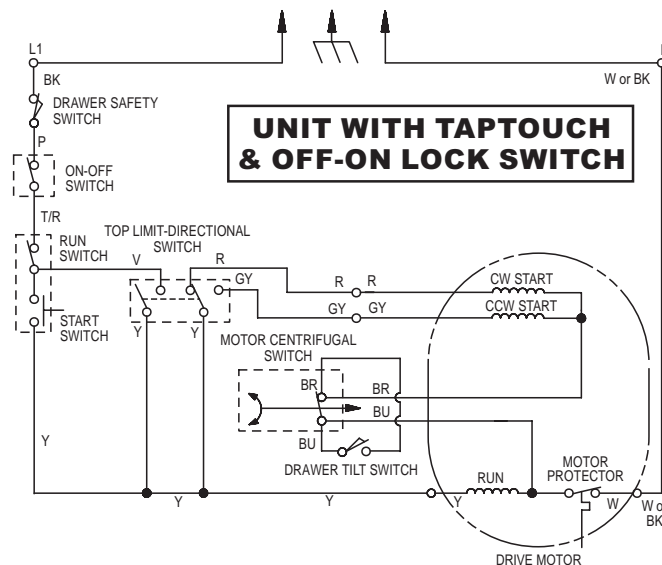
Disconnect from electric supply before servicing.

Failure to do so could result in death, electrical shock or other serious injury.

Compactor circuits show units at normal end of cycle with Cycle Switch* off.

**Parts Layout**

* Optional, depending on model

**Directional Switch Chart**

	COMPACTOR CYCLE				
	START *	DOWNWARD TRAVEL	REVERSE (STALL)	UPWARD TRAVEL	END OF CYCLE **
GY • Y					
R • Y					

* First 3/4" (19 mm) of downward travel

** Last 3/4" (19 mm) of upward travel

— = Closed

The following checks can be made by removing the console:

MOTOR START WINDINGS

1. Remove the GY and R wires from the top limit-directional switch.
2. Connect an ohmmeter to the GY and R wires.
3. An accurate ohmmeter should read about 4-10 ohms. If the ohmmeter shows an open circuit, the start windings are open and the motor must be replaced, or the R or GY wire is broken or disconnected at the motor.

DRAWER SAFETY SWITCH

1. Remove the T/R wire from the run-start switch. (Keep the on-off lock switch "ON".)
2. Connect an ohmmeter between the T/R wire and the L1 side of the power cord.
3. Move drawer in and out. Drawer in = switch closed
Drawer out = switch open

DRAWER TILT SWITCH

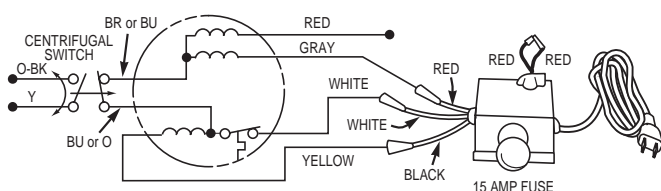
1. Remove the BR and BU wires from the top terminal of the motor centrifugal switch.
2. Connect an ohmmeter to the BR wire and BU wire.
3. Move drawer in and out. Drawer in = switch open
Drawer out = switch closed

RUN-START, CYCLE, FAN AND TOP LIMIT-DIRECTIONAL SWITCHES

Remove wires and check continuities with an ohmmeter. Refer to the wiring diagram for position of the switch contacts.

MOTOR RUN WINDING

1. Remove the Y wire from the start switch, and the Y wire from the top limit-directional switch.
2. Connect an ohmmeter to the Y wires and the neutral side of the power cord.
3. An accurate ohmmeter should read about 3-5 ohms.

MOTOR FUNCTION TESTING

Before proceeding, be sure power to the compactor has been disconnected.

1. Disconnect all motor leads from the centrifugal switch, except the BR and BU, or BU and O leads (depending on the motor used). Connect the test cord as shown in the diagram above. After all connections are made, and before plugging tester into outlet, make sure all leads are not touching the cabinet, frame, or each other.
2. Plug in the test cord. Turn tester switch to start position for 2 or 3 seconds, then release. The switch will return to the run position. The motor should run in the counter-clockwise direction.
3. Turn tester to "OFF" and unplug the tester from the outlet. Repeat the test in step 2, replacing the gray motor lead so that the red motor lead is connected to the red tester lead. The motor should now run in the clockwise direction.
4. If the motor runs in both directions, the trouble is elsewhere in the circuit - do not replace the motor.

