



# OPERATION AND MAINTENANCE MANUAL



SERIAL NUMBER:

**MODEL 120V/170V VIBRO  
WITH MODEL 350VM POWER UNIT**







# **OPERATION / MAINTENANCE MANUAL**

**MODEL 120V/170V VIBRATORY DRIVER WITH MODEL 350VM 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 120V and Model 170VT Vibratory Driver/Extractors and the Model 350VM Power Unit**. Most information contained in this manual is identical for all the models covered. The models are therefore grouped together as Model 120V/170V and Model 350VM 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.

<b>lbs.</b>	= Pounds	<b>HCLW</b>	= High Collar Lock Washer
<b>psi.</b>	= Pounds per Square Inch	<b>P/N</b>	= Part Number
<b>hp.</b>	= Horse Power		
<b>gpm.</b>	= Gallons Per Minute		
<b>rpm.</b>	= Revolutions Per Minute		
<b>eng.</b>	= Engine		
<b>cyl.</b>	= Cylinder		
<b>mm.</b>	= Millimeter		
<b>mtg.</b>	= Mounting		
<b>S/N</b>	= Serial Number		
<b>sol.</b>	= Solenoid		

### **Serial Number Locations**

1. **VIBRATOR:** Above and in between the eccentric covers on both sides of the machine.
2. **POWER UNIT:** On both sides in front of reservoir near the top.



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## **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.



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## **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.



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## I-1. Machine Features. - Model 120V/170V Vibratory Hammer

Patented breakthrough suppressor cuts down weight while increasing line pull.

Suppressor is modular and can be removed to reduce suspended weight and height.

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

Eccentrics filled with "heavy metals" (170V only) produce more amplitude with less parts.

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

Hydraulic motor is recessed which eliminates the need for bolted on guards. Less parts - less problems.

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

Shortest vibro in its class. Gain more headroom and reach.

Safety pin prevents over-pullings.

61 Ton pull.

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

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

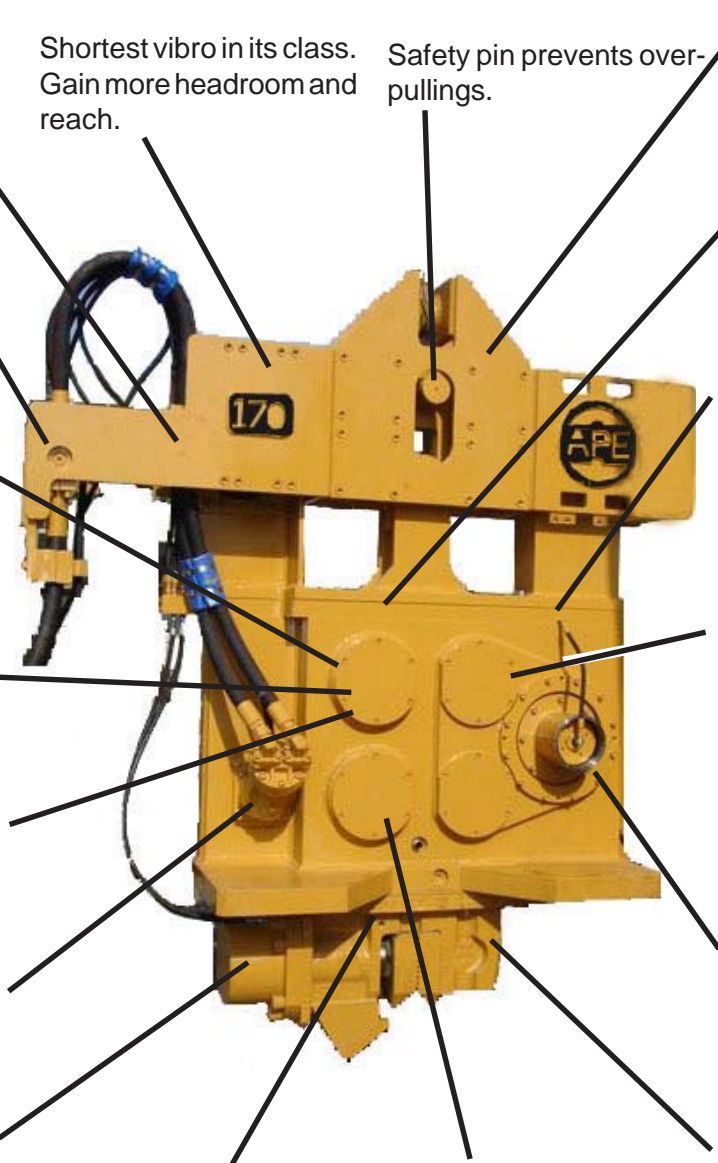
Computer designed gear-box is perfectly balanced with low center of gravity. Release crane line without the worry of bending piles.

Phase-shifter provides infinite amplitude control, eliminating vibration during start-up and stopping. Also, eliminates crane line vibration.

The 120V/170V vibro can be shipped fully assembled on a Boeing 747 aircraft.

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.



**Figure 1-A. Machine Features**



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## I. GENERAL INFORMATION (Continued...)

