



Operators and Safety Manual

***Model
450A
450AJ***

3120868
April 24, 2002



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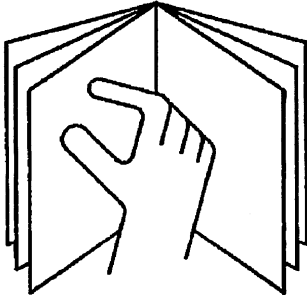
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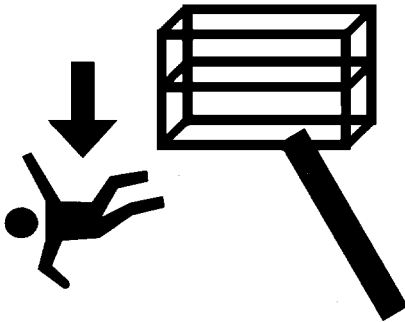
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SECTION 1 - SAFETY PRECAUTIONS

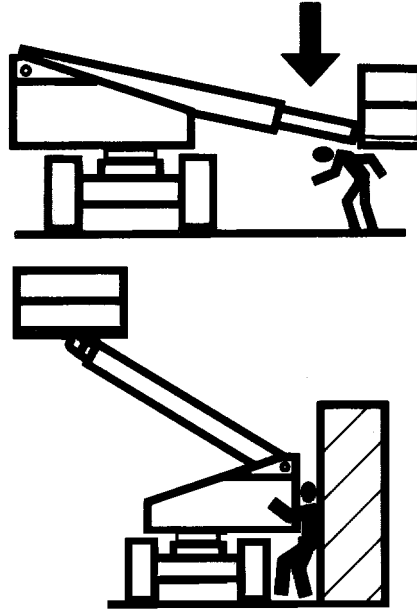


- READ AND OBEY ALL DANGERS, WARNINGS, CAUTIONS AND OPERATING INSTRUCTIONS ON MACHINE AND IN THIS MANUAL.
- BE FAMILIAR WITH LOCATION AND OPERATION OF GROUND STATION CONTROLS.



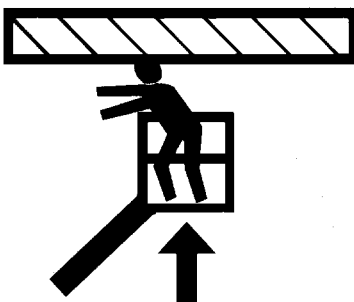
- ALWAYS USE THREE POINT CONTACT WHEN ENTERING OR EXITING THE MACHINE. FACE THE MACHINE WHEN YOU ENTER OR LEAVE. THREE POINT CONTACT MEANS THAT TWO HANDS AND ONE FOOT OR ONE HAND AND TWO FEET ARE IN CONTACT WITH THE MACHINE AT ALL TIMES DURING MOUNT AND DISMOUNT.

- ALWAYS POSITION BOOM OVER REAR (DRIVE) AXLE IN LINE WITH DIRECTION OF TRAVEL. REMEMBER, IF BOOM IS OVER FRONT (STEER) AXLE, DIRECTION OF STEER AND DRIVE MOVEMENT WILL BE OPPOSITE FROM NORMAL OPERATION.



- DO NOT USE DRIVE FUNCTION TO POSITION PLATFORM CLOSE TO OBSTACLES. USE BOOM FUNCTION INSTEAD.
- WHEN DRIVING IN HIGH SPEED, SWITCH TO LOW SPEED BEFORE STOPPING. TRAVEL GRADES IN LOW DRIVE, HIGH ENGINE ONLY.
- DO NOT USE HIGH SPEED DRIVE WHEN IN RESTRICTED OR CLOSE QUARTERS, OR WHEN DRIVING IN REVERSE.
- BE AWARE OF STOPPING DISTANCES WHEN TRAVELING IN HIGH AND LOW SPEEDS.
- ALWAYS POST A LOOKOUT AND SOUND HORN WHEN DRIVING IN AREAS WHERE VISION IS OBSTRUCTED.
- KEEP NON-OPERATING PERSONNEL AT LEAST 2 M (6 FEET) AWAY FROM MACHINE DURING DRIVING OPERATIONS.