MOTOR CENTRIFUGAL SWITCH

1. Disconnect the BR and BU, or BU and O wires (depending on the motor used) from the motor centrifugal switch (upper & lower pins).
2. Connect an ohmmeter to the BR and BU, or BU and O terminals.
3. The ohmmeter should read 1 ohm or less. If circuit is open, motor switch is stuck or burned and must be replaced.

Steps 4 & 5 apply only to models having a cycle switch.

4. Disconnect the Y and O/BK wires from the motor centrifugal switch.
5. Connect an ohmmeter to the Y and O/BK terminals. The ohmmeter should show an open circuit.



WARNING

Electrical Shock Hazard

Disconnect from electric supply before servicing.

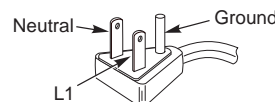
Failure to do so could result in death, electrical shock or other serious injury.

SOLID PACK / EXTRA PACK (IF USED)

When the cycle switch is moved to SOLID PACK (O to O/BK), power to the motor run windings is routed through an extra switch on the motor centrifugal switch. This switch (O/BK to Y) closes when the motor reaches normal run speed. When the motor stalls during compaction, the centrifugal switch operates and power is removed from the run windings. The ram is in the compacting or down position. To return the ram to the normal rest position, turn the knob to start or move the SOLID PACK switch to NORMAL.

JAMMED RAM

1. Check for 120 volts at the outlet.
2. If drawer is open, push in on the drawer while activating the run-start switch.
3. If ram does not come up, unplug the unit. Place the run-start switch in the "OFF" or "STOP" position.
4. Remove console, then remove the Y wires from the run-start switch.
5. Connect the Y wires to the black lead of a test cord.
6. Connect the white test cord lead to the neutral side of the compactor power cord.
7. Turn the test cord switch to "RUN".

**CHAIN ADJUSTMENT**

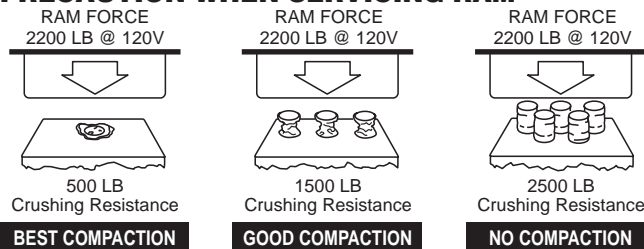
- 3/8" (9.5mm) to 1/2" (12.7mm) deflection between any 2 sprockets.

LUBRICATION

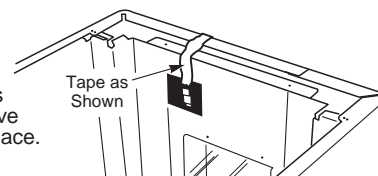
- **Power Screws** Apply multi-purpose extreme pressure moly-lithium grease - No. 674792, PlastiLube #1, or equivalent.
- **Drawer Slide Rollers** Apply SAE 30 oil.

"NOT COMPACTING" COMPLAINTS CAN BE CAUSED BY:

- **Low Voltage** Check supply voltage with the ram compacting trash.
- **Ram Travel** Ram stops 6" (152mm) above bottom of container. No noticeable compaction will occur until container is 1/3 full.
- **Bottles** A spongy trash load may prevent bottles from breaking. Most, BUT NOT ALL, bottles in a trash load will be broken.
- **Too Much Trash Added At One Time** As shown below, if the crushing resistance of the load (bottles, cans, etc.) exceeds the crushing force of the ram, no compaction will occur. Best compaction will be obtained if the container is not overloaded and the compactor is cycled frequently.

PRECAUTION WHEN SERVICING RAM

When replacing the ram assembly in the compactor, tape the switch arm of the top limit-directional switch as shown. This will prevent damage to the switch arm as the ram is reinstalled. Remove the tape after the ram is in place.



PART NO. 9871512

NOTE: This sheet contains important Technical Service Data

**FOR SERVICE TECHNICIAN ONLY
DO NOT REMOVE OR DESTROY**