### I-2. Machine Specifications

#### I-2A. Model 120V/170V Vibro



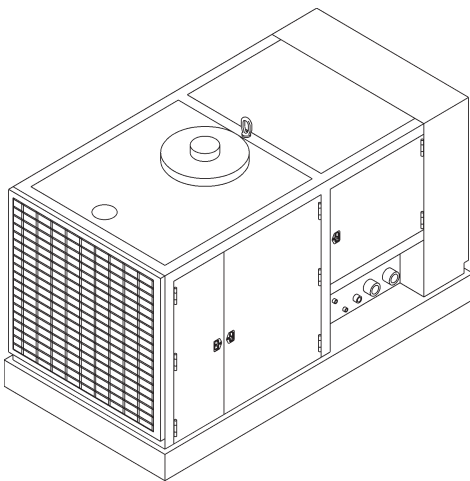
	Model 120V	Model 170V
Eccentric Moment	Consult Factory	Consult Factory
Drive Force	120 Tons (1,068 kN)	120 Tons (1,068 kN)
Frequency (cpm)	400 to 2300	400 to 2,300**
Amplitude	.51" (13 mm)	0.70" (18 mm)
Pile Clamp Force	125 Tons (1,112 kN)	125 Tons (1,112 kN)
Line Pull for Extraction	61 Tons (543 kN)	61 Tons (543 kN)
Hydraulic Hose Length	100' (30 m)	100' (30 m)
Suspended Weight*	8,750 lbs. (3,718 kg)	8,950 lbs. (3,977 kg)
Length	92" (2,337 mm)	92" (2,337 mm)
Width at Throat	14" (356 mm)	14" (356 mm)
Height	82" (2,083 mm)	82" (2,083 mm)
Height with Clamp*	105" (2,667 mm)	105" (2,667 mm)

\*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.

**Table 1-A. - Vibro**

#### I-2B. Model 350 Power Unit



	Model 350
Engine	350 h.p Caterpillar C9
Maximum Power	350 (261 kW)
Operating Speed	800 to 2100 rpm
Maximum Drive Pressure	4,800 psi (331 bar)
Max.Hyd.Flow-Forward	120 gpm (453 lpm)
Max.Hyd.Flow-Reverse	120 gpm (453 lpm)
Clamp Pressure	4,800 psi (331 bar)
Clamp Pump Flow @ 2100 rpm	10 gpm (38 lpm)
Weight	12,600 lbs (5715 kg)
Length	126" (3200 mm)
Width	68" (1,727 mm)
Height	82" (2,083 mm)

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

**Table 1-B. - Power Unit**



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## **I. GENERAL INFORMATION (Continued...)**

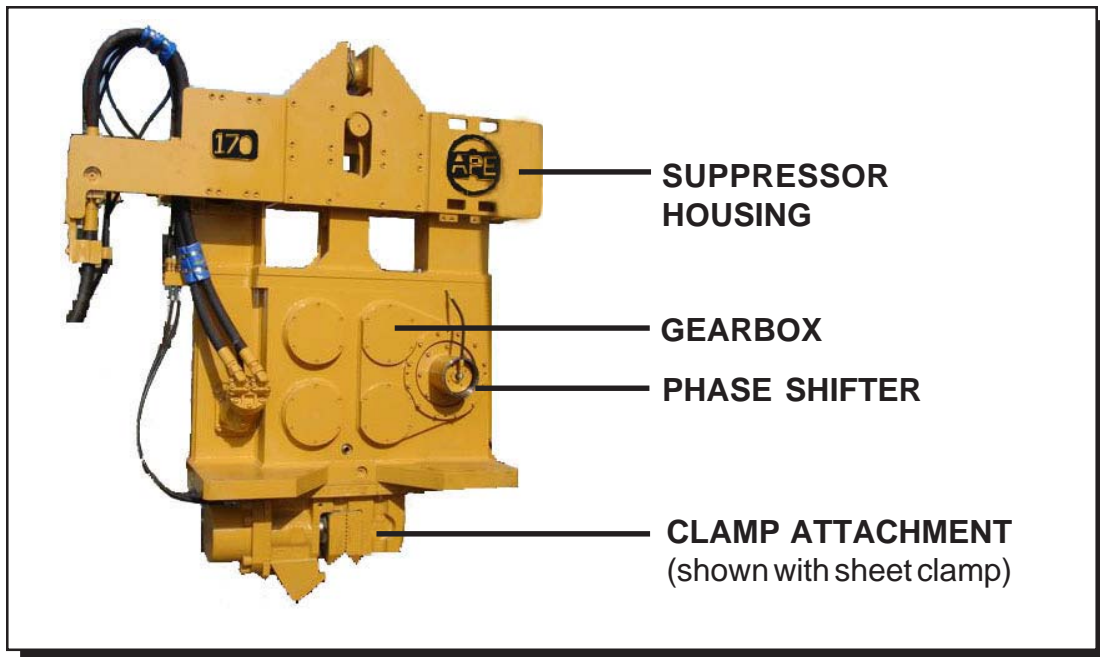
### **I-3. General Description of Model 120V/170V Vibro**

The **APE Model 120V/170V** 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 120V/170V operates in a frequency range of 400 to 2300 cycles per minute depending on the hydraulic flow and on the hydraulic motors fitted to the gear train. The Model 120V/170V is especially suited for driving or extracting piles that are near buildings or other structures. This is because the Model 120V/170VT employs a phase shifter that eliminates vibration during start-up and stopping, and, during driving, vibrates at higher frequencies and thus is less damaging to surrounding soils.

