

FOREWORD

You are now the owner of a P.P.M. machine and, as such, can rest assured that you have a first-class working tool.

This machine has been manufactured, checked and tested by P.P.M. specialists. It should therefore give you constant satisfaction, owing to its :

- Strength.
- Controllability (flexibility and accurate handling)
- Application (low maintenance, easy adjustment and mounting of attachments).
- High efficiency (choice of appropriate attachments)

We recommend you promptly become thoroughly acquainted with your P.P.M. machine. This manual has been issued to assist and advise you. We have agents, dealers and branches throughout the world, representing our make, who are always at your service. Do not hesitate to get in touch with them if you require any information, and to place your orders for original spare parts.

They will be responsible for :

- Starting the machine.
- Carrying out an initial inspection after one month's service, or maximum 150 hours.
- Making a second inspection three months from starting date.
- Making a third inspection six months from starting date.
End of warranty period.

These inspections are compulsory and free of charge.

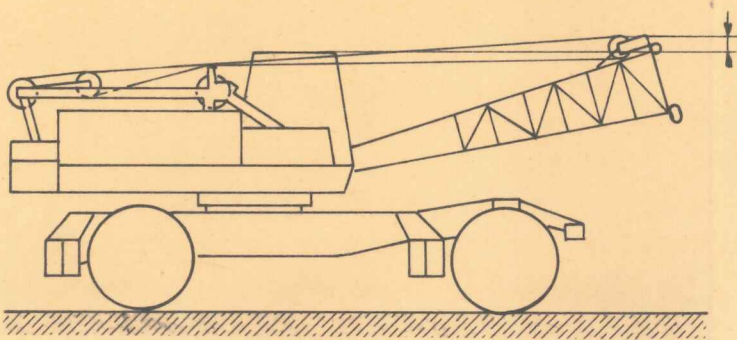
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For ease of manoeuvring, raise the jib so that the highest part is just above the cab roof level.

If travelling with an unfolded 8 m = 26 ft jib, attach the hook to the undercarriage.

Never travel with a load on the hook.

THE DRIVER MUST ALWAYS MAKE SURE HE HAS GOOD AND UNOBSTRUCTED VISION.

DRIVING ON SITE

- Block the turret swing
- if there is a load to be carried, make sure this does not exceed the value given on the curve for tire mounted machines.
- keep it as close as possible to the ground and tie it to the chassis to minimize swinging.
- extend the stabilizer beam, with pads retracted, (don't forget the new over-all width)
- travelling with a load should always be done on firm flat horizontal ground.

THE JIB SHOULD BE POSITIONED IN THE LINE OF THE MACHINE; PREFERABLY FORWARDS. THIS GIVES MAXIMUM STABILITY. THE FRONT SUSPENSION CRADLE SHOULD BE BLOCKED.

WHEN TRAVELLING WITH A LOAD ON THE HOOD, NEVER SWING THE TURRET.

PREPARATION OF MACHINE FOR DRIVING ON SITE AND OPEN ROAD.

After checking the machine over and starting the engine :

- put on the swing brake at the dashboard
- for the open road, put the tie bar in position, and plug in the undercarriage electrics
- block the front cradle when travelling with a load in front or on a slope with a long jib
- release the cradle for travel without load or travel with a load at the rear
- put the travel speed selector in first speed position
- put the flow selector in position 2

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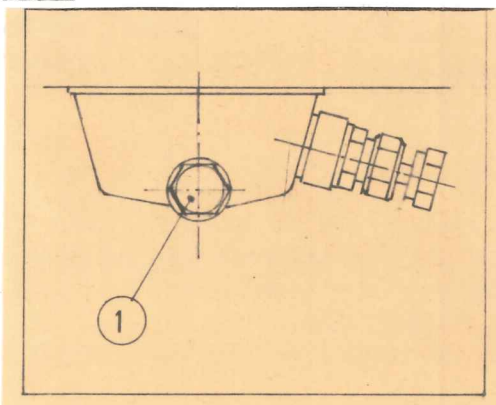
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7) DEUTZ FEED PUMP FILTER

- cleaning : every 120 operating hours
- access : right hand rear side panel
- Deutz maintenance handbook, operation B 4

8) DEUTZ INJECTION PUMP

- Oil level : every 120 hours
- access : right hand rear side panel
- Deutz maintenance handbook, operation B 4