1.5 DRIVING



- WATCH FOR OBSTRUCTIONS AROUND MACHINE AND OVERHEAD WHEN DRIVING.

GENERAL

Begin the "Walk-Around Inspection" at Item 1, as noted on the diagram. Continue to the right (counterclockwise viewed from top) checking each item in sequence for the conditions listed in the Walk-Around Inspection Checklist.

⚠ WARNING

TO AVOID INJURY, DO NOT OPERATE A MACHINE UNTIL ALL MALFUNCTIONS HAVE BEEN CORRECTED. USE OF A MALFUNCTIONING MACHINE IS A SAFETY VIOLATION. TO AVOID POSSIBLE INJURY, BE SURE MACHINE POWER IS OFF DURING WALK-AROUND INSPECTION.

NOTE: *Do not overlook visual inspection of chassis underside. Checking this area often results in discovery of conditions which could cause extensive machine damage.*

1. Platform Assembly - No loose or missing parts, no visible damage. Lockbolts in place. Footswitch in good working order, not modified, disabled or blocked.
2. Platform Control Console - Switches and levers return to neutral and are properly secured, no loose or missing parts, no visible damage, decals/placards secure and legible, control marking legible.
3. Slave Cylinder - No visible damage; pivot pins secure hydraulic hoses undamaged, not leaking.
4. Boom Sections/Uprights/Lift Cylinders and Master Cylinder - No visible damage; pivot pins secure; hydraulic hoses undamaged, not leaking. Uprights in vertical position.
5. Horizontal Limit Switches - Switches operable; no visible damage.
6. Drive Motor, Brake, and Hub - No visible damage; no evidence of leakage.
7. Wheel/Tire Assembly, Right Rear - Properly secured, no loose or missing lug nuts, no visible damage.
8. Hydraulic Filter - Housing secure no visible damage; no evidence of leakage.
9. Hood, Right Side - Properly secured; no loose or missing parts.
10. Control Valve - No loose or missing parts; evidence of leakage; unsupported wires or hoses; damaged or broken wires.
11. Fuel Supply - Filler cap secure, no visible damage to the tank or evidence of leaks.
12. Ground Controls - Switches operable, no visible damage, decals secure and legible.
13. Hydraulic Oil Supply - Recommended oil level sight gauge. (Check level with cold oil, systems shut down, machine in stowed position) Cap in place and secure.
14. Wheel/Tire Assembly, Right Front - Properly secured, no loose or missing lug nuts, no visible damage.
15. Oscillating Axle - No loose or missing hardware; no visible damage.
16. Steer Cylinder - Properly secured; no visible damage or signs of leakage; evidence of proper lubrication.
17. Tie Rod Ends and Steering Spindles - No loose or missing parts; no visible damage.
18. Wheel/Tire Assembly, Left Front - Properly secured, no loose or missing lug nuts, no visible damage.
19. Battery - Proper electrolyte levels; cables tight, no visible damage or corrosion.
20. Engine Air Filter - No loose or missing parts; no visible damage; element clean.
21. Hood, Right Side - Properly secured; no loose or missing parts.
22. Engine Oil Supply - Full mark on dipstick; filler cap secure.