The three major parts to the Model 120V/170V are as follows:

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



**Figure 1-B. General Description of 120V/170V Vibro.**



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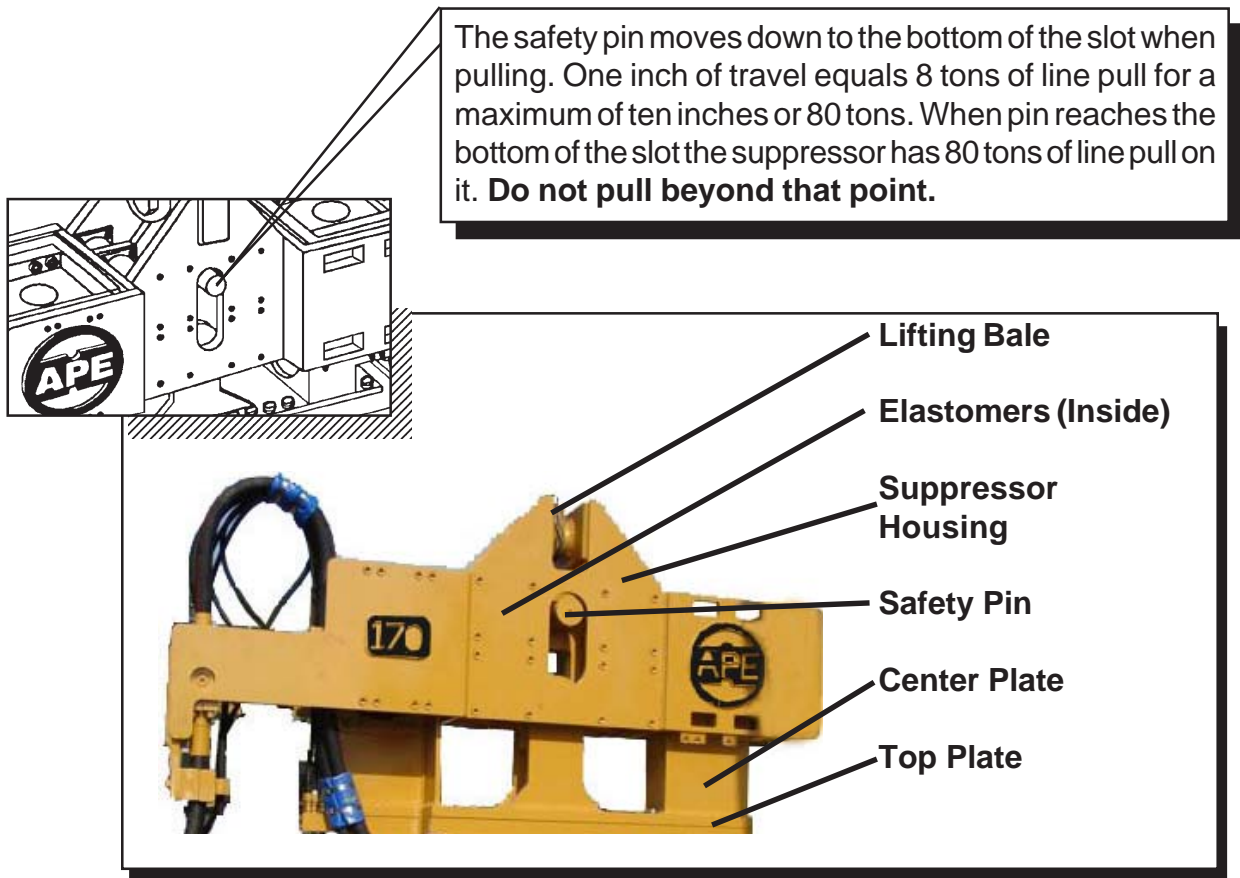
E-mail: apevibro.com

## I. GENERAL INFORMATION (Continued...)

### I-3A. The Suppressor Housing

The suppressor housing of the **120V/170V APE Vibrator** contains eight elastomers. They engage when 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.**