9) FUEL TANK

- Drain : every 50 hours
- Tools : 19 mm wrench
- access : under the front right hand side of the turret
- undo the drain plug (1) one or two turns
- let it run out until it comes clean
- retighten
- top up
- if necessary clean the filter
- check the plug gasket

10) DEUTZ FAN BELT

- check every 240 operating hours
- access : right hand rear side panel
- Deutz maintenance handbook (operation B8)

11) DEUTZ GENERATOR BELT

- check every 240 operating hours
- access : right hand rear side panel
- Deutz maintenance handbook (operation B 10)

12) HYDRAULIC PUMP DRIVE BELT

- check every 200 operating hours
- access : right hand rear side panel
- under finger pressure, there should not be more than 9 mm (=3/8") play

13) BATTERIES

- check the level every 100 hours
- access : right hand side panel, the lift off the battery cover plate.

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Replacing

- always use a hose the same length
- make sure the ends of the pipes and hose are clean
- handtighten each end
- position the hose so that its not twisted and doesn't rub against anything
- lock the nuts without using any extension bar

After replacing a hose

- check the oil level in the hydraulic tank
- if there is less than ten litres in the tank, top up and then bleed and prime the pumps.

4) UNIONS

The different elements of the hydraulic circuit are connected by pipes or hoses. The connection between the pipework and elements is by threaded unions. An O-ring is used to seal the union to the hydraulic element.

Removal

- unlock
- remove the clamps from the pipe
- unscrew and remove the union

Replacement

- Clean the union in solvent
- wipe-off the O ring seat
- put a new O ring in place. Smear it with grease so that it stays in its housing in the union.
- reassemble the union and tighten it up
- reassemble the pipe or hose

If the leak continues, contact your local POCLAIN.PPM dealer

5) PIPEWORK

Burst pipes

A temporary repair can be made by using hoses and unions to arrive at a suitable length.

Crimping

If there is a leak even after retightening

- unscrew the nut on the pipe (1)
- check the parts closely

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The jib and fly-jib can now be hoisted for working.

REMOVING THE FLY-JIB

REMOVE THE RETAINING PIN FROM THE REAR OF THE FLY-JIB

Now take the reverse of the assembly procedure.

ASSEMBLY OF THE LIFTING SAFETY DEVICES.

With the jib assembled to the desired length

- unroll the electric cable on the drum at the jib foot and bring it up the jib, using the retaining fixtures supplied.
- Plug the end of the cable into the jib head.
- Make sure the polarities are correct.
- Connect up the earthing cable
- Remove the shunt from the socket on the turret and plug in the connecting cable from the jib foot

CAREFUL

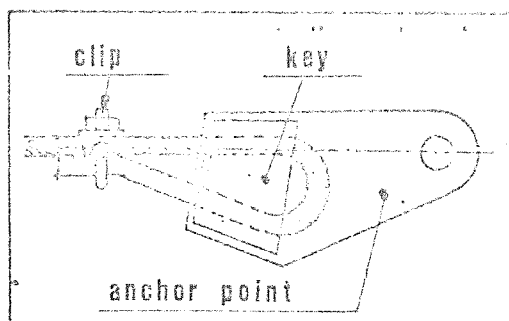
- leave some slack in the cable so that the plug is not pulled out when the jib is hoisted to maximum height.
- lift the hook to the top, and check that this cuts off the winch supply circuit.
- when dismantling or folding the jib, disconnect the cable at both ends and roll it up.
- don't forget to replace the shunt in the turret socket.

REEVING

Putting the cable in place

- Lay out the cable on the ground to eliminate kinking
 - Put one end of the cable on the jib
 - Bring the cable to the corresponding winch, pass it through the flange and block it in place with the clamps provided
 - roll up the cable, giving it a certain tension while doing so. Make sure it follows the spiral groove.
 - allow a sufficient length of cable for the reeving desired
 - Reeve as shown in the diagram
 - Pass the cable into the
- and attach a cable wedge. Attach a cable clamp.

