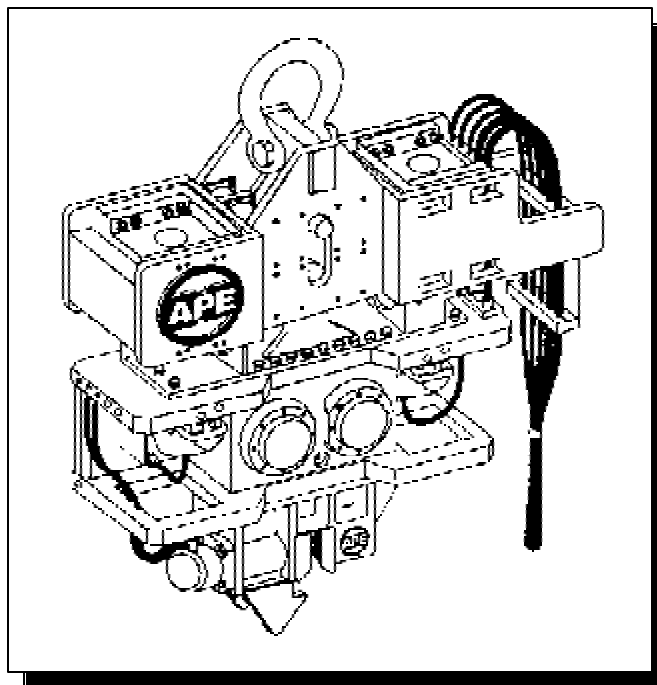




OPERATION AND MAINTENANCE MANUAL



SERIALNUMBER:

**MODEL 150/150T VIBRO
WITH MODEL 330/525 POWER UNIT**



OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

7032 SOUTH 196th - KENT, WA. 98032 - (253) 872-0141 / FAX (253) 872-8710

Preface

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General

This manual covers the **Model 150 and Model 150T Vibratory Driver/Extractors and the Model 330 and Model 525 Power Units**. Most information contained in this manual is identical for all the models covered. The models are therefore grouped together as Model 150/150T and Model 330/525 where appropriate. The data provided in this manual gives the necessary information to operate and maintain APE equipment. The listed procedures are to be performed by qualified personnel who have an understanding of the equipment and who follow all safety precautions.

Guide to Using the Manual

1. Refer to the Table of Contents for the page location of applicable sections.
2. All weights and measurements in this manual are in both English and Metric units.
3. The manual will be revised as necessary to reflect current information.

Abbreviations

The following are abbreviations used within this manual.

- lbs.** = Pounds
- psi.** = Pounds per Square Inch
- hp.** = Horse Power
- gpm.** = Gallons Per Minute
- rpm.** = Revolutions Per Minute
- eng.** = Engine
- cyl.** = Cylinder
- mm.** = Millimeter
- mtg.** = Mounting
- S/N** = Serial Number
- sol.** = Solenoid

Serial Number Locations

1. **VIBRATOR:** Above and in between the eccentric covers on both sides of the machine.
2. **POWER UNIT:** On back of the hydraulic tank above the APE logo.



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Table of Contents

| | Page |
|--|------------|
| Revision Record | i |
| Preface | ii |
| Table of Contents | iii |
| Safety Precautions | v |
| Illustration List | vi |
| Table List | vi |
| Warranty | vii |
| I. GENERAL INFORMATION | 1-1 |
| I-1. Machine Features | 1-1 |
| I-2. Machine Specifications | 1-2 |
| A. Model 150/150T Vibro | 1-2 |
| B. Model 330/525 Power Unit | 1-2 |
| I-3. General Description of 150/150T Vibro | 1-3 |
| A. Suppressor Housing | 1-4 |
| B. The Vibrator Gearbox | 1-5 |
| C. Clamp Attachment | 1-6 |
| D. Optional Attachments | 1-7 |
| I-4. General Description of Model 330/525 Power Unit | 1-8 |
| II. MAJOR COMPONENT DEFINITION | 2-1 |
| II-1. Component Identification | 2-2 |
| II-2. Hose Identification | 2-3 |
| II-3. Model 330/525 Power Unit Skid Identification | 2-4 |
| II-4. Quick Disconnect Coupling Identification | 2-5 |
| II-5. Tool Set Identification | 2-6 |
| II-6. Caisson Clamp Identification | 2-7 |
| II-7. Control Panel and Parts | 2-8 |
| II-8. Remote Pendant and Parts | 2-11 |
| II-9. Radio Receiver Parts | 2-12 |
| II-10. Radio Antenna Parts | 2-16 |
| II-11. Radio Transmitter Parts | 2-17 |
| III. LOADING AND UNLOADING | 3-1 |
| III-1. Model 150/150T Vibratory Hammer | 3-1 |
| III-2. Model 330/525 Power Unit | 3-1 |
| III-3. What to do if damaged during shipment | 3-1 |
| IV. PREPARATION AND OPERATION | 4-1 |
| IV-1. Rigging of Vibratory Hammer | 4-1 |
| IV-2. Installing the Clamp Attachment | 4-1 |
| IV-3. Plumbing the Vibro Hoses to the Power Unit | 4-2 |
| IV-4. Filling Vibrator Pressure Hoses | 4-3 |
| IV-5. Bleeding Clamp Attachment Hydraulic Hoses | 4-3 |
| IV-6. Precautions and Rules for Operation | 4-4 |
| IV-7. Relief Valve Settings Prior to Operation - Model 330/525 | 4-5 |
| IV-8. Shut-down Procedures | 4-5 |
| IV-9. Operation of the Remote Control Pendant | 4-6 |
| IV-10. Normal Steps to Operate Vibrator | 4-6 |
| V. MAINTENANCE | 5-1 |
| V-1. Daily Maintenance Required Prior to Operation | 5-1 |
| V-2. Checklist After Power Unit Engine Has Started | 5-1 |
| V-3. Maintenance and Adjustments: (75 Hours) (for lubrication see V-6) | 5-2 |
| V-4. Maintenance and Adjustments: (Eccentric Bearings) | 5-2 |
| V-5. Maintenance and Adjustments in Severe Conditions | 5-2 |
| V-6. Lubrication | 5-2 |
| A. Vibratory Gearbox | 5-2 |
| B. Clamp Attachment | 5-2 |



OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

7032 SOUTH 196th - KENT, WA. 98032 - (253) 872-0141 / FAX (253) 872-8710

Table of Contents (Continued...)

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V. MAINTENANCE (Continued...)

| | |
|---|------|
| V-7. Power Unit | 5-3 |
| A. Power Unit Filters, Fluid Types and Capacities | 5-3 |
| B. Hydraulic Fluid | 5-4 |
| C. Draining and Filling Hydraulic Fluid Tank | 5-4 |
| D. Cleaning Hydraulic Tank Suction Filter | 5-4 |
| E. Changing Hydraulic Return Filter Element | 5-5 |
| F. Steps to Remove Filter Element | 5-5 |
| V-8. Hydraulic Motor - Installation and Start-Up | 5-6 |
| V-9. Hydraulic Motor Coupling Assembly | 5-7 |
| V-10 Pump drive | 5-7B |

VI. TROUBLESHOOTING: Model 150/150T Vibro

6-1

VII. MODEL 330/525 POWER UNIT

7-1

| | |
|---|------|
| VII-1. Hydraulic Circuitry | 7-1 |
| G. Hydraulic Schematic | 7-5 |
| Hydraulic Component Identification - Clamp Manifold | 7-12 |
| Hydraulic Component Identification - Drive Manifold | 7-13 |
| VII-2. Electrical Circuitry (Murphy Gages) | 7-15 |
| R. Electrical Schematic with Pendant | 7-20 |
| S. Electrical Schematic with Radio Control | 7-21 |
| VII-3. Remote Control Pendant | 7-20 |
| A. Remote Pendant Wiring Diagram | 7-21 |
| VII-4. Radio Control Equipment | 7-24 |

VIII. POWER UNIT UPGRADES

8-1

| | |
|--|-----|
| VIII-1. Upgrading to the Murphy Gages | 8-1 |
| VIII-2. Upgrading Drive and Clamp Switch | 8-2 |
| VIII-3. Upgrading Radio Controls | 8-2 |

APPENDIX A - CAT 3408TA ENGINE - CAT 3306 ENGINE - CUMMINS M11 ENGINE

| | |
|--|------|
| A-1. ENGINE OPERATION INSTRUCTIONS | A-1 |
| A. Pre-Start Inspection and Procedures | A-1 |
| B. Starting The Engine | A-2 |
| C. Engine Operation | A-3 |
| D. Determining Cause of Shutdown | A-7 |
| A-2. MAINTENANCE RECOMMENDATIONS | A-9 |
| A. Lubrication Specifications | A-10 |
| B. Fuel Specifications | A-11 |
| C. Coolant Specifications | A-11 |
| D. Lubrication and Maintenance | A-12 |
| E. Electrical System | A-13 |
| A-3. ENGINE TROUBLESHOOTING | A-14 |



OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

7032 SOUTH 196th - KENT, WA. 98032 - (253) 872-0141 / FAX (253) 872-8710

Safety Precautions

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(This list of precautions must be followed at all times to ensure personal & equipment safety.)

1. Read this manual from beginning to end before operating or working on this machine.
2. When operating in a closed area, pipe exhaust fumes outside. **(WARNING:** Breathing exhaust fumes can cause serious injury and even death.)
3. When servicing batteries, avoid any type of spark or open flame. Batteries generate explosive gases during charging. There must be proper ventilation when charging batteries.
4. Never Adjust or repair the unit while it is in operation.
5. Make sure the Control Pendant is in the "OFF" position before starting the unit.
6. Remove all tools and electrical cords before starting the unit.
7. Keep oily rags away from the exhaust system.
8. Never store flammable liquids near the engine.
9. Never stand under vibro at any time and keep your eyes on the vibro when it is in operation. Keep a look out for loose bolts or leaking hydraulic lines.
10. Avoid pulling on hose quick dis-connect fittings. Move power unit closer to work if hoses cannot reach. Do not use hoses as a tow line to tug the power unit! If a hose fails at the hydraulic couplers then it is a result of "hose tugging by the pile crew".
11. Avoid kinks in the hoses. Kinks will cut the hose safety factor by 50 percent.
12. Always wear eye and ear protection.
13. Avoid standing downwind of vibrating piles. Dirt and other matter may become airborne and fall into the unprotected eye.
14. Always wear a hardhat, gloves, and safety shoes.
15. Always attach safety line to pile when extracting or hoisting into position.
16. **(WARNING)** Never clamp vibro to pile and dis-connect from crane line. Lay vibro down on ground when not in use.
17. Do not truck power unit with quick disconnect caps and plugs screwed on to fittings unless the caps and plugs have wire rope safety lines attached. Store in storage box under control panel.



OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

7032 SOUTH 196th - KENT, WA. 98032 - (253) 872-0141 / FAX (253) 872-8710

E-mail: apevibro.com

| Figure | Illustration List Title | Page |
|--------|--|------|
| 1-A. | Machine Features | 1-1 |
| 1-B. | General Description of 150/150T Vibro | 1-3 |
| 1-C. | General Description of Suppressor Housing | 1-4 |
| 1-D. | General Description of Vibratory Gearbox | 1-5 |
| 1-E. | General Description of Clamp Attachment | 1-6 |
| 1-F. | Clamp Attachment Hole Configuration | 1-6 |
| 1-G. | Optional Attachments | 1-7 |
| 1-H. | General Description of Model 330/525 Power Unit | 1-8 |
| 2-A. | Component Identification | 2-1 |
| 2-B. | Hose Identification | 2-3 |
| 2-C. | Model 330/525 Power Unit Skid Identification | 2-4 |
| 2-D. | Quick Disconnect Coupling Identification | 2-5 |
| 2-E. | Tool Set Identification | 2-6 |
| 2-F. | Caisson Clamp Identification | 2-7 |
| 2-G1. | Control Panel Front View | 2-8 |
| 2-G2. | Control Panel Internal View | 2-9 |
| 2-H. | Remote Pendant and Parts | 2-11 |
| 2-K1. | Radio Reciever Parts | 2-12 |
| 2-K2. | Radio Reciever Exploded View | 2-13 |
| 2-K3. | Radio Reciever Board Layout | 2-14 |
| 2-L. | Radio Antenna Parts | 2-16 |
| 2-M1. | Radio Transmitter Layout | 2-17 |
| 2-M2. | Radio Transmitter Parts | 2-17 |
| 4-A. | Power Unit Coupler Layout | 4-2 |
| 4-B. | Bleeding Clamp Attachment | 4-3 |
| 5-A. | Hydraulic Motor - Installation and Start-Up | 5-6 |
| 5-B. | Hydraulic Motor Coupling Assembly | 5-7 |
| 7-A. | Power Unit Hydraulic Schematic | 7-5 |
| 7-B. | Hydraulic Component I.D. - Top View | 7-6 |
| 7-C. | Hydraulic Component I.D. - Manifold Detail | 7-7 |
| 7-D. | Hydraulic Component I.D. - Control Panel | 7-9 |
| 7-E. | Hydraulic Component I.D. - Tank Detail | 7-10 |
| 7-F. | Hydraulic Component I.D. - Suction Adapter Detail | 7-11 |
| 7-G. | Hydraulic Component I.D. - Clamp Manifold Detail | 7-12 |
| 7-H. | Hydraulic Component I.D. - Drive Manifold Detail | 7-13 |
| 7-K1. | Power Unit Electrical Schematic with Pendant | 7-20 |
| 7-K2. | Power Unit Electrical Schematic with Radio Control | 7-21 |
| 7-J. | Remote Control Pendant | 7-22 |
| 7-K. | Remote Pendant Wiring Diagram | 7-23 |

| Table | Table List Title | Page |
|-------|---|------|
| 1-A. | Machine Specifications - Model 150/150T Vibro | 1-2 |
| 1-B. | Machine Specifications - Model 330/525 Power Unit | 1-2 |
| 2-A. | Component Identification | 2-1 |
| 2-B. | Hose Identification | 2-3 |
| 2-C. | Model 330/525 Power Unit Skid Identification | 2-4 |
| 2-D. | Quick Disconnect Coupling Identification | 2-5 |
| 2-E. | Tool Set Identification | 2-6 |
| 2-F. | Caisson Clamp Identification | 2-7 |
| 2-G. | Control Panel and Parts | 2-10 |
| 2-H. | Remote Pendant and Parts | 2-11 |
| 2-K. | Radio Reciever Parts | 2-15 |
| 2-L. | Radio Antenna | 2-16 |
| 2-M. | Radio Transmitter Parts | 2-17 |
| 5-A. | Power Unit - Filters, Fluid Types and Capacities | 5-3 |
| 6-A. | Trouble-Shooting | 6-1 |
| 7-A. | Hydraulic Components | 7-2 |
| 7-B. | Hydraulic Hose Identification and Routing | 7-8 |
| 7-C. | Hydraulic Manifold Assembly | 7-14 |



OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

7032 SOUTH 196th - KENT, WA. 98032 - (253) 872-0141 / FAX (253) 872-8710

Warranty

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American Piledriving Equipment, Inc. STANDARD WARRANTY

American Piledriving Equipment, Inc. (APE) warrants new products sold by it to be free from defects in material or workmanship for a period of two years after the date of delivery to the first user and subject to the following conditions:

APE's obligation and liability under this WARRANTY is expressly limited to repairing or replacing at APE's option, any parts which appear to APE upon inspection to have been defective in material or workmanship. Such parts shall be provided at no cost to the user, at the business establishment of APE or the authorized APE distributor of the product during regular working hours. **This WARRANTY, shall not apply to component parts or accessories of products not manufactured by APE** and which carry the warranty of the manufacturer thereof, or to normal maintenance (such as engine tune-up) or normal maintenance parts (such as filters). Replacement or repair parts installed in the product covered by this WARRANTY are warranted only for the remainder of the warranty as if such parts were original components of said product. AMERICAN PILEDIVING EQUIPMENT, INC. makes no other warranty, expressed or implied and makes no warranty of merchantability of fitness for any particular purpose.

APE's obligation under this WARRANTY shall not include any transportation charges, costs of installation, duty, taxes or any other charges whatsoever, or any liability for direct, indirect, incidental or consequential damage or delay. If requested by APE, products or parts for which a warranty claim is made are to be returned transportation prepaid to APE. Any improper use, including operation after discovery of defective or worn parts, operation beyond rated capacity, substitution of any parts whatsoever, or parts not approved by APE or any alteration or repair by others in such manner as in APE's judgment affects the product materially and adversely, shall void this warranty.

NO EMPLOYEE OR REPRESENTATIVE IS AUTHORIZED TO CHANGE THIS WARRANTY IN ANY WAY OR GRANT ANY OTHER WARRANTY UNLESS SUCH CHANGE IS MADE IN WRITING AND SIGNED BY AN OFFICER OF APE, INC.

**ANY TYPE OF WELDING ON EQUIPMENT
WILL VOID THE WARRANTY.**

Vibros: Do not exceed 250 degrees on bearings.

Refusal: Vibros: If the pile does not move one foot in 30 seconds of vibro operation at full speed. Resort to a larger vibro. APE equipment may exceed the refusal driving criteria for short periods of time as may be needed to penetrate hard soil layers or obstacles. In such cases, a heat gun is used to monitor the temperature of the bearings and related components to prevent use of the machine beyond 250 degrees. Contact APE or your local APE distributor for special instructions when faced with refusal conditions.

Refusal: Diesels: Do not exceed 10 blows per inch or 120 blows per foot. In cases of setting of the pile it is permitted to increase the blow count to 250 blows per foot, but only for one foot of driving penetration. Pile inspectors should consult the APE factory for permission to exceed these limits. Failure to do so will void the warranty. This standard specification is accepted by the DFI (Deep Foundations Institute) and the PDCA (Pile Contractors Association) and by all manufacturers of pile driving equipment.



OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

7032 SOUTH 196th - KENT, WA. 98032 - (253) 872-0141 / FAX (253) 872-8710

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I-1. Machine Features. - Model 150/150T Vibratory Hammer

Patented breakthrough suppressor cuts down weight while increasing line pull.

Three feet shorter than any vibro in its class. Gain more headroom and reach.

80 Ton Crosby shackle and safety pin eliminate liability problems with wire rope slings.

80 Ton pull! Twice the pulling ability of other vibros.

Suppressor is modular and can be removed to reduce suspended weight to 5,000lbs (2,272kg.). Height can be reduced to 43" (1,092mm).

Gear box incorporates a machined O-ring groove to seal the top plate with no leaky gaskets.

One piece eccentric/ gear design eliminates bolts, keyways, splines and pins.

Rifle bored top plate eliminates unwanted hoses that can cause serious downtime. (15-less hoses.)

Two eccentrics filled with "heavy metals" produce more amplitude with less parts.

Hydraulic motors are recessed which eliminates the need for bolted on guards. Less parts - less problems. Vertical motor mounting is approved by Volvo.

Giant spherical bearings are five times larger than those found on other machines.

Computer designed gear-box is perfectly balanced with very low center of gravity. Release crane line without the worry of bending piles.

Heavy cylinder needs no guards and all hoses are tucked out of harms way. The one piece design eliminates rear seals, tie rods & nuts.

Gear box drilled to accept attachments manufactured by APE and by other manufacturers.

High speed gear train will allow vibro to operate off many different power units.

The 150/150T vibro can be shipped fully assembled on a Boeing 747 aircraft.

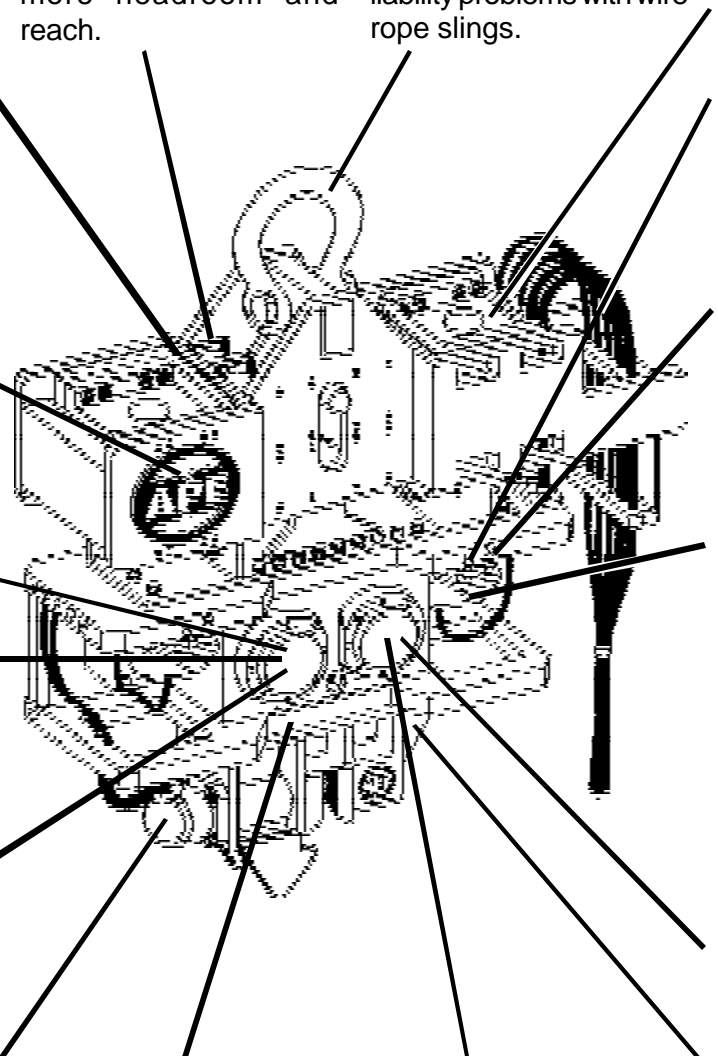


Figure 1-A. Machine Features



OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

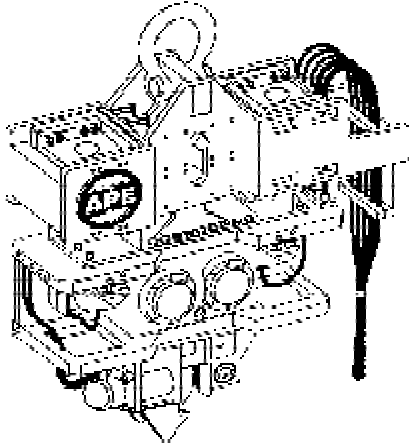
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I. GENERAL INFORMATION (Continued...)

I-2. Machine Specifications

I-2A. Model 150/150T Vibro - (Table 1-A.)



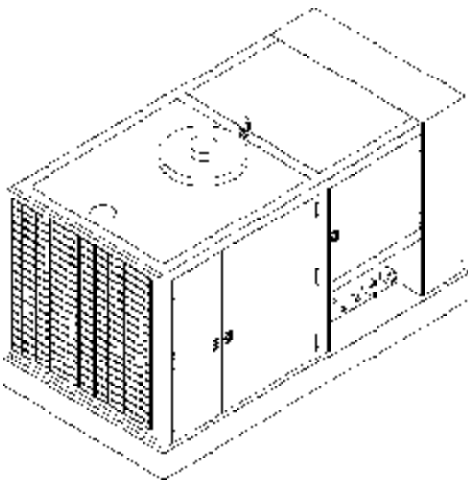
| | Model 150 | Model 150T |
|--------------------------|---------------------------|---------------------------|
| Eccentric Moment | Consult Factory | Consult Factory |
| Drive Force | 50 to 150 Tons (1,334 kN) | 50 to 150 Tons (1,334 kN) |
| Frequency (cpm) | 0 to 1800 | 0 to 2,000*** |
| Amplitude | 1/4" to 0.75" (28.5 mm) | 1/4" to 0.75" (28.5 mm) |
| Pile Clamp Force | 180 Tons (1,779 kN) | 180 Tons (1,779 kN) |
| Line Pull for Extraction | 80 Tons (947 kN) | 80 Tons (947 kN) |
| Hydraulic Hose Length | 150' (30 m) | 150' (30 m) |
| Suspended Weight* | 8,200 lbs. (3,718 kg) | 8,500 lbs. (3,855 kg) |
| Length | 88" (2,234 mm) | 88" (2,234 mm) |
| Width at Throat | 14" (356 mm) | 14" (356 mm) |
| Height | 68" (1,727 mm) | 68" (1,727 mm) |
| Height with Clamp** | 96" (2,438 mm) | 96" (2,438 mm) |

* Suspended weight can be reduced to 5300 lbs.

**Weight and height includes sheeting clamp and 1/2 of hose bundle.

***Drive force increases with increase in frequency. However, an increase in drive force may reduce productivity in some soils. APE provides variable frequency on all vibros so that frequency can be adjusted to suit many different soil conditions. For more details on what frequency works best for the soil conditions on your site please call APE directly.

I-2B. Model 330/525 Power Unit - (Table 1-B.)



| | Model 330 | Model 525 |
|----------------------------|-------------------------|------------------------|
| Engine | 330 h.p. Cummins M11 | 525 h.p. CAT 3408TA |
| Maximum Power | 330 (246 kW) | 525 (391 kW) |
| Operating Speed | 800 to 2200 rpm | 2100 rpm. |
| Maximum Drive Pressure | 5,000 psi (345 bar) | 5,000 psi (344 bar) |
| Max.Hyd.Flow-Forward | 130 gpm (492 lpm) | 180 gpm (682 lpm) |
| Max.Hyd.Flow-Reverse | 65 gpm (254 lpm) | 180 gpm (682 lpm) |
| Clamp Pressure | 5,000 psi (344 bar) | 5,000 psi (344 bar) |
| Clamp Pump Flow @ 2100 rpm | 10 gpm (38 lpm) | 6.5 gpm (25 lpm) |
| Weight | 8,900 lbs (4,041 kg) | 14,900 lbs (6,767 kg) |
| Length | 110" (2,794 mm) | 138" (3,505 mm) |
| Width | 66" (1,676 mm) | 72" (1,829 mm) |
| Height | 68" (1,727 mm) | 110" (2,794 mm) |

**Dimensions may vary depending on the year and model.
Consult the factory for certifications on unit being used.**



OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

7032 SOUTH 196th - KENT, WA. 98032 - (253) 872-0141 / FAX (253) 872-8710

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I. GENERAL INFORMATION (Continued...)

I-3. General Description of Model 150/150T Vibro

The **APE Model 150/150T** is a variable frequency vibratory pile driver/extractor designed to drive and extract all types of piles including sheet, pipe, timber, concrete, H-beam, I-beam and steel plates. In addition, the vibrator can be used for soil compaction, installing well casings, and installation of tie-backs and wick drains.

The Model 150/150T operates in a frequency range of 0 to 2000 cycles per minute depending on the hydraulic flow and on the hydraulic motors fitted to the gear train. The Model 150/150T is especially suited for driving or extracting piles that are near buildings or other structures. This is because the Model 150/150T vibrates at higher frequencies and thus is less damaging to surrounding soils.

The three major parts to the Model 150/150T are as follows:

- A.)** The Suppressor housing.
- B.)** The Gearbox.
- C.)** The Clamping Attachment.

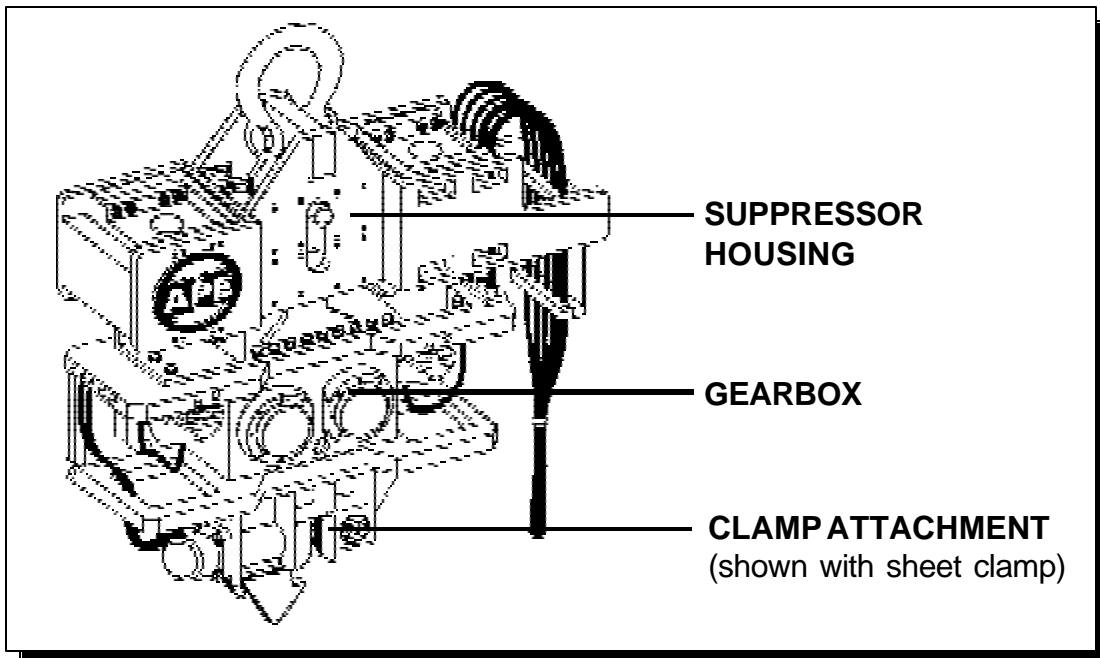


Figure 1-B. General Description of 150/150T Vibro.



OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

7032 SOUTH 196th - KENT, WA. 98032 - (253) 872-0141 / FAX (253) 872-8710

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I. GENERAL INFORMATION (Continued...)

1-3A. The Suppressor Housing

The suppressor housing of the **150/150T APE Vibrator** is a patented multi-stage system consisting of two large rubber elastomers and eight small elastomers. The large rubber elastomers (technically called the first stage) are used during all driving operations and light to medium extraction. The second stage is made up of eight small high capacity elastomers that do not engage until the crane has pulled approximately 10 tons of line pull. A large safety pin fitted inside a view slot indicates total line pull in tons. The safety pin travels down in the view slot during the extraction process. One inch of travel is equal to eight tons of line pull. (**WARNING! Hard pulling for long periods of time will heat and damage the large elastomers. The heat generated from constant heavy line pull will destroy the chemical bond between the rubber and mounting plate which will cause elastomer failure.**) When engaged in hard extracting, break every 15 minutes to allow elastomers to cool.

Note: for better operations it has been discovered that slightly reducing the oil level in the vibro gearcase will reduce heat. In these cases, fill the gearbox until the oil level is half way up the sight glass and then drain until the level is near the bottom.

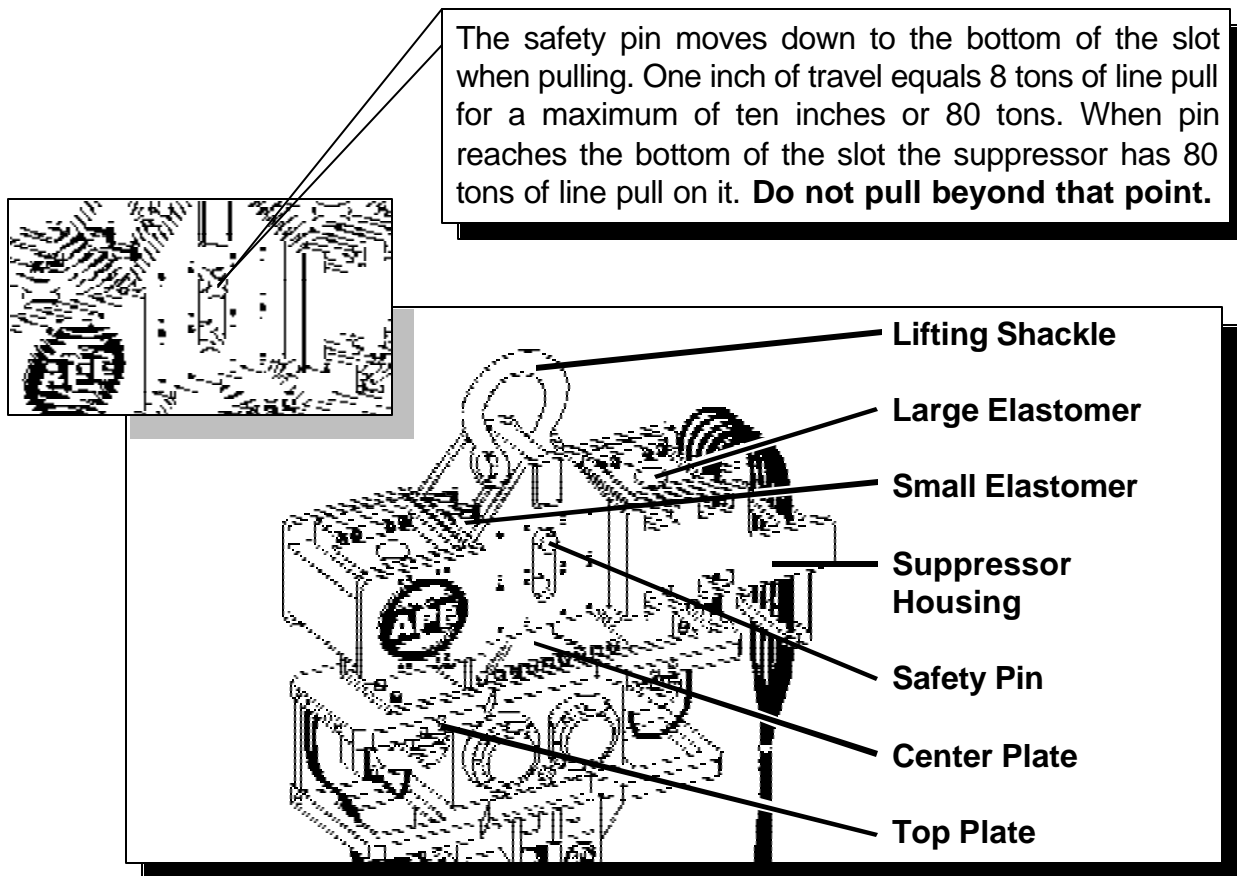


Figure 1-C. General Description of Suppressor Housing.



OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

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I. GENERAL INFORMATION (Continued...)

I-3B. The Vibrator Gearbox

The vibrator gearbox contains two high amplitude eccentric weights cast in one piece with the gear. This design is unique to the industry and was developed by the engineers of APE to solve a number of problems associated with other types of vibrator machines. Both the eccentric and the drive gears have been helically cut to provide high speed operation with reduced noise and wear. Vibration is caused by the vertical movement created when the eccentrics are rotated. The eccentric and drive gears are all driven in line by two Volvo or Rexroth 125 motors tucked in on the outboard side of the gearbox. The motors are recessed for maximum protection. The eccentrics rotate on two shafts housed by four giant spherical bearings. The gears and bearings receive lubrication as a result of the fluid splashing inside the gearbox when the gears are rotated. The oil level is quickly determined by looking at the site gauge. The Model 150/150T can be operated under water to a depth of 30 feet without modifications. (Consult factory for depths below 30 feet.)

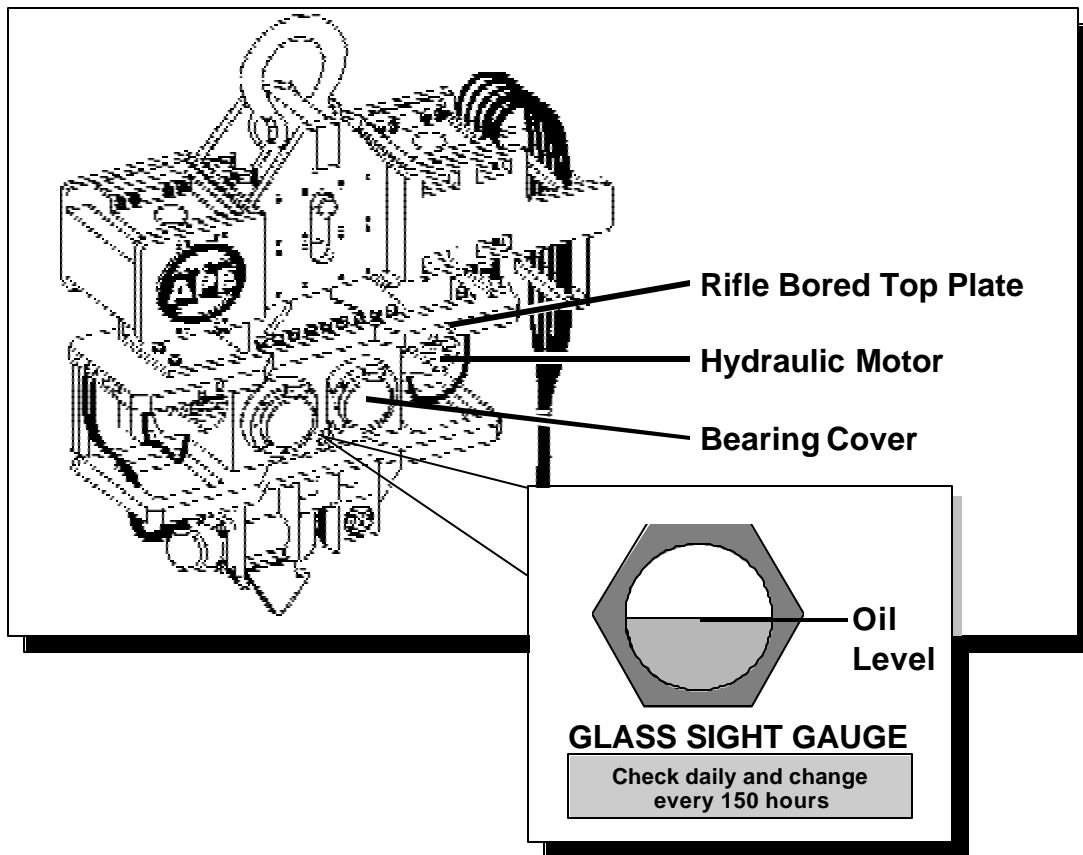


Figure 1-D. General Description of Vibrator Gearbox.



OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

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I. GENERAL INFORMATION (Continued...)

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I-3C. The Clamp Attachment

The APE 150/150T come with a **standard sheet pile clamp attachment**. The clamp contains two gripping jaws. One is "fixed" and one is "moveable". A large hydraulic cylinder operates the moveable jaw with up to 250 tons of clamping force depending on clamp pump relief pressure. The jaws open and close by turning a switch on the remote control pendant or may be operated by turning the switch at the main control panel mounted behind one of the doors on the power unit. The valve can be manually operated with a screwdriver if all electrical fails. **The APE standard sheet pile clamp** can be fitted with jaws to fit many different types of piles including sheet piles, H-Beams, steel plates, steel rods, pipe piles, wood piles, and concrete piles. (Contact APE or your local APE distributor for more information on clamp attachments for special pile types.)

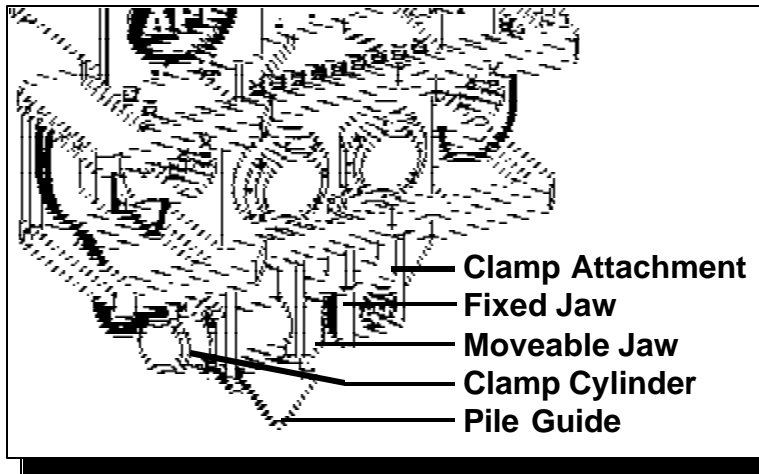
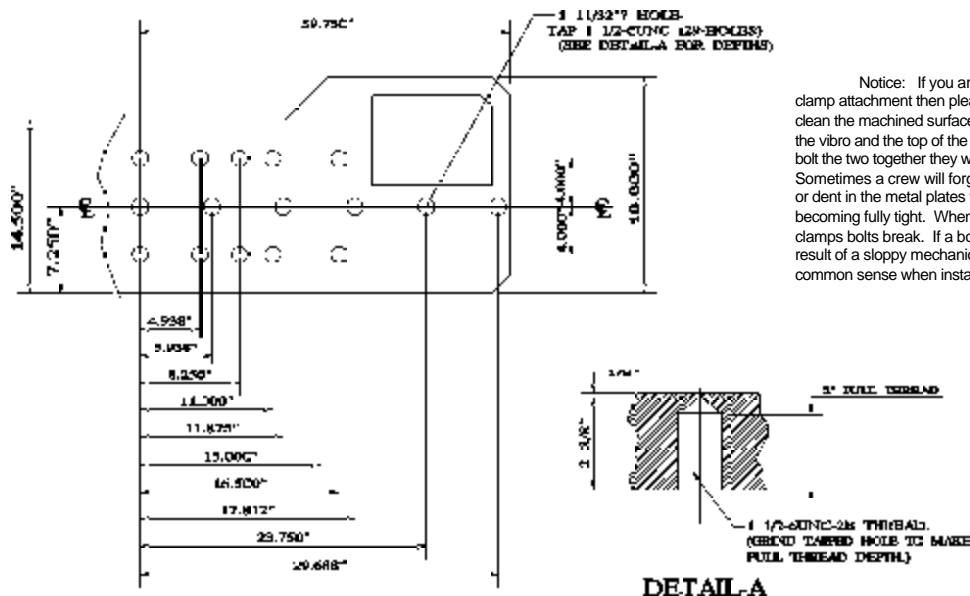


Figure 1-E. General Description of Clamp Attachment.