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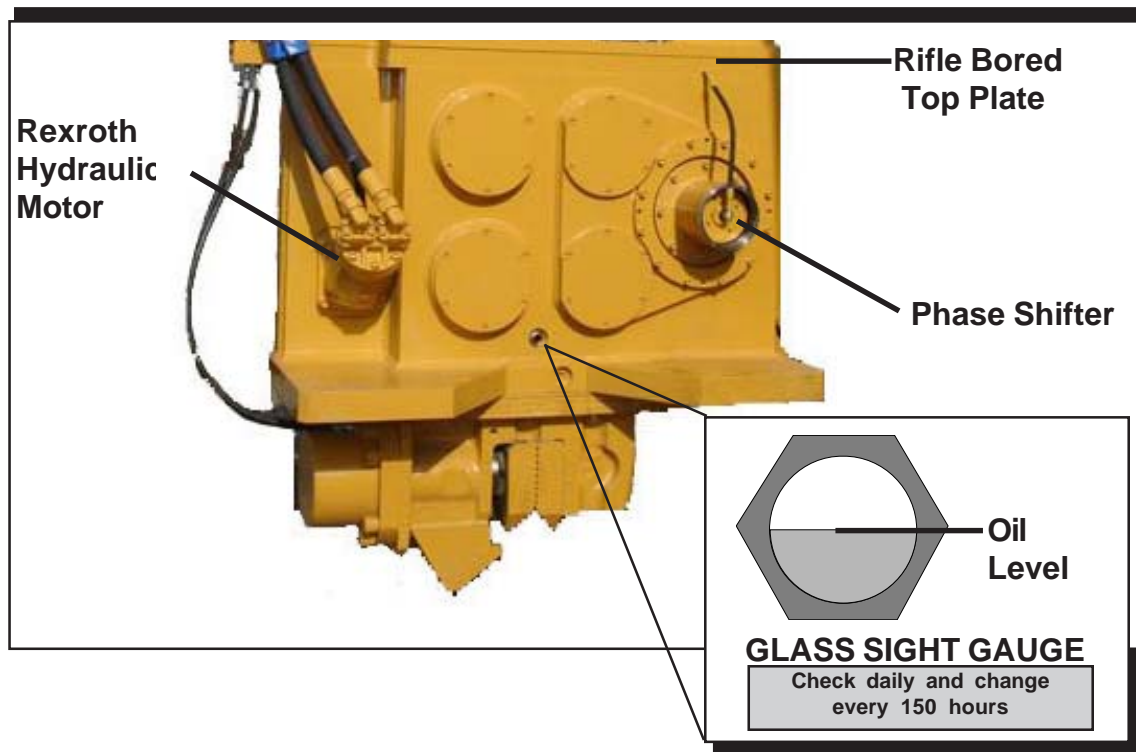
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## I. GENERAL INFORMATION (Continued...)

### I-3B. The Vibrator Gearbox

The vibrator gearbox contains four 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. The eccentric and the drive gears have been helically cut to provide high speed operation with reduced noise and wear. During start-up and stopping, the eccentrics are phased such that there is no vibration. Upon operator command, the phase shifter causes the eccentrics to work together. Vibration is caused by the vertical movement created when the eccentrics are rotated. The eccentric and drive gears are all driven in line by a Rexroth 180 motor tucked in on the outboard side of the gearbox. The motor is recessed for maximum protection. The eccentrics rotate on four 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 120V/170V 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 120V/170V VIBRATORY DRIVER WITH MODEL 350VM POWER UNIT

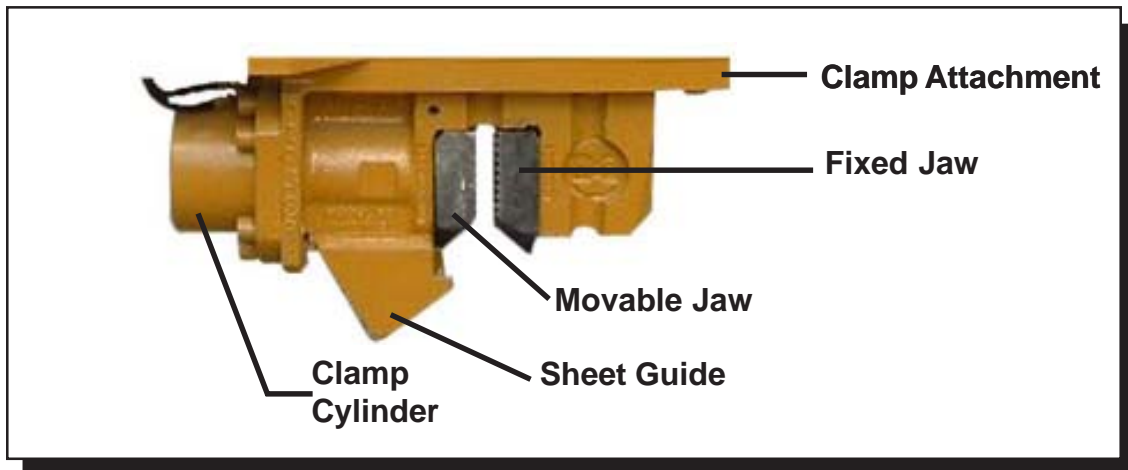
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## I. GENERAL INFORMATION (Continued...)