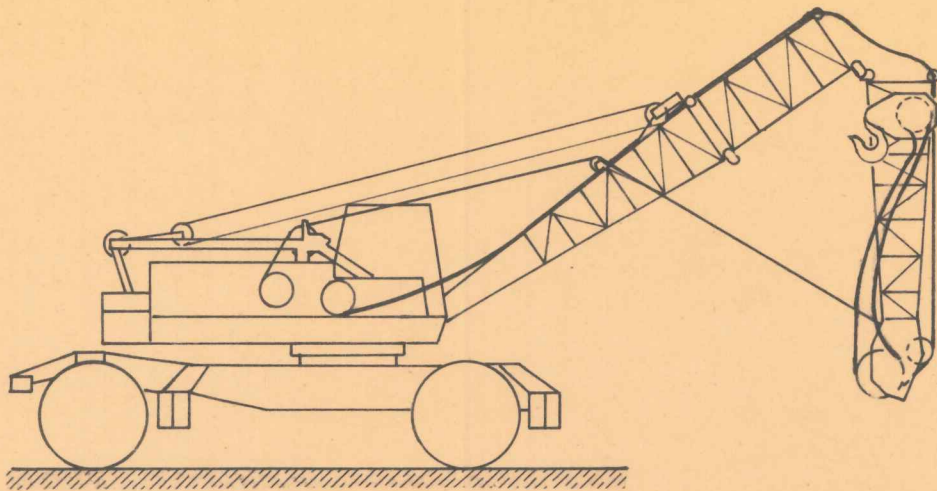
Cable clamp assembly



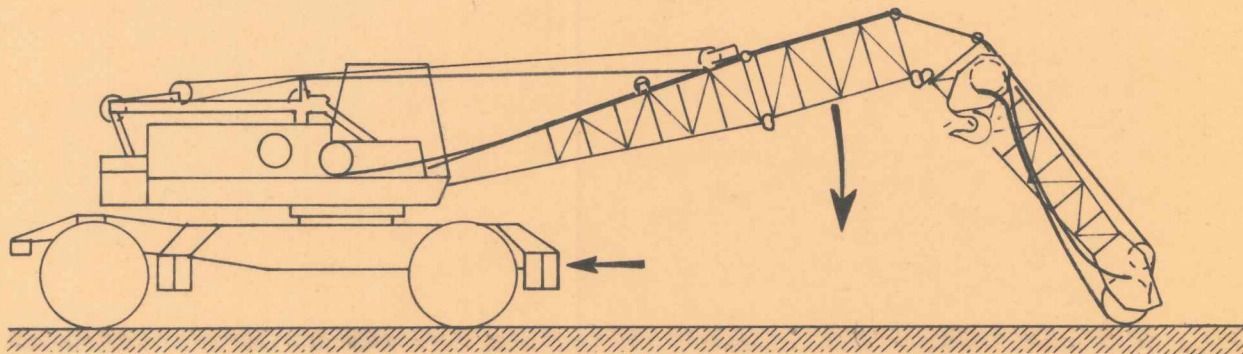
To use your cable clamp properly, and to prevent damaging the cables, proceed as follows :

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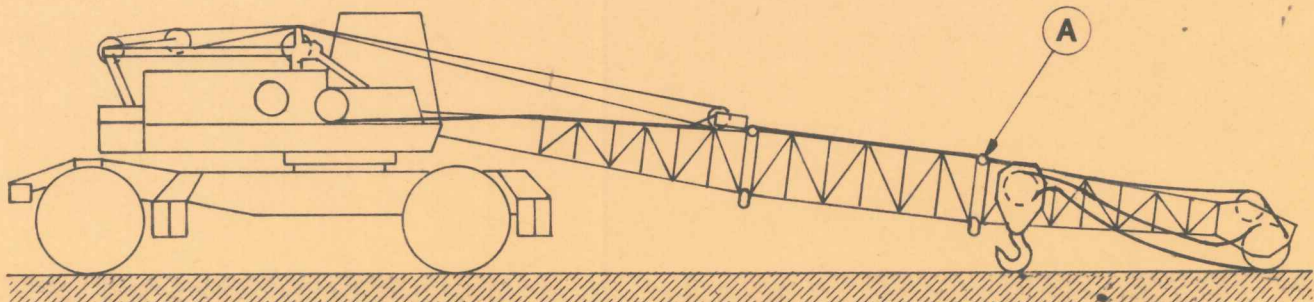
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- remove the filter elements
- wash in solvent
- dry and replace

Access : rear right interior of the chassis

Oil type as shown on the lubrication chart

Capacity : 0,10 l (3/16 pt)

Oil flow regulation

With a regular air flow at 7 bar (= 100 p.s.i.) pressure, adjust the screw in the top half obtain 2 or 3 drops a minute

Check the oil level every 2000 hours

ATTENTION : Of your machine is travelling a lot, check the level more frequently.

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