Figure 2-3. Daily Walk-Around Inspection - Sheet 2 of 3

SECTION 3 - USER RESPONSIBILITIES AND MACHINE CONTROL

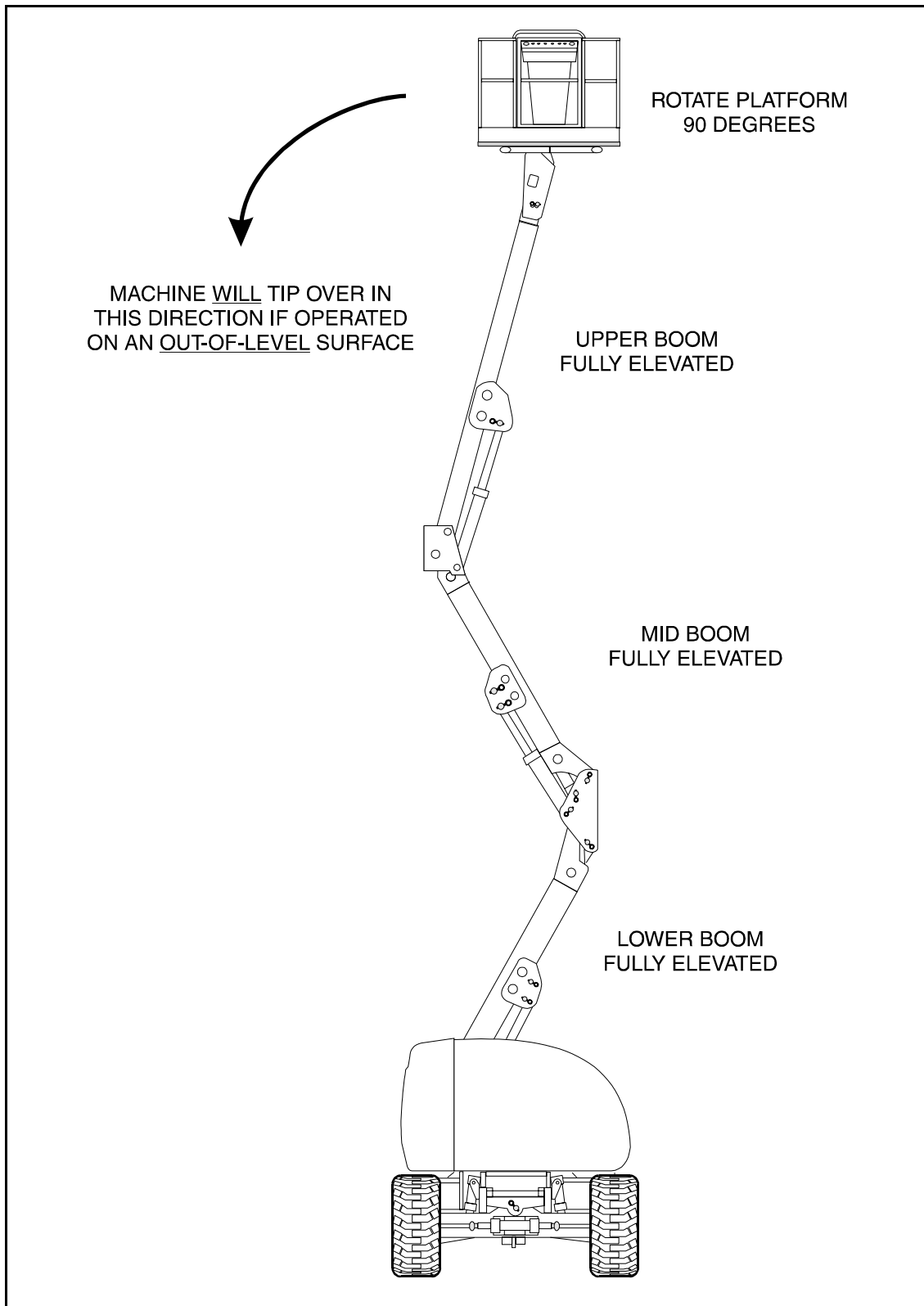


Figure 3-2. Position of Least Backward Stability

SECTION 3 - USER RESPONSIBILITIES AND MACHINE CONTROL

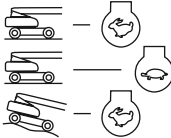
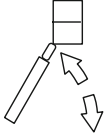
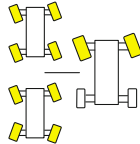
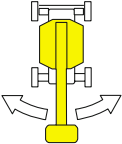
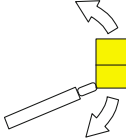
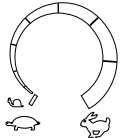