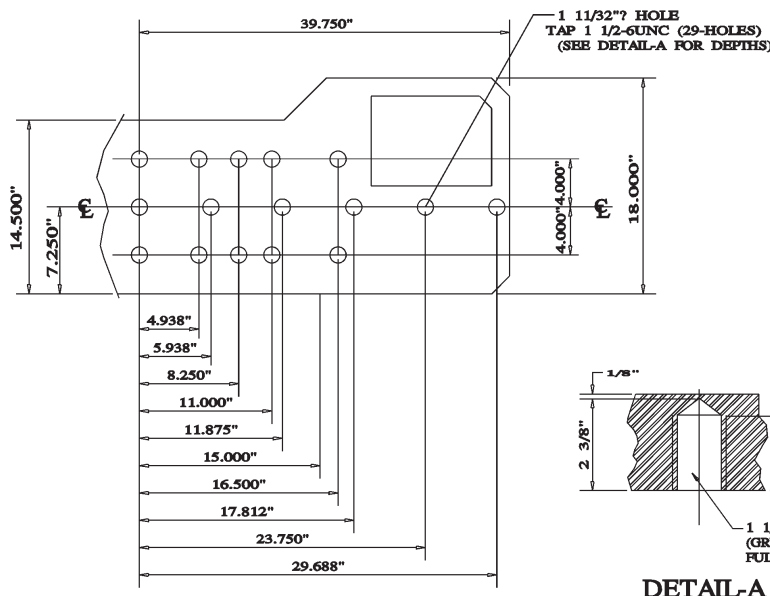
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### I-3C. The Clamp Attachment

The APE 120V/170V 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.

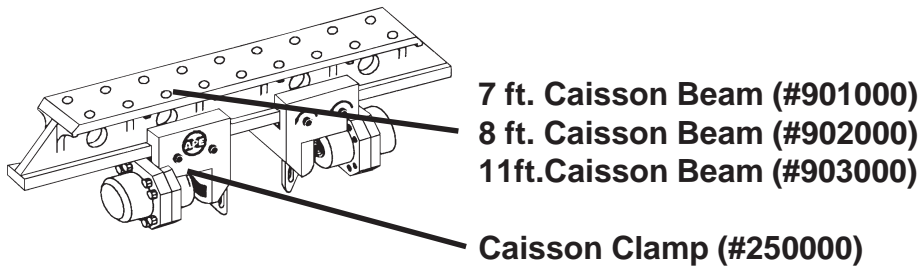
**Figure 1-F. Clamp Attachment Hole Configuration.**

## I. GENERAL INFORMATION (Continued...)

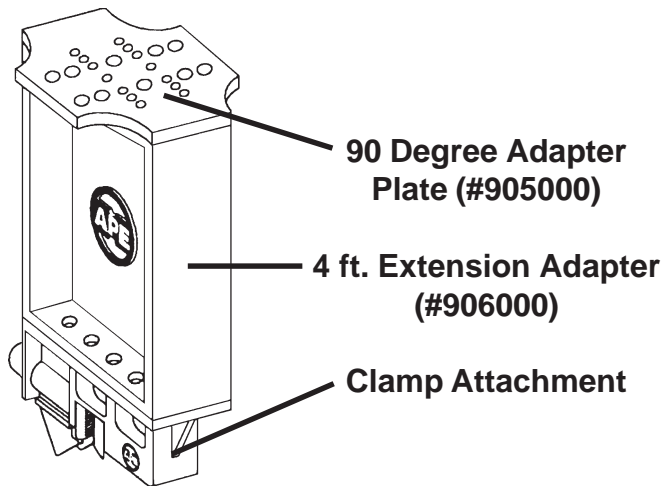
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### I-3D. Optional Attachments

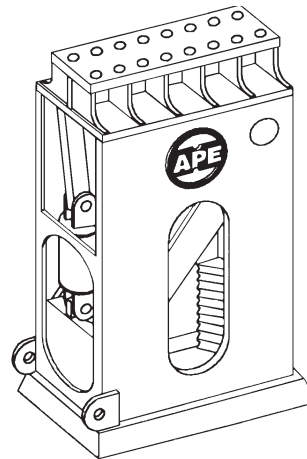
The following are some of the optional attachments for the Model 120V/170V Vibratory hammer. (Contact APE or your local APE distributor for more information about these and other available equipment.)