Notice: If you are involved in changing a clamp attachment then please train your crew to clean the machined surfaces of both the bottom of the vibro and the top of the clamp so that when they bolt the two together they will mate up properly. Sometimes a crew will forget to do this and the dirt or dent in the metal plates will prevent the bolts from becoming fully tight. When this happens, the clamps bolts break. If a bolt breaks, it is a direct result of a sloppy mechanic that failed to use common sense when installing a clamp attachment.

Figure 1-F. Clamp Attachment Hole Configuration.



OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

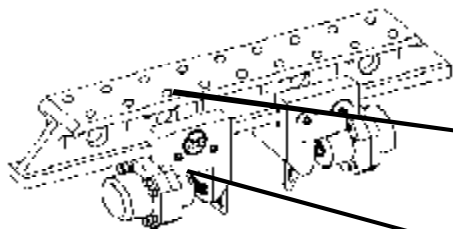
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I. GENERAL INFORMATION (Continued...)

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I-3D. Optional Attachments

The following are some of the optional attachments for the Model 150/150T Vibratory hammer. (Contact APE or your local APE distributor for more information about these and other available equipment.)



7 ft. Caisson Beam (#901000)

8 ft. Caisson Beam (#902000)

11ft. Caisson Beam (#903000)

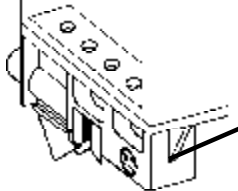
Caisson Clamp (#250000)

APE CAISSON CLAMP



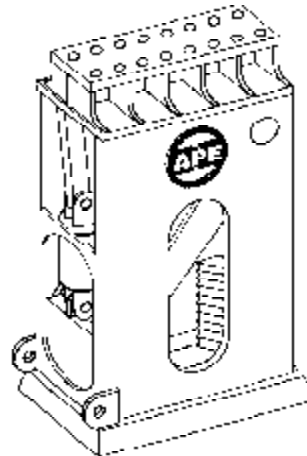
90 Degree Adapter Plate (#905000)

4 ft. Extension Adapter (#906000)



Clamp Attachment

APE 90 DEGREE ADAPTER WITH EXTENSION



APE DELUXE WOOD CLAMP (#907000)

Figure 1-G. Optional Attachments



OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

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I. GENERAL INFORMATION (Continued...)

I-4. General Description of Model 330/525 Power Unit

The 150/150T vibrator runs off the APE 330/525 power unit. The APE 525 has a CAT 525 horsepower engine. The APE 330 has a 330 horsepower CUMMINS M11 engine. The engine is mounted to a tubular frame that also serves as a diesel fuel tank. A sheet metal and tube frame covers the engine and is equipped with locking doors for protection from the environment. A control panel is located behind one of the doors and comes complete with a 50 foot control pendant. There are two hydraulic tanks on the power unit. One is the main tank and the other is a storage tank for extra oil in case the main tank becomes depleted. A hydraulic tank supplies oil to four pumps. Three pumps feed the two vibrator motors. A small pump feeds the clamp attachment. The Vibrator is connected to the power unit via five hydraulic hoses. The two large 1 1/2" hoses are the pressure and return lines for the vibrator motors. The two small 3/8" hoses are for the clamp system and the one middle sized 3/4" hose is for the vibrator motor case drain line. The hoses are attached to the power unit by connecting the "quick disconnect fittings" on the end of the hoses leading from the vibrator. The fittings go on only one way so there is no chance of hooking up the hoses improperly.

WARNING: Clean with ether or a clean rag before installing quick disconnects. Make sure you seat the quick disconnect fittings all the way tight. Failure to tighten the quick disconnects will stop the flow of oil and will prevent the vibro from operating. Failure to tighten the clamp fittings completely tight will cause the jaws to either not open or not close. If this happens you may have to crack the fitting and bleed off the pressure to release the quick disconnects.

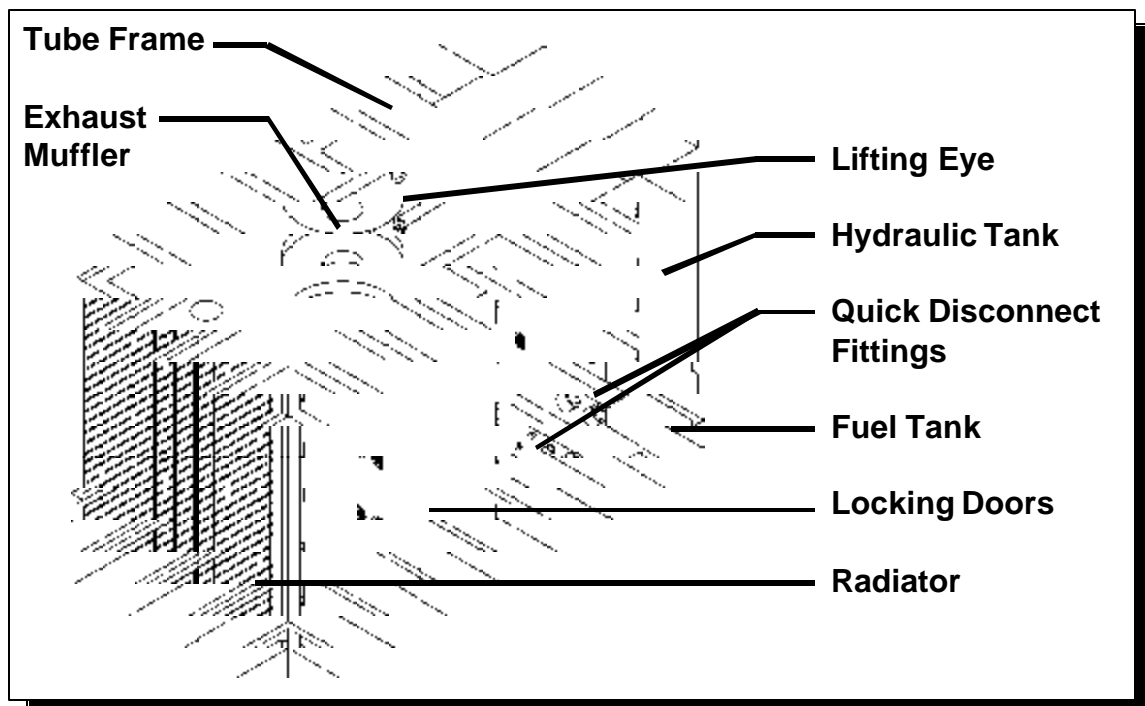


Figure 1-H. General Description of Model 330/525 Power Unit



OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

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II. COMPONENT DEFINITION

II-1. Component Identification

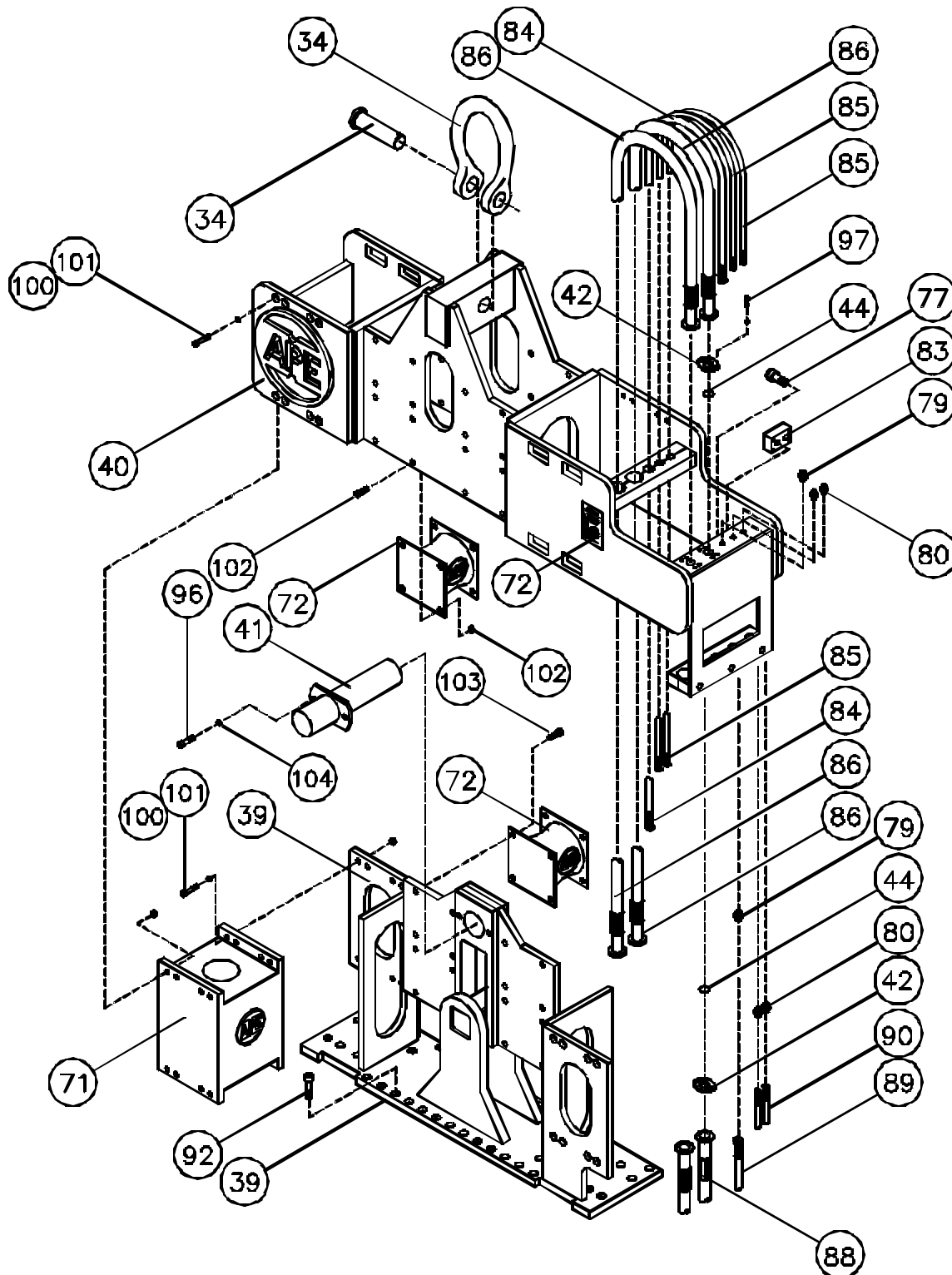


Figure 2-A1. Model 150/150T Suppressor Component Location



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II. COMPONENT DEFINITION

II-1. Component Identification

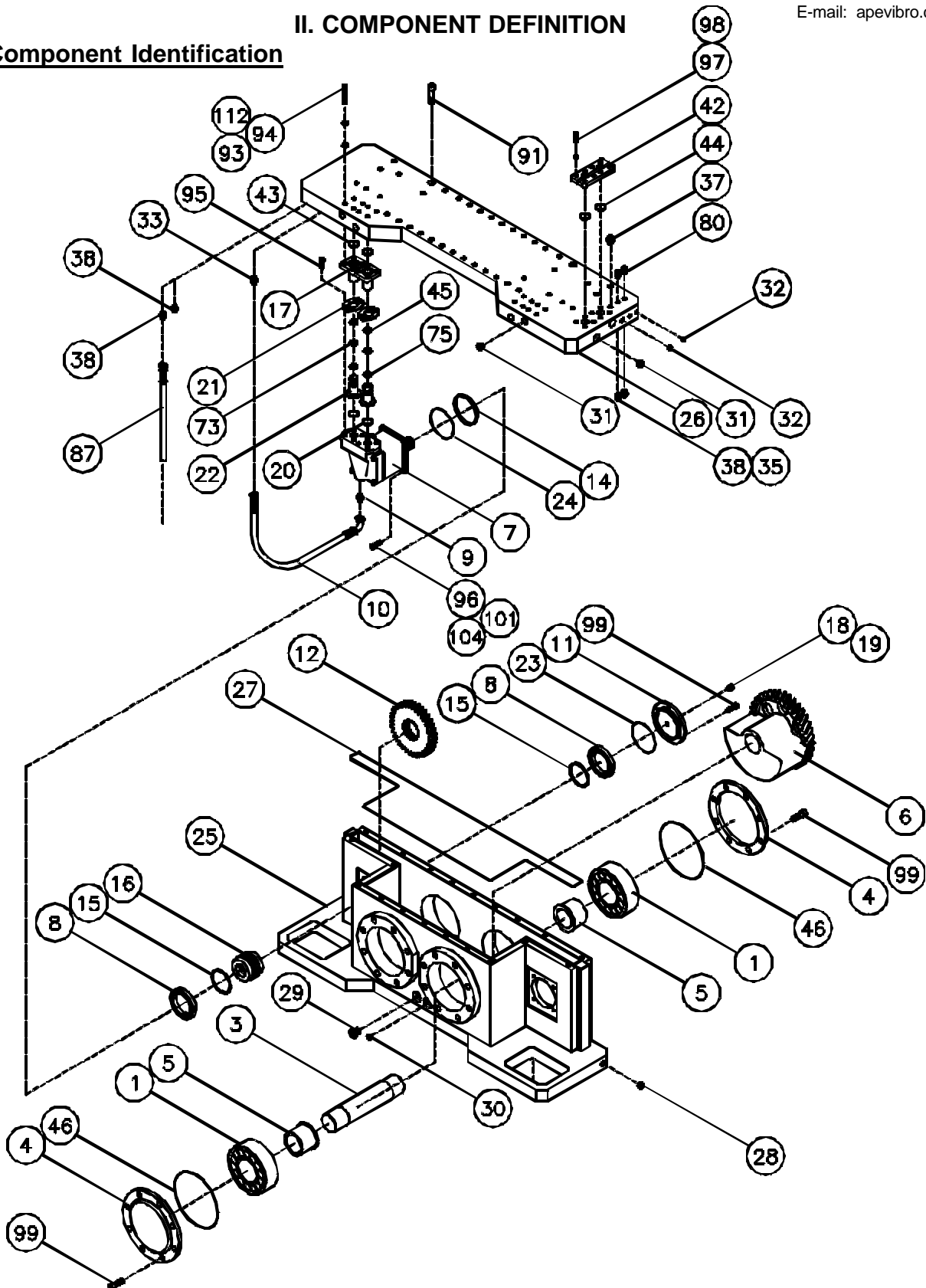


Figure 2-A2. Model 150/150T Gearbox Component Location



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MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

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II. COMPONENT DEFINITION

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II-1. Component Identification

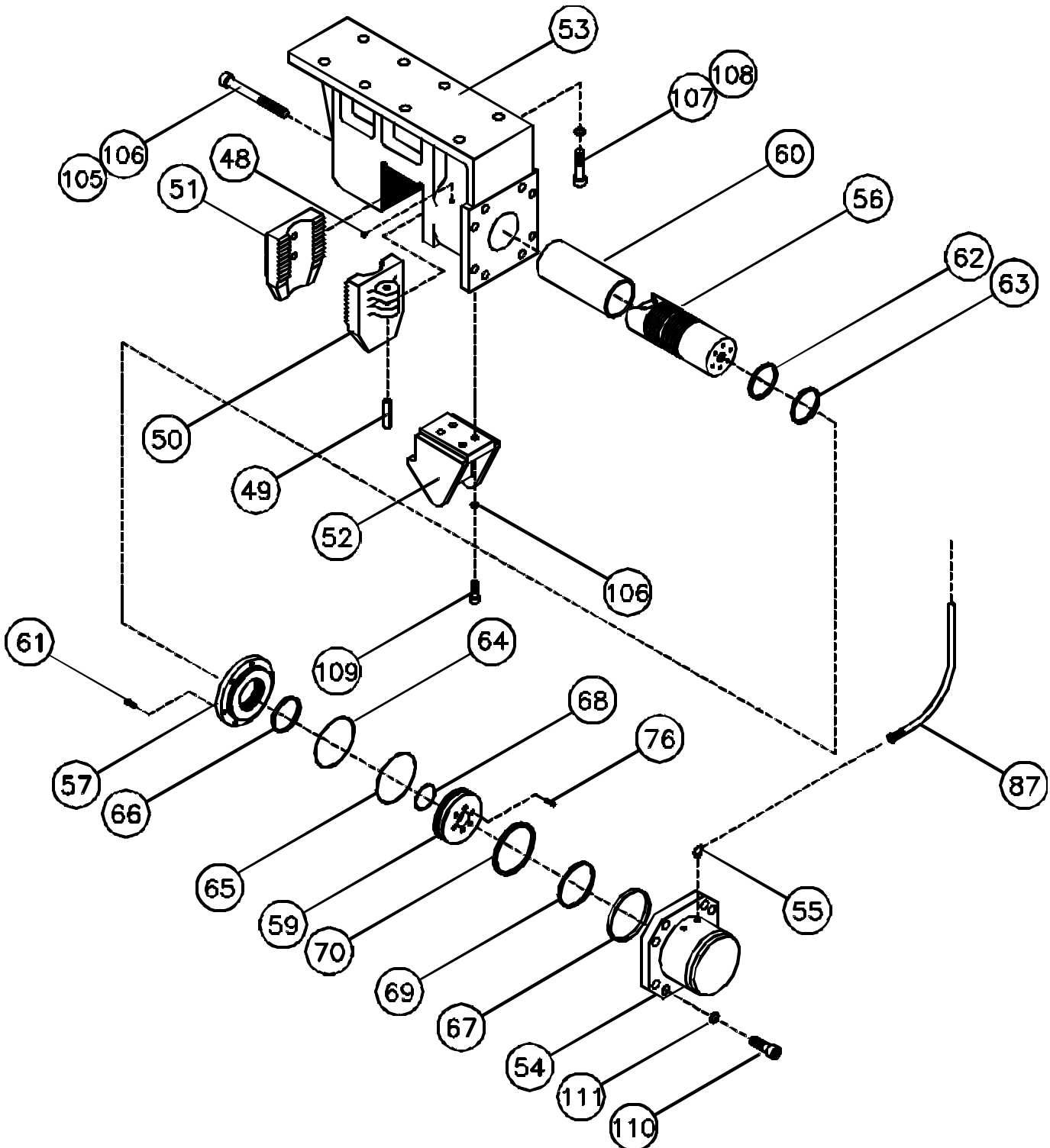


Figure 2-A3. Model 150/150T Clamp Component Location



OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

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II. COMPONENT DEFINITION

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II-1. Component Identification

The following is a general listing of the APE 150/150T major components and part numbers. (Please see Figure 2-A. for component location.)

Table 2-A. Component Identification.

| Item | Qty | Description | Part # |
|------|-----|---------------------------------|---------|
| 1 | 4 | Model 150 Eccentric Bearing | #121001 |
| 2 | 2 | Gear Spacer - Narrow | #122011 |
| 3 | 2 | Eccentric Shaft | #121003 |
| 4 | 4 | Eccentric Bearing Cover | #121004 |
| 5 | 4 | Eccentric Bearing Sleeve | #121005 |
| 6 | 2 | Eccentric Weight - Model 150 | #121007 |
| | | Eccentric Weight - Model 150T | #131007 |
| 7 | 2 | Vibratory Motors | #122001 |
| 8 | 2 | Motor Bearing | #122002 |
| 9 | 2 | Fitting#F40X-S-8-12MJICxMBSPP | #122003 |
| 10 | 2 | Motor Hose Assembly | #122004 |
| 11 | 2 | Motor Bearing Cover | #122005 |
| 12 | 1 | Drive Gear - Left | #122006 |
| 13 | 1 | Drive Gear - Right | #122007 |
| 14 | 2 | Bearing Spacer | #122008 |
| 15 | 2 | Gear Spacer | #122009 |
| 16 | 2 | Gear Carrier | #122010 |
| 17 | 4 | Hydraulic Flange Couplers | #122012 |
| 18 | 1 | #10 SAE Breather Plug | #122014 |
| 19 | 1 | Breather Valve | #122015 |
| 20 | 1 | Parker O-Ring #2-225 | #122027 |
| 21 | 8 | 1 1/4 Code 62 Split Flange | #122017 |
| 22 | 2 | Top Plate Piston Plungers | #122018 |
| 23 | 2 | Motor Cover O-Ring Parker#2-258 | #122019 |
| 24 | 2 | Motor O-Ring Parker #2-163 | #122020 |
| 25 | 1 | Vibratory Gearbox | #123001 |
| 26 | 1 | Top Plate | #123002 |
| 27 | 1 | .070 C/S BUNA 70 Cord x 13'-0" | #123003 |
| 28 | 1 | Magnetic Drain Plug | #123004 |
| 29 | 1 | Sight Gauge | #123005 |
| 30 | 1 | Gearbox Oil Level Plug | #123006 |
| 31 | 8 | #20 SAE Socket Drive Plug | #123007 |
| 32 | 6 | #8 SAE Socket Drive Plug | #123008 |
| 33 | 2 | #8 SAE / #8 JIC Fitting | #123009 |
| 34 | 1 | 80 Ton Shackle | #320002 |
| 35 | 2 | #6 JIC Cap | #123011 |
| 36 | 1 | Oil Fill Plug | #123012 |
| 37 | 1 | #12 SAE / #12 JIC Fitting | #123013 |
| 38 | 4 | #6 SAE / #6 JIC Fitting | #123014 |
| 39 | 1 | Lifting Bracket | #123015 |
| 40 | 1 | Outer Suppressor Housing | #320102 |
| 41 | 1 | Lift Pin | #123017 |
| 42 | 1 | Double Split Flange | #123018 |
| 43 | 4 | Parker O-Ring #2-226 | #123104 |
| 44 | 6 | Flange O-Ring #2-225 | #123020 |
| 45 | 4 | Parker O-Ring #2-218 | #123105 |
| 46 | 1 | Bearing Cover O-Ring #2-276 | #123101 |

| Item | Qty | Description | Part # |
|------|-----|----------------------------------|---------|
| 47 | 1 | Bolt Kit - Model 150 | #124000 |
| | | Bolt Kit - Model 150T | #134000 |
| 48 | 1 | 1/8" Grease Zert | #221001 |
| 49 | 1 | Jaw Pin | #221002 |
| 50 | 1 | Movable Jaw | #221005 |
| 51 | 1 | Fixed Jaw | #221011 |
| 52 | 1 | Sheet Pile Guide Assy. | #221017 |
| 53 | 1 | Clamp Body | #221019 |
| 54 | 1 | Clamp Cylinder - Model 150 | #222001 |
| | | Clamp Cylinder - Model 150T | #232001 |
| 55 | 2 | #6 SAE / #6 JIC 45Deg. Fitting | #222002 |
| 56 | 1 | Plunger Model 150 | #222301 |
| 57 | 1 | Cylinder End Cap | #222302 |
| 58 | 1 | Plunger Model 180 | #232301 |
| 59 | 1 | Cylinder Piston | #222303 |
| 60 | 1 | Plastic Insert | #222020 |
| 61 | -- | Bolt-SHCS 5/8"NF x 1" (Machined) | #124209 |
| 62 | 1 | 6" Rod Wiper #959-53 | #222015 |
| 63 | 1 | Type B Polypak #25006000-3758 | #222016 |
| 64 | 1 | Back-Up Ring #8-367 N300-90 | #222017 |
| 65 | 2 | O-Ring 70 Duro #2-367 | #222018 |
| 66 | 1 | Wear Ring #W125-6250-750 | #222014 |
| 67 | 1 | Piston Ring #TFE-R-30008 Bronze | #222011 |
| 68 | 1 | Parker O-Ring #2-356 | #222013 |
| 69 | 1 | Square Ring #4426 | #222012 |
| 70 | 1 | Wear Ring #W125-8000-750 | #222020 |
| 71 | 2 | Large Elastomers | #321003 |
| 72 | 8 | Small Elastomers | #321004 |
| 73 | 4 | Backup Ring #8-218 | #123106 |
| 74 | 1 | Center Pin | #321006 |
| 75 | 4 | Environmental O-Ring #2-028 | #123107 |
| 76 | 6 | Bolt-SHCS 7/8"NC x 2" | #124218 |
| 77 | 1 | Pop-Off Valve | #321009 |
| 78 | 2 | Danger Sticker - Small | #000109 |
| 79 | 1 | #12 SAE / #12 JIC Fitting | #321011 |
| 80 | 4 | #8 SAE / #8 JIC Fitting | #321012 |
| 81 | | | |
| 82 | | | |
| 83 | 1 | Check Valve | #321015 |
| 84 | 1 | Hose, Suppressor, Case Drain | #421003 |
| 85 | 2 | Hose, Suppressor, Clamp | #421004 |
| 86 | 2 | Hose, Suppressor, Motor Feed | #421032 |
| 87 | 2 | Hose, Clamp Line | #412005 |
| 88 | 2 | Hose, Pigtail, Motor Feed | #421007 |
| 89 | 1 | Hose, Pigtail, Case Drain | #421003 |
| 90 | 2 | Hose, Pigtail, Clamp Line | #421004 |



OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

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II. COMPONENT DEFINITION (Continued...)

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II-2. Hose Identification.

The following is a general listing of the standard hoses that are shipped with the Model 150/150T Vibratory Driver. (Please see Figure 2-B. for component location.)

Table 2-B. Hose Identification.

| Item | Qty | Description | Part # |
|------|-----|-------------------------------|---------|
| 1 | 2 | 1 1/2" Red Hose x 50' | #421008 |
| | | 1 1/2"XT5 CAT Hose #ER2424NJ | Ea. End |
| 2 | 2 | 1 1/2" Red Hose x 50' | #421008 |
| | | 1 1/2"XT5 CAT Hose #ER2424NJ | Ea. End |
| 3 | 2 | 3/4" Two Wire Hose x 50' | #421009 |
| | | 3/4"100R2AT w/#HU1212NJ | Ea. End |
| 4 | 4 | 3/8" Gates Hose x 50' | #421010 |
| | | w/#HU66NJ Ea. End | |
| 5 | 1 | Fitting #6 JIC Male/#6 Female | #421011 |
| 6 | 4 | Fitting #24 Male JIC Union | #421012 |
| 7 | 2 | Fitting #12 Male JIC Union | #421013 |
| 8 | 6 | Fitting #6 Male JIC Union | #421014 |
| 9 | 2 | Fitting #24 JIC/#24 Pipe | #421015 |

| Item | Qty | Description | Part # |
|------|-----|--------------------------------|---------|
| 10 | 1 | Fitting#12 JIC/#12 Pipe | #421016 |
| 11 | 1 | Fitting #6 JIC/#6 Pipe | #421017 |
| 12 | 1 | Aeroquip Male Q.D. #5100S112B | #421020 |
| 13 | 1 | Aeroquip Dust Cap #5100S712B | #421021 |
| 14 | 2 | Safeway Female Q.D. #S35-3 | #421024 |
| 15 | 2 | Safeway Male Q.D. #S31-3 | #421025 |
| 16 | 2 | Safeway Cap #S39-3 | #421026 |
| 17 | 2 | Safeway Plug #S34-3 | #421027 |
| 18 | 2 | Q.D. Hydraulic Female Coupling | #400301 |
| 19 | 2 | Q.D. Hydraulic Male Coupling | #400303 |
| 20 | 1 | APE Dust Plug | #400704 |
| 21 | 1 | APE Dust Cap | #400703 |

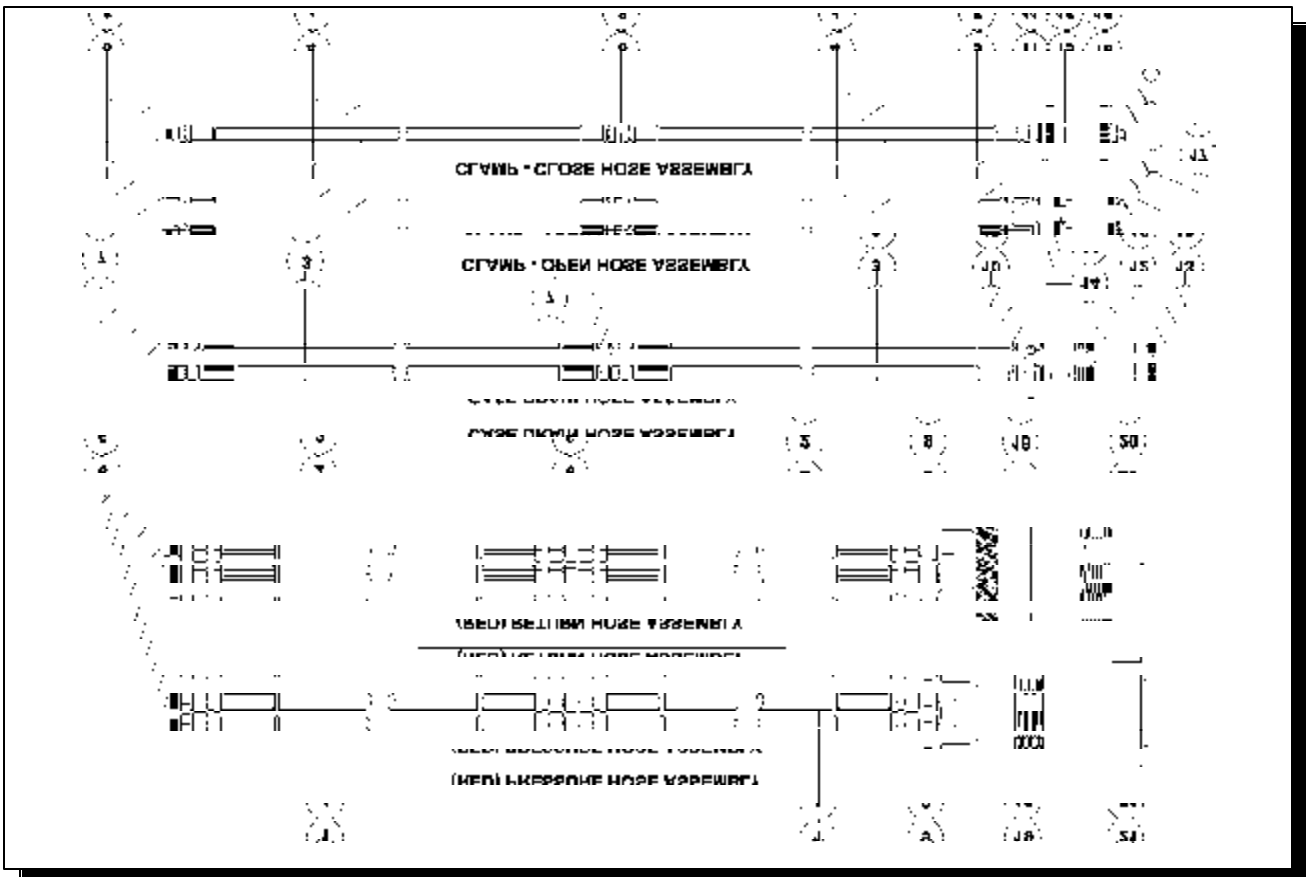


Figure 2-B. Hose Bundle Identification



OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

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II. COMPONENT DEFINITION (Continued...) E-mail: apevibro.com

II-3. Model 330/525 Power Unit Skid Identification.

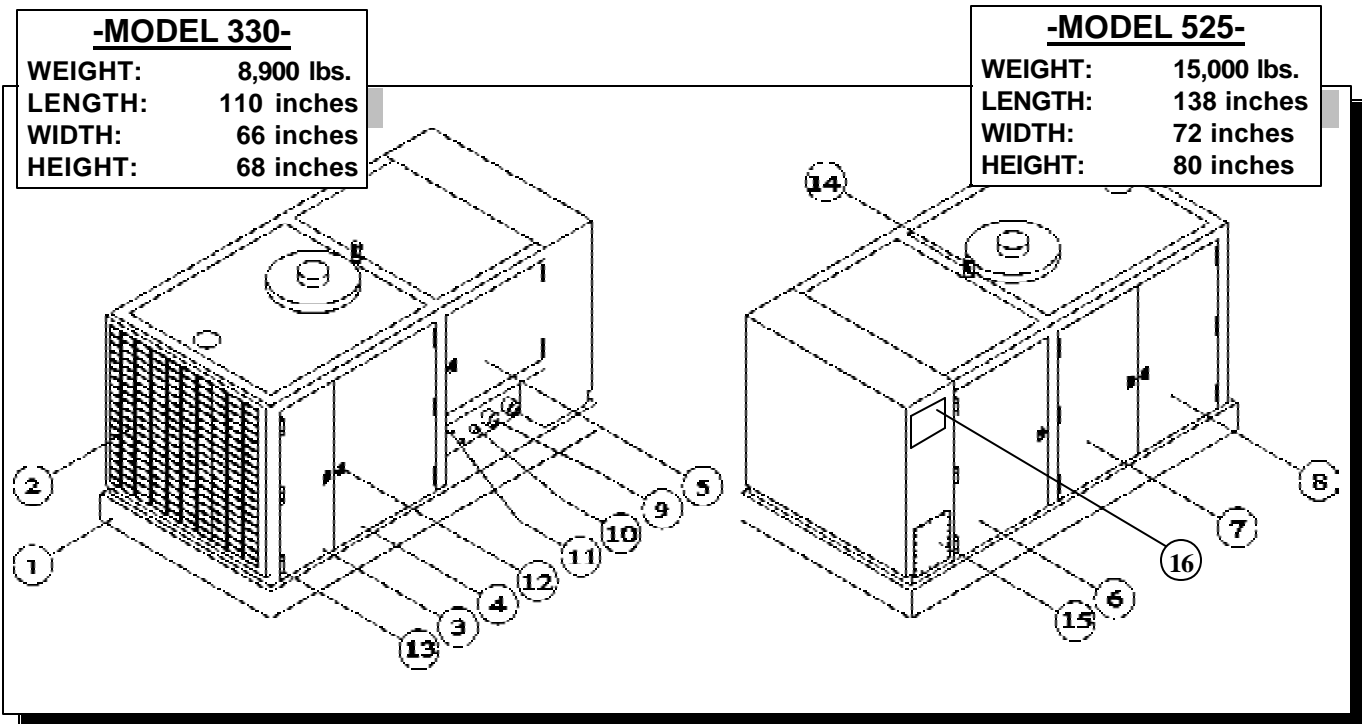


Figure 2-C. Model 330/525 Power Unit Skid Identification.

Table 2-C. Model Power Unit Skid Identification

Model 330 Power Unit

| Item | Qty | Description |
|------|-----|---|
| 1 | 1 | Model 330 Power Unit Skid |
| 2 | 1 | Radiator Grill |
| 3 | 1 | Door 21 1/2" x 51 1/2" |
| 4 | 1 | Door 45 3/4" x 51 1/2" |
| 5 | 1 | Door 21 1/2" x 20" |
| 6 | 1 | Door 21 1/2" x 51 1/2" |
| 7 | 1 | Door 33 5/8" x 51 1/2" |
| 8 | 1 | Door 33 5/8" x 51 1/2" |
| 9 | 2 | 1 1/2" Hydraulic Coupling |
| 10 | 1 | 3/4" Hydraulic Coupling |
| 11 | 2 | 3/8" Hydraulic Coupling |
| 12 | 6 | Door Handle / Lock |
| | | Lock-#EMC 56462W Two Point Lock |
| | | Handle-#EMC 48742W Locking Handle |
| 13 | 17 | Hinges #R140-150 Weld On Hinge |
| 14 | 1 | Lifting Eye Nuts - Crosby Laughlin #6-400 #10 |
| 15 | 1 | Access Cover Plate 15" x 18" |
| 16 | 1 | Access Cover Plate 12" x 15" |

Model 525 Power Unit

| Item | Qty | Description |
|------|-----|---|
| 1 | 1 | Model 525 Power Unit Skid |
| 2 | 1 | Radiator Grill |
| 3 | 1 | Door 21 1/2" x 61 1/2" |
| 4 | 1 | Door 49 3/4" x 61 1/2" |
| 5 | 1 | Door 35 1/2" x 39 1/2" |
| 6 | 1 | Door 35 1/2" x 61 1/2" |
| 7 | 1 | Door 35 1/2" x 61 1/2" |
| 8 | 1 | Door 35 1/2" x 61 1/2" |
| 9 | 2 | 1 1/2" Hydraulic Coupling |
| 10 | 1 | 3/4" Hydraulic Coupling |
| 11 | 2 | 3/8" Hydraulic Coupling |
| 12 | 6 | Door Handle / Lock |
| | | Lock-#EMC 56462W Two Point Lock |
| | | Handle-#EMC 48742W Locking Handle |
| 13 | 17 | Hinges #R140-150 Weld On Hinge |
| 14 | 1 | Lifting Eye Nuts - Crosby Laughlin #6-400 #10 |
| 15 | 1 | Access Cover Plate 15" x 18" |
| 16 | 1 | Access Cover Plate 12" x 15" |



OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

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II. MAJOR COMPONENT DEFINITION (Continued...)

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II-4. Quick Disconnect Couplings.

The APE Quick Disconnect Couplings are high pressure hydraulic couplings designed for rugged applications. Service in many such applications has proven the design compatible to extreme pressures, structural and system induced shock loads. The construction of the coupling assembly promotes ease of use and maintenance.

Design Features:

- Excellent flow characteristics for continuous duty applications.
- High strength design endures high surge and shock conditions.
- Flat crested stub-ACME threads and all steel construction withstand storage and rig-up damage.
- Structurally compatible with weight of 5,000 P.S.I. flex-hose and system induced shock loads.

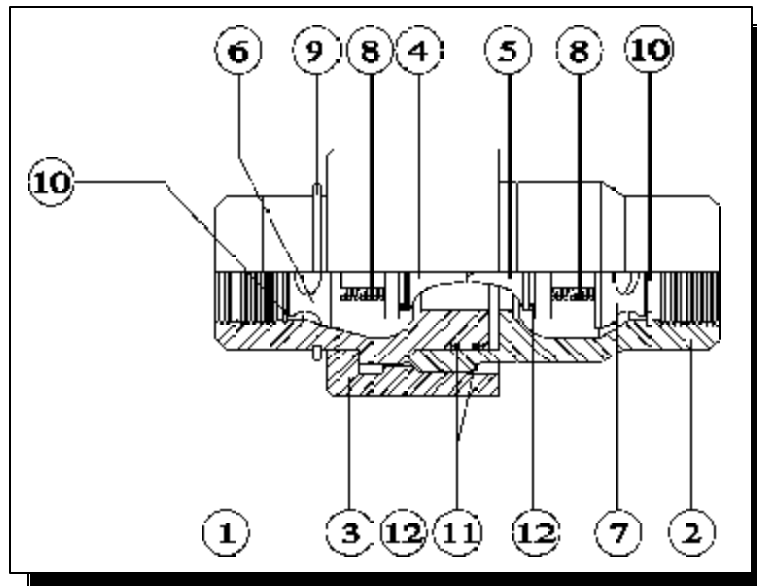


Figure 2-D. Quick Disconnect Coupling Identification.

Table 2-D. Quick Disconnect Coupling Identification.

| Item | Qty | Description |
|------|-----|---|
| 1 | 1 | Q.D. Hydraulic Female Coupling #400301 |
| 2 | 1 | Q.D. Hydraulic Male Coupling #400303 |
| 3 | 1 | Q.D. Hydraulic Coupling Sleeve #400302 |
| 4 | 1 | Q.D. O-Ring Carrier "A" #400202 |
| 5 | 1 | Q.D. O-Ring Carrier "B" #400201 |
| 6 | 1 | Q.D. Plunger #400101 |
| 7 | 1 | Q.D. Plunger #400101 |
| 8 | 1 | Q.D. Plunger Spring #400701 |
| 9 | 1 | Retaining Ring - "Inverted External" #1-275 |
| 10 | 2 | Retaining Ring - "Truarc Internal" #N5000-168 |
| 11 | 2 | Parker O-Ring #2-230 & One Parback |
| 12 | 2 | Parker O-Ring #2-216 |



OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

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II. MAJOR COMPONENT DEFINITION (Continued...)

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II-5. Tool Set Identification.

Mounted inside the **Model 330/525 Power Unit** is a set of tools frequently used for the maintenance of the **APE Model 150/150T Vibratory Driver**. The following figure and table shows the location and the use for each tool.