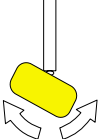

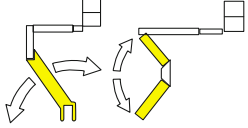
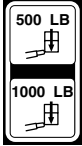
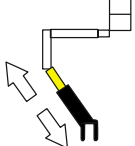

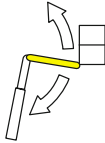
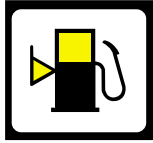
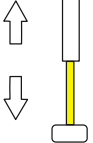
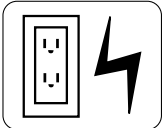

| FUNCTION | SYMBOL | FUNCTION | SYMBOL |
|-----------------------------|---|------------------------|---|
| DRIVE SELECT |  | MAIN LIFT |  |
| STEER SELECT |  | SWING |  |
| PLATFORM LEVEL |  | FUNCTION SPEED CONTROL |  |
| CHASSIS OUT OF LEVEL |  | PLATFORM ROTATE |  |
| CREEP |  | TOWER LIFT |  |
| PLATFORM CAPACITY INDICATOR |  | TOWER TELESCOPE |  |
| ENGINE DISTRESS |  | ARTICULATING FLY BOOM |  |
| LOW FUEL LEVEL |  | MAIN TELESCOPE |  |
| AC GENERATOR ON |  | FUEL SELECT |  |

Figure 3-7. Control Panel Symbols - Sheet 1 of 2

4.13 TOWING

⚠ WARNING

RUNAWAY VEHICLE/MACHINE HAZARD. MACHINE HAS NO TOWING BRAKES. TOWING VEHICLE MUST BE ABLE TO CONTROL MACHINE AT ALL TIMES. ON-HIGHWAY TOWING NOT PERMITTED. FAILURE TO FOLLOW INSTRUCTIONS COULD CAUSE SERIOUS INJURY OR DEATH.

MAXIMUM TOWING SPEED 8 K.M.H. (5 M.P.H.) FOR NO LONGER THAN 30-45 MINUTES.

MAXIMUM TOWING GRADE 25%.

Prior to towing the machine, complete the following:

⚠ CAUTION

DO NOT TOW MACHINE WITH ENGINE OPERATING OR DRIVE HUBS ENGAGED.

1. Retract, lower and position boom over rear drive wheels in line with direction of travel.
2. Disconnect drive hubs by inverting disconnect cap. (See Figure 4-6.) After towing the machine, complete the following:

3. Reconnect drive hubs by inverting disconnect cap. (See Figure 4-6.)

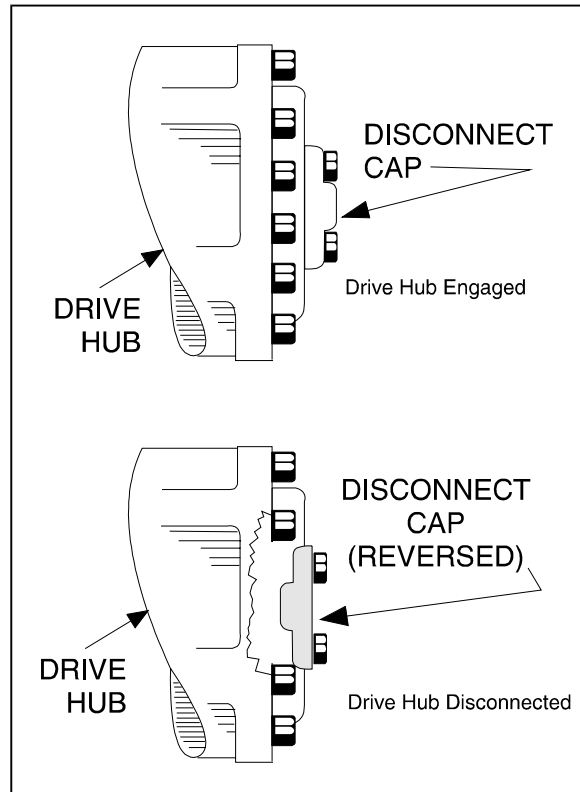


Figure 4-6. Drive Disconnect Hub

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