**APE CAISSON CLAMP**



**APE 90 DEGREE ADAPTER WITH EXTENSION**



**APE DELUXE WOOD CLAMP (#907000)**

**Figure 1-G. Optional Attachments**





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MODEL 120V/170V VIBRATORY DRIVER WITH MODEL 350VM POWER UNIT

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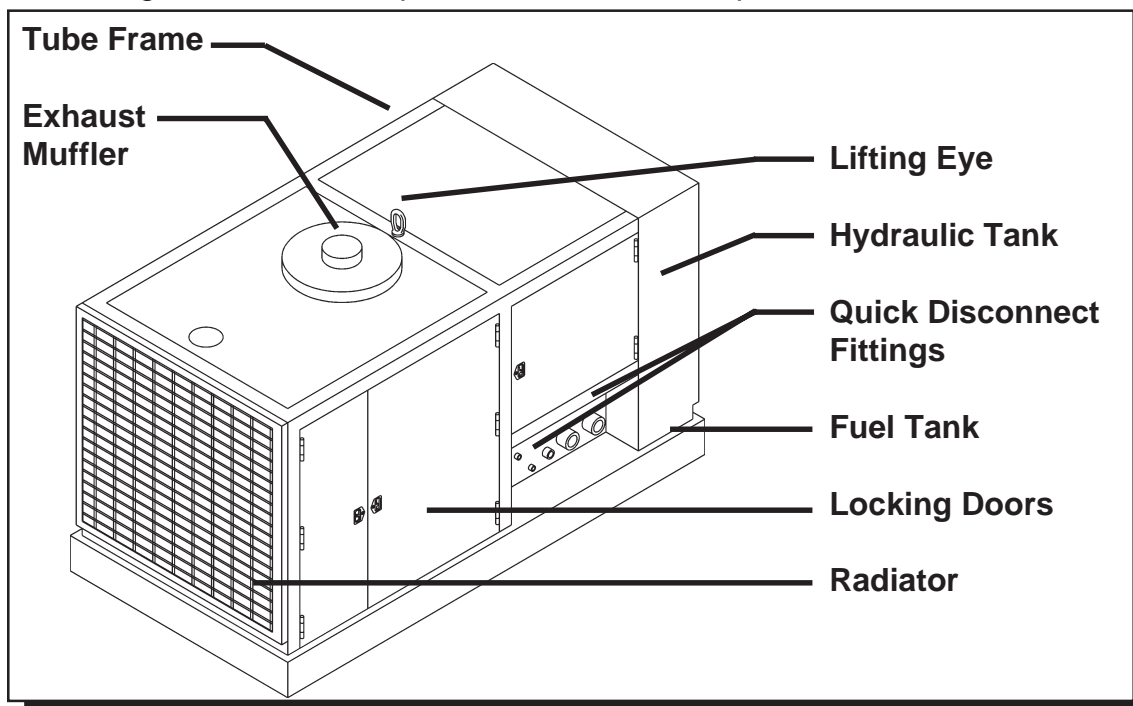
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## I. GENERAL INFORMATION (Continued...)

### **I-4. General Description of Model 350VM Power Unit**

The 120V/170V vibrator runs off the APE 350VM power unit. The APE 350VM has a 350 horsepower CATERPILLAR C9 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. Two pumps feed the vibrator motor. A small dual pump feeds the clamp attachment and phase shifter. There is also a recirculation pump to keep the oil cool and filtered. The Vibrator is connected to the power unit via eight hydraulic hoses. The 1 1/2" (ID) hoses are the pressure line and the return line for the vibrator motors. Two small 3/8" (ID) hoses are for the clamp system, and two 3/8" (ID) hoses are for the phase shifter. The 3/4" (ID) hose is for the vibrator motor case drain line, and the 1/2" (ID) hose is for the phase shifter thermo manifold 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.

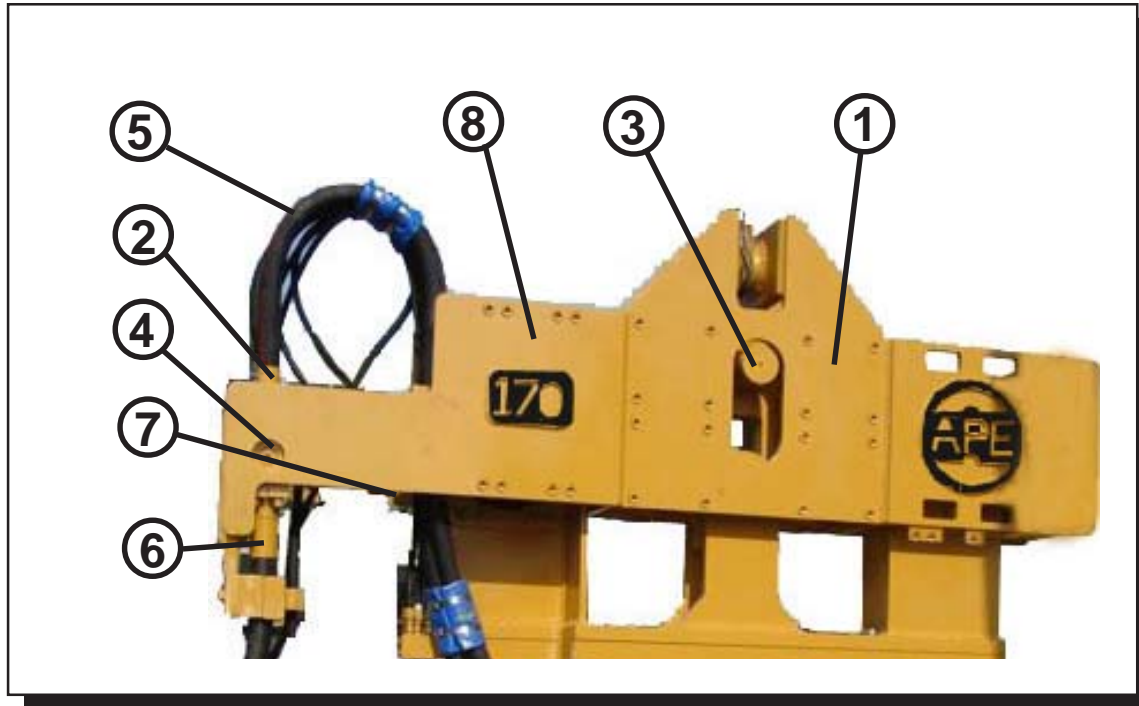
**WARNING:** Clean with ether or a clean rag before installing quick disconnects. Make sure you seat the quick disconnect fittings all the way tight. Failure to tighten the quick disconnects will stop the flow of oil and will prevent the vibro from operating. Failure to tighten the clamp fittings completely 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 350VM Power Unit**