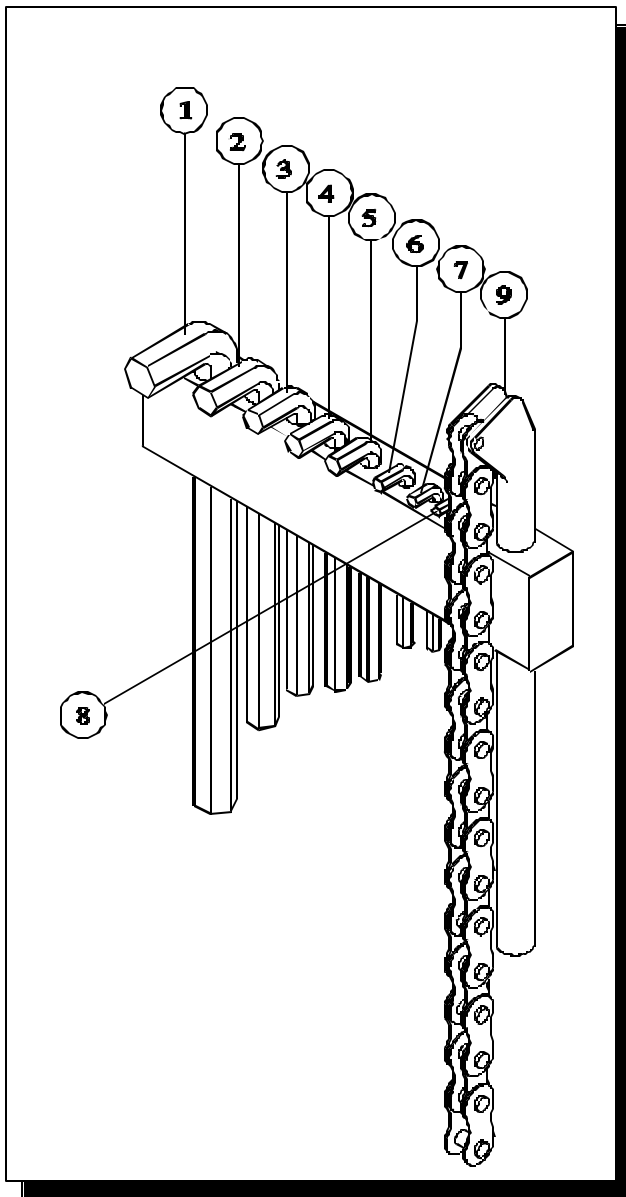


Table 2-E. Tool Set Identification.

| ITEM | QTY | DESCRIPTION | PART# |
|--|-----|--------------------|--------|
| 1 | 1 | 1" Allen Wrench | #50004 |
| For use with the clamp attachment bolts | | | |
| 2 | 1 | 3/4" Allen Wrench | #50006 |
| For use with clamp fixed jaw, sheet guide | | | |
| 3 | 1 | 5/8" Allen Wrench | #95007 |
| For hydraulic motor, drain plug, top plate | | | |
| 4 | 1 | 9/16" Allen Wrench | #50013 |
| For use with the hose bracket bolts | | | |
| 5 | 1 | 1/2" Allen Wrench | #50008 |
| | | | |
| 6 | 1 | 3/8" Allen Wrench | #50009 |
| For use with bearing cover bolts | | | |
| 7 | 1 | 5/16" Allen Wrench | #50014 |
| For use with the hose bracket bolts | | | |
| 8 | 1 | 1/4" Allen Wrench | #50015 |
| For use with the vibro oil level check | | | |
| 9 | 1 | Chain Wrench | #50011 |
| Used to tighten the quick disconnects | | | |

Figure 2-E. Tool Set Identification.



OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

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II. MAJOR COMPONENT DEFINITION (Continued...)

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II-6. Caisson Clamp Identification.

The following is a general listing of the parts for the APE Caisson Clamp and Beams. (Please see Figure 2-F. for component location.)

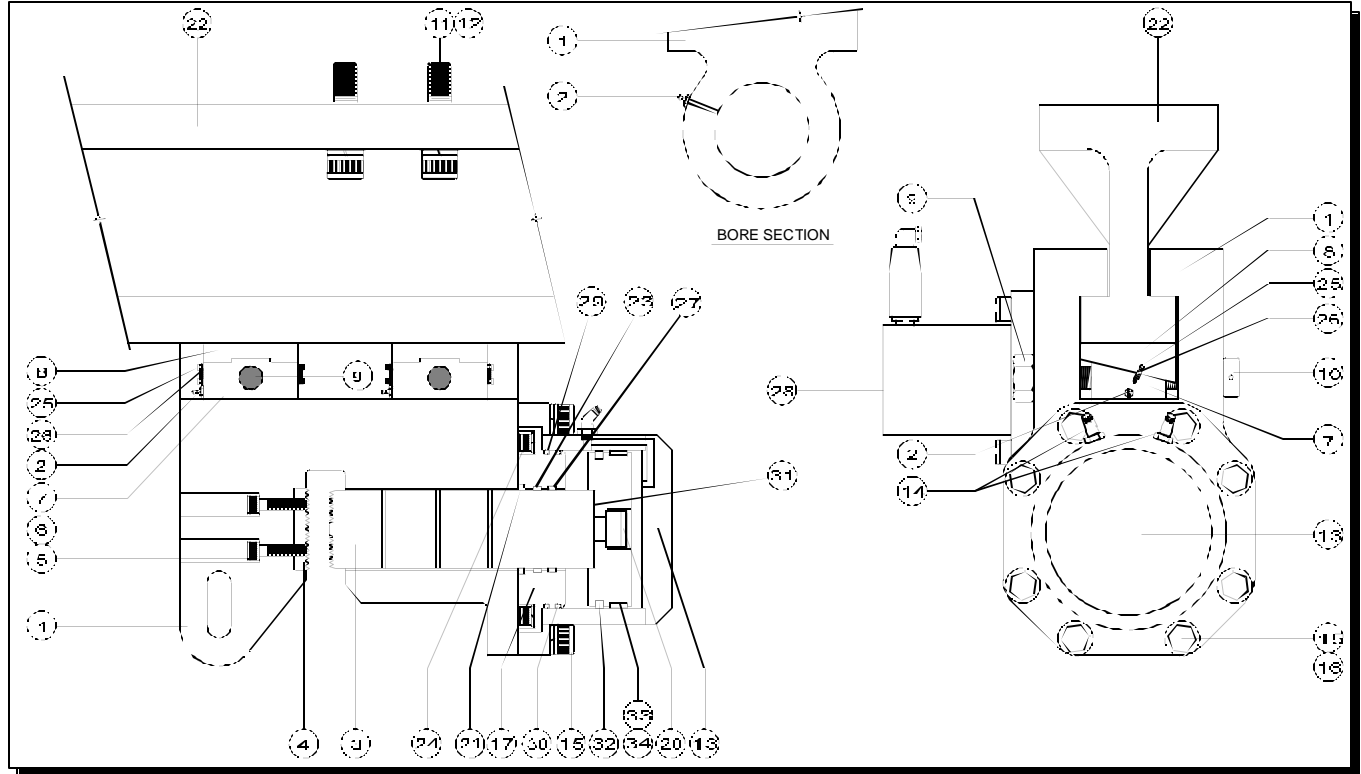


Figure 2-F. Caisson Clamp Identification.

Table 2-F. Caisson Clamp Identification

| Item | Qty | Description | Part # |
|------|-----|-------------------------------------|---------|
| 1 | 1 | Caisson Clamp Body | #250101 |
| 2 | 6 | Grease Zert | #221001 |
| 3 | 1 | Caisson Clamp Plunger/Jaw | #250301 |
| 4 | 1 | Caisson Clamp Fixed Jaw | #250202 |
| 5 | 2 | Bolt - SHCS 5/8" x 4" | #124214 |
| 6 | 2 | Lock Washer 5/8" High Collar | #124115 |
| 7 | 2 | Male Wedge Half | #243102 |
| 8 | 2 | Female Wedge Half | #243105 |
| 9 | 2 | Wedge Bolt w/Washer | #124211 |
| 10 | 2 | Wedge Nut w/Washer | #124212 |
| 11 | 1 | Bolt - SHCS 1 1/2" x 3 1/2" | #124201 |
| 12 | 1 | Lock Wa. - 1 1/2" High Collar | #124202 |
| 13 | 1 | Clamp Cylinder | #250001 |
| 14 | 2 | #6 SAE/#6 JIC 45 Deg. Fitting | #222002 |
| 15 | 8 | Bolt - SHCS 1 1/4" NFX 3 1/2" GR. 8 | #124204 |
| 16 | 8 | Lock Wa. - 1 1/4" High Collar | #124205 |
| 17 | 1 | Cylinder End Cap | #250302 |

| Item | Qty | Description | Part # |
|------|-----|-------------------------------|---------|
| 18 | 1 | Cylinder Piston | #250303 |
| 19 | 1 | Plunger | #250301 |
| 20 | 1 | Bolt - SHCS 1 1/2-8 x 3" | #250304 |
| 21 | 1 | Wiper - #959-41 | # |
| 22 | 1 | Caisson Beam 11ft. | #903000 |
| 23 | 1 | Poly Seal - #2500-4500-375B | # |
| 24 | 12 | Bolt - SHCS 5/8-18 x 1" | # |
| 25 | 8 | Spring Pin | #250103 |
| 26 | 4 | Wedge Spring | #250104 |
| 27 | 1 | Wear Ring - #W2-4750-750 | # |
| 28 | 1 | Hydraulic Wedge Activator Kit | #243100 |
| 29 | 1 | Parker O-Ring #8-367 | # |
| 30 | 1 | Parker O-Ring #2-367 | # |
| 31 | 1 | Piston O-Ring #2-338 | # |
| 32 | 1 | Piston Wear Ring #W2-8000-750 | # |
| 33 | 1 | TFER8000 Bronze w/Loader Ring | # |
| 34 | 1 | Square Ring - #4426 | # |



OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

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II. MAJOR COMPONENT DEFINITION (Continued...)

II-7. Control Panel and Parts.

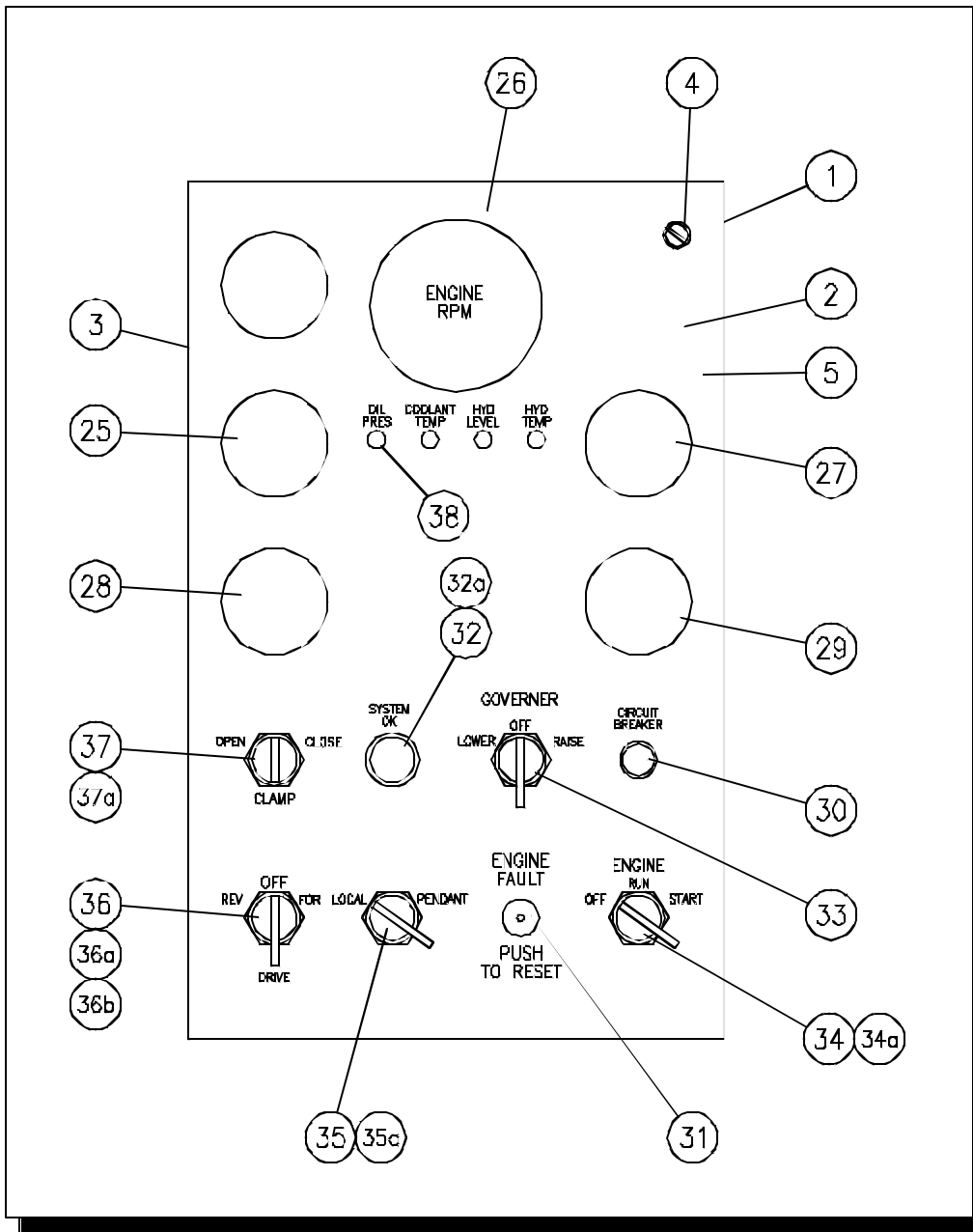


Figure 2-G1. Control Panel Front View.



OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

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II. MAJOR COMPONENT DEFINITION (Continued...)

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II-7. Control Panel and Parts (Continued...)

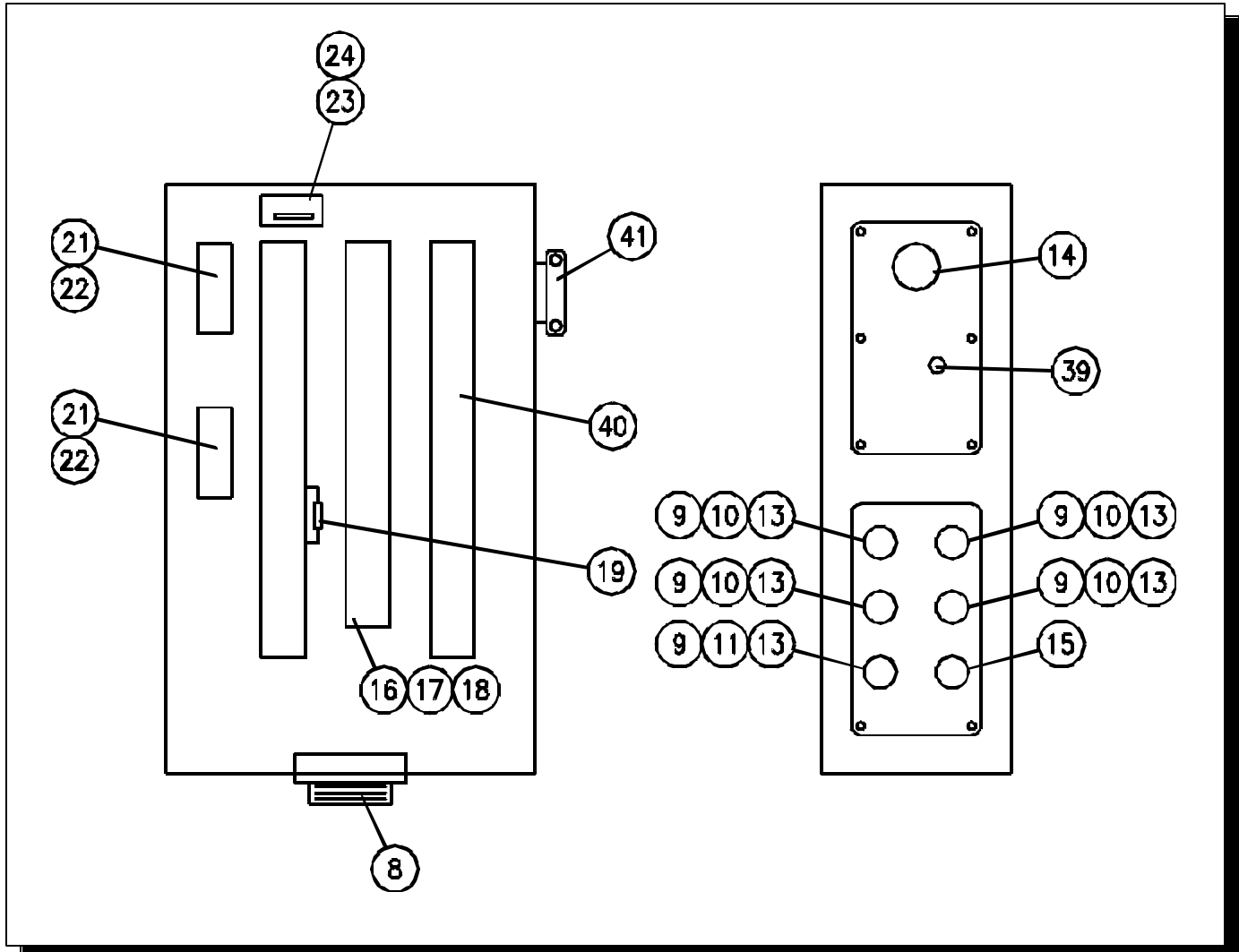


Figure 2-G2. Control Panel Internal View.



OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

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II. MAJOR COMPONENT DEFINITION (Continued) email: apevibro.com

II-7. Control Panel and Parts - Table 2-G.

| Item | Qty. | Description | Manufacturer | Manuf. Part # | APE PIN |
|------|------|---------------------------|-----------------------|---------------------|---------|
| 1 | 1 | Enclosure | Rittal | KL1537 | _____ |
| 2 | 1 | Enclosure Cover | Rittal | KL1569 | _____ |
| 3 | 1 | Cover Hinge | Rittal | KL1592 | _____ |
| 4 | 2 | Quick Fastener | Rittal | KL1593 | _____ |
| 5 | 1 | Panel Face Legend Plate | AAA | _____ | _____ |
| 6 | 2 | Shock Mount Feet | Vibration Elimination | T22-3 | _____ |
| 7 | 4 | Shock Mount Legs | Vibration Elimination | 4DB | _____ |
| 8 | 1 | Female Rec. (12 Pin) | Amphenol | MS3102A2B-18P | _____ |
| 9 | 5 | Male Rec. (3 Pin) | Turck (Cascade) | RSF-35-1M | _____ |
| 10 | 4 | Fem. Yellow Cord | Turck (Cascade) | RKM35-4M | _____ |
| 11 | 1 | Double End Yellow Cord | Turck (Cascade) | WYMRKM364M | _____ |
| 12 | 1 | Fem. Rec. (3 Pin) | Turck (Cascade) | RXF-36-1M | _____ |
| 13 | 5 | 1/2" Cord Connector | Hubble | SHC-1023-CR | _____ |
| 14 | 1 | 1" Non Metallic Connector | Thomas & Betts | 3304 | _____ |
| 15 | 1 | 1/8" Bulkhead Connector | Hydraline | _____ | _____ |
| 16 | 36 | Terminal Blocks | Marathon | 6H38-TSKK-C | _____ |
| 17 | 1 | Term. Block End Sect. | Marathon | 6H38-E-C | _____ |
| 18 | 2 | Term. Block End Clips | Marathon | MC | _____ |
| 19 | 15 | Diode | I/R | 6056 | _____ |
| 20 | 1 | Diode | I/R | 1N4007 | _____ |
| 21 | 2 | 2 Pole Relay Base | Idec | SH2B-05 | _____ |
| 22 | 2 | 2 Pole Relay | Idec | RH2BU-DC24V | _____ |
| 23 | 1 | Hourmeter (Drive) | _____ | 85094-12 | _____ |
| 24 | 1 | Hourmeter Support Bkt. | _____ | 23944 | _____ |
| 25 | 1 | Hourmeter (Engine) | Datcon | 56458-10 | _____ |
| 26 | 1 | Engine Tachometer | Dynalco | SPD108-10000 | _____ |
| 27 | 1 | Ammeter | Datcon | 06354-01 | _____ |
| 28 | 1 | Oil Pressure Gage | Murphy(20P-100) | 10-70-3115 | _____ |
| 29 | 1 | Warer Temp Gage | Murphy(20T-250-10) | 10-70-2045 | _____ |
| 30 | 1 | 10 Amp Circuit Breaker | _____ | W58-XC4C12A-10 | _____ |
| 31 | 1 | Engine Fault Switch | Murphy | 117PH | _____ |
| 32 | 1 | System OK Light | Cutler-Hammer | 10250T206N/TC2N\757 | _____ |
| 32a | 1 | Syst OK Light Bulb | General Electric | 757 | _____ |
| 33 | 1 | Gov. Control Sw. Operator | Cutler-Hammer | 10250T3043\T2 | _____ |
| 33a | 1 | Contact Block (NO + NO) | Cutler-Hammer | T2 | _____ |
| 34 | 1 | Eng. Control Sw. Operator | Cutler-Hammer | 10250T3053\T1 | _____ |
| 34a | 1 | Contact Block (NO + NC) | Cutler-Hammer | T1 | _____ |
| 35 | 1 | Local/Pendant Sw. Oper. | Cutler-Hammer | 10250T3011\T44 | _____ |
| 35a | 1 | Contact Block (2NO+2NC) | Cutler-Hammer | T44 | _____ |
| 36 | 1 | Drive Switch Operator | Cutler-Hammer | 10250T3023\T2\T3 | _____ |
| 36a | 1 | Contact Block (NO + NO) | Cutler-Hammer | T2 | _____ |
| 36b | 1 | Contact Block (NC + NC) | Cutler-Hammer | T3 | _____ |
| 37 | 1 | Clamp Switch (Lighted) | Allen Bradley | 800T24JG4KB7AX\85 | _____ |
| 37a | 1 | Light Bulb | Sylvania | 85 | _____ |
| 38 | 4 | L.E.D. Lights | Idec | AP8M222R | _____ |
| 39 | 1 | Gromet | _____ | _____ | _____ |
| 40 | 1 | Wireway | _____ | 1 1/2" x 1 1/2" | _____ |



OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

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II. MAJOR COMPONENT DEFINITION (Continued...)

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II-8. Remote Pendant and Parts.

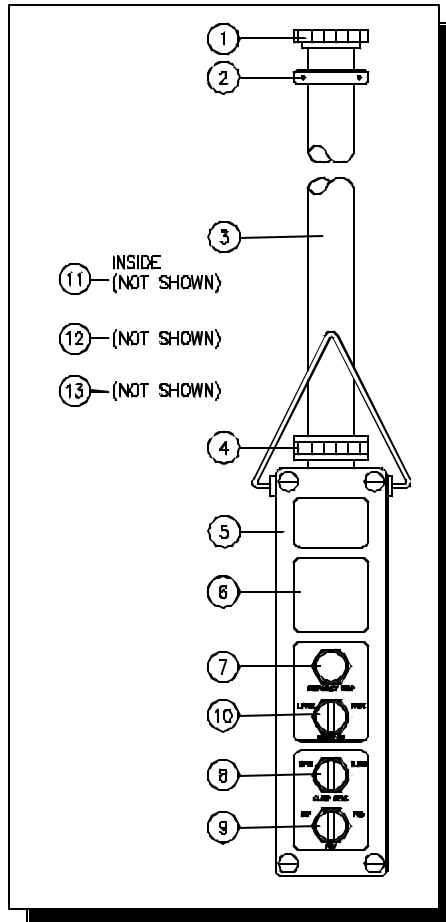


Figure 2-H. Remote Pendant and Parts.

Table 2-H. Remote Pendant and Parts.

| Item | Qty. | Description | Manufacturer | Manuf. Part # | APE PIN |
|------|------|-----------------------------|----------------|------------------|---------|
| 1 | 1 | Male Plug (12 Pin) | Amphenol | MS3106A28-18P | _____ |
| 2 | 1 | Cable Clamp | Amphenol | MS3057-16A | _____ |
| 3 | 1 | 50 Ft Cable (16/12) | Perfect A Flex | F19061612 | _____ |
| 4 | 1 | Cord Grip | | 074-01-017 | _____ |
| 5 | 1 | Pendant Sw. Enclosure | Square D | 9001-SKYT-4 | _____ |
| 6 | 1 | Pendant Placard | AAA | | _____ |
| 7 | 1 | Emergency Stop Button | Allen Bradley | 800TA6D1 | _____ |
| 8 | 1 | Clamp Control Switch | Allen Bradley | 800T24JG4IKB7AX | _____ |
| 9 | 1 | Drive Control Switch | Allen Bradley | 800TJ2KC1 | _____ |
| | | Contact Block for Drive SW. | Allen Bradley | 800T-XD2/800T-XA | _____ |
| 10 | 1 | Governor Control Switch | Allen Bradley | 800TJ91A | _____ |
| 11 | 3 | Diode | I/R | 6056 | _____ |
| 12 | 1 | Spare Rubber Connector | Amphenol | MS3420-12 | _____ |
| 13 | 1 | Spare Hole Plugs | Amphenol | 9728-18P | _____ |



OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

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II. MAJOR COMPONENT DEFINITION (Continued...)

II-9. Radio Receiver Parts.

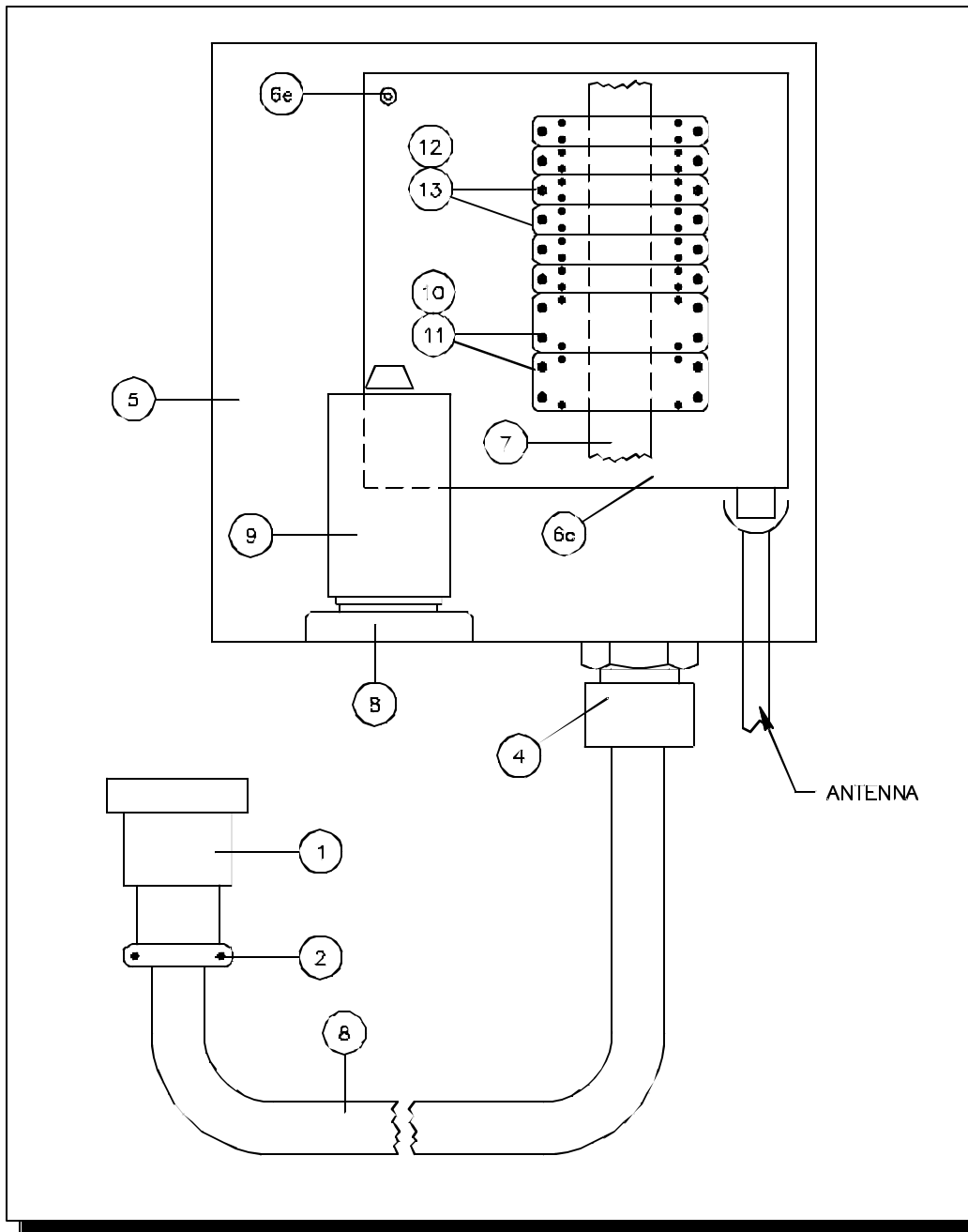


Figure 2-K1. Radio Receiver Assembly.



OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

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II. MAJOR COMPONENT DEFINITION (Continued...)

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II-9. Radio Receiver Parts (Continued...).

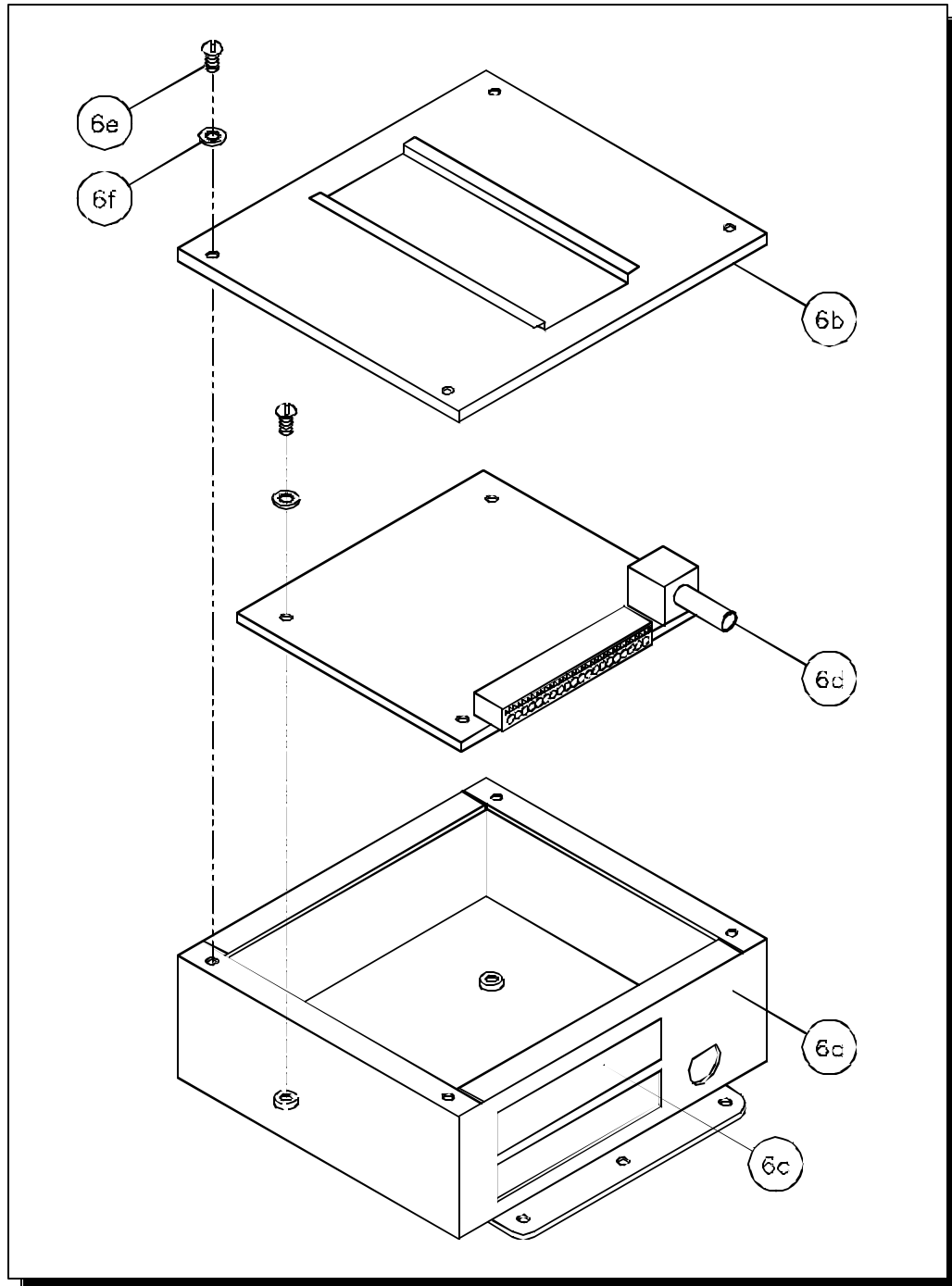


Figure 2-K2. Radio Receiver Exploded View.



OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

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II. MAJOR COMPONENT DEFINITION (Continued...)

II-9. Radio Receiver Parts (Continued...)

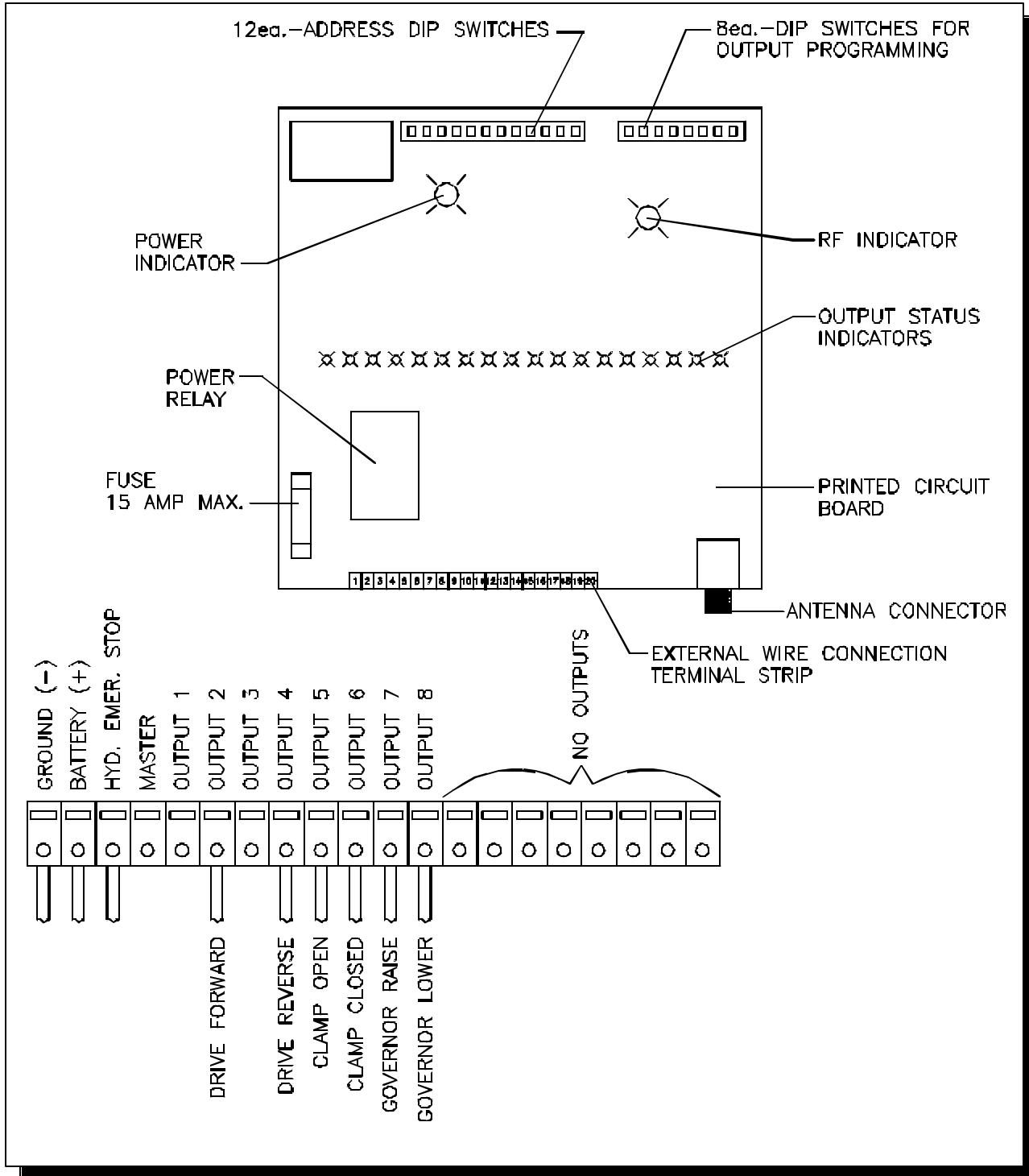


Figure 2-K3. Radio Receiver Board Layout.



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MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

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II. MAJOR COMPONENT DEFINITION (Continued...)

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II-9. Radio Receiver Parts (Continued...)

Table 2-K. Radio Receiver Parts

| Item | Qty. | Description | Manufacturer | Manufacturer | APE PIN |
|------|------|-----------------------|----------------|------------------|---------|
| 1 | 1 | Male Plug (12 Pin) | Amphenol | MS3106A28-18P | _____ |
| 2 | 1 | Cable Clamp | Amphenol | MS3057-16A | _____ |
| 3 | 1 | 50 Ft Cable (16/12) | Perfect A Flex | F19061612 | _____ |
| 4 | 1 | Cord Grip | | 074-01-017 | _____ |
| 5 | 1 | Outer Enclosure | | _____ | _____ |
| 6 | 1 | Radio Receiver Assy. | Microtronics | R8VAPESP3DF | _____ |
| 6a | 1 | Receiver Housing | Microtronics | E001 | _____ |
| 6b | 1 | Receiver Housing Lid | Microtronics | Ref-4 | _____ |
| 6c | 1 | Output Label | Microtronics | LB005 | _____ |
| 6d | 1 | Receiver Board | Microtronics | _____ | _____ |
| 6e | 1 | No.6 Binderhead Screw | | | |
| 6f | 1 | No. 6 Star Washer | | | |
| 7 | 1 | DIN Rail | | _____ | _____ |
| 8 | 1 | 8 Pin Base | Syrlec | S08 (or =) | _____ |
| 9 | 1 | Off Delay Timer | Syrlec | O-CR-U-110(or =) | _____ |
| 10 | 2 | 2PDT Relay Base | Idec | SH2B-05 | _____ |
| 11 | 2 | 2PDT Relay | Idec | RH2B-DC24V | _____ |
| 12 | 6 | SPDT Relay Base | Idec | SH1B-05 | _____ |
| 13 | 6 | SPDT Relay | Idec | RH1B-DC24V | _____ |



OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

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II. MAJOR COMPONENT DEFINITION (Continued...)

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II-10. RadioAntenna Parts Parts.

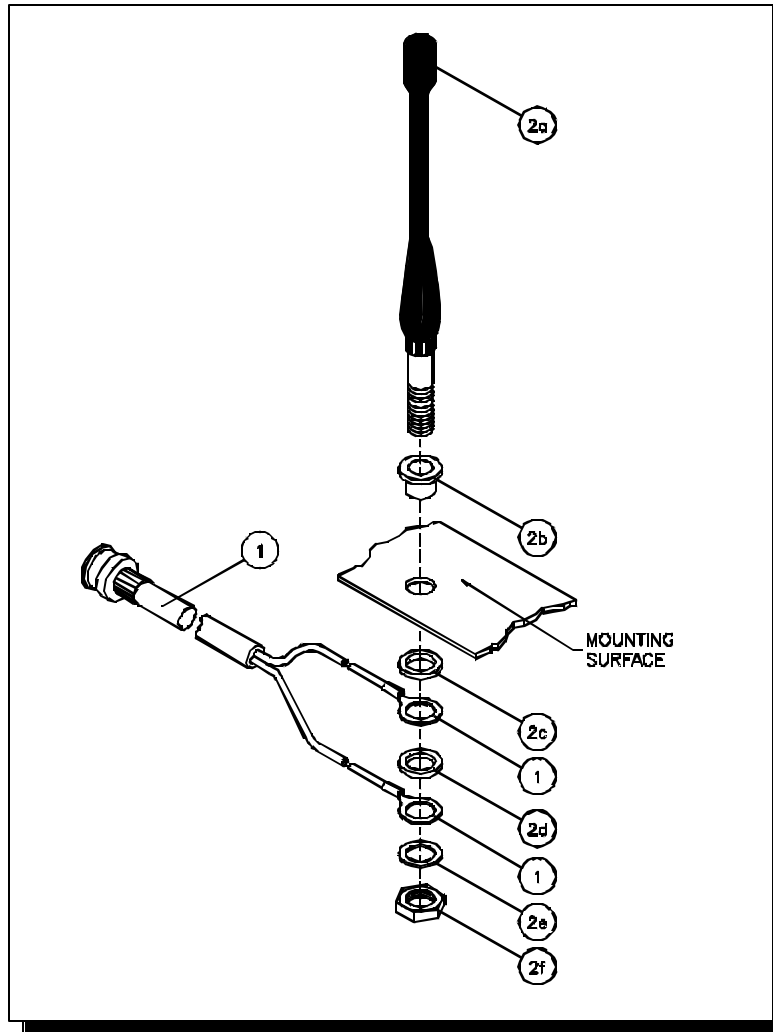


Fig 2-L. Radio Antenna Parts

Table 2-L. Radio Antenna Parts

| Item | Qty. | Description | Manufacturer | Manuf. Part # | APE PIN |
|------|------|---------------------------|--------------|---------------|---------|
| 1 | 1 | Antenna Cable (15 Ft) | Microtronics | W001 x 15 Ft | _____ |
| 2 | 1 | Complete Antenna Assy. | Microtronics | AY-105 | _____ |
| 2a | 1 | 49mhz Male Antenna | Microtronics | A001 | _____ |
| 2b | 1 | Nylon Shoulder Washer | Microtronics | H050 | _____ |
| 2c | 1 | 5/16" External Star Wash. | Microtronics | H049 | _____ |
| 2d | 1 | Nylon Flat Washer | Microtronics | H048 | _____ |
| 2e | 1 | 1/4" External Star Wash | Microtronics | H047 | _____ |
| 2f | 1 | 1/4"-28 Brass Nut | Microtronics | H046 | _____ |



OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

7032 SOUTH 196th - KENT, WA. 98032 - (253) 872-0141 / FAX (253) 872-8710

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II-11. Radio Transmitter Parts.

