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Start-Up & Testing Procedure 44-30, 44-50, 44-65, 66-80

- I. After the following are completed a start up procedure should be followed.
  - a. Fully assemble power unit
  - b. Test power unit.
    - i. Fill pump cases with hydraulic oil, and gear box with lubricant before starting engine
    - ii. Set main drive and clamp pressures
    - iii. Check all electrical functions and shut emergency down functions
    - iv. Check remote and local pendent functions
  - c. Fully assemble vibro
    - i. Torque critical bolts to specifications
    - ii. Fill transmission lube to center of sight gage (+0", -.2")
      1. Transmission lube to be Sheffer lube specified.
  - d. Install interconnecting hoses between vibro and power unit
    - i. Re-Check all hose couplings for tightness
    - ii. be sure quick disconnects are fully tightened
  - e. Properly suspend vibro in preparation for free hanging vibro test.
    - i. Be sure rigging has adequate capacity and safety factor.
    - ii. Inspect rigging for damage or wear
    - iii. Guard against vibration caused loosening of rigging fasteners
- II. Start up procedure
  - a. Before starting vibro
    - i. Re-check transmission oil level
    - ii. Remove hydraulic motor case drain hoses, and fill motor housings with clean hydraulic oil.
      1. reconnect hoses when finished.
    - iii. Set brake adjustment.
      1. Brake valve part number = 110242
      2. See assembly drawing 810705 or 810751
      3. Turn adjustment screw fully Counterclockwise, and then clockwise ¼ turn.
        - a. NOTE: max pressure setting is fully counterclockwise.
    - iv. Fill Hoses
      1. For power units with reverse capability
        - a. Models 325 & 570
        - b. Set power unit in "auger mode"
        - c. Start engine and set rpm at 1600 +/-200
        - d. Energize main drive switch to REVERSE
          - i. Note pressure gage to confirm reverse oil flow
          - ii. Reverse flow should be less than 500 psi, but greater than 0 psi.
        - e. Allow power unit to run un reverse for 5 minutes
        - f. Stop power unit and re-configure to vibro mode.
      2. For power units without reverse capability
        - a. Models 650 & 950
        - b. "Crack" pressure hose fitting at vibro terminal manifold
          - i. i.e. loosen **NO MORE THAN ½ TURN** to allow air escape
        - c. Start power unit and set speed at 1600 +/-200 rpm
        - d. "bump" pressure with START/STOP buttons until oil is seen to escape from pressure hose fitting at vibro.
          - i. Press START button
          - ii. Press STOP button the instant the drive pressure gage is seen to move.
        - e. Retighten pressure hose fitting
      3. Set engine rpm to 1600 +/- 200, and prepare to safely run vibro

4. Start vibro and minor adjust rpm for smooth running
5. Run vibro for 10 minutes min. while observing operation
  - a. Check for hydraulic and lubrication leaks
  - b. Listen for unusual noises
  - c. Feel bearing covers for uniform temperature rise
    - i. If one or more covers are found to be significantly hotter than others, stop vibro and check bearings and/or bearing bores.
  - d. Stop vibro
6. Set power unit rpm to 1900 +/- 100
7. Repeat steps 4, 5a, 5b, 5c & 5d above
8. Set engine rpm to maximum high idle and start vibro
9. Run vibro for 5 minutes min. while observing operation
  - a. Check for hydraulic and lubrication leaks
  - b. Listen for unusual noises
  - c. Feel bearing covers for uniform temperature rise
    - i. If one or more covers are found to be significantly hotter than others, stop vibro and check bearings and/or bearing bores.
  - d. Stop vibro and observe stopping time.
    - i. Stopping time should be approximately 3 seconds
    - ii. If stopping time is significantly longer than 3 seconds, brake manifold may have air trapped inside or brake adjustment cartridge may be defective.
  - e. To correct brake malfunction
    - i. Turn brake valve adjustment fully clockwise
      1. start and stop vibro several times at full engine rpm
      2. return brake valve adjustment to the original setting (see II,a,iii)
      3. start and stop vibro while rechecking the stopping time
        - a. If still too long proceed to e,ii
        - b. Stop engine
    - ii. Remove brake adjustment cartridge
      1. check external o-rings
      2. partially screw cartridge into cavity.
        - a. Approximately one turn of thread
      3. Start engine and increase rpm to about 1500 or until oil is seen to leak around cartridge.
        - a. **DO NOT ATTEMPT TO START VIBRO**
      4. stop engine and fully tighten cartridge.
      5. Restart engine and set rpm to maximum
      6. start and stop vibro while rechecking the stopping time
        - a. If still too long, replace brake adjustment cartridge.