**II. MAJOR COMPONENT DEFINITION**

**II-1. Suppressor Identification**



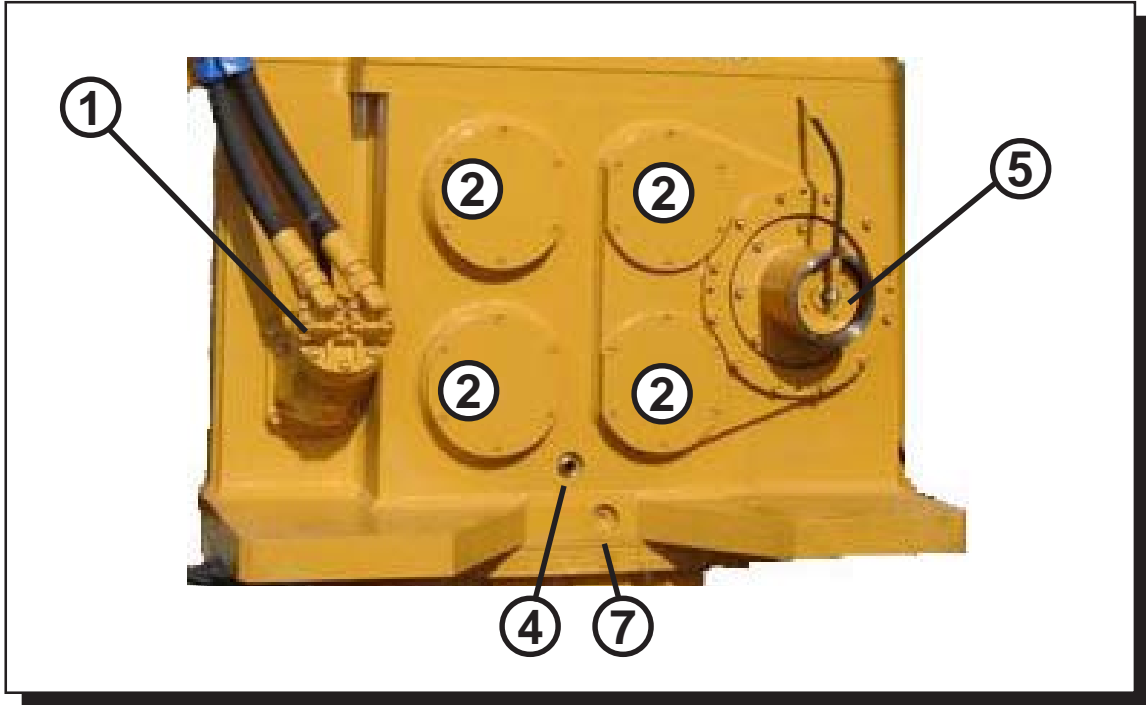
**Figure 2-A. Model 120V/170V Suppressor**

<u>ITEM</u>	<u>APE PART NO.</u>
1. ELASTOMER SMALL	321004
2. FLANGE KIT	123021
3. SAFETY PIN	V170-011
4. POP-OFF VALVE	321009
5. LOOP-OVER HOSE KIT	V170-100
6. PIGTAIL HOSE KIT	V170-101
7. FILTER FOR THERMO MANIFOLD	SUN #FLJA-XCN
8. ELASTOMER MEDIUM	721003