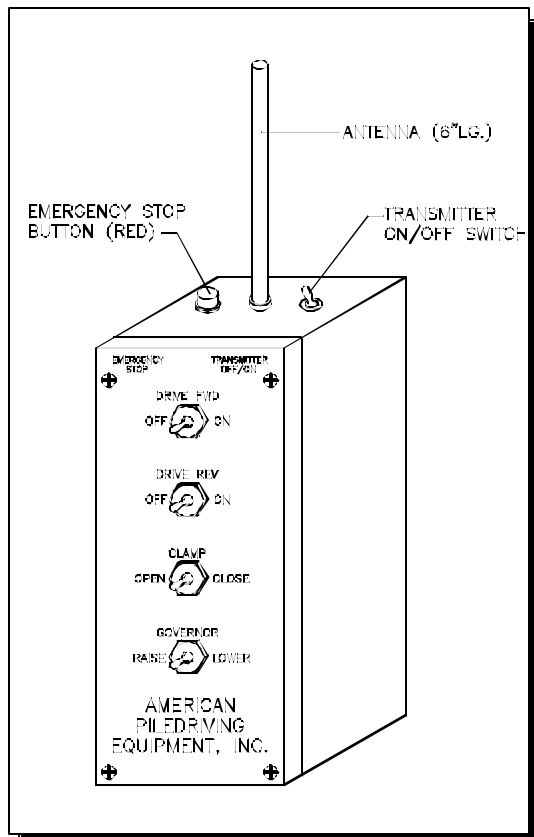


Fig 2-M1. Radio Transmitter Layout

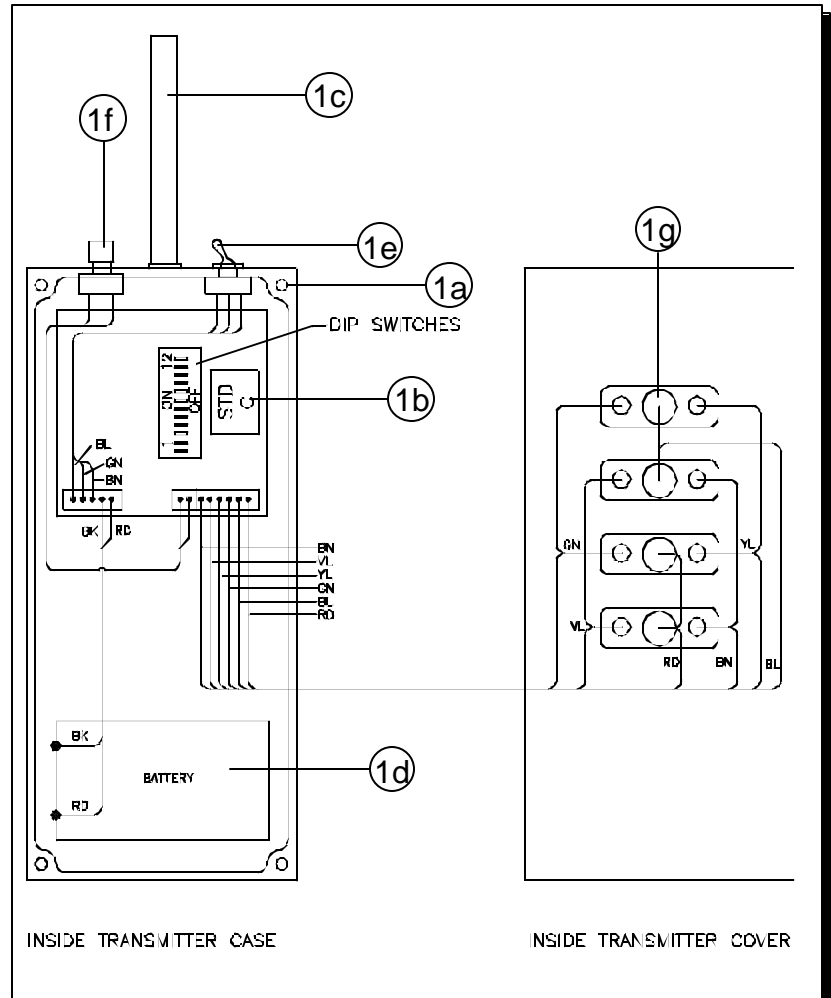


Fig 2-M2. Radio Transmitter Parts.

Table 2-M. Radio Transmitter Parts

| Item | Qty. | Description | Manufacturer | Manuf. Part # | APE PIN |
|------|------|------------------------|----------------|----------------|---------|
| 1 | 1 | Radio Transmitter Assy | Microtronics | T8V-APE-SP3-DF | _____ |
| 1a | 1 | Enclosure | Microtronics | E006 | _____ |
| 1b | 1 | Transmitter Card | Microtronics | _____ | _____ |
| 1c | 1 | Antenna | Microtronics | A001 | _____ |
| 1d | 1 | Battery | 9Volt Alkaline | _____ | _____ |
| 1e | 1 | On/Off Switch | Microtronics | AY103 | _____ |
| 1f | 1 | Emergency Stop Switch | Microtronics | AY102 | _____ |
| 1g | 4 | SPDT Switches | Microtronics | _____ | _____ |



OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

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III. LOADING AND UNLOADING

III-1. Model 150/150T Vibratory Driver.

The APE 150/150T vibrators are normally shipped in travel stands. Two sliding pins release the vibrator from the stand. To re-install, set vibro in stand and slide pins inward and rotate. Hoist vibro and stand by rigging to the vibro lifting shackle. Vibrators shipped without stands are usually laid flat on the trailer deck and the hose bundle is coiled on top. Lift the vibrator by rigging one line to the lifting shackle and one line around the clamp attachment lifting the vibro and hose bundle as one load. Avoid smashing hydraulic lines. Vibro should be loaded with hydraulic motors down facing the deck and breather valves facing the sky. Before the truck has left, carefully inspect the machine and hoses for any missing equipment or sign of damage that may have occurred during shipment or unloading.

III-2. Model 330/525 Power Unit.

The Power Unit is always loaded with the oil cooler facing to the rear of the truck to prevent damage to the cooler and the radiator from flying objects. The Power Unit is usually held to the truck by wrapping a chain around both ends of the fuel tank base and the truck bed. After loading the Power Unit, tape the exhaust rain cap shut to prevent rain water from getting inside. If quick disconnects do not have safety cables then store them under the panel in the storage box rather than risk the possibility of the caps and plugs coming loose and falling off into traffic. Make sure all doors are fully closed. Tighten fuel cap to prevent diesel fuel from washing out the fill spout.

III-3. What to do if damaged during shipment.

In the event of damage, notify the trucking agent at once. Note all damage on the bill of lading. Fax the information as soon as possible, any delay may make it impossible to find the responsible party.



OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

7032 SOUTH 196th - KENT, WA. 98032 - (253) 872-0141 / FAX (253) 872-8710

IV. PREPARATION AND OPERATION

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IV-1. Rigging of Vibratory Driver

A steel wire rope sling must be connected to the lifting bail located on top of the vibro. The required strength of this sling depends on the capacity of the crane and the work to be carried out. A safety factor of six is recommended. Several turns of a smaller diameter cable will result in a longer lasting sling than one larger diameter cable. When making a sling, avoid using cheap cable clamps. Check the clamps daily.

IV-2. Installing the Clamp Attachment

The Vibro is fitted with a standard sheet clamp at the factory. However, several types of clamps are used on APE vibros to fit many different types of piles. A step by step procedure is provided as follows:

- 1.) Clean all drilled and tapped threads on the bottom surface of the gearbox. Use a 1 1/2"UNC tap to clean any rusted threads and blow out any remaining fragments with compressed air. If there is a cutting torch on the jobsite then use the oxygen setting to blast the threads clean. Hold a rag over the tapped hole to prevent flying dirt from blasting into your eyes.
- 2.) Clean the machined bottom surface of the gearbox and prepare to mount the clamp. If the clamp bolts should ever break, check the machined surface with a straight edge to make sure it is true and flat.
- 3.) Clean the machined surface of clamp. Eye-ball the entire surface for damage. Make sure the surface is flat and void of all dirt.
- 4.) Start by getting the center bolt in first and work outwards. Do not tighten bolts until you have all of the bolts started.
- 5.) Tighten bolts using a six-foot cheater pipe. If you do not have a cheater pipe then use a sledge hammer.
- 6.) Go around all bolts at least three times making sure they are tight.
- 7.) After vibrating the first pile, check the bolts again.
- 8.) If one bolt breaks, replace them all since they may be weak or cracked.
- 9.) Never operate the vibro with missing clamp bolts.

WARNING: Do not use grade five bolts. All bolts should be allen head cap screw bolts. If one bolt breaks then the others are damaged and must be replaced. Never drive piles if one bolt is broken. Bolts break only because they were not tight and the crew neglected to check them. A good operator insists that every bolt is checked twice daily.



OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

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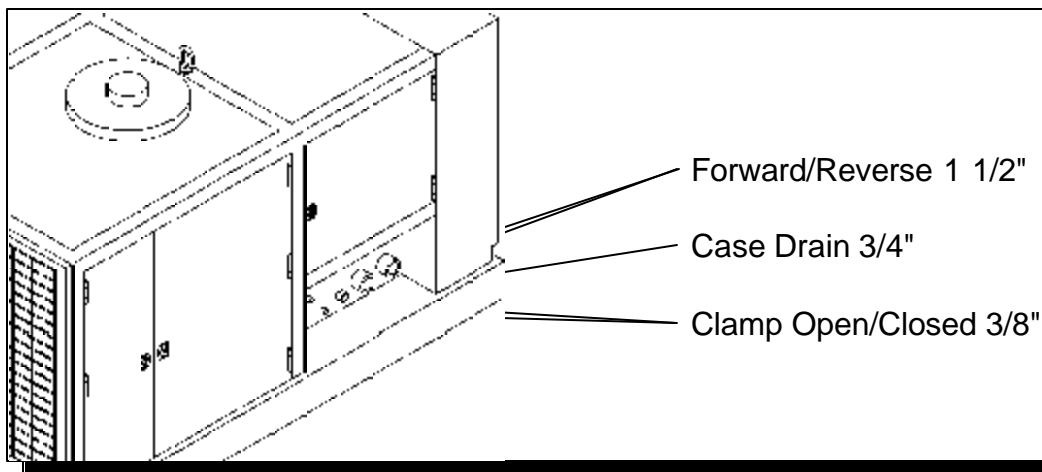
IV. PREPARATION AND OPERATION (Continued) mailto:apevibro.com

IV-3. Plumbing the Vibro Hoses to the Power Unit.

There are five hoses leading from the vibro that must be connected to the power unit to begin operation (Please see section III-2. Hose Identification on [page 2-3] and Figure 2-B on [page 2-4]). There are two big hoses, two little hoses and one middle sized hose. The hoses attach to the power unit by screwing the quick dis-connect couplers onto the proper couplers of the power unit. The couplers on the power unit are mated with the couplers on the vibro so there is no chance of putting them on backwards. Please take the following steps when installing the couplers:

WARNING: TURN THE POWER UNIT OFF BEFORE INSTALLING COUPLERS

- 1.) Turn the power unit OFF.
- 2.) Clean all couplers with a can of ether if available. A clean dry cloth will also work but will require extreme care. Fittings must be spotless clean.
- 3.) Install couplers by screwing them onto their respective counterparts. Try to avoid cross-threading and maintain a straight line. Jerk the hose back and forth while turning coupler to aid installation effort. **Push hard to get the big coupler threads started.**
- 4.) Make sure fittings are tight. If they are properly cleaned they should run up tight with just a firm hand grip. However, they should be double checked with a chain wrench.
- 5.) Avoid over-tightening.
- 6.) If near salt water, spray with a light oil to prevent oxidation.
- 7.) Position the Power Unit so that vibrator has enough hose to reach the work. Avoid pulling too hard on hoses. Most hose failures are caused by pulling hoses off couplers.





OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

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IV. PREPARATION AND OPERATION (Continued...)

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IV-4. Filling Vibrator Pressure Hose.

The vibrator is shipped with the hoses filled with oil. However, if the unit has been sitting for a long period of time or if a damaged hose has been replaced with a new one, then the hoses must be filled. Hook up all the hoses to the power unit (see Section IV-3 on [page 4-2] and Figure 4-A.). Start the power unit and let it run for ten minutes before running the vibro. The hoses will fill up by themselves in ten minutes even if the vibro is not in the vibrate mode.

IV-5. Bleeding the Clamp Attachment Hydraulic Hoses.

If the opening and closing of the jaws seems spongy or slow, it may be a result of air in the clamp hoses. Normally there is no need to worry about bleeding the clamp lines because the unit is shipped fully tested. However, should the vibro sit for a long period of time, if a new attachment is being installed or if a damaged clamp hose has been replaced, then the system may require bleeding to remove unwanted air in the system. To bleed the clamp system, follow the following steps:

- 1.) Shut Power Unit OFF.
- 2.) Make sure the clamp line quick dis-connects are coupled to the power unit.
- 3.) Start the power unit engine and run at 1500 rpm. Give the engine time to warm up.
- 4.) Loosen the clamp lines at the hydraulic cylinder by backing the fittings off just a little.
- 5.) Turn the clamp switch on the power unit control pendant to "CLOSE" and wait for oil to flow from the fittings. WATCH FOR AIR BUBBLES. When air bubbles have stopped then quickly re-tighten the fittings.
- 6.) Repeat the same procedure for "OPEN" side.
- 7.) Operate the jaws. If they are still a bit spongy then repeat bleeding steps once more.

WARNING: DO NOT BLEED SYSTEM AT FULL ENGINE THROTTLE BECAUSE TOO MUCH OIL WILL FLOW FROM THE HOSES AND COULD CAUSE INJURY.

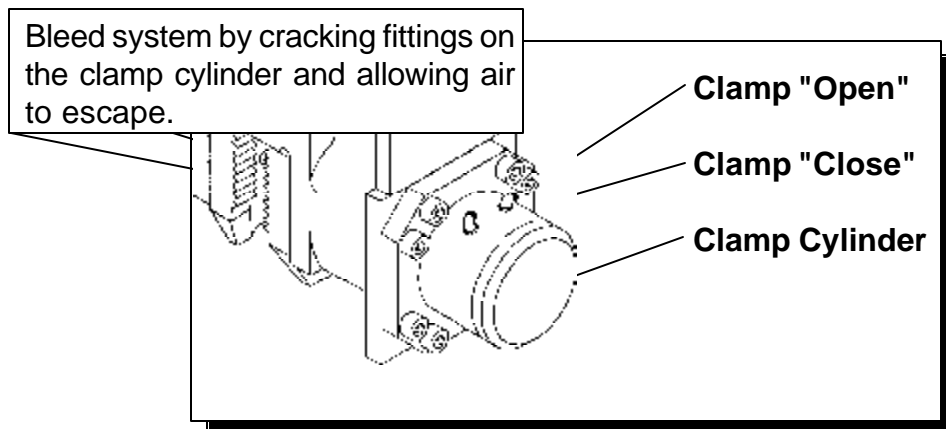


Figure 4-B. Bleeding Clamp Attachment



OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

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IV. PREPARATION AND OPERATION (Continued) email: apevibro.com

IV-6. Precautions and Rules for Operation.

The following is a list of precautions, suggestions and rules that are intended to help promote the safe and productive use of the APE Model 150/150T Vibratory Driver.

- 1.) Follow the Daily Maintenance Required Prior to Operation, [Section V-1.] [page 5-1].
- 2.) Read and follow the Safety Precautions, [page iii].
- 3.) Follow the start-up procedures listed in the manual for the power unit being used.
- 4.) Start with piles in good condition.
- 5.) Put all teeth in pile.
- 6.) Drive in steps eight feet or less.
- 7.) Keep sheets plumb.
- 8.) Come up to speed before doing work.
- 9.) No dancing. Avoid densifying the soil.
- 10.) Drive past obstacles and then go back.
- 11.) Backhoe on site to remove obstacles.
- 12.) Lead with the ball.
- 13.) Probe the pile if it appears stuck.
- 14.) Keep piles plumb or down the road you go.
- 15.) Never rush the sheet pile foreman.
- 16.) Slow and plumb and the job will get done.
- 17.) Melted inner locks - piles out of plumb.
- 18.) Never stand under pile drivers.
- 19.) Low clamp pressure means jaw failures.
- 20.) Wait for vibro to get to full speed then pull.
- 21.) Don't over excavate - lower the ring.
- 22.) Look at the jaws during driving.
- 23.) Beware of cracked or broken sheets.
- 24.) In sandy soils drive faster. Vibration can cause settlement in loose, granular soils.
- 25.) In clay amplitude is everything.
- 26.) Low drive pressure means easy work.
- 27.) High pressure means friction on piles.
- 28.) Over 5000 psi means get a bigger vibro.
- 29.) No amplitude means get a bigger vibro.
- 30.) Caissons need heavy wall to avoid flex.
- 31.) Check clamp bolts each morning.
- 32.) Read the manual - know your machine.
- 33.) Attach whip line to pile when pulling.
- 34.) Know your line pull.
- 35.) Extract straight - look at boom and cable.
- 36.) Give boom stops some room.
- 37.) Stalled engine means dirty fuel filters.



OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

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IV. PREPARATION AND OPERATION (Continued...)

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IV-7. Relief Valve Settings Prior to Operation - Model 330/525

1. Do not hook up quick disconnects. Start engine and bring to full rpm.
2. Check Clamp relief valve setting by turning clamp switch to "open" and holding it there while you read the clamp "open" gauge on the panel. The gauge should read 4300 psi. If it is not coming up to pressure then set the relief valve (FACTORY AUTHORIZED PERSONNEL ONLY) by loosening the lock nut and turning the knob in slowly until the proper pressure is reached. Turn in to increase pressure and out to decrease pressure. Lock the locknut and re-check the pressure to make sure that you did not move the setting while you were tightening the lock nut. When you turn the clamp switch to "open" and hold it, a small light on the solenoid comes on to show that there is power to the solenoid. The solenoid light should go off when you turn it to the "Off" position.

Stop! Read 1 & 2 first.

3. Check the clamp pressure switch setting. Turn the clamp to "close" and see if the green light comes on indicating proper clamp pressure. If it does then everything is fine. Clamp pressure should read 4000 psi and light on pendant or panel should be lit. To set the pressure switch, turn the set screw out using a screwdriver. Turn it out a few turns counter clockwise. Turn clamp switch to "open" for a second. Make sure the clamp open gauge reads 4300 psi. If it does not then go back to the previous page and set the clamp relief valve first. Knowing that your clamp relief valve is set to 4300 psi, turn the clamp switch to "closed". Green light should be on and clamp pressure should be very low or not reading at all. If green light is on then slowly turn the pressure switch screw clockwise with a screw driver until the pressure is 4000 psi or 300 psi below the clamp relief valve setting. Always set the clamp pressure switch 300 psi below the clamp relief valve setting or the light will never come on. We do not want the clamp pump to pump oil over the relief valve because this will cause heat and take away 25 horsepower from the engine. Call the factory if you have any questions. (800) 248-8498

IV-8. Shut-down Procedures.

The following procedures explain what to do with the power unit to correctly shut down the APE Model 150/150T Vibratory Driver.

- 1.) Stop the vibrator. (Refer to the power unit operating manual .)
- 2.) Allow the diesel engine to run for five minutes at 1000 engine rpms.
- 3.) Reduce engine speed to low idle for about 60 seconds.
- 4.) Shut engine off by turning off the main power switch.

WARNING: Do not shut the power unit engine down while the vibrator is clamped onto a pile. The clamp check valve will slowly bleed off if there is any leakage in the hose lines or worn clamp seals in the cylinder that moves the jaw open or closed.



OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

7032 SOUTH 196th - KENT, WA. 98032 - (253) 872-0141 / FAX (253) 872-8710

E-mail: apevibro.com

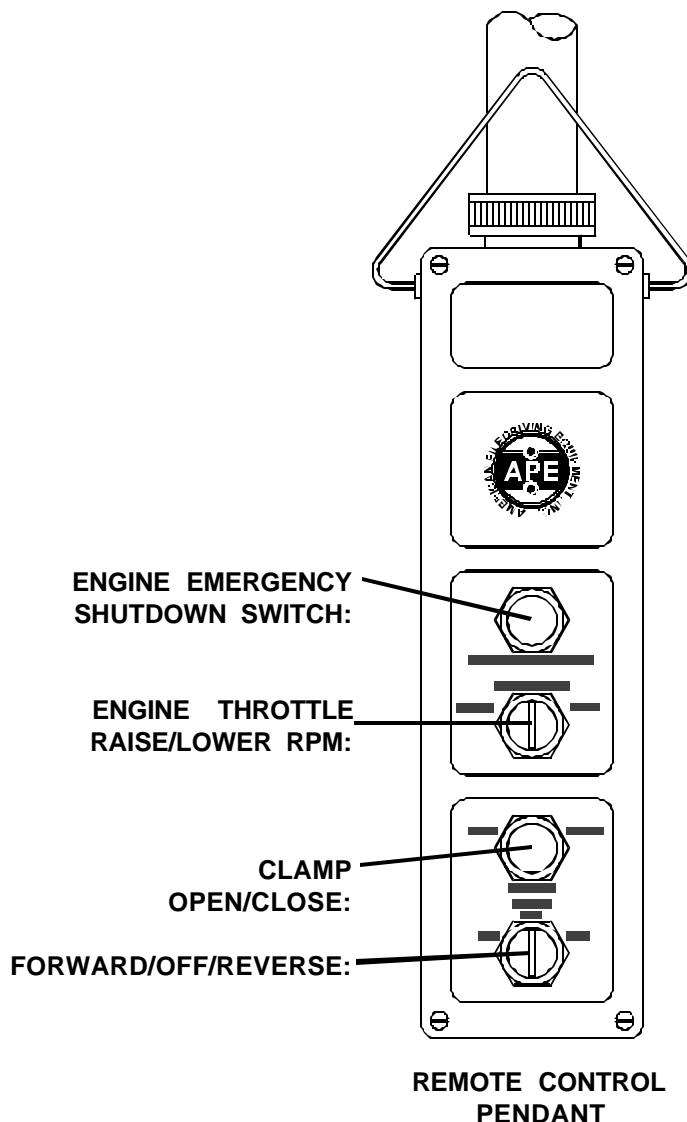
IV. PREPARATION AND OPERATION (Continued...)

IV-9. Operation of the Remote Control Pendant.

1. All functions of the vibro can be controlled by the hand held pendant. It is the choice of the crew as to where best to locate the pendant. Some prefer to give it to the crane operator so he can control all functions. Others prefer to give it to one of the ground crew so that he can position himself close to the work at hand. A 50 foot cord is provided as standard equipment. If this is not long enough, additional 50 foot sections can be added. Should the pendant become damaged, all functions can be manually operated. See Section VII-3, Page 7-8 in this manual for more details on operation. See Section VII-3A, Page 7-9 of this manual for wiring diagram and pendant components.

IV-10. Normal steps to operate vibrator:

1. Position vibro on pile.
2. Turn clamp switch to Close and wait for light to come on pendant.
3. Turn to Forward to begin vibrating pile.
4. To drive, lower crane line as vibro vibrates pile.
5. To extract, pull up on vibro while vibrating.
6. See "Precautions and Rules for Operation" in this manual for more detailed operations on driving and extracting piles.
7. To stop the vibro turn the Forward switch to off.
8. To release clamp, press clamp switch clamp light will turn off.

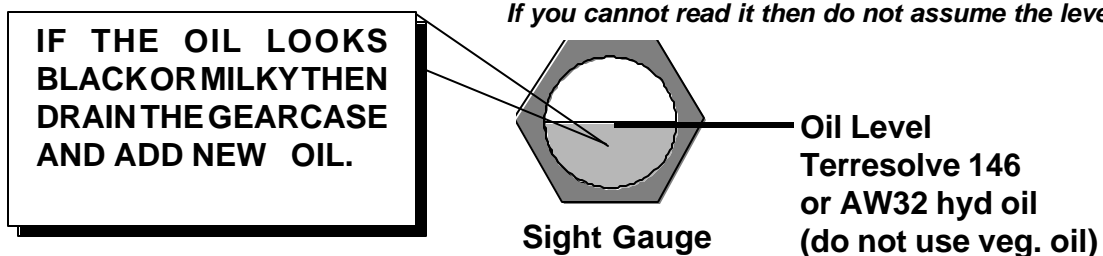




V. MAINTENANCE

V-1. Daily Maintenance Required Prior to Operation.

- 1.) Visually inspect the entire vibro for loose nuts or bolts. Put a wrench on the clamp bolts and check them for tightness.
- 2.) Grease the Jaw Plunger on the clamp housing.
- 3.) Check the oil level in the vibrator. Hang vibro from crane and look at sight gauge. Make sure the oil is half way up gauge. If you cannot read it then you can't run the vibro. Remove the gauge and clean it by spraying a shot of starting fluid at it. **YOU MUST KNOW THE LEVEL!**



- 4.) If the oil is milky or black then change it. **Change the oil every 150 hours regardless.**
- 5.) Check the fluid level in the power unit hydraulic tank.
- 6.) Look at all the hoses. Check for cuts or other damage that might cause an oil leak.
- 7.) Check the rubbers in the suppressor housing. Look for cracks.
- 8) **Check the following items:**

| | |
|-------------------------------|--|
| Check water level in radiator | Check engine oil |
| Check battery level | Check hydraulic return filter indicator |
| Check fuel level | Check fan belts on engine |
| Check oil level in pump drive | Check entire unit for hydraulic leaks |
| Check hydraulic oil level | Check condition of jaws before operating |

V-2. Checklist After Power Unit Engine Has Started

- 1.) Check all hydraulic hoses for leaks. Make sure they hang free with no kinks.
- 2.) Check inside the Power Unit. Look at all hoses and valves, check for leaks.
- 3.) Check filter indicator with engine running at full rpm. Replace if necessary.
- 4.) Check wire rope sling and make sure it is in excellent condition.
- 5.) Check jaws for wear. Replace if necessary.
- 6.) Close jaws, make sure clamp light comes on.



V. MAINTENANCE (Continued...)

V-3. Maintenance and Adjustments. (75 Hours)

Change the oil in vibrator gearbox. Remove the drain plug from bottom of gearbox and drain the oil into a bucket. Check oil for any metal shavings. Replace oil in gearbox by adding 3.5 gallons of standard weight oil. Terresolve 146.

Clean the gearbox breathers each time the oil is changed. Replace the breathers if necessary.

V-4. Maintenance and Adjustments. (Eccentric Bearings)

1.) Model 150/150T - The Eccentric Bearings should be checked and/or replaced after every 2500 hours of operation.

V-5. Maintenance and Adjustments in Severe Conditions.

When average temperature is above (80 deg. F) or below (-1 deg. F) reduce servicing intervals to one half of those specified above.

When operating in the presence of dust or sand, reduce servicing intervals to one-third of those specified.

During stand-by or inactive periods, the servicing intervals may be reduced to one-half. The unit should be run every 30 days or less to keep internal parts lubricated.

V-6A. Lubrication - Vibratory Gearbox.

The Gearbox oil should be changed when black or milky. Terresolve 146 or equal is the preferred oil. Just ask your oil supplier for an equivalent type of oil. The gearbox requires 3.5 gallons of oil.

V-6B. Lubrication - Clamp Attachment.

The Clamp Attachment hydraulic oil must be checked and changed on a regular basis. The Clamp Cylinder Plunger should be checked for rust and debris. Lubricate the plunger on a regular basis using the grease zert on the side of the clamp housing .



OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

7032 SOUTH 196th - KENT, WA. 98032 - (253) 872-0141 / FAX (253) 872-8710



V. MAINTENANCE (Continued...)

V-7A. Power Unit - Filters, Fluid Types and Capacities. (Table 5-A.)

FILTERS

| LOCATION | ENGINE | FILTER TYPE | QUANTITY |
|--------------------------------|-------------|---|----------|
| Engine Oil: | Cummins M11 | Cummins #3318853 | 1 each |
| Engine Fuel: | Cummins M11 | Cummins #3315843 | 1 each |
| Air Filter: | Cummins M11 | Cummins #256837 | 1 each |
| Engine Oil: | CAT 3408 | Fleetguard LF691A | 2 each |
| Engine Fuel: | CAT 3408 | Fleetguard FF211 | 1 each |
| Engine air filter, square type | | Fleetguard AF332 | 1 each |
| Engine air filter, round type | CAT 3408 | Fleetguard 612509 | INNER |
| Engine air filter, outer | | 612510 | OUTER |
| Hydraulic Oil Filters: | ----- | Pall 750OSDS8H | 2 each |
| Hydraulic Oil Filters: | all makes | Pall HC8900FKT16H (new style) | |
| Hand Pump Filter: | ----- | Fairey Arlon FA35-10 or Vickers 573082 | 1 each |

As of early 1995, APE switched to a single hydraulic return filter which is mounted inside a canister. This filter is designed to handle up to 300 gallons per minute. The spin on filters were eliminated due to future pollution regulations that mandate the design change. The new filter element can be properly drained of all hydraulic oil and disposed of in the normal manner. Consult the factory if you have any questions regarding the proper procedure for disposal of filters.

ENGINE OIL TYPES AND CAPACITIES

| LOCATION | ENGINE | OIL TYPE | CAPACITY |
|--|-------------|-----------------------------------|------------|
| Hydraulic Oil-Main: | ----- | Terresolve 146 | 300/450 |
| Hyd Oil-Reserve: | ----- | Terresolve 146 | 55 gallons |
| Engine Oil: | Cummins M11 | SAE 15W40 | 40 quarts |
| Engine Water: | ----- | 50/50 Water/Gyicol | 27 gallons |
| Fan Drive: | ----- | Multi-Purpose Grease | |
| Governor Control: | ----- | Multi-Purpose Grease | |
| GearBox: | ----- | 84 ounces 90W or Terresolve 146 | |
| Pump pad | | 8 ounces of 90W or Terresolve 146 | |
| Pump flange (between engine and drive) | | 8 ounces of 90W or Terresolve 146 | |

See page 5-7B for details on lubrication of the pump drive and its components.



OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

7032 SOUTH 196th - KENT, WA. 98032 - (253) 872-0141 / FAX (253) 872-8710



V. MAINTENANCE (Continued...)

V7-B. Power Unit - Hydraulic Fluid.

When adding or changing hydraulic fluid APE uses only Terresolve 146 oil which is non-toxic and will not harm oil or water and is biodegradable. Consult your local oil supplier for recommendations on mixing hydraulic oils. Change hydraulic oil if it looks milky. This includes all hydraulic lines leading to and from the vibro. Milky oil indicates that water is in the oil.

V7-C. Power Unit - Draining and Filling Hydraulic Fluid Tank

1. Remove plug located on bottom of tank
2. Refill by manually pumping with hand crank.
3. Prime both the clamp and the main pump before restarting.
4. Take extreme caution that no dirt or other unwanted particles enters the system.

V7-D. Power Unit - Cleaning Hydraulic Tank Suction Filter. (No suction on 1993 and newer)

1. Located inside the hydraulic tank or reservoir, is a suction filter.
2. Drain tank.
3. Remove side cover.
4. Reach into to and unscrew filter from pipe fitting.
5. Clean with solvent and re-install. If damaged then replace.
6. Re-install filter.
7. Re-install tank cover.
8. Add new oil to tank.
9. Prime pumps.



OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

7032 SOUTH 196th - KENT, WA. 98032 - (253) 872-0141 / FAX (253) 872-8710



V. MAINTENANCE (Continued...)

V-7E. Power Unit - Changing Hydraulic Return Filter Element.

The hydraulic return filter is mounted on the hydraulic tank inside the power unit. It is mounted high on the tank so that when the filter element is removed the oil will not drain from the hydraulic tank. The filter has a manual pop-up type indicator to tell when the filter is dirty. The pop-up indicator turns red when it is in the dirty position or when the return filter gauge reads 50 PSI and when the hydraulic oil is up to temp.

V-7F. Power Unit - Steps to Remove the Element.

1. Shut down power unit by turning off the diesel engine.
2. Place warning tag on control panel so that no one mistakenly starts the unit while filters are being changed.
3. Clean area around filter so that when it is removed there is no chance of introducing dirt into the hydraulic system.
4. Using a filter wrench, turn the filter counter clockwise and spin the filter off the filter housing.
5. Install new clean filter making sure the o-ring is in place.
6. Depress filter indicator to re-set to "clean position".



OPERATION / MAINTENANCE MANUAL

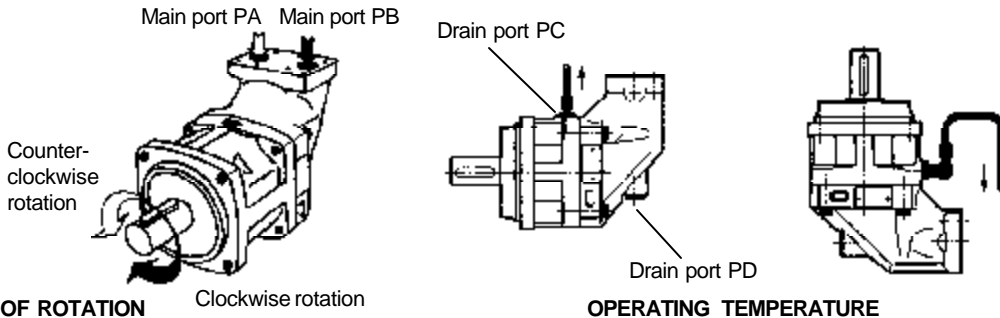
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V. MAINTENANCE (Continued...)

V-8. Hydraulic Motor - Installation and Start-Up. - Figure 5A.



DIRECTION OF ROTATION

The F12 motor is bi-directional. The picture shows direction of flow vs. shaft rotation. When fluid enters port **PB** (black arrow) the motor turns counter clockwise, and when port **PA** is pressurized (open arrow) the shaft turns counter clockwise.

The F12 pump rotates clockwise or counter clockwise. The ordering code shows the direction of rotation.

FILTRATION

To obtain maximum motor service life, the fluid cleanliness should be checked to meet ISO code 18/13 or better (ISO 4406). A 10 um (absolute) filter is recommended.

REQUIRED INLET PRESSURE

The motor sometimes operates as a pump (e.g. when it is used in a propel transmission and the vehicle is going downhill). The motor inlet port must then be supplied with sufficient fluid pressure, or increased noise and deteriorating performance may otherwise be experienced.

CASE PRESSURE

The table shows the highest recommended case pressure (F12 shaft seal type **H**) as a function of shaft speed. To obtain the longest seal life, the case pressure should be limited to 50% or less of the figures shown.

NOTE: Contact VOAC Hydraulics for information on other shaft seals.

| Motor case pressure [bar] vs. shaft speed [rpm] | Motor case pressure [bar] vs. shaft speed [rpm] | | | | |
|---|---|------|------|------|------|
| | 1500 | 3000 | 4000 | 5000 | 6000 |
| F12-30 | 14.0 | 7.0 | 5.5 | 4.5 | 3.5 |
| F12-40 | 12.0 | 6.0 | 4.5 | 3.5 | |
| F12-60 | 12.0 | 6.0 | 4.5 | 3.5 | |
| F12-80 | 10.0 | 5.0 | 4.0 | | |
| F12-110 | | | | | |

CASE DRAIN CONNECTIONS

There are two drain ports (**PC** and **PD**). The uppermost drain port should be utilized. In mounting positions such as 'shaft up', a drain line loop can be formed to provide bearing lubrication and cooling. Preferably, the drain line should be connected directly to the tank to avoid excessively high case pressure.

NOTE When the motor is operating, the case must be filled with fluid to at least 50%.

OPERATING TEMPERATURE

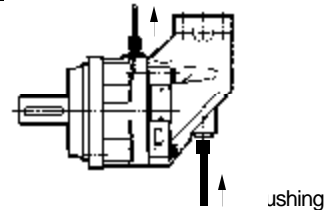
The following temperatures should not exceed (type **H** seal):

System fluid: 80deg. C
Drain fluid: 100deg. C

Type **V** ('Viton') shaft seals can be used to 115deg. C.

Continuous operation may require case flushing in order to meet the above viscosity and temperature limitations. The table shows operating speeds, above which flushing is usually required, as well as suggested flow through the case.

| Motor designation | Speed [rpm] | Flow [l/min] |
|-------------------|-------------|--------------|
| F12-30 | 3500 | 4-8 |
| F12-40 | 3000 | 5-10 |
| F12-60 | 3000 | 7-14 |
| F12-80 | 2500 | 8-16 |
| F12-110 | 2300 | 9-1 |



BEFORE START-UP

Make sure the motor case as well as the entire hydraulic system is filled with a recommended fluid. The internal leakage, especially at low operating pressures, is not sufficient to provide lubrication at start-up.

HYDRAULIC FLUIDS

Ratings and performance data for series F12 are based on operating with good quality, contamination-free petroleum-based fluids, Hydraulic fluids type HLP (DIN 51524), automatic transmission fluids type A, or API CD engine oils can be used.

At operating temperature, the viscosity (of the drain fluid) should normally be kept above 8 mm²/s (cSt). At start-up, the viscosity should not exceed 1000 mm²/s.

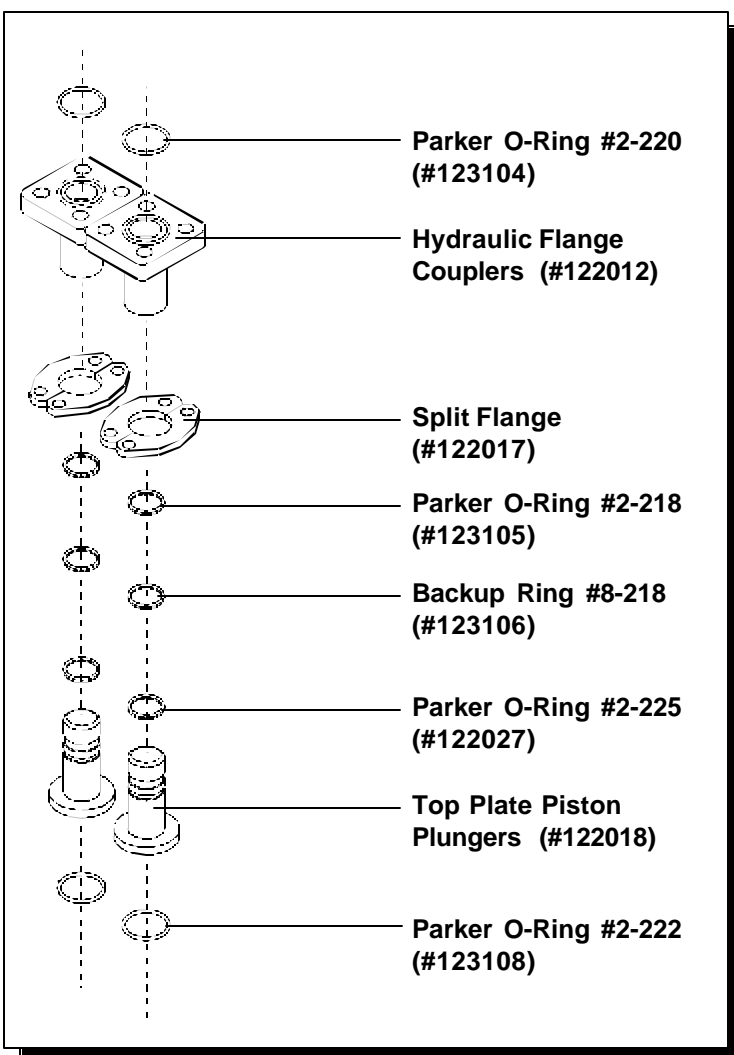
Fire resistant fluids, when used under modified operating conditions, and synthetic fluids are also suitable. Contact VOAC Hydraulics for further information.



V. MAINTENANCE (Continued...)

V-9. Hydraulic Motor Coupling Assembly.

