

Truck Vibrator Tip Sheet

Need Help Now?

Call 800-320-4044 or [email us](mailto:sales@houstonvibrator.com)
for immediate assistance.

The use of industrial vibrators on trucks and trailers is a relatively inexpensive way to boost productivity and get more out of every load. Adding vibrators will help you unload faster and more completely, and can eliminate wear and tear on your equipment caused by “hammering” out flow problems manually.

There are a few special challenges when using vibrators on trucks and trailers, but with good vibrator sizing and selection, a proper installation, and proper maintenance, your new truck vibrators can provide years of trouble-free service.

Here are a few tips from Houston Vibrator:

1. **Proper Sizing**

You always want to use the right tool for the job, and it’s no different with vibrating a truck or trailer. Whether replacing an existing vibrator, upgrading for more force or better performance, or doing a completely new vibrator install, you should work with the Truck or Trailer OEM, or with your Houston Vibrator Sales Rep to make sure that you are purchasing the proper replacements, or upgrading to a model that is still suitable for your equipment.

2. **Proper Air-Preparation & Lubrication**

A proper installation includes an airline filter, pressure regulator, and airline lubricator. When external contaminants enter the vibrator, they cause wear on internal parts, and can cause premature failure of the vibrator. A filter stops contaminants entering the vibrator through the air inlet. Without lubrication, internal parts will expand as they heat up, causing the vibrator to stop running. Use of a light tool oil, such as Marvel Mystery Oil, will keep internal parts cooled as the vibrator runs.

3. **Proper Use**

As a rule, your truck vibrators should never be operated at pressure higher than 90 psi. Higher pressures can cause excessive wear without providing much of a boost in power, and will cause your vibrator to have a shorter service life. Only run the vibrators when needed, to break material bridges, or to start the flow of material. If the vibrator isn’t needed once the material begins to flow, turn it off. This will decrease wear, and extend the service life of the vibrator.

4. **After wash down**

After washing your truck or trailer, turn the vibrators on for a few seconds to blow out any water that has collected inside them during wash-down. If water is allowed to pool inside the vibrators, rust can form quickly. This can cause total failure of the vibrator in some cases, and at the very least, it will reduce efficiency, and cause permanent damage to internal parts.

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5. **Periodic Cleaning**

Because truck and trailer vibrators can be exposed to road grime, sand, salt, moisture, and dust, it is a good idea to disassemble and clean them periodically. This will ensure that outside contaminants are removed before they can do damage to internal parts. If left inside the vibrator, these contaminants can permanently score the piston and bore of the vibrator, and will cause premature failure due to excessive wear. Internal parts should be cleaned with a light solvent such as WD-40 to remove any rust or grime that has accumulated, and can be smoothed out with a fine emery cloth if necessary. Before reassembly, make sure that internal parts have a light layer of oil on them.

Also pay special attention to exhaust mufflers if your vibrator was supplied with them. The mufflers are meant to minimize grime and dust entering the vibrator through the exhaust ports, so they will become clogged over time. This will cause decreased performance of the vibrators. Replace clogged mufflers as needed.

6. **Troubleshooting**

There are several common issues that can be corrected easily. If you have tried the procedures below, but you are still having trouble with your vibrator, contact Houston Vibrator for assistance.

Problem	Possible Cause or Solution
Vibrator does not always start when turned on	Vibrator may be mounted at an angle that requires a start spring.
	There may not be enough pressure supplied – at least 20 psi is required.
Vibrator runs at a lower pressure, but will not run at higher pressures	Vibrator is not exhausting properly. Replace clogged mufflers, or disassemble and clean the vibrator
	Make sure that there is oil supplied to the vibrator
Vibrator stops running after a short time	Make sure that there is oil supplied to the vibrator while running.
	Disassemble vibrator and check for internal contaminants or damage to piston or bore
Piston is stuck inside the vibrator and cannot be removed	This is usually an indicator that the vibrator has been run without lubrication. Remove the headplate, and pour solvent directly into the bore of the vibrator. Try soaking overnight to see if the piston can be loosened. If not, contact Houston Vibrator for assistance
Piston moves freely, but the vibrator does not start	This is an indicator of excess wear. The vibrator may need to be rebuilt or replaced depending on age and amount of wear. Contact Houston Vibrator for assistance

Your Houston Vibrator Sales Team can assist you with sizing new vibrators, replacing older ones, explaining available options, and troubleshooting vibrators currently in use. Give us a call anytime for information or assistance!

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