The APE Hydraulic Motor Coupling Assembly allows the hydraulic fluid to flow between the rifle bored top plate of the vibro gearbox and the hydraulic motors. The following steps should be followed when removing and installing the hydraulic motors or if dis-assembly is required for maintenance of the coupling assembly:



Coupling Removal and Re-assembly:

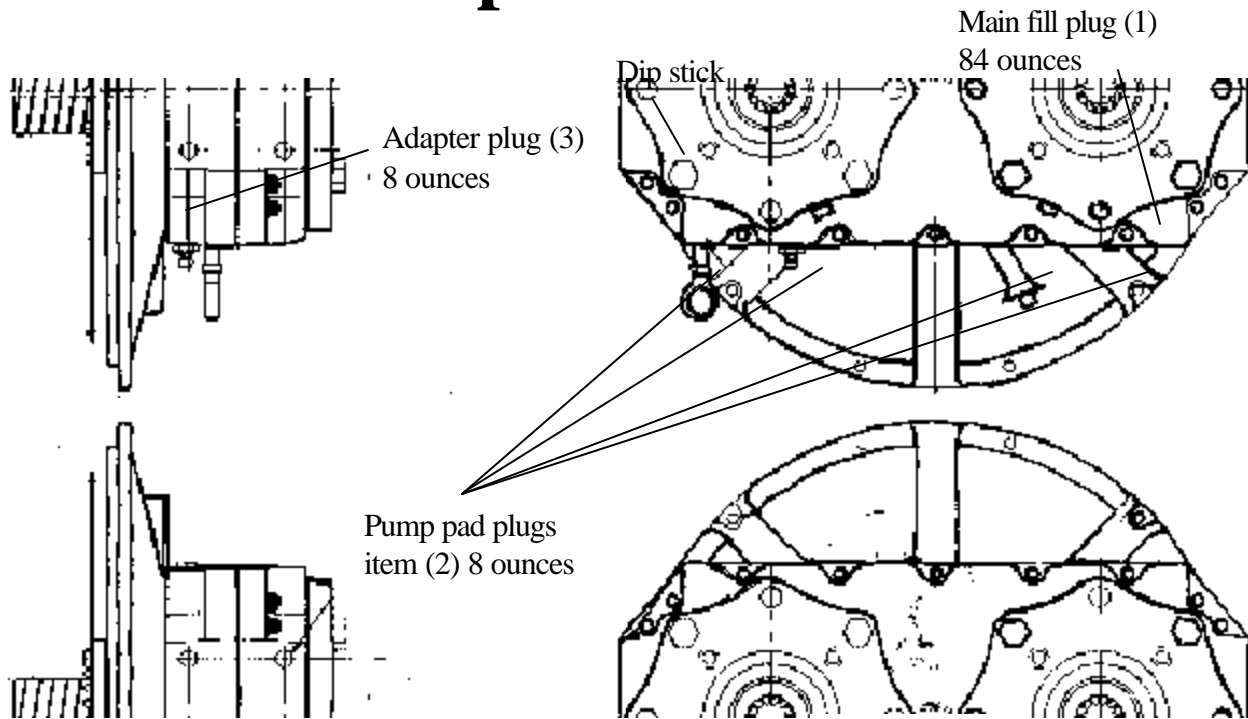
1. Remove the bolts holding the "Split Flange" to top of the motor.
2. Loosen the 4 bolts which connect the "Hydraulic Flange Couplers" to the bottom of the gearbox top plate.
3. Screw the "Hydraulic Flange Couplers" and the "Top Plate Piston Plungers" together (This will decrease the overall size of the assembly and allow easier removal of the components).
4. Watch for oil flowing out from the openings on the under side of the top plate. Insert a clean rag into the openings to block the oil flow and to prevent debris from entering the opening and contaminating the hydraulic oil.
5. Reverse the procedure for re-assembly. At assembly, make sure the hydraulic motor is parallel to the top plate by verifying both sides with a tape measure. If necessary, loosen the 4 bolts holding the motor to the gearbox face and shift the motor until the top plate and motor machined face are parallel.

Figure 5-B. Hydraulic Motor Coupling Assembly.



PUMP DRIVE LUBRICATION

for APE Model 325, 330, 525, 575, & 625 power units



The pump drive used on the APE power units has three areas that require lubrication. The main gearbox takes about 84 ounces of oil. A gallon of oil is 128 ounces, so 88 ounces is just under 3/4 gallon. Check the level using the dip stick. See item 1 for main pump drive reservoir.

The space between the hydraulic pump and the geardrive is not lubricated by the main reservoir. There is a small pipe plug (see item 2 & 3 above) mounted above each pump drive output. Remove this plug and fill this area with 8 ounces of oil. Remember that both pump drive output areas must be filled with 8 ounces of oil. The purpose of this oil is to lubricate the pump shaft and the gear splines on the pump and gear.

The engine adapter must also be lubricated with 8 ounces of oil. This lubricates the main engine shaft and adapter components.

Oil changes are suggested every six months or 2000 hours, whichever occurs first.

Fill with Terresolve 146. Before operating the unit, check the oil level dip stick.



OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

7032 SOUTH 196th - KENT, WA. 98032 - (253) 872-0141 / FAX (253) 872-8710



VI. VIBRO TROUBLE-SHOOTING

The following table lists some possible problems, causes and solutions. If a serious problem should occur, contact the factory for additional service information.

Table 6-A. Vibro Trouble-Shooting Index

| ITEM | PROBLEM | ITEM | PROBLEM |
|------|---|------|--|
| 1. | Oil Blowing Out Between Gear box and Hydraulic Motor. | 6. | Vibrator Wont Start When Start Button is Engaged. |
| 2. | Vibro Gearbox is Too Hot. | 7. | Clamp Wont Open When Clamp Open Switch is Engaged. |
| 3. | Excess Oil in the Gearbox. | 8. | Vibro Wont Come Up to Normal Operating Speed. |
| 4. | Oil Blowing Out From Pop-Off Valve. | 9. | Vibro Wont Stop When Stop Button is Engaged. |
| 5. | Opening and Closing Clamp Jaws Seems Spongy or Slow. | | |

Possible Cause

Remedy

1. Oil Blowing Out Between Gearbox and Hydraulic Motor.

The breather may be plugged or damaged.

Remove the breather and clean it. If the breather is damaged replace it.

O-rings may not be sealing properly

Check the o-rings between the gearbox top plate and the motor. Clean the seal areas and replace the o-rings if needed.

2. Vibro Gearbox is Too Hot.

Oil level may be too high.

Make sure the gearbox is level. Remove the oil over fill plug (located on the gearbox next to the sight gage). If oil flows out, the oil level is too high and must be lowered.

Oil may be too dirty.

Look at oil in the sight gage. If the oil is black or milky it must be replaced. If you are still not sure, remove the case drain plug and check the oil.

3. Excess Oil in the Gearbox.

The seal between the gearbox and the hydraulic motor may be bad and is allowing oil to flow directly into the gearbox.

Remove the motor from the face of the gearbox. Check and clean the seal area, replace the seal if it looks bad.

4. Oil Blowing out Pop-Off Valve.

Blocked flow in case drain line.

Check case drain line to see if it is pinched.

Check case drain line for proper connection tightness.

Valve may be bad.

Remove and check the valve. Replace the valve if needed.

One or both motors bay be damaged.

Remove the motors and have them checked for damage. Replace if needed.



VI. VIBRO TROUBLE-SHOOTING (Continued...)

Possible Cause

Remedy

5. Opening and Closing Clamp Jaws Seems Spongy or Slow.

The plunger shaft may not be properly lubricated or may need cleaning.

Remove the movable jaw from the clamp. Inspect the plunger shaft and check for lubrication or debris build up. Clean the shaft if needed and then lubricate using the grease zert on the clamp body.

The clamp hoses may have air in them and may need bleeding.

Follow the procedures listed in this manual (page 4-3, Section IV-5.) for bleeding the clamp attachment hydraulic hoses.

6. Vibrator Wont Start When Start Button is Engaged.

Diesel engine is not running.

Start diesel engine.

Start relay contacts may not be closing.

Press and hold the Start Button on the pendant. If vibro starts, replace Start Relay.

Hoses may be connected improperly.

Check hoses and make connection corrections if required.

One or both hydraulic motors may not be operating properly.

Remove one hydraulic motor from the vibro. Leave the hoses connected. Run the power unit engine at approx. 1200 rpm. and press the start button. If motor runs, re-attach it to the vibro and perform the same test with the other motor. If one of the motors does not run, it must be replaced.

Vibro gearbox may be frozen up.

If motors are working fine and the drive pressure appears normal, then the vibro gearbox may be frozen and in need of repair.

Drive pressure is too low.

Manually close start valve at the drive manifold. If vibro will not start, replace the start valve. If vibro will not start, replace the drive pump.

7. Clamp Wont Open When Clamp Open Switch is Engaged.

Vibrator is running.

The clamp won't open while the vibro is in operation. To open the clamp, stop the vibro.

Diesel engine may not be running.

Start the power unit engine and allow clamp pressure to build.

There may be an electrical failure.

Check for the following:

- Defective clamp switch.
- Broken or loose wire in the pendant or pendant cable.
- Defective OPEN solenoid.
- Broken or loose wire between main power switch and START relay.
- Defective or sticking clamp timing delay relay.
- Broken or loose wire between main power switch and amphenol connector.

The clamp pump may be defective.

Check clamp pump for slipping belts and tighten if required. If clamp wont open, replace clamp check valves. If clamp still wont open, replace the clamp pump.



OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

7032 SOUTH 196th - KENT, WA. 98032 - (253) 872-0141 / FAX (253) 872-8710



VI. VIBRO TROUBLE-SHOOTING (Continued...)

Possible Cause

Remedy

8. Vibro Wont Come Up to Normal Operating Speed.

Defective hydraulic motor or drive pump.

If vibration frequency has been verified lower than normal, Replace the hydraulic motors one at a time to see if performance improves. If vibro still operates below normal speed, replace drive motor pump.

9. Vibro Wont Stop When Stop Button is Engaged.

There may be an electrical failure.

Check for the following:

- Defective STOP button.
- Broken or loose wire in the pendant or pendant cable.
- Defective START relay.
- Defective motor START valve.



OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

7032 SOUTH 196th - KENT, WA. 98032 - (253) 872-0141 / FAX (253) 872-8710



VII. MODEL 330/525 POWER UNIT

VII-1. Hydraulic Circuitry.

The following are descriptions of the components that make up the Hydraulic Circuitry of the APE Model 330 or Model 525 Power Unit.

VII-1A. Clamp Circuitry. (Used for extending and retracting jaw cylinder)

Oil for the clamp circuit is provided by item #114 the clamp pump. This pump is a 1.5 cu.in/rev 5000 psi piston pump. All oil to the inlet of this pump is filtered through a suction strainer located in the tank. Clamp oil is then directed from the pump to the clamp directional control valve item #41. When the clamp switch is in the "off" position, the oil flows through the clamp directional control valve (item #41) and back to the oil tank. All hydraulic oil returning to tank is filtered with item #92 (return filter). When clamp switch is moved to open, solenoid "A" on the clamp directional control valve is energized the oil will flow out to the clamp cylinder and retract or open the jaws. The clamp open pressure can be seen on the clamp pressure gage item #122. When the clamp switch is moved to the closed position, solenoid "B" will be energized and oil flow will be directed to the clamp cylinder. The clamp cylinder will then extend or close the jaws. Clamp pressure can be seen on the clamp close switch item #44 will de-energize solenoid "B". This will direct pump oil flow back to oil tank. Clamp pressure is maintained in clamp cylinder by a pilot operated check valve, item #127. At any time should the clamp pressure fall below 3500 psi. the clamp pressure switch will re-energize solenoid "B" on the clamp control valve item #41, and direct pump flow to the clamp cylinder. Maximum clamp pressure is limited by item #42, the clamp pressure relief valve set at 4300 psi. The quick disconnect couplers, items #61 permit decoupling of clamp hoses.

VII-1B. Drive Circuit. (Used for operating APE vibrator, APE drill or any other unit)

There are three pumps, item #123 that direct oil to the drive circuit (Vibro Motors). The maximum drive pressure is controlled by the drive pressure relief valve, item #3, to 5000 psi. max. When the drive switch is moved to the forward position, solenoid "A" of the drive directional control valve is energized, item #2. Oil flow is directed to the vibro motors to rotate the eccentrics. When the drive switch is moved to the off position, oil flow is directed back to the tank through the drive directional control valve and solenoid "A" is de-energized. Because of the high oil flow in the drive circuit, APE, Inc. has developed a circuit that eliminates high shock loads. Items #50, 9 & 11 are small internal components located in the drive manifold that provide a soft shift feature for the drive directional control valve. Item #50 is a small adjustable snubber valve, item #9 is a small shuttle valve and item #11 are small fixed orifices. The orifices, item #11 are used to dampen the shifting of item #2. This provides a soft start/stop of the drive directional control valve preventing hydraulic shock to the drive system. The shuttle valve, item #9 is used to send a hydraulic signal to the drive pressure relief valve item #3, when the drive directional control valve is centered or de-energized. This hydraulic signal tells the drive pressure control valve to open and allow any high flow, high pressure back to tank. The snubber valve item #50 simply controls how fast this signal is received by the drive pressure relief valve item #3. The drive pressure can be read on the drive pressure gage item #122. Item #5 is the oil temperature control valve that directs oil flow to the oil cooler item #115 when oil temperature increases.

The quick-disconnect couplings (QD #12 & #61) permit de-coupling of the drive and case drain hoses at the power unit.



OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

7032 SOUTH 196th - KENT, WA. 98032 - (253) 872-0141 / FAX (253) 872-8710



VII. MODEL 330/525 POWER UNIT (Continued...)

VII-1C. Return Filter.

Returning fluid is filtered by the return filter items #92 & #93.

VII-1D. Oil Cooler.

The oil cooler, item #115 cools the hydraulic fluid returning from the vibrator.

VII-1E. Manual Pump.

A manual pump, item #107 is provided to fill the hydraulic reservoir. A hand valve, item #11, prevents loss of fluid from the reservoir back through the manual pump.

VII-1F. Hydraulic Oil Temperature.

A temperature gauge #101, indicates hydraulic oil temperature. The sending unit is mounted on the main tank (See Tank Detail Page 7-9, Figure 7-D.)

VII-1G. Hydraulic Components.

Table 7-A. Hydraulic Component Identification

| ITEM | QTY | DESCRIPTION | PART NUMBER | MFG. | APE P/N |
|------|-----|-------------------------------------|----------------|---------|-------------------|
| 1 | 1 | Drive Manifold | 9209012B | --- | 513028 |
| 2 | 1 | Directional Valve | 9-000-010-209 | --- | |
| 3 | 1 | Relief Valve | 0-811-102-170 | --- | |
| 4 | 1 | Tap Plate | --- | Rucker | --- |
| 5 | 1 | Amot Valve | 2BOCTL2001 | Amot | 513024 |
| 6 | 1 | Directional Valve Pilot | 9-000-010-209 | Bosch | --- |
| 7 | 1 | Shuttle Body | GBS-S | SunHyd. | 513030 |
| 8 | 1 | Bleed Off Check | CPIFF-2P-65 | --- | --- |
| 9 | 1 | Shuttle Cartridge | CSAA-EXN | SunHyd. | 513030 |
| 10 | 1 | Adapter Plate | --- | Rucker | --- |
| 11 | 2 | Pilot Orifice Restrictor | 1-810-120-009 | --- | 513032 |
| 12 | 1 | Quick Disconnects (Pair M/F) | --- | APE | 400301/ 400303 |
| 13 | 1 | 1/4" JIC/ Straight Thread O-ring | -4-4 F50X | Parker | |
| 14 | 2 | Anchor Flange | W44-24-24U | Anchor | 400100 |
| 15 | 2 | O-Ring 1 1/4" x 1/8" | 2-218 N674-70 | Parker | |
| 16 | 1 | Pilot Hose, Drive Manifold | See Table 7-B. | --- | |
| 17 | 1 | Pressure Gauge Line | See Table 7-B. | --- | |
| 18 | 1 | L.R. Drive Pump Hose | See Table 7-B. | --- | |
| 19 | 1 | L.L. Drive Pump Hose | See Table 7-B. | --- | |
| 20 | 1 | Mid. Drive pump hose | See Table 7-B. | --- | |
| 21 | 1 | Return Filter To Amot Valve Hose | See Table 7-B. | --- | |
| 22 | 1 | Amot Valve To Oil Cooler Inlet Hose | See Table 7-B. | --- | |
| 23 | 2 | 2" 90 Deg JIC / P.T. | -32 CTX | Parker | |
| 24 | 1 | 2" JIC / Fem. Swivel | -32 FTX | Parker | |
| 25 | 5 | Elect. Cable To Control Panel | --- | --- | |
| 26 | 1 | 1/4" N.P.T. / 1/4" JIC | - 4 FTX | Parker | 631017 |
| 27 | 1 | Straight O-Ring Plug | 16P50N | Parker | --- |
| 28 | 6 | Code 62 Split Flanges | -16 SFXO | Parker | 113010 |
| 29 | 3 | Flange O-Ring | #2-225 | --- | 113020 |
| 30 | 1 | Adapter - 1/4 Straight Thread/JIC | -4-4 50X | Parker | |



OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

7032 SOUTH 196th - KENT, WA. 98032 - (253) 872-0141 / FAX (253) 872-8710



VII. MODEL 330/525 POWER UNIT (Continued...)

VII-1G. Hydraulic Components (Continued...)

Table 7-A. (Continued...)

| ITEM | QTY | DESCRIPTION | PART NUMBER | MFG. | APE P/N |
|------|-----|---|----------------|---------|---------|
| 32 | 4 | Bolt - M 5.8 x 60 S.H.C.S. | --- | --- | |
| 33 | 6 | Bolt - 1/2-13 x 2 1/2 S.H.C.S. W/ Hi Coller | --- | --- | |
| 34 | 12 | Bolt - S.H.C.S. | --- | --- | |
| 35 | 8 | Bolt - S.H.C.S. 5/8-11 x 2 3/4 | --- | --- | |
| 36 | 4 | Bolt - M 5.8 x 75 S.H.C.S. | --- | --- | |
| 37 | 4 | Bolt - 3/8 x 3 1/4 S.H.C.S. | --- | --- | |
| 38 | 1 | Back Pressure Check | 1-817-419-038 | Bosch | 513031 |
| 39 | 4 | Bolt - 3/8 x 1 1/4 H.H. W/ LW | --- | --- | |
| 40 | 1 | Clamp Manifold | 9200030A | | 523002 |
| 41 | 1 | NG 25 Control Valve | 0-810-001-708 | Bosch | 513017 |
| 42 | 1 | Relief Valve | 0-811-101-170 | Bosch | 513018 |
| 43 | 1 | Pilot Valve (Part Of Rel. Valv. Assy.) | 0-811-101-170 | Bosch | 513018 |
| 44 | 1 | Pressure Switch | OE4-SBHS-8K | Oilayne | 700017 |
| 45 | 1 | Cartridge Check | CXDA-XCN | SunHyd. | 513019 |
| 46 | 1 | Pressure Hose-Clamp Pump | See Table 7-B. | --- | |
| 47 | 1 | Hose, Clamp Manifold To Tank | See Table 7-B. | --- | |
| 48 | 1 | Hose, Pressure Gauge | See Table 7-B. | --- | |
| 49 | 1 | Hose, Pressure Gauge | See Table 7-B. | --- | |
| 50 | 1 | Snubber (Needle) Valve | NSAB-KXV-BA | SunHyd. | 513026 |
| 51 | 2 | Fitting, N.P.T. 1/2" Fem. To 3/8" | 0201-8-6 | | |
| 52 | 1 | Fitting, 90 Deg - 12 O-Ring/ JIC | -12-12 V50X | Parker | |
| 53 | 1 | Fitting, - 45 Deg -12 P.T./ JIC | 12-VTX | Parker | |
| 54 | 2 | Fitting, 90 Deg - 4 P.T./ JIC | 4 CTX | Parker | |
| 55 | 1 | Plug, 3/4" Straight Thread O-Ring | -12 P50N | --- | |
| 56 | 1 | 1/4" P.T./P.T. | -4 FF | Parker | |
| 57 | 4 | Bolt- 3/8-16 x 3 1/4 S.H.C.S. | --- | --- | |
| 58 | 4 | Bolt- 10-24 x 1 1/2" S.H.C.S. | --- | --- | |
| 59 | 2 | Bolt- 10-24 x 1 S.H.C.S. | --- | --- | |
| 60 | 4 | Bolt- 1/4-20 x 3 1/2 S.H.C.S. | --- | --- | |
| 61 | 1 | Pair Quick Disconnects | S-30-3 | Safeway | 421023 |
| 62 | 1 | Dust Plug | S-34-3 | Safeway | 421027 |
| 63 | 1 | Dust Cap | S-34-9 | Safeway | 421026 |
| 64 | 3 | 2" Female 90 Deg P.T | --- | --- | |
| 65 | 3 | 2" X 2 1/2" Nipple | --- | --- | |
| 66 | 3 | Ball Valve | V500P-32 | --- | |
| 67 | 3 | 2" King Nipple | See Table 7-F. | --- | |
| 68 | 1 | Hose, Lower Left Drive Pump Suction | See Table 7-B. | --- | |
| 69 | 1 | Hose, Lower Right Drive Pump Suction | See Table 7-B. | --- | |
| 70 | 1 | Hose, Middle Drive Pump Suction | See Table 7-B. | --- | |
| 71 | 1 | Hose, Lower Left Drive Pump Case Drain | See Table 7-B. | --- | |
| 72 | 1 | Hose, Middle Drive Pump Case Drain | See Table 7-B. | --- | |
| 73 | 1 | Hose, Lower Right Drive Pump Case Drain | See Table 7-B. | --- | |
| 74 | 1 | Hose, Clamp Pump Suction | See Table 7-B. | --- | |
| 75 | 1 | Hose, Clamp Pump Case Drain | See Table 7-B. | --- | |
| 76 | 1 | Hose, Auxiliary Tank Feed To Main Tank | See Table 7-B. | --- | |
| 77 | 1 | Hose, Cooler Outlet To Return Filter | See Table 7-B. | --- | |
| 78 | 1 | Hose, Hand Pump Siphon End | See Table 7-B. | --- | |
| 79 | 1 | Hose, Hand Pump To Fill Filter | See Table 7-B. | --- | |
| 80 | 1 | Hose, Fuel Tank To Fuel / Water Seperator | See Table 7-B. | --- | |



OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

7032 SOUTH 196th - KENT, WA. 98032 - (253) 872-0141 / FAX (253) 872-8710



VII. MODEL 330/525 POWER UNIT (Continued...)

VII-1G. Hydraulic Components (Continued...)

Table 7-A. (Continued...)

| ITEM | QTY | DESCRIPTION | PART NUMBER | MFG. | APE PN |
|------|-----|---|--------------------|--------------|--------|
| 81 | 1 | Hose, Fuel / Water Separator To Fuel Filter | See Table 7-B. | --- | |
| 82 | 1 | Hose, Fuel Return Line | See Table 7-B. | --- | |
| 83 | 1 | Fitting, 90 Deg JIC/Straight Thread O-Ring | -12-10 C50X | Parker | |
| 84 | 2 | Fitting, "T" JICs/P.T. | -12 RTX-S | Parker | |
| 85 | 1 | Fitting, P.T./P.T. | -16 FF-S | Parker | |
| 86 | 1 | Fitting, JIC/P.T. | -16 FTX-S | Parker | |
| 87 | 1 | Filter (Fill) | FA3-N16-15-T | Fairey-Arlon | |
| 88 | 1 | Filter Element | FA35-25 | Fairey-Arlon | |
| 89 | 2 | Fitting, JIC/Straight Thread O-Ring | -12-10 F50X-S | Parker | |
| 90 | 1 | Fitting, JIC Reducer | -12-6 TRTX-S | Parker | |
| 91 | 1 | Fitting, "T" JICs/P.T. | -32 RTX-S | Parker | |
| 92 | 1 | Filter (Return) | HH7502B32DSSBPL | Pall | 513021 |
| 93 | 2 | Fill Filter Elements | V0211B2V10 | Pall | |
| 94 | 1 | Ball Valve, 1 1/4" | V500P-20 | Parker | |
| 95 | 1 | Fitting, 90 Deg P.T./P.T. | -20 CR-S | Parker | |
| 96 | 2 | Fitting, 90 Deg JIC/P.T. | -20 CTX | Parker | |
| 97 | 1 | Fitting, JIC/Straight Thread O-Ring | -12-12 F50X | Parker | |
| 98 | 1 | Fitting, JIC/Swvel Nut | -12-12 C6X | Parker | |
| 99 | 1 | Temperature Switch | T23-4A-170 | Apco | |
| 100 | 1 | Level switch | L120 | Murphy | 513033 |
| 101 | 1 | Temperature Gauge | VA25UR-80-C-15-K2 | --- | |
| 102 | 1 | Fitting, 90 Deg P.T. Elbow | -16CR-S | Parker | |
| 103 | 1 | Ball Valve | V500P-16 | Parker | 513005 |
| 104 | 1 | Q.D. Wing Nut | 5100S5-12B | Aeroquip | 421019 |
| 105 | 1 | Air Filter Housing | AH 1194 | Cummins | 531014 |
| 106 | 1 | Air Filter Element | AF4878 | Cummins | 531013 |
| 107 | 1 | Pump, Hand Operated | PA 414 | Blackmer | 513010 |
| 108 | 2 | Pipe Nipple, 1 1/4" X 4 1/2" | --- | --- | |
| 109 | 1 | Swing Check Valve | R+W 236 IPS | --- | |
| 110 | 1 | Fitting, JIC/Female P.T. | -20 GTX | Parker | |
| 111 | 1 | Fitting, 90 Deg JIC/P.T. | -20-16 CTX | Parker | |
| 112 | 2 | Clamp, 1 1/4" Pipe | --- | --- | |
| 113 | 5 | Clamp, Hose | --- | --- | |
| 114 | 1 | Pump, Clamp | F11-19-LU-SH-S | Volvo | 513012 |
| 115 | 1 | Oil Cooler | DB-5811 | Durn Bush | |
| 116 | 1 | Fitting, P.T. Plug | -16 HP | Parker | |
| 117 | 1 | Fitting, JIC/P.T. | -12 FTX | Parker | |
| 118 | 1 | Gauge, Return Filter Pressure | --- | --- | |
| 119 | 1 | Breather, | FF 16-1" | Lenz | 513002 |
| 120 | 1 | Gauge, Site | G607-06-A-1 1/2" | Lube Devices | 513003 |
| 121 | 1 | Gauge, Site | G607-30-A-1 1/2" | Lube Devices | 513006 |
| 122 | 3 | Gauge, Pressure | 7718-0-6000 | ENFM | |
| 123 | 3 | Pump, Drive | F-12-80-LS-SH-S | Volvo | 533012 |
| 124 | 1 | Check, Cooler Bypass | DT8P1-10-65-11 | Vickers | |
| 125 | 1 | Valve, Clamp Directional | QF-5-0-10A-HS-DC24 | Vickers | |
| 126 | 1 | Pilot Opp Check | 0-811-020-016 | Bosch | |
| 127 | 1 | P.O. Check-Vickers Replacement | DGMPC-5-ABF-30 | Vickers | |
| 128 | 1 | Gauge, Pressure | 0-100 psi | Datcon | |
| 129 | 1 | Gauge, Temperature | 0-220 Deg | REO | |
| 130 | 2 | O-Ring, Valve (Metric) | 2.0x10.0 | --- | |
| 131 | 2 | O-Ring, Valve (Metric) | 3.0x28.0 | --- | |



VII. MODEL 330/525 POWER UNIT (Continued...)

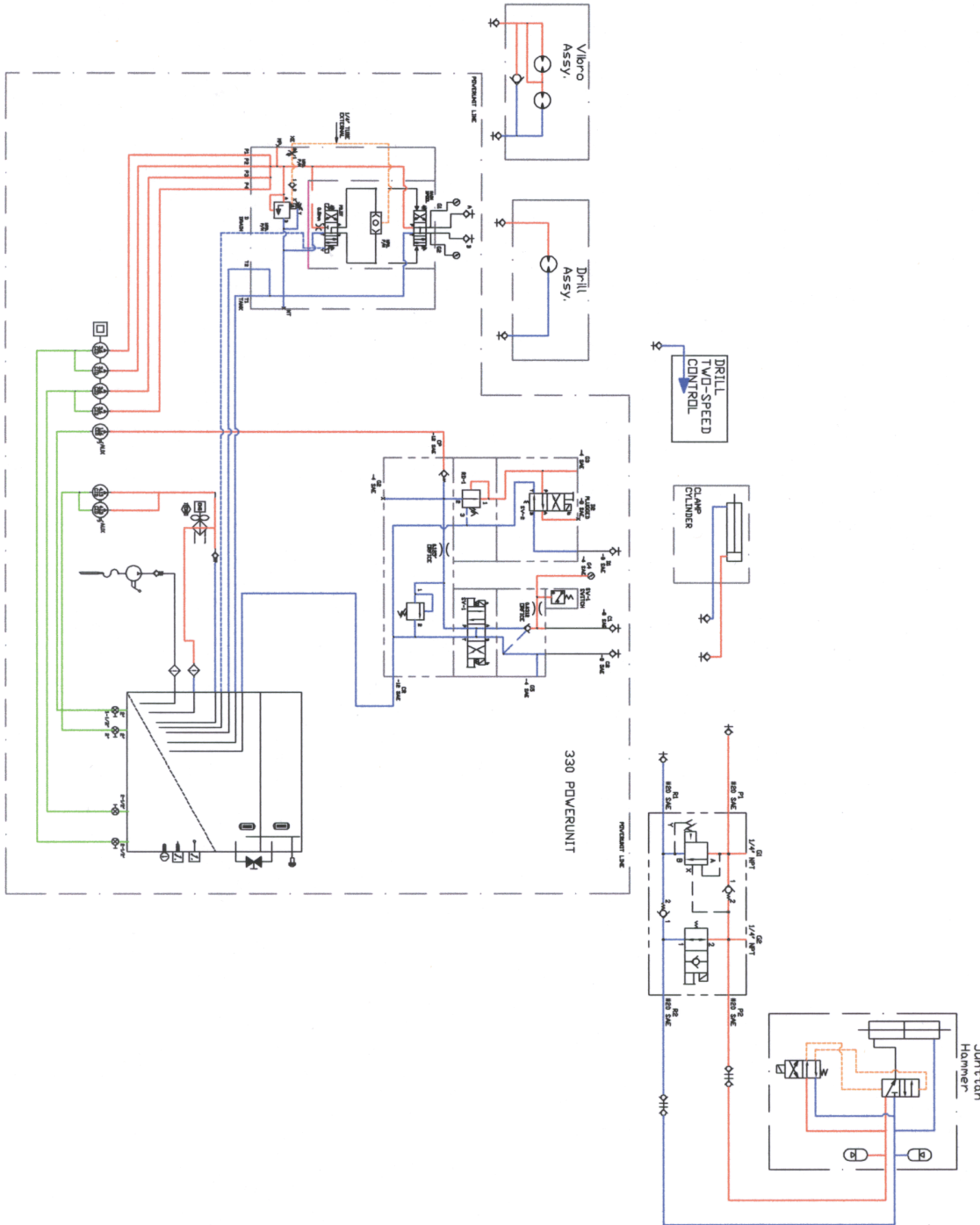


Figure 7-A. Power Unit Hydraulic Schematic. (See Page 7-2, Table 7-A.)

This drawing shows the power unit with a Junttan Hydraulic Impact hammer control valve as well as the standard valve for vibro. It also shows the valve for the drill circuit. Contact APE for a more detailed drawing if necessary.



OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

7032 SOUTH 196th - KENT, WA. 98032 - (253) 872-0141 / FAX (253) 872-8710



VII. MODEL 330/525 POWER UNIT (Continued...)

VII-1G. Hydraulic Components (Continued...)

The following illustrations show the basic location and routing for the components listed in **Table 7-A**. refer to the **Hose Identification Key** for hose types. Refer to **Table 7-B**. for a separate identification list of the hose components and their routing description.

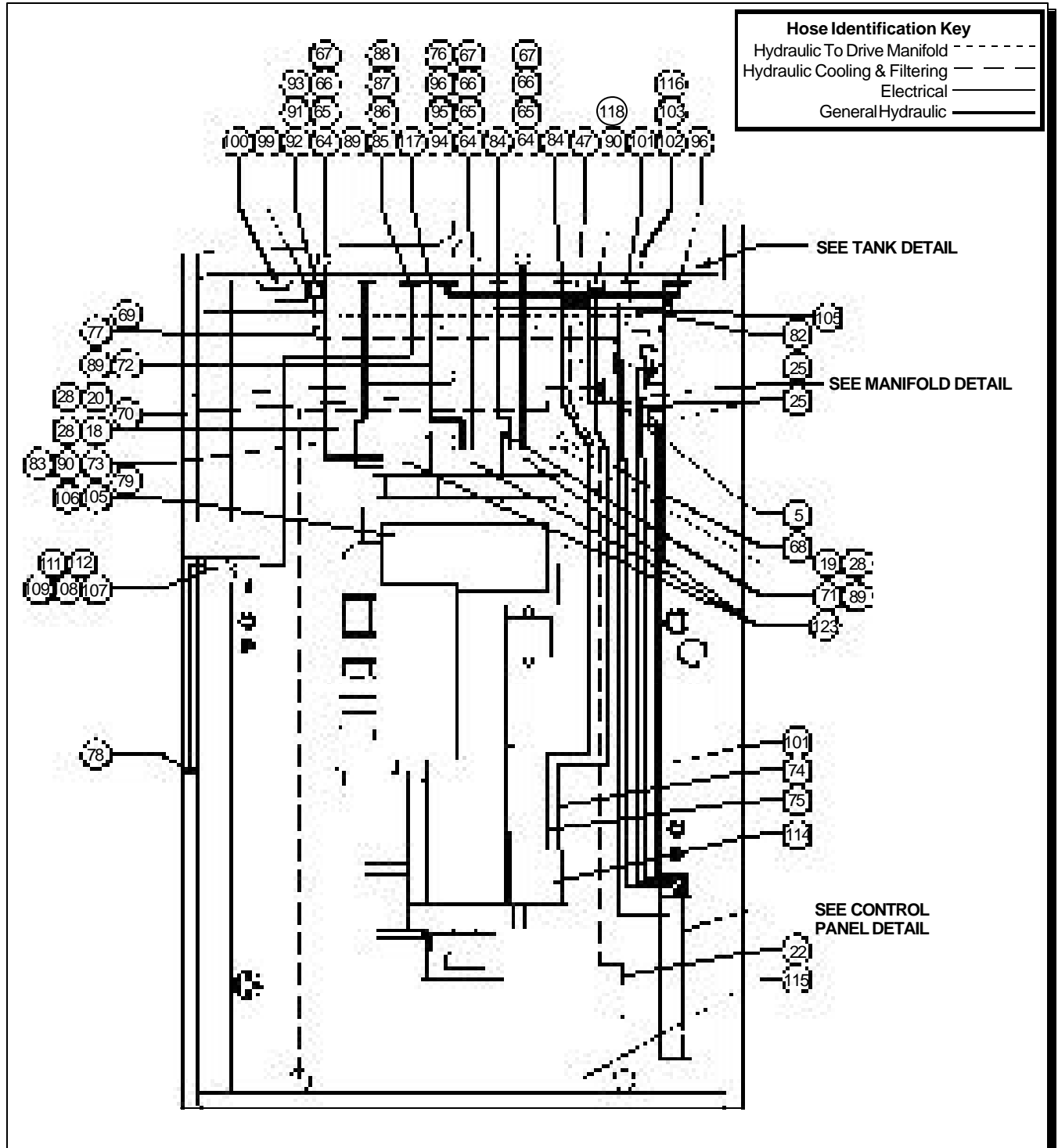


Figure 7-B. Hydraulic Component Identification - Top View



VII. MODEL 330/525 POWER UNIT (Continued...)

VII-1G. Hydraulic Components (Continued...)

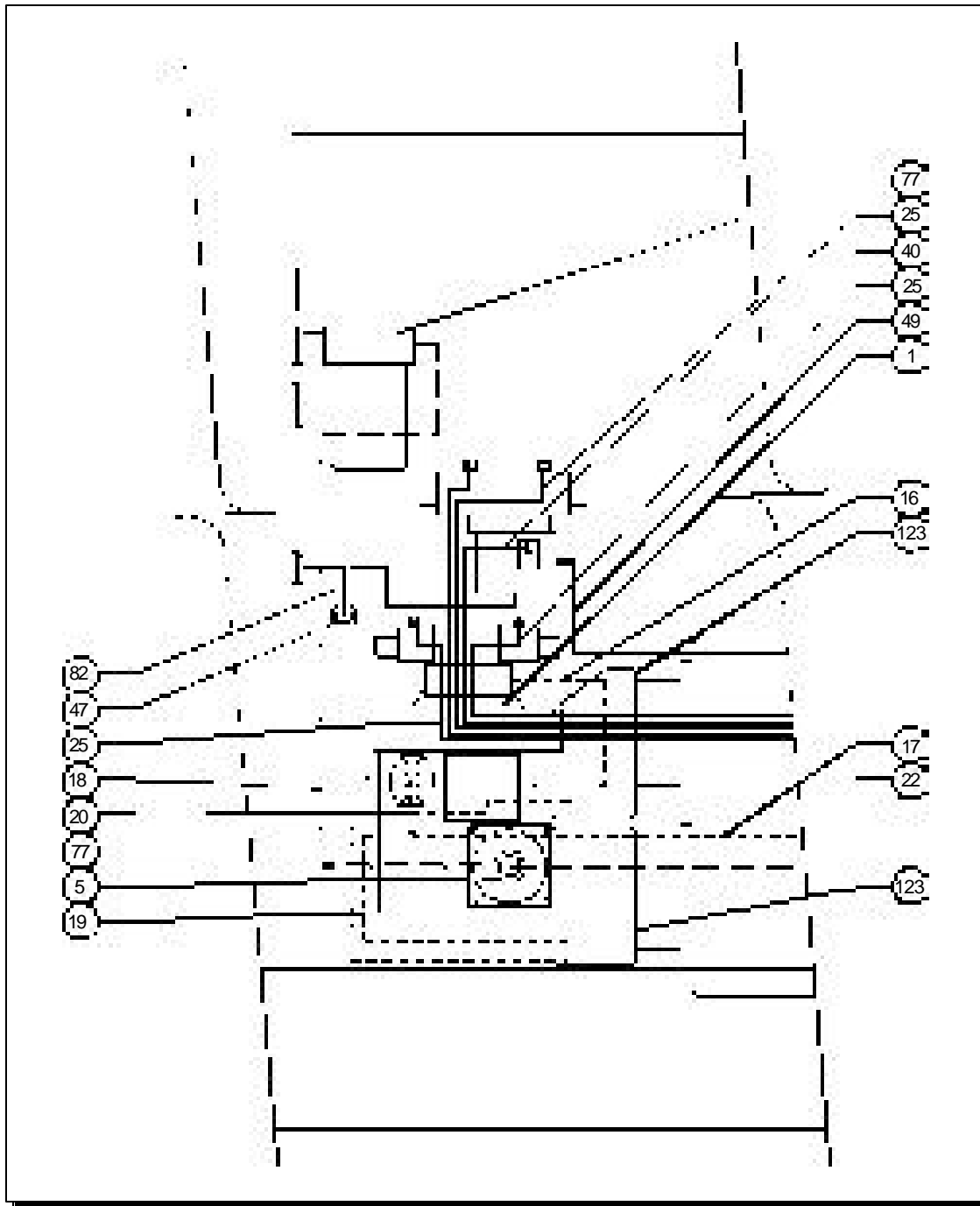


Figure 7-C. Hydraulic Component Identification - Manifold Detail



OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

7032 SOUTH 196th - KENT, WA. 98032 - (253) 872-0141 / FAX (253) 872-8710



VII. MODEL 330/525 POWER UNIT (Continued...)

VII-1G. Hydraulic Components (Continued...)

Table 7-B. Hose Identification and Routing

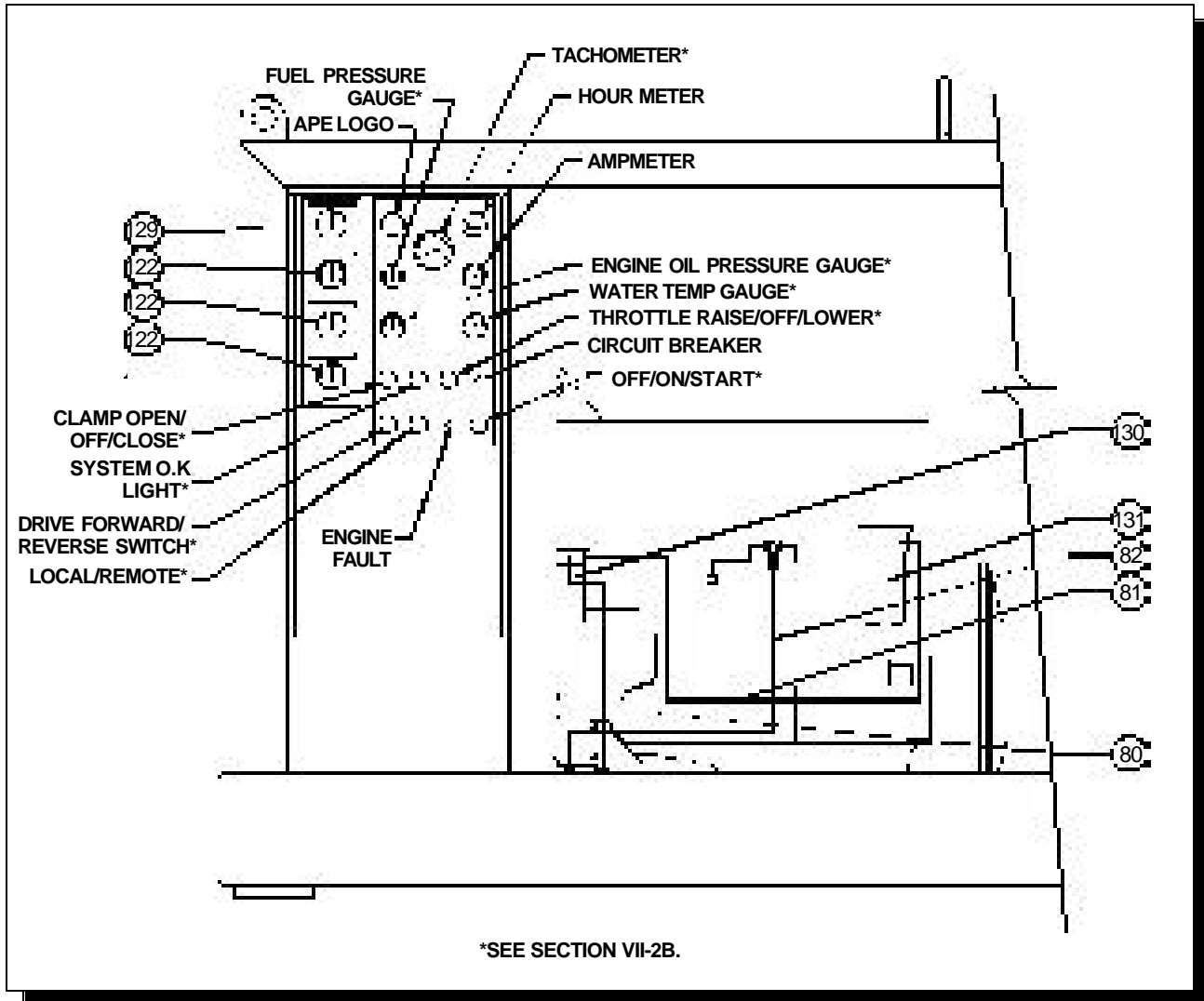
| Item | Hose Identification | Hose Routing | APE # |
|------|---|--|-------|
| 16 | 381-4 1/4" Hose, 13 1/2" O.A. Length w/ -4 JIC Swivel One End, -4 45 Deg JIC Swivel Other End (Parker 10643-4-4, 45 Deg; 13743-4-4) | Clamp Manifold Pilot Hose To Relief Valve | |
| 17 | 381-4 1/4" Hose, 110" O.A. Length w/ -4 JIC Swivels One End, 90 Deg -4 JIC Swivel Other End (Parker 10643-4-4, 90 Deg; 13943-4-4) | Drive Manifold-Pressure Gauge Hose To Control Panel | |
| 18 | 100 R13-16 1" Hose, 27" O.A. Length w/ 90 Deg -16 Code 62 Split Flanges Both Ends | Lower Right Drive Pump - Pressure Hose To Drive Manifold | |
| 19 | 100 R13-16 1" Hose, 27" O.A. Length w/ 90 Deg -16 Code 62 Split Flange One End, 45 Deg -16 Code 62 Split Flange Other End | Lower Left Drive Pump-Pressure Hose To Drive Manifold | |
| 20 | 100 R13-16 1" Hose, 30" O.A. Length w/ 45 Deg -16 Code 62 Split Flange One End, Straight -16 Code 62 Split Flange Other End | Middle Drive Pump - Pressure Hose To Drive Manifold | |
| 21 | 301-32 2" Hose, 72" O.A. Length w/ -32 JIC Swivel Both Ends (Parker 10671-32-32) | Amot Valve Hose To Return Filter | |
| 22 | 301-32 2" Hose, 117" O.A. Length w/ -32 JIC Swivel Both Ends (Parker 10671-32-32) | Amot Valve Hose To Cooler Inlet | |
| 46 | 78C-12 3/4" Pressure Hose, 57" O.A. Length w/ -12 JIC Female Swivels Both Ends (Parker 10678-12-12) | Clamp Pump - Pressure Hose To Clamp Manifold | |
| 47 | 421-12 3/4" Hose, 31" O.A. Length w/ -12 JIC Swivels Both Ends (Parker 10643-12-12) | Clamp Manifold Hose To Main Tank | |
| 48 | 381-4 1/4" Hose, 107" O.A. Length w/ -4 JIC Swivels Both Ends (Parker 10643-4-4) | Clamp Manifold-Pressure Gauge Hose To Control Panel | |
| 49 | 381-4 1/4" Hose, 107" O.A. Length w/ -4 JIC Swivels Both Ends (Parker 10643-4-4) | Clamp Manifold-Pressure Gauge Hose To Control Panel | |
| 68 | 2" Longhorn Suction Hose, 8" Long, 2" Barbed King Nipple One End, 90 Deg Suction Adapter* Other End (King Nipple; APE #411037) | Lower Left Drive Pump - Suction Hose From Tank Underside | |
| 69 | 2" Longhorn Suction Hose, 14" Long, 2" Barbed King Nipple One End, 90 Deg Suction Adapter* Other End (King Nipple; APE #411037) | Lower Right Drive Pump- Suction Hose From Tank Underside | |
| 70 | 2" Longhorn Suction Hose, 20" Long, 2" Barbed King Nipple One End, Straight Suction Adapter* Other End (King Nipple; APE #411037) | Middle Drive Pump - Suction Hose From Tank Underside | |
| 71 | 421-12 3/4" Hose, 24" O.A. Length w/ -12 JIC Swivels Both Ends (Parker 10643-12-12) | Lower Left Drive Pump - Case Drain Hose To Main Tank | |
| 72 | 421-12 3/4" Hose, 20" O.A. Length w/ -12 JIC Swivels Both Ends (Parker 10643-12-12) | Middle Drive Pump - Case Drain Hose To Main Tank | |
| 73 | 421-12 3/4" Hose, 29" O.A. Length w/ -12 JIC Swivels Both Ends (Parker 10643-12-12) | Lower Right Drive Pump - Case Drain Hose To Main Tank | |
| 74 | 881 1" Suction Hose, 65 1/2" O.A. Length w/ -16 JIC Swivels Both Ends (Parker 10643-16-16) | Clamp Pump - Suction Hose From Main Tank | |
| 75 | 421-6 3/8" Hose, 79 1/2" O.A. Length w/ -6 JIC Swivel One End, 90 Deg 6 JIC Swivel Other End (Parker 10643-6-6, 90 Deg; 13943-6-6) | Clamp Pump - Case Drain Hose To Main Tank | |
| 76 | 421-20 1 1/4" Hose, 25" O.A. Length w/ -20 JIC Swivels Both Ends (Parker 10643-20-20) | Auxiliary Tank Feed Hose To Main Tank | |
| 77 | 301-32 2" Hose, 112" O.A. Length w/ -32 JIC Swivel Both Ends (Parker 10671-32-32) | Cooler Outlet Hose To Return Filter | |
| 78 | 421-20 1 1/4" Hose, 50" O.A. Length w/ -20 JIC Swivels Both Ends (Parker 10643-20-20) | Hand Pump Hose To Siphon End | |
| 79 | 421-16 1" Hose, 45" O.A. Length w/ -16 JIC Swivels Both Ends (Parker 10643-16-16) | Hand Pump Hose To Fill Filter | |
| 80 | -10 5/8" Fuel Hose, 14" O.A. Length w/ -10 JIC Swivels Both Ends (Parker 10643-10-10) | Fuel Tank Hose To Fuel / Water Separator | |
| 81 | -8 1/2" Fuel Hose, 40" O.A. Length w/ -8 JIC Swivels Both Ends (Parker 10643-8-8) | Fuel / Water Separator Hose To Fuel Filter | |
| 82 | 421-12 3/4" Hose, 19" O.A. Length w/ -12 JIC Swivels One End, 90 Deg JIC Other End (Parker 10643-12-12, 13942-12-12) | Fuel Return Line | |

*See Suction Adapter Detail Page 7-11



VII. MODEL 330/525 POWER UNIT (Continued...)

VII-1G. Hydraulic Components (Continued...)



*SEE SECTION VII-2B.

Figure 7-D. Hydraulic Component Identification - Control Panel Detail



VII. MODEL 330/525 POWER UNIT (Continued...)

VII-1G. Hydraulic Components (Continued...)

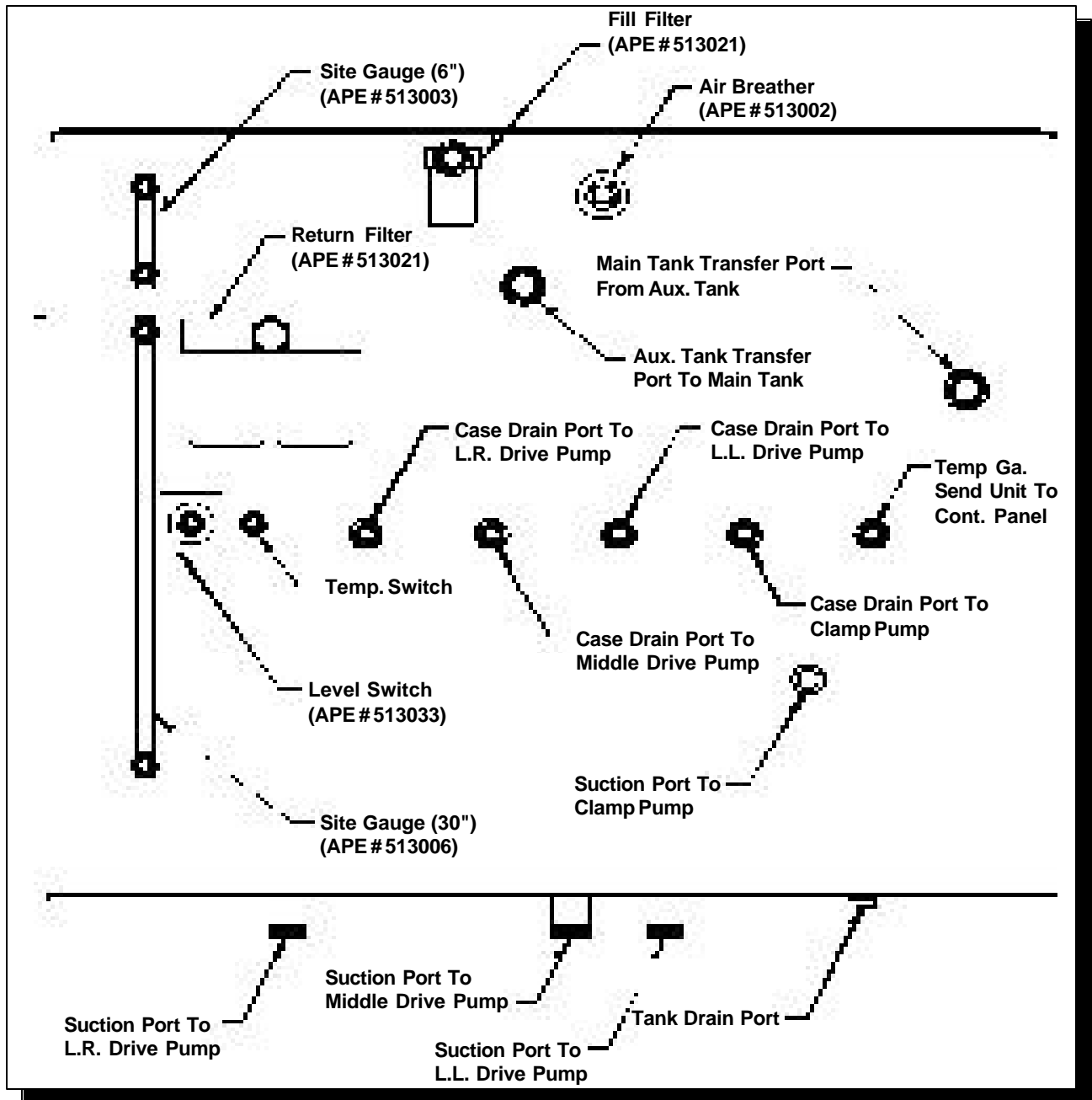


Figure 7-E. Hydraulic Component Identification - Tank Detail



VII. MODEL 330/525 POWER UNIT (Continued...)

VII-1G. Hydraulic Components (Continued...)

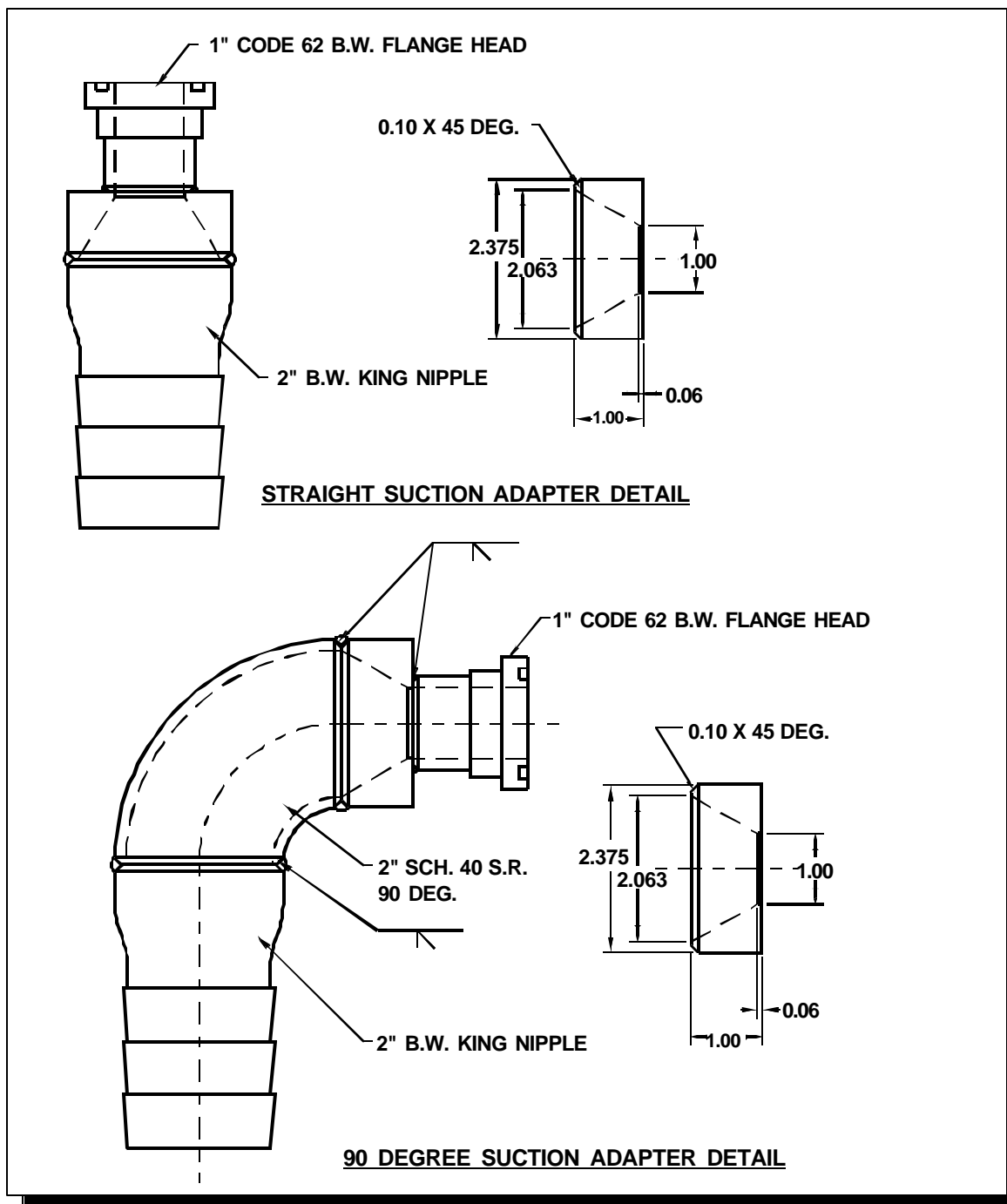


Figure 7-F. Hydraulic Component Identification - Suction Adapter Details



VII. MODEL 330/525 POWER UNIT (Continued...)

VII-1G. Hydraulic Components (Continued...)

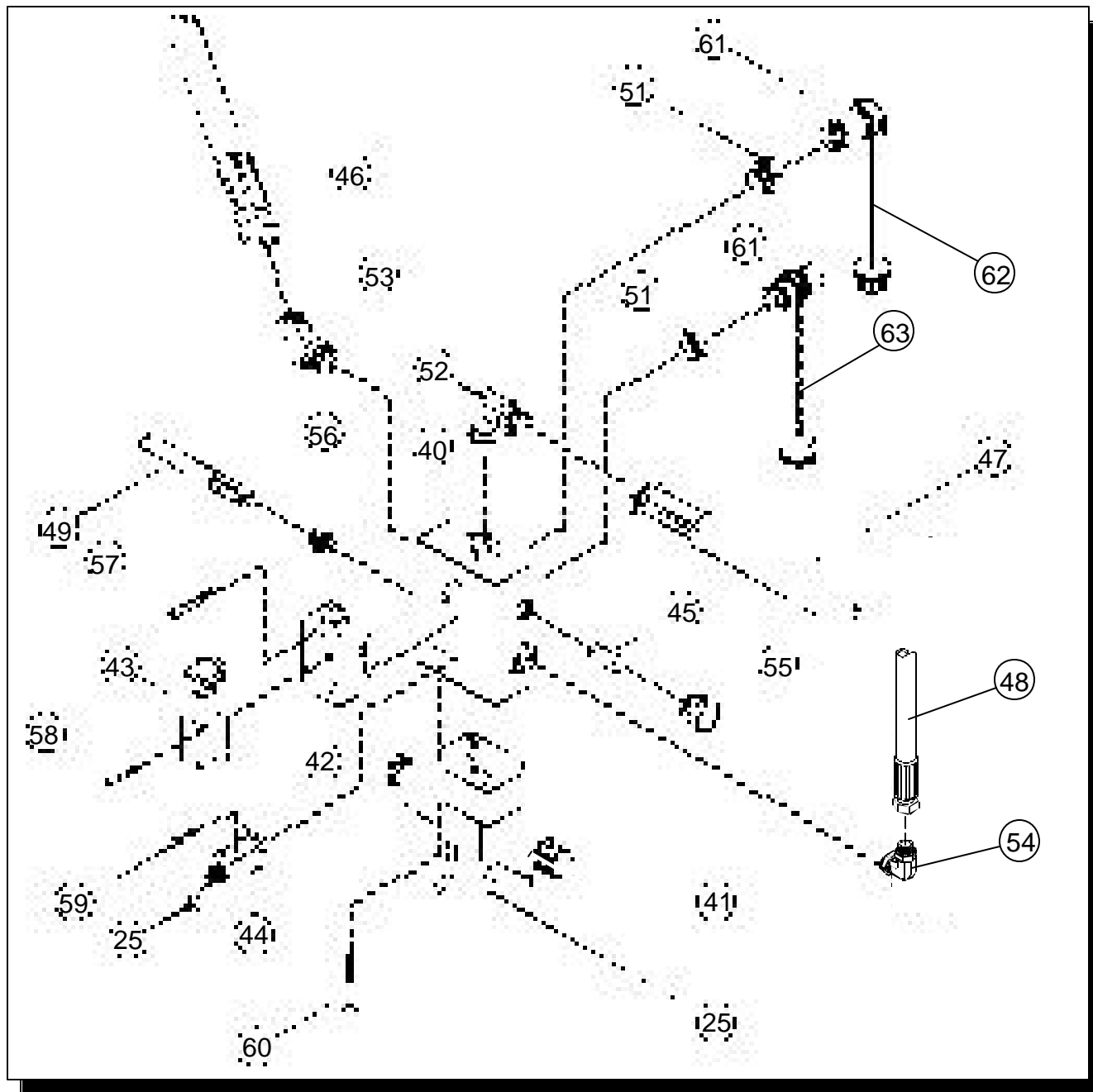


Figure 7-G. Hydraulic Component Identification - Clamp Manifold



VII. MODEL 330/525 POWER UNIT (Continued...)

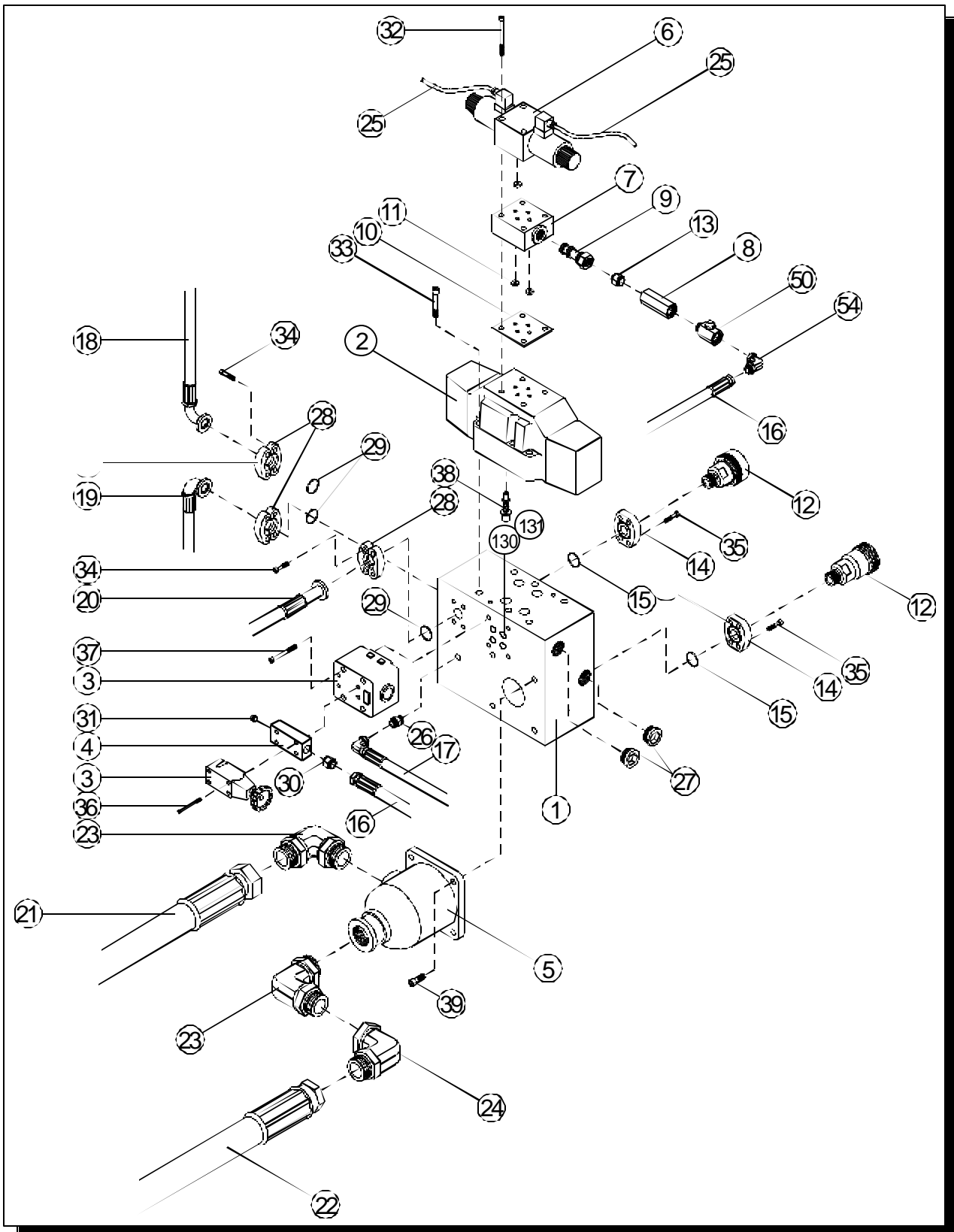


Figure 7-H. Hydraulic Component Identification - Drive Manifold



OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

7032 SOUTH 196th - KENT, WA. 98032 - (253) 872-0141 / FAX (253) 872-8710



VII. MODEL 330/525 POWER UNIT (Continued...)

VII-1G. Hydraulic Components (Continued...) Table 7-C. Manifold Assembly.

| ITEM | QTY | DESCRIPTION | PART NUMBER | MFG. | APE P/N |
|------|-----|--|----------------|----------|-------------------|
| 1 | 1 | Drive Manifold | 9209012B | — | 513028 |
| 2 | 1 | Directional Valve | 9-000-010-209 | — | |
| 3 | 1 | Relief Valve | 0-811-102-170 | — | |
| 4 | 1 | Tap Plate | — | Rucker | — |
| 5 | 1 | Amot Valve | 2BOCTL2001 | Amot | 513024 |
| 6 | 1 | Directional Valve Pilot | 9-000-010-209 | Bosch | — |
| 7 | 1 | Shuttle Body | GBS-S | Sun Hyd. | 513030 |
| 8 | 1 | Bleed Off Check | CPIFF-2P-65 | — | — |
| 9 | 1 | Shuttle Cartridge | CSAA-EXN | Sun Hyd. | 513030 |
| 10 | 1 | Adapter Plate | — | Rucker | — |
| 11 | 2 | Pilot Orifice Restrictor | 1-810-120-009 | — | 513032 |
| 12 | 1 | Quick Disconnects (Pair M/F) | — | APE | 400301/ 400303 |
| 13 | 1 | 1/4" JIC/ Straight Thread O-ring | -4-4 F50X | Parker | |
| 14 | 2 | Anchor Flange | W44-24-24U | Anchor | 400100 |
| 15 | 2 | O-Ring 1 1/4" x 1/8" | 2-218 N674-70 | Parker | |
| 16 | 1 | Pilot Hose, Drive Manifold | See Table 7-B. | — | |
| 17 | 1 | Pressure Gauge Line | See Table 7-B. | — | |
| 18 | 1 | L.R. Drive Pump Hose | See Table 7-B. | — | |
| 19 | 1 | L.L. Drive Pump Hose | See Table 7-B. | — | |
| 20 | 1 | Mid. Drive pump hose | See Table 7-B. | — | |
| 21 | 1 | Return Filter To Amot Valve Hose | See Table 7-B. | — | |
| 22 | 1 | Amot Valve To Oil Cooler Inlet Hose | See Table 7-B. | — | |
| 23 | 2 | 2" 90 Deg JIC / P.T. | -32 CTX | Parker | |
| 24 | 1 | 2" JIC / Fem. Swivel | -32 FTX | Parker | |
| 25 | 5 | Elect. Cable To Control Panel | — | — | |
| 26 | 1 | 1/4" N.P.T. / 1/4" JIC | -4 FTX | Parker | 631017 |
| 27 | 1 | Straight O-Ring Plug | 16P50N | Parker | — |
| 28 | 6 | Code 62 Split Flanges | -16 SFXO | Parker | 113010 |
| 29 | 3 | Flange O-Ring | #2-225 | — | 113020 |
| 30 | 1 | Adapter - 1/4 Straight Thread/JIC | -4-4 50X | Parker | |
| 32 | 4 | Bolt - M 5.8 x 60 S.H.C.S. | — | — | |
| 33 | 6 | Bolt - 1/2-13 x 2 1/2 S.H.C.S. W/ Hi Coller | — | — | |
| 34 | 12 | Bolt - S.H.C.S. | — | — | |
| 35 | 8 | Bolt - S.H.C.S. 5/8-11 x 2 3/4 | — | — | |
| 36 | 4 | Bolt - M 5.8 x 75 S.H.C.S. | — | — | |
| 37 | 4 | Bolt - 3/8 x 3 1/4 S.H.C.S. | — | — | |
| 38 | 1 | Back Pressure Check | 1-817-419-038 | Bosch | 513031 |
| 39 | 4 | Bolt - 3/8 x 1 1/4 H.H. W/ LW | — | — | |
| 40 | 1 | Clamp Manifold | 9200030A | — | 523002 |
| 41 | 1 | NG 25 Control Valve | 0-810-001-708 | Bosch | 513017 |
| 42 | 1 | Relief Valve | 0-811-101-170 | Bosch | 513018 |
| 43 | 1 | Pilot Valve (Rel. Valv. Assy.) | 0-811-101-170 | Bosch | 513018 |
| 44 | 1 | Pressure Switch | OE4-SBHS-8K | Oildyne | 700017 |
| 45 | 1 | Cartridge Check | CXDA-XCN | Sun Hyd. | 513019 |



OPERATION / MAINTENANCE MANUAL
MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT
 7032 SOUTH 196th - KENT, WA. 98032 - (253) 872-0141 / FAX (253) 872-8710



VII. MODEL 330/525 POWER UNIT (Continued...)

VII-1G. Hydraulic Components - Table 7-C. Manifold Assembly (Continued...).

| ITEM | QTY | DESCRIPTION | PART NUMBER | MFG. | APE P/N |
|------|-----|-----------------------------------|----------------|----------|---------|
| 46 | 1 | Pressure Hose-Clamp Pump | See Table 7-B. | --- | |
| 47 | 1 | Hose, Clamp Manifold To Tank | See Table 7-B. | --- | |
| 48 | 1 | Hose, Pressure Gauge | See Table 7-B. | --- | |
| 49 | 1 | Hose, Pressure Gauge | See Table 7-B. | --- | |
| 50 | 1 | Snubber (Needle) Valve | NSAB-KXV-BA | Sun Hyd. | 513026 |
| 51 | 2 | Fitting, N.P.T. 1/2" Fem. To 3/8" | 0201-8-6 | | |
| 52 | 1 | Fitting, 90 Deg - 12 O-Ring/ JIC | -12-12 V50X | Parker | |
| 53 | 1 | Fitting, - 45 Deg -12 P.T./ JIC | 12-VTX | Parker | |
| 54 | 2 | Fitting, 90 Deg - 4 P.T./ JIC | 4 CTX | Parker | |
| 55 | 1 | Plug, 3/4" Straight Thread O-Ring | -12 P50N | --- | |
| 56 | 1 | 1/4" P.T./ P.T. | -4 FF | Parker | |
| 57 | 4 | Bolt- 3/8-16 x 3 1/4 S.H.C.S. | --- | --- | |
| 58 | 4 | Bolt- 10-24 x 1 1/2" S.H.C.S. | --- | --- | |
| 59 | 2 | Bolt- 10-24 x 1 S.H.C.S. | --- | --- | |
| 60 | 4 | Bolt- 1/4-20 x 3 1/2 S.H.C.S. | --- | --- | |
| 61 | 1 | Pair Quick Disconnects | S-30-3 | Safeway | 421023 |
| 62 | 1 | Dust Plug | S-34-3 | Safeway | 421027 |
| 63 | 1 | Dust Cap | S-34-9 | Safeway | 421026 |
| 64 | 3 | 2" Female 90 Deg P.T | --- | --- | |
| 130 | 2 | O-Ring, Valve (Metric) | 2.0x10.0 | --- | |
| 131 | 2 | O-Ring, Valve (Metric) | 3.0x28.0 | --- | |



OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

7032 SOUTH 196th - KENT, WA. 98032 - (253) 872-0141 / FAX (253) 872-8710



VII. MODEL 330/525 POWER UNIT (Continued...)

VII-2. Electrical Controls: (Understanding How They Work)

The Main Control Panel (located behind one of the doors on the left side of the Power Unit) contains all of the equipment necessary to Start, Control, and Monitor the Engine, as well as control the Vibro functions. Remote control of the Vibro functions can be achieved by plugging either a Remote Pendant Switch, or a Radio Receiver into the 12 pin receptacle, located on the bottom of the panel. The Pendant Switch will allow the operator to move about in approx. a 50 ft radius of the Power Unit. The Radio will allow the operator to move about in approx. a 400 ft radius of the Power Unit.

VII-2A. Main Circuit Breaker

A circuit breaker is provided to protect the control wiring in the event of an electrical overload or a shorted circuit. If the circuit breaker should trip, find and repair the fault, then reset the breaker by pressing the circuit breaker reset button on the face of the Control Panel.

VII-2B. Tachometer

A digital tachometer, located on the front of the control panel, is provided to monitor the engine RPM. A magnetic sensor picks up a signal from the flywheel, and sends it to the tachometer. If there is reason to doubt the accuracy of the tachometer, check the engine RPM with a phototach, then calibrate the tachometer gage. The factory should be consulted for proper setting of the tach switches.

VII-2C. Hourmeters

Two hourmeters are on the Control Panel, one on the face of the panel, and one inside the panel. The hourmeter on the face of the panel monitors the time that the engine is running. The hourmeter inside the panel monitors the time that the "Forward Drive" is operating.

VII-2D. Engine Safety Shutdown Switch (Murphy Magnetic Switch)

Mounted to the back side of the Control Panel Door, is a Murphy Magnetic switch with a manual reset button protruding through the front of the Panel Door. When the contact on the switch is closed, power is supplied to the fuel valve solenoid, the hourmeter, and the "System OK" light. When the contact is open, the above items will be de-energized, and the engine will not run. The contact can be manually closed by pressing the "Reset" button on the face of the control panel. The contact will remain latched closed, unless the coil on the switch is energized. Each time the coil is energized, the contact will be unlatched, and the contact will open, to stop the engine. There are five switches that can energize the coil on the Murphy magnetic Switch, to stop the engine, (Engine Oil Pressure Gage, Engine Coolant Temperature Gage, Hydraulic Oil Temperature Gage, Hydraulic Oil Level Switch, and Emergency Stop Button on either the Pendant Switch, or the Radio).

VII-2E. Murphy "Engine Oil Press" gage

The Engine Oil Pressure Gage is located on the door of the Main Control Panel. A low cutoff switch is located inside the Murphy "Engine Oil Press" gage. When the engine oil pressure is too low, the switch will close to energize the coil in the Murphy Mag Switch. The cutoff pressure has been set at the factory. If the setting should need to be changed, use the adjustment screw provided in the front of the gage. A 1/16" allen wrench is required. Each time the engine is to be started, the Murphy Mag Switch coil will be energized by the switch in this gage. To start the engine, one must press and hold the manual reset button on the Murphy Mag Switch until sufficient engine oil pressure is achieved. Sufficient oil pressure has been achieved when the "Oil Press" light on the face of the Control Panel goes out.)



OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

7032 SOUTH 196th - KENT, WA. 98032 - (253) 872-0141 / FAX (253) 872-8710



VII. MODEL 330/525 POWER UNIT (Continued...)

VII-2F. Murphy “Engine Coolant Temp” gage

The Engine Coolant Temperature Gage is located on the door of the Main Control Panel. A high cutoff switch is located in the Murphy “Engine Coolant Temp” gage. When the engine temperature is too high, the switch will close to energize the coil in the Murphy Mag Switch. The cutoff pressure has been set at the factory. If the setting should need to be changed, use the adjustment screw provided in the front of the gage. A 1/16” allen wrench is required. (Do not set the cutoff temperature above 220 deg F. without factory permission)

VII-2G. Murphy “Hyd Oil Temp” gage

The Hydraulic Oil Temperature Gage is located in the Gage Assembly on the left of the Control Panel. A high cutoff switch is located in the Murphy “Hyd Oil Temp” gage. When the hydraulic oil temperature is too high, the switch will close to energize the coil in the Murphy Mag Switch. The cutoff pressure has been set at the factory. If the setting should need to be changed, use the adjustment screw provided in the front of the gage. A 1/16” allen wrench is required.

VII-2H. Hydraulic Oil Level Float Switch

The “Hyd Oil Level” float switch is located in the hydraulic oil reservoir, next to the sight gage. A glass window is provided in the switch so that the float and oil level can be observed. If the oil level gets too low, the switch will close to energize the coil in the Murphy Mag Switch.

VII-2I. Pendant “Emergency Stop” button

To stop the engine in an emergency, press the “Emergency Stop” button on the hand held Pendant Switch. This “Emergency Stop” switch will work, regardless of the position of the “Local-Pendant” selector Switch.

VII-2J. Radio “Emergency Stop” Button

To stop the engine in an emergency, press the red “Emergency Stop” button located near the antenna on the radio transmitter. This switch will work, regardless of the position of the “Local-Pendant” selector switch. NOTE: In order for the radio “Emergency Stop” button to work, both the Radio Receiver and the Radio Transmitter have to have been on, and operational.

VII-2K. Pilot lights

There are five pilot lights on the face of the control panel that are associated with the Safety Shutdown Switch discussed above.

1. “System OK” light. A lit “System OK” light is an indication that the Engine Oil Pressure, Engine Coolant Temperature, Hydraulic Oil Temperature, and the Hydraulic Oil Level are all okay. When the “System OK” light is not lit, the engine will have been automatically stopped. The problem can be detected by observing the following lights.
2. “Engine Oil Press” light. Any time the engine oil pressure is too low, this light will be on, (with the following exception). If the “Engine Coolant Temperature Gage”, the Hydraulic Oil Temperature Gage, or the Hydraulic Oil Level Switch has stopped the engine, the “Engine Oil Press” light will not be on; but, one of the following lights will be on.
3. “Engine Coolant Temp” light. If the Engine Coolant Temp is too high, this light will be on.
4. “Hydraulic Oil Temp” light. If the Hydraulic Oil Temperature is too high, this light will be on.
5. “Hydraulic Oil Level” light. Any time the Hydraulic Oil Level is too low, this light will be on.

In addition to the above, there is a pilot light in each of the terminal connectors on the solenoid valves. By observing these lights, one can tell which solenoids are energized.



OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

7032 SOUTH 196th - KENT, WA. 98032 - (253) 872-0141 / FAX (253) 872-8710



VII. MODEL 330/525 POWER UNIT (Continued...)

VII-2L. Engine Control Switch “OFF-ON-START”

The Engine Control Switch is located on the front of the control panel, and is used to start and stop the diesel engine, as well as control power to all other electrical equipment on the power unit. This switch must be in the “on” position before the engine or any of the other electrical components will operate. The “off” and “on” positions are detented, but the “start” position is spring loaded to the “on” position. Turning the switch to the “start” position will energize the starter motor on the engine.

VII-2M. “LOCAL— PENDANT” Switch

This switch is also located on the main control panel, and determines the location from which the vibro can be operated. The vibro can not be operated from more than one location at a time. When this switch is turned to the “local” position, the vibro can be operated only by the switches on the power unit control panel. In the “pendant” position, operation of the vibro is controlled by either the Hand Held Pendant Switch, or the Radio (depending on which one is plugged into the bottom of the Control Panel).

CAUTION should be used when changing the position of this switch. Check to make sure that all of the Drive “Forward/Reverse” switches, and “Clamp” switches (including the Radio) are turned “off” before turning this switch. If any one of the above switches are “on”, the vibro eccentrics or clamp could be accidentally activated, causing mechanical damage or personal injury.

If neither the Hand Held Pendant nor the Radio is plugged into the Receptacle on the bottom of the Control Panel, this switch must be in the “local” position before the engine can be started.

VII-2N. Governor Control Switches “RAISE-off-LOWER”

Governor Control switches can be found on the Main Control Panel, the Held Pendant, and/or the Radio Transmitter. The “Local-Pendant” switch determines which one is operable. To increase the engine rpm, turn the appropriate governor control switch to the “Raise” position. To decrease the engine rpm, turn the switch to the “Lower” position. On power units equipped with Caterpillar engines, the switches are connected directly to the engine governor. On power units equipped with Cummins engines, the switches control a Murphy Actuator, which in turn, operates a control arm on the engine governor. On both the Caterpillar and Cummins models, there is a manual throttle control, which can override the electric control. The electric control cannot lower the engine rpm below that set by the manual throttle control.

VII-2O. Clamp Control Switches (“OPEN-off-CLOSE”)

A Clamp Control Switch can be found on the Main Control Panel, the Hand Held Pendant, and/or the Radio Transmitter. The “Local-Pendant” switch determines which one is operable.

The Clamp Control Switches on the Control Panel and the Hand Held Pendant are detented in the “off” and “close” positions. The “open” position is spring loaded back to the “off” position.

When the ‘active’ Clamp Control Switch is in the “off” position, oil from the Clamp Pump is routed through the Clamp Solenoid Valve back to tank.



OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

7032 SOUTH 196th - KENT, WA. 98032 - (253) 872-0141 / FAX (253) 872-8710



VII. MODEL 330/525 POWER UNIT (Continued...)

VII-20. Clamp Control Switches (“OPEN-off-CLOSE”) (Continued...)

When the ‘active’ Clamp Control Switch is turned to the “open” position, The “open” solenoid on the Clamp Valve is energized, causing oil to be directed to the rod end of the Clamp Cylinder, provided the drive “Forward/Reverse” Switch is in the “off” position. (The clamp “open” solenoid cannot be energized when the “Drive Forward” switch is activated.) If the Clamp Control Switch is held in the “open” position after the clamp is fully open, oil pressure will build in the system until oil is flowing over a pressure relief valve, creating heat.

When the ‘active’ Clamp Control Switch is turned to the detented “Close” position, the “close” solenoid on the Clamp valve is energized, causing oil to be directed to the blind end of the Clamp Cylinder. Once the Clamp is closed, and sufficient oil pressure (4000psi) has built in the system, a pressure switch will open the circuit to the solenoid valve, and energize a pilot light located in the Clamp Control Switch Operator. A lit pilot light in the Clamp Control Switch Operator is an indication that there is enough oil pressure in the clamp circuit to safely run the vibro eccentrics.

If oil pressure in the Clamp circuit should bleed off to a predetermined level(3300psi), the pressure switch will de-energize the pilot light, and re-energize the “close” solenoid on the Clamp valve until pressure in the clamp circuit reaches 4000psi again. This cycle will continue until the Clamp switch is turned to the “off “ position.

Operation of the Clamp “open/close” switch on the radio transmitter is similar, but slightly different, in that the switch on the Radio Transmitter is not detented in the “close” position.

The first time the Clamp switch on the transmitter is moved to the “close” position, the radio output signal to the “close” solenoid on the Clamp valve will be latched on. The oil pressure switch will function the same as above, but the operator will have to look on the control panel or the hand held pendant switch to observe the pilot light.

The next time the Clamp switch on the transmitter is moved to the “close” position, the radio output signal to the “close” solenoid on the Clamp valve will be turned “off”. Each time the switch is moved to the “close” position, the radio output will be alternately turned “on”, or “off”. The radio’s Clamp “close” output signal can also be turned “off” by moving the switch to the “open” position.

As long as the Clamp switch on the radio transmitter is held in the “open” position, the radio will send an output signal to the “open” solenoid on the Clamp valve, provided both the “Drive Forward” and “Drive Reverse” outputs are turned off. (The clamp “open” solenoid cannot be energized when the “Drive Forward” output is activated.) If the Clamp Control Switch is held in the “open” position after the clamp is fully open, oil pressure will build in the system until oil is flowing over a pressure relief valve, creating heat.



OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

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VII. MODEL 330/525 POWER UNIT (Continued...)

VII-2P. Drive Control Switches (“FORWARD/off/REVERSE”)

Drive Control Switches can be found on the Main Control Panel, the Hand Held Pendant, and/or the Radio Transmitter. The “Local-Pendant” Selector Switch determines which one is operable.

The Drive Control Switches on the Control Panel and the Hand Held Pendant are detented in all three positions. They must be in the “off” position, before the engine can be started.

When operating a Drill, both the “Forward” and “Reverse” positions can be used. The “Forward” position would be used to drive the drill forward. The “Reverse” position would be used to drive the drill backwards.

When operating the eccentrics on a vibro, only the “Forward” drive should be used. If the “Reverse” drive is used, the majority of the oil will pass through the anti-cavitation valves located in the vibro suppresser housing, and the vibro eccentrics will not run properly.

The operation of the switches on the Radio Transmitter are similar to the Control Panel and Pendant operation, with the following exception. There are two switches on the transmitter, one for “Forward”, and one for “Reverse”. Neither is detented. When the “Drive Forward” switch on the transmitter is moved to the “on” position, the “Drive Forward” output signal from the radio is latched “on”. To turn the “Drive Forward” output signal “off”, move the “Drive Forward” switch on the transmitter to the “off” position. The “Reverse” output works the same way.

It is possible to plug reverse the drive motor by alternately moving the “Forward” and “Reverse” switches on the transmitter to the “on” position, without using the “off” positions. This is hard on the equipment, and should be avoided. If a drive is turned “on”, it should always be turned “off”, and the equipment allowed to stop, before the opposite drive is turned “on”.

VII-2Q. Preparing the Electrical System for Engine Startup.

The following procedure should be followed at Engine Startup:

1. The Circuit Breaker must be closed (Pushed in and locked).
2. Turn the Clamp Switches on both the Control Panel and the Pendant to the ‘Off’ position.
3. Turn the Drive Switch on both the control panel and the Pendant to the ‘Off’ position.
4. If neither a Hand Held Pendant, nor a Radio is plugged into the receptacle on the bottom of the Control Panel, this switch must be in the ‘Local’ position.
5. Check to make sure that both the Manual Throttle Control, and the Governor Control is properly set.
6. Turn the Engine Control Switch to the ‘On’ position.
7. Check the Pilot Lights on the face of the Control Panel. If any of the lights, other than the “Engine Oil Pressure” light is on, correct the problem before proceeding. If the ‘Engine Oil Pressure’ light is on, proceed to step #8.
8. Depress and hold the button on the Engine Safety Shutdown Switch (Murphy Switch). This button must be depressed until Engine Oil Pressure is present.
9. Turn the Engine Control Switch to the ‘Start’ Position to engage the Starter Motor.
10. Once Engine Oil Pressure is present, release the Emergency Shutdown Switch.



OPERATION / MAINTENANCE MANUAL

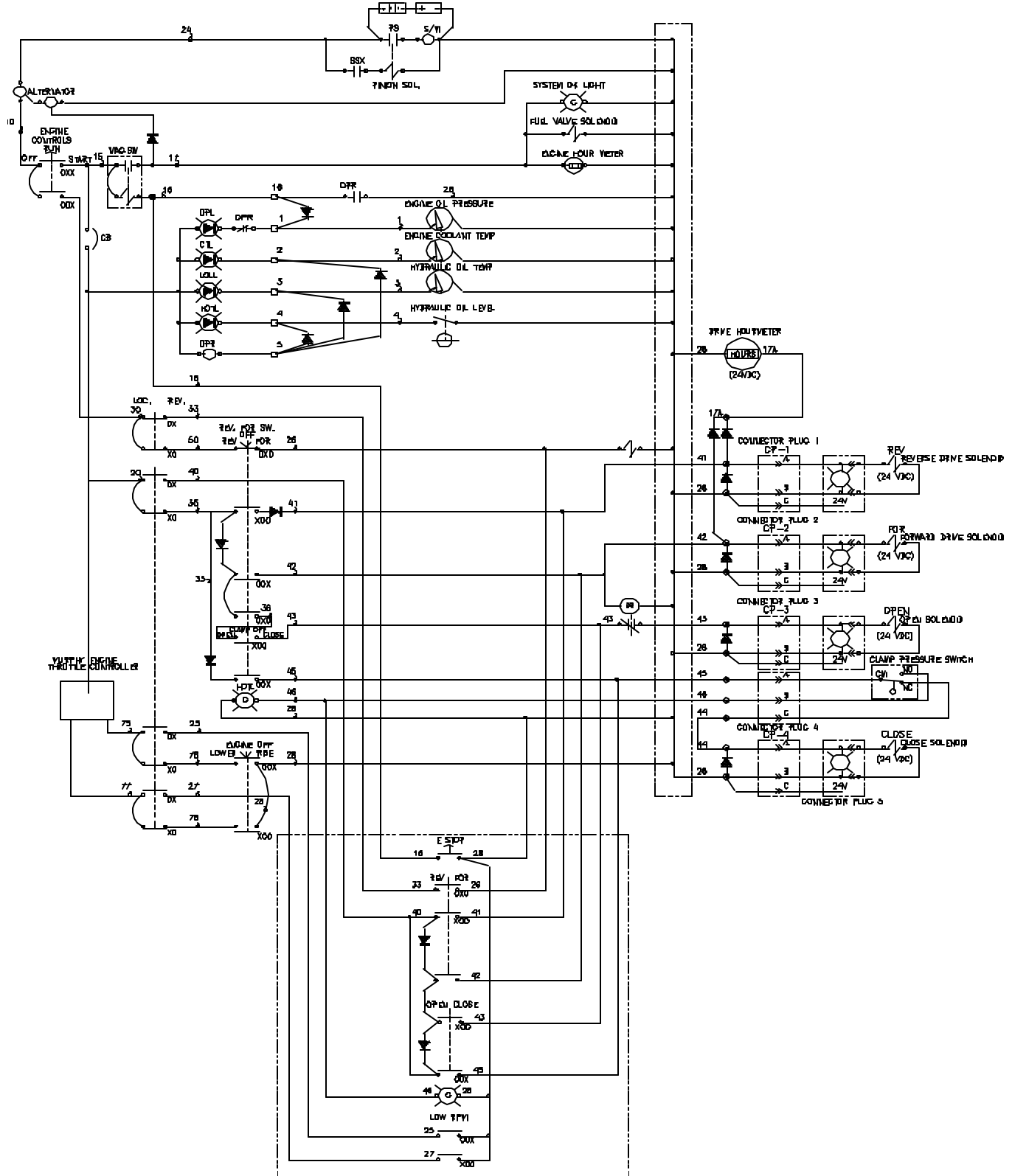
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VII. MODEL 330/525 POWER UNIT (Continued...)

VII-2R. Electrical Schematic with Pendant Control - Fig. 7-K1.





OPERATION / MAINTENANCE MANUAL

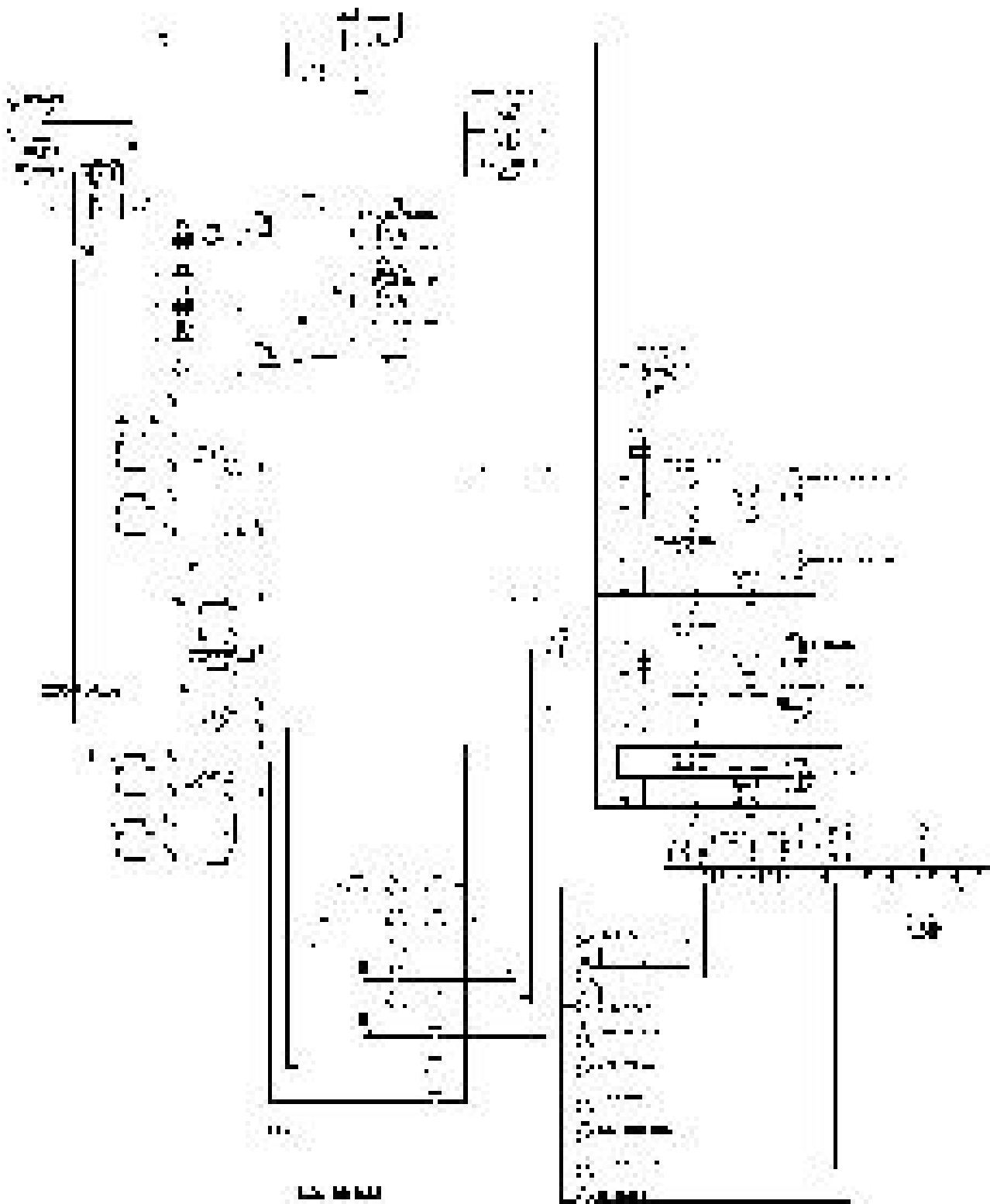
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VII. MODEL 330/525 POWER UNIT (Continued...)

VII-2S. Electrical Schematic with Radio Control - Fig. 7-K2.





OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

7032 SOUTH 196th - KENT, WA. 98032 - (253) 872-0141 / FAX (253) 872-8710

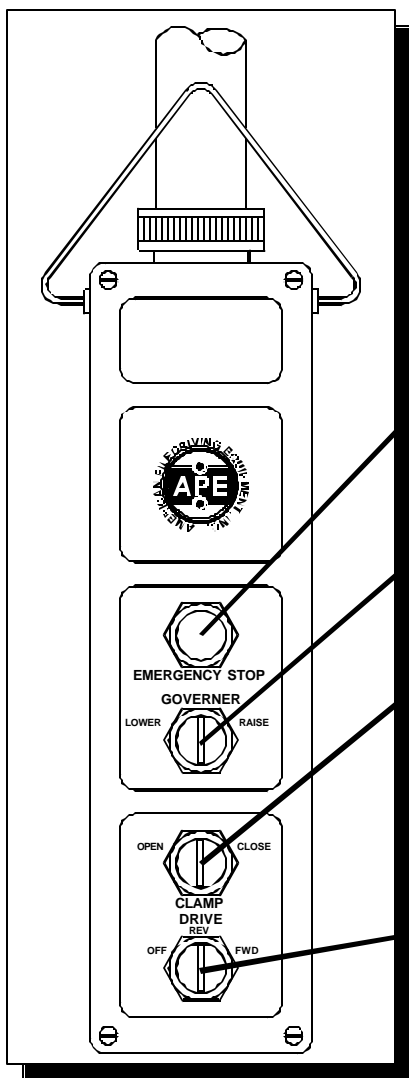


VII. MODEL 330/525 POWER UNIT (Continued...)

VII-3. Remote Control Pendant

A "REMOTE HAND HELD CONTROL PENDANT" is provided to allow operation of the power unit at a distance of up to 50 feet (15 meters) and can be extended using 50 foot extension cables. The "REMOTE HAND HELD CONTROL PENDANT" is connected to the control panel via a multiconnector plug.

The Pendant Switch is particularly handy as a trouble shooting tool, in that the operator can position himself near the Control Valves while checking them. To make the Pendant Switches operable, turn the 'Local-Pendant' Switch to the 'Pendant' position, and the Engine Control Switch to the 'On' Position. (The Engine does not need to be running.) Each time a solenoid is energized, a pilot light on the connector to that solenoid should light up.



ENGINE EMERGENCY SHUTDOWN SWITCH

Press and hold to shut engine off. Do not use to shut engine off at the end of shift. Shut unit off at panel at end of shift. Button is for emergency only.

ENGINE THROTTLE "RAISE/LOWER" RPM

Three Position Switch. Press and hold button to raise or lower deisel engine rpm.

CLAMP OPEN/CLAMP CLOSE

Lighted switch. Move to close to extend jaw and clamp vibro to pile. Light comes on when clamp is closed and locked. Turn to open to retract jaw and release vibro from pile. Switch must remain in closed position to hold clamp to pile. Sometimes the light will not come on. It could be burnt out or shorted. Check clamp pressure gauge and make sure it reads at least 3800 psi before vibrating any pile. Contact APE if light is not working.

FORWARD/OFF/REVERSE

Three position switch. Turn to forward to operate vibro. Turn to off to stop vibro. Turn to reverse when using power unit to run a drill motor. Vibro is not supposed to vibrate in reverse. If it does then switch the two yellow cables labled "drive" and "reverse" located on the other side of the control panel.

Figure 7-L. Remote Control Pendant

WARNING: Never leave vibro clamped to a pile without the crane line attached. The clamp cylinder could bleed off causing the vibro to drop. Never hoist a pile in the air without a safety line attached to the pile. Should the clamp close line become damaged and leak, the clamp cylinder could lose pressure and drop the pile.



VII. MODEL 330/525 POWER UNIT (Continued...)

VII-3A. Remote Pendant Wiring Diagram

The following is the pin wiring configuration and the wire colors of the amphenol connectors for the remote control pendant cable.

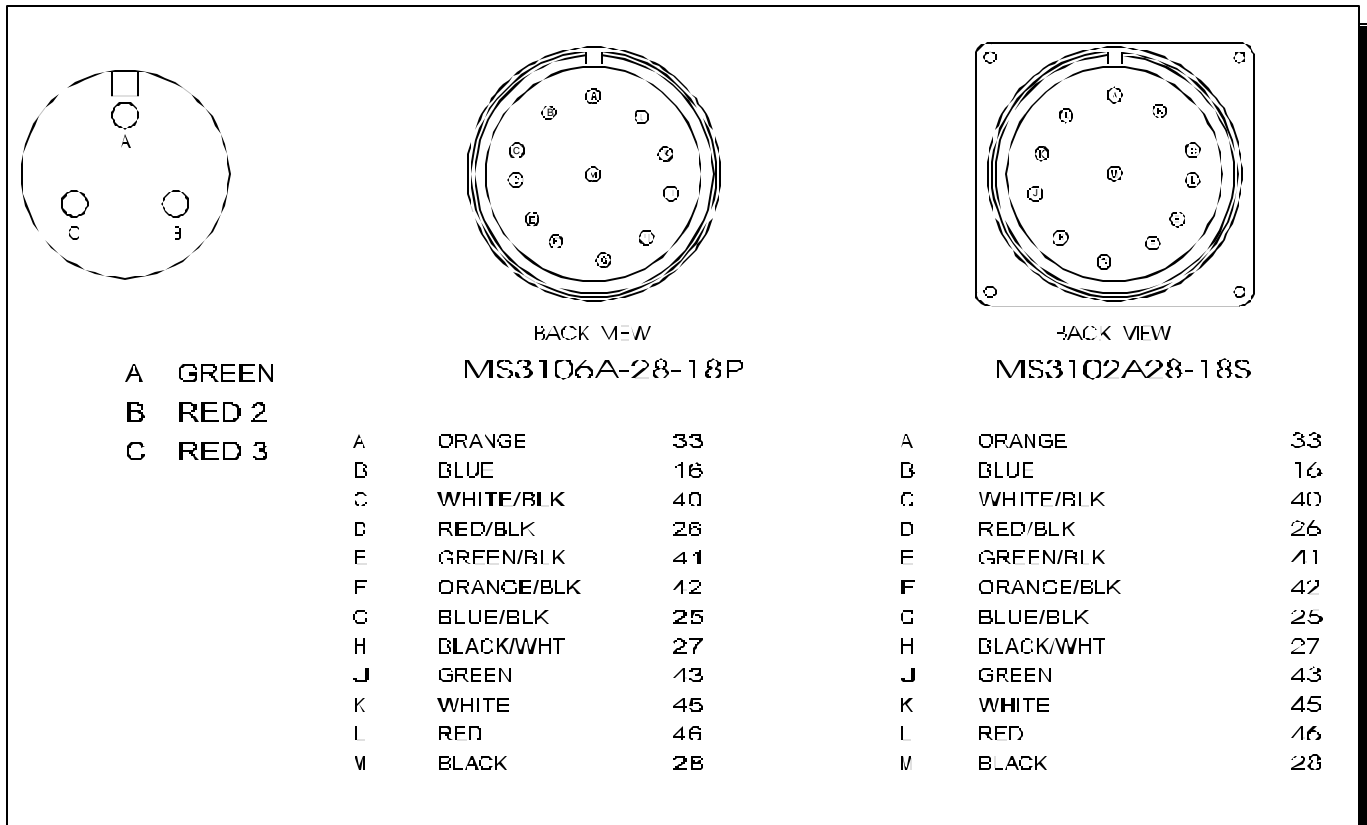


Figure 7-M. Remote Pendant Wiring Diagram



OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

7032 SOUTH 196th - KENT, WA. 98032 - (253) 872-0141 / FAX (253) 872-8710



VII. MODEL 330/525 POWER UNIT (Continued...)

VII-4. Radio Control Equipment.

VII-4A. Overview.

By unplugging the Hand Held Pendant, and plugging in a Radio Receiver in it's place, all of the functions that are normally controlled by the Pendant can be controlled by a Hand Held Radio Transmitter, allowing the operator to position himself almost anywhere within a 400 foot radius of the Power Unit. The MICROTRONICS radios used on APE equipment are designed to produce reliable performance without interference from other radio equipment operating near the same frequency. The 'SMART LOGIC' in each radio receiver gives each incoming signal a series of three tests, all of which must be passed before the signal is considered valid, and accepted to produce an output signal. (An FCC license is not required to operate these radios.)

The radio equipment supplied consists of three parts, an Antenna, a Radio Receiver, and a Hand Held Transmitter.

VII-4B. Antenna Mounting and Connection.

The antenna should be vertically mounted in an open area, at least 2 ft. away from any vertical Metal. Metal, such as a crane boom, operating too close to the antenna could create 'dead spots' in which the radio would not be able to receive a signal. The standard length for antenna cables shipped from the factory is 15 ft. One end has a fitting that will screw onto the Radio Receiver. The other end has two loose wires fitted with ring terminals. The large Ring Terminal should be connected to Ground. The small Ring Terminal should be connected to the Antenna.

See Page 2-23 (Fig. 2-L) For Radio Antenna Assembly and Parts List.

VII-4C. Receiver Mounting and Connection.

The Radio Receiver is mounted in an enclosure, along with a set of prewired output relays. If the Receiver is mounted on a vertical plane, it should be oriented so that the terminal strip on the printed circuit board is on the bottom. An external prewired pigtail with a plug is provided for connecting the Radio Receiver Assembly to the Main Control Panel. All internal connections between the Receiver printed circuit board and other equipment within the enclosure should be made via the spring loaded terminal strip, mounted along one edge of the printed circuit board. These terminals will accept 22 ga. through 14 ga. wires. To make connections, insert a small screwdriver into the hole on top of the appropriate terminal, and depress the internal spring wire clamp, while inserting a stripped wire end into the lower side hole. The wires should be stripped approx. 3/8 in.

See Page 2-19 (Fig. 2-K1, K2, K3) For Radio Receiver Assembly and Parts List.



OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

7032 SOUTH 196th - KENT, WA. 98032 - (253) 872-0141 / FAX (253) 872-8710



VII. MODEL 330/525 POWER UNIT (Continued...)

VII-4D. Radio Receiver Setup.

There are two sets of dip switches located along one edge of the receiver printed circuit board. The Set of 12 Switches Control addressing between the Transmitter and the Receiver. The switches in the Receiver and the Transmitter must be set the same, for the radio to work. These switches have been set at the factory, and should not be changed unless the factory is consulted. Each switch in the set of 8 switches controls one of the eight output functions. If a dip switch is in the 'Off' position, the corresponding output is 'momentary', meaning that the output will remain only as long as the operator is sending a signal from the transmitter. If a dip switch is in the 'On' position, the corresponding output is 'latched', meaning that once a signal has been received from the Transmitter, the output signal will remain until a second signal is sent to turn it off.

The 'Drive Forward', 'Drive Reverse', and 'Clamp Closed' dip switches should be in the 'on' position. The 'Clamp Open', 'Governor Raise', and 'Governor Lower' dip switches should be in the 'off' position.

VII-4E. Radio Operation.

In order for the radio to be operational, both the Receiver and the Transmitter must be turned 'on', and the Receiver must be 'initialized.'

To turn the Receiver 'on', turn the Engine Control Switch to the 'on' position, and the 'Local—Pendant' switch to the 'Pendant' position. Turning either switch to another position will turn the Receiver 'off'. When power is supplied to the Receiver, the 'Power Indicator' on the circuit board will be lit.

The Receiver should be turned 'on' before the Transmitter is turned 'on'. This is because, each time the Transmitter is turned 'on', a 10 second signal is sent from the Transmitter to the Receiver to 'initialize' the Receiver. While this 10 second signal is being transmitted, the 'RF Indicator' on the circuit board will be lit, and the Power Relay will be energized. If the Receiver is successfully 'initialized', the Power Relay will remain sealed in after the 'initialization' signal has ceased. Once the Receiver is 'initialized', it is ready to use. (If the Transmitter was turned on more than 10 seconds before the Receiver, the Transmitter must be turned 'off', then 'on' again, after the Receiver has been turned 'on'.)

See Page 2-24 (Fig. 2-M1, M2) For Transmitter Assembly and Parts List.

To turn the Transmitter 'on', move the small toggle switch beside the antenna on the Transmitter to the 'on' position. This switch must be 'on' before any of the other switches on the Transmitter, including the Red Emergency Stop Button, will work. If this switch should get turned 'off' while an output signal from the Receiver was 'latched' on, the signal could not be turned 'off' by the Transmitter until the Transmitter was turned 'on' again.

Operation of all the other switches on the Transmitter is covered in section VII-2.

See section VII-2J for the Emergency Stop Function.

See section VII-2N for the Governor Control.

See section VII-2O for the Clamp Control.

See section VII-2P for the Drive Control.



OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

7032 SOUTH 196th - KENT, WA. 98032 - (253) 872-0141 / FAX (253) 872-8710



VII. MODEL 330/525 POWER UNIT (Continued...)

VII-4F. Radio Malfunction

Problem 1: Radio Will Not Operate

Possible Causes:

1A. No Power to the Receiver you can easily determine if there is power to the Radio Receiver by checking the 'Power Indicator Light' in the upper left hand corner of the Receiver's printed circuit board. If the indicator is not lit:

- a. Check the Circuit Breaker in the Main Control Panel
- b. Check to see that the Engine Control Switch and the 'local-Radio-Pendant' Switch are in the correct position.
- c. Check the fuse in the lower Left corner of the Receiver's printed circuit board. (If this fuse is blown, a short circuit may have occurred. Check all related wiring before replacing the fuse.)
- d. The Receiver may not Be 'initialized'. The Receiver must be 'initialized' before any 'output' signals can be produced. If the Receiver is 'initialized', the Power Relay in the lower left corner of the printed circuit board will be engaged. If the Transmitter is turned 'on' before the Receiver is turned 'on', the Receiver will not be 'initialized'. Or, if the Receiver is turned 'off', then 'on' again while the Transmitter is 'on', The Receiver will not be 'initialized'. To 'initialize' the Receiver, turn the Transmitter 'off', then 'on' again. If you are observing the Receiver, you should see the 'RF Indicator' light up for about 10 seconds, and the Power Relay should engage.
- e. No signal from the Transmitter The 'RF Indicator' light on the upper right corner of the Receiver's printed circuit board will be lit each time a signal is received from the Transmitter. Make sure that the Transmitter is turned 'on'. Check the Battery in the Transmitter. If the Transmitter is 'off', turn it 'on'. If you are observing the Receiver, you should see the 'RF Indicator' light up for about 10 seconds, and the Power Relay should engage. If the Transmitter is already 'on', press the Red Emergency Stop button located beside the antenna on the Transmitter. Check the Antenna Connections. If you are observing the Receiver, you should see the 'RF Indicator' light up for about 10 seconds, and the Power Relay should dis-engage. Turn the Transmitter 'off', then 'on' again. If you are observing the Receiver, you should see the 'RF Indicator' light up for about 10 seconds, and the Power Relay should engage. Make sure that there isn't an obstruction (crane, truck, etc.) between the Transmitter and the Receiver. Check the Dip Switches. (See section VII-4D, Page 4-13).

Problem 2 Radio appears to be working, but a Valve Will Not function.

Possible Causes:

- 2A.** Burned out Solenoids on the Valves. Each Valve is equipped with a light in the connector on each solenoid. Any time a signal is sent to the solenoid, the light will turn on. Use either the switches on the Main Control Panel or the Pendant to test the Valves for proper operation. A light, with no response by the valve, would indicate that the control is okay, but the valve is faulty. If no light is observed at the valve, assume the problem is in the wiring between the Main Control Panel and the Valve. If the Valves work okay, assume the problem is with the radio equipment.
- 2B.** Faulty Relay or wiring in the Receiver Enclosure. Check to make sure that all the relays in the Receiver Enclosure are plugged in properly. Check for broken or disconnected wires.
- 2C.** Faulty Receiver. The Radio Receiver and Transmitter have been programmed as a set at the factory. If a new Receiver is installed, use the matching Transmitter. The factory should be consulted before trying to reprogram either the Receiver or the Transmitter.



OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

7032 SOUTH 196th - KENT, WA. 98032 - (253) 872-0141 / FAX (253) 872-8710



VII. MODEL 330/525 POWER UNIT (Continued...)

VIII. Power Unit Upgrade.

Many of the Features and Controls shown in this manual are new. This section describes the steps necessary to Upgrade an older Power Unit to the new design.

VIII-1. Upgrading to the Murphy Gages.

Many of the older Power Units use a combination of Sending Units and Cutoff Switches interconnected to Electrically Driven Gages. The new Murphy Gages have the adjustable Cutoff Switches inside.

VIII-1A. Upgrading the 'Engine Oil Pressure' Gage.

1. Remove the old 'Engine Oil Pressure' gage from the Main Control Panel.
2. Install a new Murphy Gage (Model #20P-100).
3. Remove the old Oil Pressure Sending Unit from the Engine.
4. Install an Oil Line between the Engine and the new Murphy Gage.
5. Eliminate wire #22 that went between the Old Sender and the Old Gage.
6. Remove wire #1 from the Old Oil Pressure Cutoff Switch on the Engine, and reconnect to the wire protruding from the new Murphy Gage.
7. Adjust the Cutoff Pressure on the front of the new Murphy Gage. (A 1/16 in. hex wrench is required.)

VIII-1B. Upgrading the 'Engine Coolant Temperature' Gage.

1. Remove the old 'Engine Coolant Temperature' gage from the Main Control Panel.
2. Install a new Murphy Gage (Model #20T-250-10).
3. Remove the old Coolant Temperature Sending Unit from the Engine, and install the capillary, protruding from the new Murphy Gage.
4. Eliminate wire #21 that went between the Old Sender and the Old Gage.
5. Remove wire #2 from the Old Coolant Temperature Cutoff Switch on the Engine, and reconnect to the wire protruding from the new Murphy Gage.
7. Adjust the Cutoff Temperature on the front of the new Murphy Gage. Do not set the Cutoff Temperature above 220 deg F, without factory permission. (A 1/16 in. hex wrench is required.)

VIII-1C. Upgrading the 'Fuel Pressure' Gage.

APE has determined that the Fuel Pressure Gage is unnecessary. So, all new Power Units supplied by APE do not have Fuel Pressure Gages. There is no reason to remove the Fuel Pressure Gage from your Power Unit.

VIII-1D. Upgrading the 'Hydraulic Oil Temperature' Gage.

1. Remove the old 'Hyd. Oil Temperature' gage from the Main Control Panel.
2. Install a new Murphy Gage (Model #25T-250-20 (10-70-3478)).
3. Remove the old Hyd. Oil Temperature Switch from the Hydraulic reservoir, and install the capillary, protruding from the new Murphy Gage.
4. Remove wire #4 from the old Hydraulic Oil Temperature Switch, and reconnect to the wire protruding from the new Murphy Gage.
7. Adjust the Cutoff Temperature on the front of the new Murphy Gage. The oil manufacturer should be consulted for the correct temperature. (A 1/16 in. hex wrench is required.)



OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

7032 SOUTH 196th - KENT, WA. 98032 - (253) 872-0141 / FAX (253) 872-8710



VII. MODEL 330/525 POWER UNIT (Continued...)

VIII-2. Upgrading the Governor Control Wiring.

The Governor Controls on older Power Units with Cummins Engines were wired so that the Operator would have to override the Murphy Shutoff Switch in order to Raise or Lower the Engine Throttle Control, when the Engine was not running. In an effort to make the Governor Control a little more User Friendly, as well as make the control for Cummins Engines consistent with Caterpillar Engines, the following change was made.

1. Feed the Murphy Throttle Controller (on the engine) with wire #20, rather than wire #17.

VIII-3. Upgrading the Drive and Clamp Switches.

The Drive and Clamp Switches on older Power Units were wired so that either the Clamp or the Drive could be activated at any time. All New Power Units are wired so that the Clamp cannot be opened while the Drive is running in the "Forward" direction.

To Upgrade, proceed as follows:

1. Install a new relay in the Main Control Panel.
 - a. -Relay Base = Idec #SH2B-05
 - b. -Relay = Idec #RH2B-DC24V
2. Feed the Relay Coil with wire Nos. 42 and 28
3. Disconnect wire No. 43 from the Receptacle going to the Clamp Open Solenoid.
4. Reconnect wire No. 43 to one side of a Normally Closed Contact on the New Relay.
5. Connect a New wire no. 43a between the Normally Closed Relay Contact and the Receptacle going to the Clamp Open Solenoid.

VIII-4. Upgrading Radio Controls.

Several features in older Radio Controls Should be Upgraded.

First: The Radio Receivers in the older Power Units were hard wired to the Control Panel, so that the Receiver was turned on whenever the Engine Control Switch was turned to the 'on' position. The two potential problems with that arrangement were that more than one operator could try to control the Power Unit at the same time, and, in the event of a Transmitter Failure, the only way to stop a running Vibro was to turn the Power Unit off.

Second: Older Radios were wired so that it was possible to open the Clamp while the Vibro was running.

Third: If a fault or short circuit occurred, it was possible to damage the Radio circuitry.



OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

7032 SOUTH 196th - KENT, WA. 98032 - (253) 872-0141 / FAX (253) 872-8710



VII. MODEL 330/525 POWER UNIT (Continued...)

VIII-4. Upgrading Radio Controls (Continued...).

To upgrade, proceed as follows:

1. Connect and hard wire one end of a 16 Gage, 12 conductor 'SO' cord to the Radio. Wire the other end to an Amphenol Plug (#MS3106A-28-18P).
 - a. Let Pin# A be Orange wire #33.
 - b. Let Pin# B be Blue wire #16.
 - c. Let Pin# C be White/Blk wire #40.
 - d. Let Pin# D be Red/Blk wire #26.
 - e. Let Pin# E be Green/Blk wire #41.
 - f. Let Pin# F be Orange/Blk wire #42.
 - g. Let Pin# G be Blue/Blk wire #25.
 - h. Let Pin# H be Black/White wire #27.
 - i. Let Pin# J be Green wire #43.
 - j. Let Pin# K be White wire #45.
 - k. Let Pin# L be Red wire #46.(spare)
 - l. Let Pin# M be Black #28.
2. Remove the cube relays, and wiring from the inside of the Receiver Enclosure. On the Lid of the Receiver enclosure (not the outer enclosure), install a DIN rail to hold the following:
 - 6 ea.- Idec # SH1B-05 Base
 - 6 ea.- Idec # RH1B-DC24V Relay
 - 3 ea.- I/R # 6056 Diode
 - a. SPDT Power Relay (PR)
 - b. SPDT Emergency Stop Relay (ESR)
 - c. SPDT Clamp Open Relay (COR)
 - d. SPDT Clamp Close Relay (CCR)
 - e. SPDT Governor Raise Relay (GRR)
 - f. SPDT Governor Lower Relay (GLR)
 - 2 ea.- Idec # SH3B-05 Base
 - 2 ea.- Idec # RH3B-DC24V Relay
 - a. 3PDT Drive Forward Relay (DFR)
 - b. 3PDT Drive Reverse Relay (DRR)
3. Continue to use the Off Delay Timer, mounted on the bottom of the Outer Enclosure.
 - 1 ea.- Syrlec # S08 Base (or =)
 - 1 ea.- Syrlec # O-CR-U-110 (or =)
4. Connect 'So' cord and internal wiring per New Dwg.



**- APPENDIX A -
CUMMINS M11 ENGINE**

A-1. ENGINE OPERATION INSTRUCTIONS

The following sections are basic instructions for maintenance and operation of the **APE Model 330 and Model 525 Power Unit Engines**. All maintenance should be performed by qualified personnel who are familiar with the equipment. (Consult the factory for additional information.)

A-1A. PRE-START INSPECTION AND PROCEDURES

1. Make a "walk-around" inspection of the engine and components for the oil, water or fuel leaks and general appearance. Correct minor adjustments before they develop into major repair jobs.
2. Check the crankcase oil level. Maintain the oil level between the ADD and FULL marks on the dipstick. See OIL SPECIFICATIONS for type of oil to use.
3. Check oil level(s) on driven equipment.

WARNING: Check the engine coolant level when the engine is cool. If the engine is warm, steam may spray outward under high pressure and cause personal injury.

4. Check the engine jacket coolant level. Slowly turn the pressure cap until the cap is removed. Maintain coolant level to the base of the fill pipe.
5. Check the fuel supply. Keep fuel tanks full, as partially filled tanks will collect moisture. See the FUEL SPECIFICATIONS for type of fuel.

KEEP THE FUEL SUPPLY CLEAN

6. Open the raw water valve on the engine jacket heat exchanger system (if so equipped). Prime the raw water pump if the raw water system has been drained.
7. Reset shutoff devices. See the topic, ATTACHMENTS, Emergency Shutoff Devices and Alarms. If the engine is equipped with an air safety shutoff control, and was tripped to the shutoff position, reset the latch to the run position.
8. Open the fuel supply valve. If the engine has not run for some time it may be necessary to prime the system. See the topic, PRIMING THE FUEL SYSTEM.
9. Disconnect any battery charger which is not protected against starting motor drain.
10. Disengage the clutch, or open the circuit breaker on a generator set.



OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

7032 SOUTH 196th - KENT, WA. 98032 - (253) 872-0141 / FAX (253) 872-8710



- APPENDIX A - CUMMINS M11 ENGINE

A-1B. STARTING THE ENGINE.

CAUTION: Do not engage the starter when the flywheel is moving.

Electric Starting

1. Move the governor control lever to approximate half engine speed position.
2. Use starting aids if required.
3. Push the START button; or turn the HEAT START switch to the START position, depending upon the control the engine has. Release the control as soon as the engine starts.

For generator sets, place the AUTO-MAN switch in the MAN position to crank the engine. As soon as the engine starts, and the engine speed reaches 600 rpm and oil pressure is approximately 22 psi (1.5 kg /CM²), the starter motor will disconnect from the circuit. (The STOP position is used to stop the diesel engine.)

If the engine fails to start within 10 seconds, move the governor control lever to the fuel off position, then continue to crank for 10 seconds. This will clear the cylinders of unburned fuel.

If the engine fails to start after 30 seconds of cranking, allow the engine to cool for 2 minutes before repeating the starting procedure.

CAUTION: Prolonged cranking at low oil pressure can activate the mechanical safety shut-off. If the reset lever is in the shut-off position, reset the mechanical shut-off control.

CAUTION: NEVER use starting aids when the engine is warm and running.

Air Starting

1. Open and close the bleed valve on the bottom of the air tank to drain condensation and oil carryover.
2. Check the air supply pressure. The air start must have 100 PSI (7 kg/cm²) to operate properly.
3. Keep oil level, in the oiler jar, at least half full. Add oil if necessary.
4. Push the air valve control in to crank the engine. As soon as the engine starts, release the valve.



**- APPENDIX A -
CUMMINS M11 ENGINE**

A-1. OPERATION INSTRUCTIONS. (Continued...)

A-1C. ENGINE OPERATION.

After the engine starts, and at frequent intervals while the engine is operating, the gauges should be observed. Determine the normal reading for each gauge. Investigate the cause whenever there is a significant change in the reading.

Tachometer

The tachometer indicates engine RPM. The high idle RPM and the full load RPM are stamped on the engine's information plate. The engine can be operated between these two speed limits for long periods of time without shortening engine life. Prolonged operation at high idle with little or no load can cause adverse engine operation.

Engine Oil Pressure

If the gauge reading fluctuates after the load is stable:

1. Remove the load.
2. Reduce engine speed to low idle.
3. Observe the oil level. Maintain the oil level between the ADD and FULL mark on the dipstick. If the reading continues to fluctuate when the oil level is correct, stop engine and call your Caterpillar dealer.

Engine Jacket Water Temperature

The engine should operate within the NORMAL (green) range. If the engine is operating in the (red) range and steam becomes apparent:

1. Reduce the load and engine RPM.
2. Inspect for coolant leaks.
3. Determine if the engine must be shut down immediately; or if the engine can be safely cooled by reducing the load. (See COOLING SPECIFICATION INSTRUCTIONS.)

CAUTION: Do not add cold water to a hot engine: Cracking of engine components may occur. Allow the engine to cool, then add coolant.



OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

7032 SOUTH 196th - KENT, WA. 98032 - (253) 872-0141 / FAX (253) 872-8710



- APPENDIX A - **CUMMINS M11 ENGINE**

A-1C. ENGINE OPERATION (Continued...)

-Water Temperature Gauge

If the temperature gauge reading registers in or near the cold range (white) while operating under load:

1. Check the water temperature gauge for accuracy.
2. Check the temperature regulators for proper temperature range. Replace regulators if necessary.

Fuel pressure

If the fuel filter gauge registers in the OUT range, clean the primary fuel filter, if so equipped. Install new secondary or final fuel filter elements if gauge still registers OUT. See the FUEL MAINTENANCE INSTRUCTIONS and FUEL SPECIFICATIONS.

Ammeter:

The ammeter reading is normal when the indicator is at or on the (+) side of zero, when the engine is running at rated speed. If indicator is to the left (-) side of zero, investigate and correct cause.

Air Cleaner Service Indicator

When the gauge indicator locks in the red range, service the air cleaner. With the engine stopped.

Calibrated Gauges

Calibrated gauges are used on some engines to monitor the engine systems. If an abnormal engine condition develops, determine and analyze and correct the cause before a failure and downtime occurs.

If any of the gauges register at or outside the operating limits, investigate and correct any malfunction. See TROUBLESHOOTING for guidance.

**WARNING: Shut the engine down if work on or around the engine is required.
DO NOT OPERATE THE ENGINE WITH THE GAUGES REGISTERING AT OR OUTSIDE
THE LIMITS.**



**- APPENDIX A -
CUMMINS M11 ENGINE**

A-1C. ENGINE OPERATION (Continued...)

Altitude Operation

The fuel system settings and altitude limits are stamped on the engine information plate. When an engine is moved to a higher altitude, these settings must be changed by your Caterpillar dealer in order to prevent damaging the turbocharger, and to provide maximum engine efficiency. If the engine is moved to a lower altitude than that which is stamped on the engine information plate, the engine can be operated safely; however, it will deliver less than rated horsepower, and the fuel settings should be changed by your Caterpillar dealer to obtain rated horsepower.

Stopping

1. Flywheel clutch operation: Quickly pull the clutch lever to the released position.
2. Reduce engine speed to half speed. Run for 5-10 minutes to cool engine.
3. Reduce engine speed to low idle.
4. Observe the crankcase oil level while the engine is idling. Maintain the oil level between the ADD and FULL marks on the side of the dipstick stamped, CHECK WITH ENGINE RUNNING. See the LUBRICATION AND MAINTENANCE SECTION.
5. Stop the engine.

After Stopping Checks And Procedures

1. Fill the fuel tank. See the LUBRICATION AND MAINTENANCE SECTION: Fuel Tank Maintenance.
2. Drain the raw water system if below freezing temperatures are expected; see: Draining Raw Water System.
3. If below freezing temperatures are expected, allow the engine jacket water expansion tank to cool, then check the coolant for proper antifreeze protection. Add permanent-type antifreeze, if required.
4. Repair any leaks, make major adjustments, tighten loose bolts, etc.
5. Observe the Service Meter reading. Perform the periodic maintenance as instructed in the LUBRICATION AND MAINTENANCE CHART.



OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

7032 SOUTH 196th - KENT, WA. 98032 - (253) 872-0141 / FAX (253) 872-8710



- APPENDIX A - CUMMINS M11 ENGINE

A-1C. ENGINE OPERATION (Continued...)

Starting The Engine

1. Perform all prestart checks outlined previously.
2. Place the CONTROL switch in the MANUAL position to crank the engine.
3. When the engine starts and engine rpm reaches 600 rpm and the oil pressure registers 22 psi (1.5 kg/cm²) the starting motor will automatically disconnect from the start circuit.
4. Start the load.
5. Regulate the engine speed with the RAISE LOWER switch to the required instrument panel gauge readings.

Stopping The Engine

1. Remove the load.
2. Reduce engine speed to low idle: Push down and hold the RAISE-LOWER switch until the engine low idle speed is reached.
3. While the engine is idling, check the engine oil level. Oil level must be maintained between the ADD and FULL marks on the side of the dipstick marked "CHECK WITH ENGINE RUNNING".
4. Stop the engine.

(Solenoid Shutoff)

- a. Move the control switch to the STOP or OFF positions. (Do not confuse this with the "RAISE-LOWER" switch.)

(PSG Governor:)

- b. Move the shutoff lever forward, or hold the lever up, depending upon installation. Hold the lever in this position until the engine stops.
5. Fill the fuel tank. See the LUBRICATION AND MAINTENANCE section.
 6. Drain the raw water system if below freezing temperatures are expected.

Observe the Service Meter reading. Perform the periodic maintenance as instructed in the LUBRICATION AND MAINTENANCE CHART.



OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

7032 SOUTH 196th - KENT, WA. 98032 - (253) 872-0141 / FAX (253) 872-8710



- APPENDIX A - CUMMINS M11 ENGINE

A-1D. Determining Cause Of Shutdown

CAUTION: If the engine has been shutdown by a safety device, don't start the engine and place it into service without having the cause of the shutdown investigated and corrected

Low Oil Pressure Checks

If the low oil pressure shutoff control has stopped the engine, make the following checks:

1. Check the water temperature gauge. Determine if the engine was overheated. Check for external water leaks.

WARNING: Beware of steam or scalding water. Do not attempt to loosen the radiator cap until the temperature gauge indicates the coolant has sufficiently cooled. Then, loosen the cap slowly.

2. Check the oil level. Oil level must be between the ADD and FULL marks on the side of the dipstick stamped CHECK WITH ENGINE STOPPED.
3. If the oil level is below the ADD mark, check for oil spray and/or oil accumulations. If any are found, have the necessary repairs made. Before starting, add oil to the FULL mark.
4. Reset the shutoff control.
5. Remove the load and start the engine at its slowest speed. Be prepared to shut the engine down manually.
6. Be alert for unusual sounds or noises. If the engine knocks, stop the engine immediately and call your engine dealer.
7. If the engine blows excessive black exhaust or has excessive crankcase blow-by, the engine may need reconditioning. Stop the engine and call your engine dealer.
8. If the engine runs satisfactorily, observe the oil pressure gauge. If satisfactory pressure is not indicated, shut the engine down; call your engine dealer.
9. If proper oil pressure is registered, check to see if the reset knob has moved to the run position. If the knob does not move, stop the engine. Check the shutoff control, the oil line, and the oil pressure gauge. Have necessary repairs made.
10. If the oil pressure gauge registers normal oil pressure, if the knob on the shutoff control moves to the run position, and if the engine operation is otherwise satisfactory, determine if the high water temperature shutoff may have shut down the engine.



OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

7032 SOUTH 196th - KENT, WA. 98032 - (253) 872-0141 / FAX (253) 872-8710



- APPENDIX A - CUMMINS M11 ENGINE

A-1D. Determining Cause Of Shutdown (Continued...)

High Water Temperature Checks-Engine Running

1. Determine if the load was too great for the engine - Reduce the load and allow the engine to cool while running.
2. If pressure steam or water leaks are visible, remove the load and stop the engine. Have necessary repairs made.
3. Check for collapsing or deteriorated water hoses. Have repairs made.
4. Check for noisy water pump operation. Have necessary repairs made.
5. Refill the cooling system with a solution of water and permanent-type antifreeze if below freezing temperatures are expected; or with a solution of approved water and Corrosion Inhibitor. Follow the instructions on the container.

WARNING: DO NOT remove the pressure cap on an overheated engine. The coolant is under pressure and relieving the pressure will cause the coolant to flash into steam.

NOTE: If there is adequate coolant in the cooling system, gradual cooling is preferred by running the engine a half speed. This eliminates hot spots in the engine, and possible failure.

High Water Temperature Checks-Engine Stopped and Cold

1. Check coolant level. Determine if the coolant has proper antifreeze protection. A 50-50 solution of permanent-type antifreeze and approved water will give protection below -200F (-290C).
2. Check to be sure the raw water valve has been opened.
3. Check engine room vents and/or louvers. Be sure the engine is receiving sufficient air.
4. Be sure temperature regulators are operating at proper temperature range.
5. Inspect all water hoses carefully for collapsing, external and internal failures. Replace hoses as required.
6. Have the cooling system cleaned.

CAUTION: If severe or prolonged overheating has occurred, contact your engine dealer to have your engine checked for possible damage.



OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

7032 SOUTH 196th - KENT, WA. 98032 - (253) 872-0141 / FAX (253) 872-8710



- APPENDIX A - **CUMMINS M11 ENGINE**

A-2. MAINTENANCE RECOMMENDATIONS

CAUTION: Never add coolant to an overheated engine; allow the engine to cool first.

Cooling

Check specific gravity of antifreeze solution frequently in cold weather to assure adequate protection. Coolant should be drained and replaced "Every 2000 Service Meter Units." With additions of Cooling System Inhibitor or the use of Coolant Conditioner Elements as recommended, the drain period can be extended to "Every 4000 Service Meter Units."

All water is corrosive at engine operating temperature. The cooling system should be protected with inhibitor at all times regardless of concentration of antifreeze. This can be done by maintaining a 3% concentration of liquid Cooling System Inhibitor or by using Coolant Conditioner Elements.

Never use both the liquid cooling system inhibitor and coolant elements at the same time.

Do not use Cooling System Inhibitor or Coolant Conditioner Elements with Dowtherm 209 Full-Fill Coolant.

Whenever draining and refilling cooling system, always recheck the coolant level when the engine reaches normal operating temperature.

Filling at over 5 U.S. gallons (19 liters) per minute can cause air pockets in the cooling system.

Premix antifreeze solution to provide protection to the lowest expected ambient temperature. Pure undiluted antifreeze will freeze at -100F (-23,C).

Operate with a thermostat in the cooling system all year-round. Cooling system problems can arise without a thermostat.

Electrical

CAUTION: When using jumper cables to start the engine, be sure to connect in parallel: POSITIVE (+) to POSITIVE (+) and NEGATIVE (-) to NEGATIVE

Scheduled Oil Sampling

Use scheduled Oil sampling to monitor the engine's condition and maintenance requirements. Each oil sample should be taken when the oil is hot, and well mixed, to insure a sample which is representative of the oil in the compartment.

Consult your engine dealer for complete information, and assistance in establishing a Scheduled Oil Sampling program for your equipment.



OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

7032 SOUTH 196th - KENT, WA. 98032 - (253) 872-0141 / FAX (253) 872-8710



- APPENDIX A - **CUMMINS M11 ENGINE**

A-2. MAINTENANCE RECOMMENDATIONS (Continued...)

Fuel

CAUTION: Fill fuel tank at the end of each day of operation to drive out moisture laden air and to prevent condensation. Do not fill the tank to the brim. The fuel expands when it gets warm and may overflow.

Water and sediment should be drained from the fuel tank at the start of each shift or after the fuel tank has been filled and allowed to stand for 5 to 10 minutes.

Drain fuel tank of moisture and sediment as required by prevailing conditions.

After changing fuel filters, always bleed fuel system to remove air bubbles from system.

Air intake

Service air cleaners when RED band in indicator locks in visible position.

A-2A. LUBRICATION SPECIFICATIONS

Crankcase Lubricating Oils

Use oils which meet Engine Service Classification (MIL-L-2104D) or CD/TO-2. These are additive-type oils that have been approved for use in Diesel Engines.

Consult the "EMA Lubricating Oils Data Book," Form SEBU5939, for a listing of CD oil brands.

The proper SAE grade of oil to select is determined by the ambient temperature at which the engine is started and the maximum ambient temperature in which the engine will be operating.

To determine if the oil in the crankcase will flow in cold weather, remove the oil dipstick before starting. If the oil will flow off, the oil is fluid enough to circulate properly.

Lubricating Grease

Use Multipurpose-type Grease (MPGM) which contains 3-5% molybdenum disulfide conforming to MIL-M-7866, and a suitable corrosion inhibitor. NLGI No.2 Grade is suitable for most temperatures. Use NLGI No. 0 or No. 1 Grade for extremely low temperatures.



**- APPENDIX A -
CUMMINS M11 ENGINE**

A-2. MAINTENANCE RECOMMENDATIONS (Continued...)

A-2B. FUEL SPECIFICATIONS

No. 2 fuel oil and No. 2D diesel fuel are recommended for use in Diesel Engines. In extreme cold temperatures use No. 1 fuel oil or No.1 D diesel fuel.

In selecting a fuel, note that distillate fuels are especially desirable because the fuel is heated to a vaporous state and condensed, thus eliminating all sediment and residue.

A-2C. COOLANT SPECIFICATIONS

Water used in the jacket water cooling system should be clean, and as free as possible from scale forming minerals or corrosive chemicals. Artificially softened water should not be used. Treating the water with Coolant Inhibitor, or equivalent will help prevent the formation of rust and pitting. It will also retard, and in some cases completely eliminate, mineral deposits in the engine.

The most efficient and satisfactory corrosion protection for the cooling system is to maintain proper level of coolant inhibitor and antifreeze solution. The use of auxiliary water filters is not recommended.

During freezing weather use the proper permanent type antifreeze and water solution to prevent freezing.

Before placing the engine in operation, make sure a 3% concentration of Corrosion Inhibitor has been added to the cooling system. This 3% concentration must be maintained in cooling systems which are filled with water and systems protected with ethylene glycol antifreeze mixture, regardless of antifreeze concentration.

WARNING: Inhibitors contain alkali. Avoid contact with eyes. To prevent personal injury, avoid pro-longed or repeated contact with skin.



OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

7032 SOUTH 196th - KENT, WA. 98032 - (253) 872-0141 / FAX (253) 872-8710



- APPENDIX A - CUMMINS M11 ENGINE

A-2. MAINTENANCE RECOMMENDATIONS (Continued...)

A-2D. LUBRICATION AND MAINTENANCE

The LUBRICATION AND MAINTENANCE CHART lists all serviceable items commonly ordered on this engine. The maintenance tune intervals are expressed in "Operating Hours".

| Daily | Weekly | 250 Hours or 6 months | 1500 Hours or 1 Year | 6000 Hours or 2 Years | 6000 Hours or 3 Years |
|---|--|--|---|--|---|
| <ul style="list-style-type: none"> • Check operator's report • Check and bring to correct level - Engine Oil - Coolant • Visually inspect fan. • Visually inspect engine for damage, leaks, loose or frayed belts and correct or record for future action. • Drain fuel-water separator. | <p>Repeat Daily Check</p> <ul style="list-style-type: none"> • Check air intake system for wear points or damage to piping, loose clamps, and leaks. • Check air cleaner restriction. • Check and clean air cleaner element. • Drain moisture from air tanks. | <p>Repeat Daily and Weekly Check</p> <ul style="list-style-type: none"> • Change Lubricating Oil. • Change Lubricating Oil Filters. • Change Fuel Filter. • Change Coolant Filter. • Clean Crankcase Breather. • Check engine coolant concentration level. Add make-up if required. • Replace final Fuel Filter/Clean primary Fuel Filter. Drain water from fuel tank. • Inspect/Replace Alternator, Fan and Accessory Drive Belts. • Inspect/Replace Hoses and Clamps. • Lubricate Fan Drive Bearings. • Clean/Check Battery electrolyte level. | <p>Repeat Previous Intervals</p> <ul style="list-style-type: none"> • Adjust valves and injectors. • Steam clean engine. • Check torque on turbocharger mounting nuts. • Check torque on engine mounting bolts. • Replace hoses as required. • Check/Adjust engine valve lash. • Check/Adjust low idle speed. • Test/Exchange fuel injection nozzles. • Inspect coolant pump. Clean cooling system. (Internal) • Inspect/Rebuild Alternator. | <p>Repeat Previous Intervals</p> <ul style="list-style-type: none"> • Clean cooling system and change coolant and antifreeze. • Inspect temperature regulator. • Inspect/Rebuild turbocharger. • Inspect/Rebuild starter. • Check and adjust clutch. | <p>Repeat Previous Intervals Which Are Due</p> <ul style="list-style-type: none"> • Clean and calibrate the following: (Rebuild or exchange if required.) - Injectors. - Fuel pump. - Air compressor. - Fan clutch. - Water pump. - Fan hub. - Fan idler pulley assembly. - Vibration damper. |

Follow the manufacturer's recommended maintenance procedures for the starter, alternator, generator, batteries, electrical components, engine brake, exhaust brake, air compressor, freon compressor, and fan clutch.
At each scheduled maintenance interval, perform all previous maintenance checks which are due for scheduled maintenance.



OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

7032 SOUTH 196th - KENT, WA. 98032 - (253) 872-0141 / FAX (253) 872-8710



- APPENDIX A - CUMMINS M11 ENGINE

A-2E. ELECTRICAL SYSTEM

The following topics describe care and maintenance of the electrical system components. These components functioning together produce the energy needed for operating the electrical equipment on the engine and each is dependent upon the others for satisfactory operation. In the event of failure or improper operation, it is essential to check the entire electrical system as a defect in one component can cause damage to another. Many electrical system problems can be traced to loose or corroded connections. Keep connections tight and make sure the wiring insulation is in satisfactory condition. Most of the electrical system testing can be performed while the components are on the engine. It should be remembered, if a malfunction is found on test, the component must be removed for further testing, repair or replacement.

Battery

Every 250 hours check the electrolyte level of each cell and the general condition of the battery. Maintain the electrolyte level to the base of each vent well. The make-up water must be one of the following (in order of preference):

1. Distilled water.
2. Odorless, tasteless drinking water-
3. Iron free water.

WARNING: Never add acid or electrolyte.

Cleaning Battery

Mix a weak solution of baking soda and water. Apply the solution with a soft bristle brush. Be careful not to get cleaning solution into the battery. Thoroughly rinse the battery and battery tray with clean water. Apply grease to battery cable clamps and terminals and to all threads.

-Installing Battery

1. Be sure the battery tray is clean and free of foreign objects.
2. Be sure terminal posts and cable clamps are clean.
3. Place the battery in the tray. Tighten the hold down clamps evenly until the battery is snug. Do not over tighten.
4. Connect the "hot" terminal first. Be sure the top of the cable terminal is pushed down even with the top of the terminal post. Tighten the clamp firmly.

WARNING: Always connect the "hot" terminal first to minimize arcing. Otherwise injury or damage could result.

5. Connect the "grounded" terminal last. Be sure the top of the cable terminal is pushed down even with the top of the terminal post. Tighten the clamp firmly.
6. Apply a thin coating of grease over the cable clamps, terminals and hold down fasteners.



OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

7032 SOUTH 196th - KENT, WA. 98032 - (253) 872-0141 / FAX (253) 872-8710



- APPENDIX A - CUMMINS M11 ENGINE

A-2E. ELECTRICAL SYSTEM (Continued...)

Charging the Battery

WARNING: Never smoke in the area where batteries are being charged. Hydrogen gas is given off at each vent cap during charging. Hydrogen mixed with air is highly explosive.

1. Connect positive charger clamp to positive battery terminal.
2. Connect negative charger clamp to negative battery terminal.
3. Connect charger power cord to proper outlet.
4. Allow battery to charge slowly.

CAUTION: If battery is charged too rapidly, the battery will be damaged.

5. After the battery is charged, disconnect charger power cord from outlet; remove charger clamp from negative battery terminal; remove charger clamp from positive battery terminal.

A-3. Engine Troubleshooting.

-TROUBLESHOOTING INDEX-

| ITEM | PROBLEM | ITEM | PROBLEM |
|------|----------------------------|------|--|
| 1. | Engine Fails to Start | 16. | Valve Lash Close-up |
| 2. | Misfiring | 17. | Premature Engine Wear |
| 3. | Stalls at Low Speed | 18. | Coolant in Engine Lubricating Oil |
| 4. | Erratic Engine Speed | 19. | Excessive Black or Gray Smoke |
| 5. | Low Power | 20. | Excessive White or Blue Smoke |
| 6. | Excessive Vibration | 21. | Low Engine Oil Pressure |
| 7. | Heavy Combustion Knock | 22. | High Lubricating Oil Consumption |
| 8. | Valve Train Clicking Knock | 23. | Abnormal Engine Coolant Temperature |
| 9. | Oil in Coolant | 24. | Starting Motor Fails to Crank |
| 10. | Mechanical Knock | 25. | Alternator Fails to Charge |
| 11. | Excessive Fuel Consumption | 26. | Alternator Charging Rate Low or Unsteady |
| 12. | Loud Valve Train Noise | 27. | Alternator Charging Rate High |
| 13. | Excessive Valve Lash | 28. | Alternator Noisy |
| 14. | Valve Spring Retainer Free | | |
| 15. | Slobber | | |



**- APPENDIX A -
CUMMINS M11 ENGINE**

A-3. Engine Troubleshooting. (Continued...)

| Possible Causes | Remedy |
|--|---|
| 1. ENGINE FAILS TO START | |
| No Fuel to Engine | Check for empty fuel tank, plugged fuel tank connections, obstructed or kinked fuel suction lines, fuel transfer pump failure, or plugged fuel filters. |
| Shutoff Solenoid Sticking* | Solenoid must be energized to shut off engine. Actuate the control that operates the shutoff solenoid and listen for a clicking sound. If clicking sound is not evident and engine will not start, remove the solenoid. Again try to start the engine. If the engine starts, the solenoid is bad. Replace the solenoid. |
| Fuel Transfer Pump | At cranking speed, the fuel transfer pump should supply fuel to the engine at 3 PSI (20 kPa). If fuel pressure is less than 3 PSI (20 kPa), replace the fuel filter. Check for air in fuel system, sticking, binding or defective fuel bypass valve. If pressure is still low, replace the fuel transfer pump. |
| Engine Improperly Timed | See your authorized dealer. |
| Glow Plug Failure | Check glow plugs. |
| Automatic and Safety Shutoff Controls | Check shutoff controls to ensure they are set properly. See Starting Procedures. |
| *Optional Equipment | |
| 2. MISFIRING | |
| Defective Fuel Injection Nozzle or Fuel Pump | Run the engine at the speed where the defect is most pronounced. Momentarily loosen the fuel line nut on the injection pump to "cut out" that cylinder. Check each cylinder in this manner. If one is found where loosening makes no difference in irregular operation, the pump and nozzle for only that cylinder need be treated. |
| Improper Valve Lash | Set to specified clearance. |
| Incorrect Fuel Injection Timing | See your authorized dealer. |
| Low Fuel Supply Pressure | Check fuel supply line for leaks or kinks, air in fuel system, sticking, binding, or defective fuel bypass valve. Replace fuel filter. Check fuel pressure. Fuel transfer pump should supply fuel at 20 to 30 PSI (1.4 to 2.1 kg/cm ²) to the engine when the engine is fully loaded. |
| Broken or Leaking High Pressure Fuel Line | Replace the line. |
| Air in Fuel System | Find source of air entry and correct. Bleed system. |
| Bent or Broken Push Rod | Replace push rod. |



OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

7032 SOUTH 196th - KENT, WA. 98032 - (253) 872-0141 / FAX (253) 872-8710



- APPENDIX A - CUMMINS M11 ENGINE

A-3. Engine Troubleshooting. (Continued...)

| Possible Causes | Remedy |
|--|--|
| 4. ERRATIC ENGINE SPEED | |
| Governor Control Linkage | Adjust external linkage to obtain sufficient travel. Replace if damaged, bent, or linkage is too short. |
| Governor Failure | Look for damaged or broken springs, linkage, or other components. Determine if the rack can be moved manually. If any distress is noted in any of these components, replace as necessary.* |
| 5. LOW POWER | |
| Fuel Nozzle Failure | Run the engine at the speed where the defect is most pronounced. Momentarily loosen the fuel line nut on the injection pump to "cut out" that cylinder. Check each cylinder in this manner. If one is found where loosening makes no difference in irregular operation, the pump and nozzle for only that cylinder need be tested. |
| Poor Quality Fuel | Drain, clean and bleed fuel system. Replace fuel filter. Fill fuel tank with proper grade of fuel. |
| Turbocharger Carboned or Otherwise Dragging | Inspect and repair or replace turbo charger as necessary.* |
| Leaks in Air Induction System | Check inlet manifold pressure. Check air cleaner for restriction. |
| Incorrect Fuel Injection Timing | See your authorized dealer. |
| Excessive Valve Lash | Set to specified clearance. |
| Low Fuel Supply Pressure | Check fuel supply line for leaks or kinks, air in fuel system, sticking, binding or defective fuel bypass valve. Replace fuel filter. Check fuel pressure. Fuel transfer pump should supply fuel to 20 to 30 PSI (1.4 to 2.1kg/CM ²) to the engine when the engine is fully loaded. |
| 6. EXCESSIVE VIBRATION | |
| Loose, Worn or Defective Engine Mounts as necessary. | Tighten all mounting bolts securely. Replace components |
| Loose Pulley and Damper | Re tighten. |
| Loose or Worn Coupling on Driven Equipment | Inspect, align and tighten coupling to driven equipment. |
| Defective Damper or Pulley | Replace damper or pulley. |
| Misfiring | See ITEM 2. |



- APPENDIX A -
CUMMINS M11 ENGINE

A-3. Engine Troubleshooting. (Continued...)

| Possible Causes | Remedy |
|---|--|
| 7. HEAVY COMBUSTION KNOCK | |
| Air in Fuel System | Bleed air from system. |
| Defective Fuel Injection Pump Plunger and Barrel Assembly | Replace.* |
| Defective Fuel Injection Nozzle | Replace. |
| Incorrect Fuel Injection Timing | See your authorized dealer.* |
| 8. VALVE TRAIN CLICKING NOISE | |
| Excessive Valve Lash | Set to specified clearance. |
| Broken Valve Spring(s) | Replace valve spring(s) and all other damaged components.* |
| Insufficient Lubrication | Check lubrication in valve compartment. Should be very wet at all speeds. Oil passages should be cleaned, especially those leading to the cylinder head. |
| 9. OIL IN COOLANT | |
| Failed Oil Cooler Core | Replace oil cooler core. |
| Failed Head or Spacer Plate Gaskets | Replace head and spacer plate gaskets. |
| Cracked or Defective Cylinder Block | Replace cylinder block.* |
| Cracked or Defective Head | Replace cylinder head. |
| 10. MECHANICAL KNOCK | |
| Engine Connecting Rod Bearing Failure | Replace the bearing. Check the connecting rod and crankshaft. Replace if necessary.* |
| Main Bearing Failure | Replace bearings.* |
| Damaged Timing Gear Train | Replace components as necessary.* |
| Broken Crankshaft | Replace crankshaft.* |
| Fuel Dilution of Crankcase Oil | Correct fuel leakage into crankcase oil. |

*Authorized dealers are equipped with the necessary tools and personnel familiar with disassembly procedures to perform these services.



OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

7032 SOUTH 196th - KENT, WA. 98032 - (253) 872-0141 / FAX (253) 872-8710



- APPENDIX A - CUMMINS M11 ENGINE

A-3. Engine Troubleshooting. (Continued...)

| Possible Causes | Remedy |
|---------------------------------------|---|
| 11. EXCESSIVE FUEL CONSUMPTION | |
| Fuel System Leaks | Large changes in fuel consumption may result. Internal leaks will probably be accompanied by low engine oil pressure and increased oil level in the engine oil sump. Replace leaking components. |
| Fuel and Combustion Knock | Small but measurable increases in fuel consumption maybe the result of defective fuel nozzles, misfiring or factors contributing to loss of power. See ITEM 2 and ITEM 5. |
| Incorrect Fuel Injection Timing | See your authorized dealer. |
| 12. LOUD VALVE TRAIN NOISE | |
| Bent or Broken Valves | Replace damaged parts.* |
| Broken Camshaft | Replace all damaged parts. Clean engine thoroughly. |
| Broken or Severely Worn Valve Lifters | Replace camshaft and valve lifters. Check for sticking valves and bent valve stems. Clean engine thoroughly. Set valve lash to specified clearance. |
| 13. EXCESSIVE VALVE LASH | |
| Severely Worn Cam Lobes | Check valve lash. Replace camshaft and followers. Clean engine thoroughly. Set valve lash to specified clearance. |
| Broken or Severely Worn Valve Lifters | Replace valve lifters. Check camshaft for wear. Check for sticking valves and bent valve stems. Clean engine thoroughly. Set valve lash to specified clearance. |
| Valve Tip Wear | Set valve lash to specified clearance. If wear is excessive, replace valve. Moderate Valve Lifter Face Wear Set valve lash to specified clearance. If wear is excessive, replace valve lifter. |
| Push Rod Wear | Set valve lash to specified clearance. If wear is excessive, replace push rod. |
| Rocker Arm Anvil Wear | Set valve lash to specified clearance. If wear is excessive, replace rocker arm. |
| Insufficient Lubrication | Check lubrication in valve should be very wet at high idle speeds, but only damp at low idle. Oil passages should be cleaned, especially those leading to the cylinder head. |



**- APPENDIX A -
CUMMINS M11 ENGINE**

A-3. Engine Troubleshooting. (Continued...)

| Possible Causes | Remedy |
|--|---|
| 14. VALVE SPRING RETAINER FREE | |
| Broken Keepers | Extensive engine damage may result from dropped valve. Replace all damaged parts.* |
| Broken Valve Spring | Replace valve spring.* |
| Broken Valve | Replace valve and any other damaged parts.* |
| 15. SLOBBER | |
| Excessive Valve Guide Wear | Recondition cylinder head assembly.* |
| Excessive Lubricating Oil in Valve Compartment in place. | Check rocker arm shaft and plugs to assure that they are |
| Worn Piston Rings and/or Liners | Inspect and replace components as necessary.* |
| 16. VALVE LASH CLOSE-UP | |
| Valve Face and/or Seat Wear | Adjust valves to specified clearance. Recondition cylinder head. |
| 17. PREMATURE ENGINE WEAR | |
| Intake Piping Failure (Air Cleaner) | Inspect all gaskets and piping for leaks. Repair all leaks. |
| Excessive Fuel Dilution of Lubricating Oil | Replace leaking components. This will probably be accompanied by high fuel consumption and low engine oil pressure. Tighten fuel injection line fittings under valve cover. |
| Dirt in Lubricating Oil | Locate and correct source of dirt entry, Change lubricating oil. Change oil filter. |
| 18. COOLANT IN ENGINE LUBRICATING OIL | |
| Oil Cooler Failure | Replace oil cooler core. |
| Cylinder Head Gasket Failure | Replace gasket. Maintain proper torque on cylinder head bolts. |
| Cracked or Defective Cylinder Head | Replace cylinder head.* |
| Cracked or Defective Cylinder Block | Replace cylinder block.* |

*Authorized dealers are equipped with the necessary tools and personnel familiar with disassembly and assembly procedures to perform these serviced.



OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

7032 SOUTH 196th - KENT, WA. 98032 - (253) 872-0141 / FAX (253) 872-8710



- APPENDIX A - CUMMINS M11 ENGINE

A-3. Engine Troubleshooting. (Continued...)

| Possible Causes | Remedy |
|---|--|
| 18. COOLANT IN ENGINE LUBRICATING OIL (Cont'd) | |
| Cylinder Liner Seal Leaking | Replace seals.* |
| Cracked or Defective Cylinder Liners | Replace cylinder liners.† |
| 19. EXCESSIVE BLACK OR GRAY SMOKE | |
| Insufficient Combustion Air | Check air cleaner for restriction. Check inlet manifold pressure. Inspect turbocharger for proper operation. |
| Fuel Nozzle Plugged or Leaking | Replace nozzle. |
| Incorrect Fuel Injection Timing | See your authorized dealer. |
| Fuel Ratio Control Improperly Adjusted | Adjust fuel ratio control.* |
| 20. EXCESSIVE WHITE OR BLUE SMOKE | |
| Valve Guides Worn | Recondition cylinder head assembly.* |
| Piston Rings Worn, Stuck or Broken | Replace.* |
| High Crankcase Oil Level | Avoid overfilling. Determine cause and drain excess oil. |
| Misfiring | See ITEM 2. |
| Fuel Injection Pump Timing Wrong | See your authorized dealer. |
| Air in Fuel System | Bleed fuel system. |
| 21. LOW ENGINE OIL PRESSURE | |
| Engine Oil Diluted with Fuel Oil | Check lip-type seal on fuel transfer pump drive shaft. Drain crankcase and refill with clean lubricant. |
| Excessive Crankshaft Bearing Clearance | Replace bearings and/or crankshaft.* Check oil filter operation. |
| Excessive Timing Gear Bearing Clearances | Inspect bearings and replace components as necessary. |
| Excessive Rocker Arm Bore or Rocker Arm Shaft Wear | Check lubrication. Replace components as necessary. |
| Defective Oil Pump | Repair or replace.* |
| Defective Suction Bell | Replace. |



**- APPENDIX A -
CUMMINS M11 ENGINE**

A-3. Engine Troubleshooting. (Continued...)

| Possible Causes | Remedy |
|--|---|
| 21. LOW ENGINE OIL PRESSURE (Cont'd) | |
| Clogged Oil Filter or Cooler | Repair or replace as necessary. |
| Oil Pump Relief Valve Stuck | Clean valve and housing. Replace if necessary. |
| 22. HIGH LUBRICATING OIL CONSUMPTION | |
| Oil Leaks | Replace gaskets or seals and tighten all connections. |
| Excessive Oil to Intake | See ITEM 15. Valve Guides. |
| Excessive Valve Guide Wear | See ITEM 15. |
| Crankcase Oil Level Too High | Avoid overfilling. Determine cause and drain excess oil. |
| High Oil Temperature | Check oil cooler bypass valve. Replace if defective. Clean oil cooler core. |
| Worn Piston Rings and/or Liner | Replace components as necessary.* |
| 23. ABNORMAL ENGINE COOLANT TEMPERATURE | |
| Combustion Gases in Coolant | Determine point at which gases enter the system. Repair or replace components as necessary. |
| Defective Water Temperature Regulator or Temperature Gauge | Check temperature regulator for proper opening temperature and correct installation. Check temperature gauge. Replace if necessary. |
| Coolant Level Low | Determine cause-replace leaking gaskets and hoses. Tighten connections. Add coolant. |
| Air Flow Through Radiator Restricted | Remove all debris from outer surface of radiator. |
| Defective Water Pump | Check water pump impeller. Repair water pump as necessary. |
| Radiator Small for Engine Application | Install correct size radiator. |
| Fan Improperly Positioned in Shroud or Not Shrouded | Position fan correctly.* |

*Authorized dealers are equipped with the necessary tools and personnel familiar with disassembly and assembly procedures to perform these serviced.



OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

7032 SOUTH 196th - KENT, WA. 98032 - (253) 872-0141 / FAX (253) 872-8710



- APPENDIX A - CUMMINS M11 ENGINE

A-3. Engine Troubleshooting. (Continued...)

| Possible Causes | Remedy |
|--|--|
| 23. ABNORMAL ENGINE COOLANT TEMPERATURE | |
| Incorrect Fuel Injection Timing | See your authorized dealer. |
| Incorrect Water Piping Connections from Engine to Radiator | Check shunt line (if equipped) and vent line for correct installation. |
| 24. STARTING MOTOR FAILS TO CRANK | |
| Low Output from Battery | Check battery and charge or replace. |
| Defective Wiring or Switch | Repair or replace. |
| Defective Solenoid | Replace. |
| Defective Starting Motor | Repair. |
| 25. ALTERNATOR FAILS TO CHARGE | |
| Drive Belt Loose | Adjust belt. |
| Open or High Resistance in Charging or Ground Return Circuits or Battery Connections | Inspect all cables and connectors. Clean, re tighten or replace defective parts. |
| Excessively Worn, Open or Defective Brushes | Replace brush assembly.* |
| Open Rotor Field Coil | Replace rotor assembly.* |
| 26. ALTERNATOR CHARGING RATE LOW OR UNSTEADY | |
| Drive Belt Loose | Adjust belt. |
| Intermittent or High Resistance in Charging or Ground Return Circuits or Battery Connections | Inspect all cables and connectors. Clean, re tighten or replace defective parts. |
| Excessively Worn, Sticky, or Defective Brushes | Replace brush assembly.* |
| Faulty Regulator | Replace regulator.* |
| Shorted or Open Rectifier Diodes | Replace defective rectifier diode assembly in alternator.* |
| Grounded or Shorted Rotor | Replace rotor assembly.* |



**- APPENDIX A -
CUMMINS M11 ENGINE**

A-3. Engine Troubleshooting. (Continued...)

| Possible Causes | Remedy |
|--|--|
| 27. ALTERNATOR CHARGING RATE HIGH | |
| Loose Connections | Tighten connections to alternator and regulator. |
| Defective Regulator | Replace regulator. |
| 28. ALTERNATOR NOISY | |
| Defective Drive Belt | Replace belt. |
| Misaligned Belt or Pulley | Align drive pulley, alternator pulley and belt. |
| Loose Pulley | Tighten pulley nut. If keyway is worn, install a new pulley. |
| Worn Bearings | Replace bearings. |
| Shorted Rectifiers in Alternator | Replace diode assembly.* |
| Armature or Rotor Shaft Bent | Replace component.* |

*Authorized dealers are equipped with the necessary tools and personnel familiar with disassembly and assembly procedures to perform these serviced.



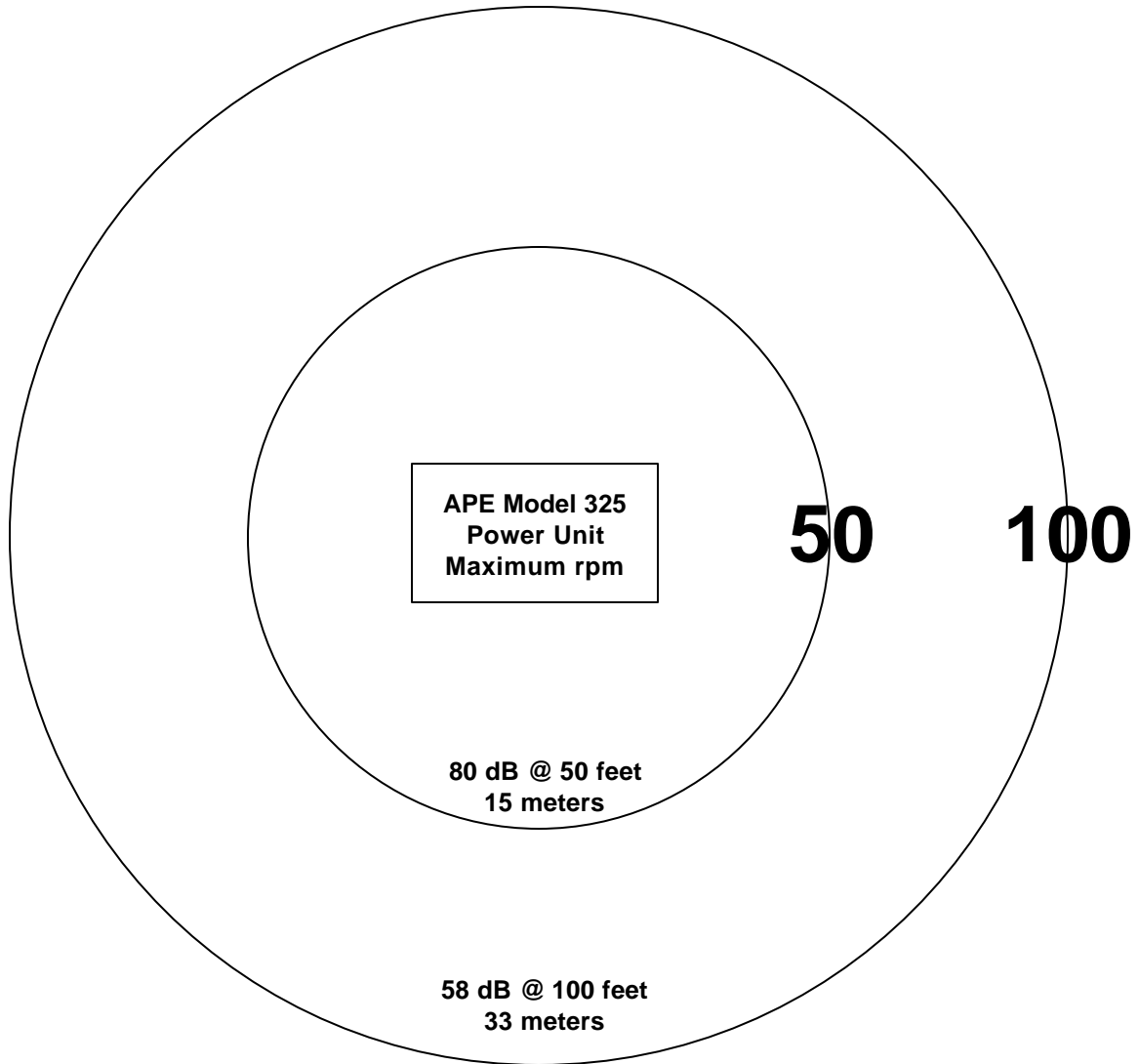
OPERATION / MAINTENANCE MANUAL

MODEL 150/150T VIBRATORY DRIVER WITH MODEL 330/525 POWER UNIT

7032 SOUTH 196th - KENT, WA. 98032 - (253) 872-0141 / FAX (253) 872-8710



NOISE LEVEL OF APE MODEL 325 POWER UNIT



Note: Decibel level can be further reduced by operating at a lower engine rpm. The above chart is based on the power unit at full rpm. In most cases, it is not necessary to run the engine at full rpm to drive or extract piles or when using the power unit for drilling operations.