**Table 2-A. Model 120V/170V Suppressor Spares / Kits**

**II. MAJOR COMPONENT DEFINITION**

**II-2. Gearbox Identification**



**Figure 2-B. Model 120V/170V Gearbox**

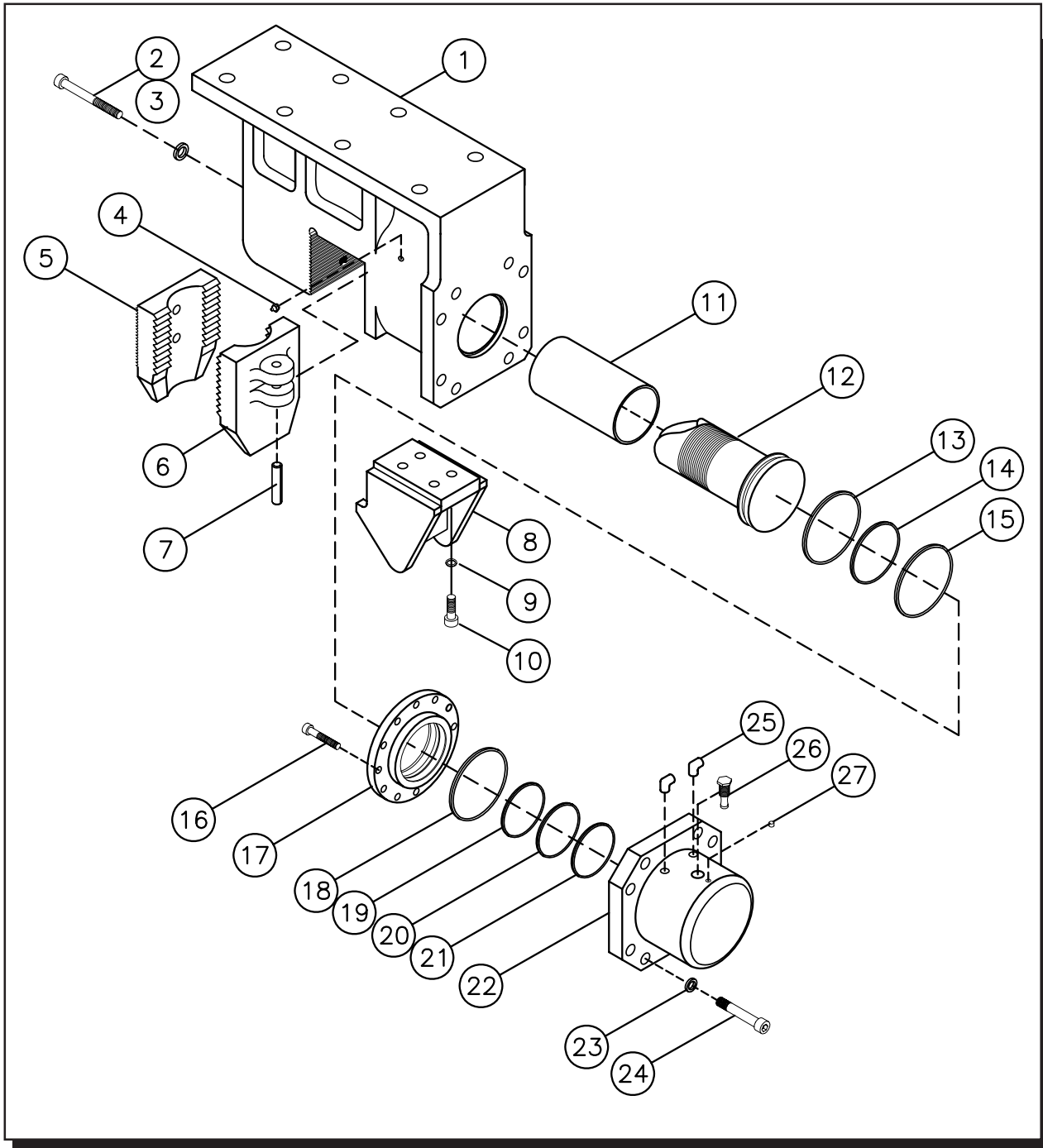
<u>ITEM</u>	<u>APE PART NO.</u>
1. REXROTH MOTOR	192001
2. BEARING COVER	V120-004
3. BOLT KIT	V120-000
4. SIGHT GLASS	123005
5. PHASE SHIFTER UNION	V120-002
6. BREATHER VALVE	122015
7. MAGNETIC DRAIN PLUG	123004
8. VIBRO SEAL KIT	V250-003

**Table 2-B. Model 120V/170V Suppressor Spares / Kits**

## II. COMPONENT DEFINITION

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### II-3 . Clamp Identification



**Figure 2-C. Model 50 Clamp Spares / Kits**



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<u>ITEM</u>	<u>QTY</u>	<u>DESCRIPTION</u>	<u>PART #</u>
1	1	Clamp Body	221019
2	2	Bolt-SHCS 1" NC X 9"	124206
3	2	1" High Collar Lock Washer	124207
4	1	1/8" Grease Zerk	221001
5	1	Fixed Jaw	221011
6	1	Moveable Jaw	221005
7	1	Jaw Pin	221002
8	1	Sheet Pile Guide Assy.	221017
9	4	1" High Collar Lock Washer	124207
10	4	Bolt-SHCS 1" NC X 3"	124208
11	1	Plastic Sleeve	222020
12	1	Piston / Rod	222007A
13	1	Parker O-Ring R-5100-128	222010
14	1	Parker Expander #442	222010
15	1	Parker Molygard W2-8000-750	222010
16	12	Bolt-SHCS 5/8 NF (Machined)	124209
17	1	Cylinder Gland	222302
18	1	Parker O-Ring 2-367 w/ 8-367	222010
19	1	Parker Wiper SH959-53	222010
20	1	Parker Polypak 2500-6000-375B	222010
21	1	Parker Molygard W2-6250-750	222010
22	1	Clamp Cylinder	222001
23	8	1-1/4" High Collar Lock Washer	124205
24	8	Bolt-SHCS 1-1/4" NF x 3-1/2"	124204
25	2	#6 SAE - #6 JIC 45° Fitting	222002
26	1	Check Valve	222016
27	1	#6 SAE Allen Plug	222017

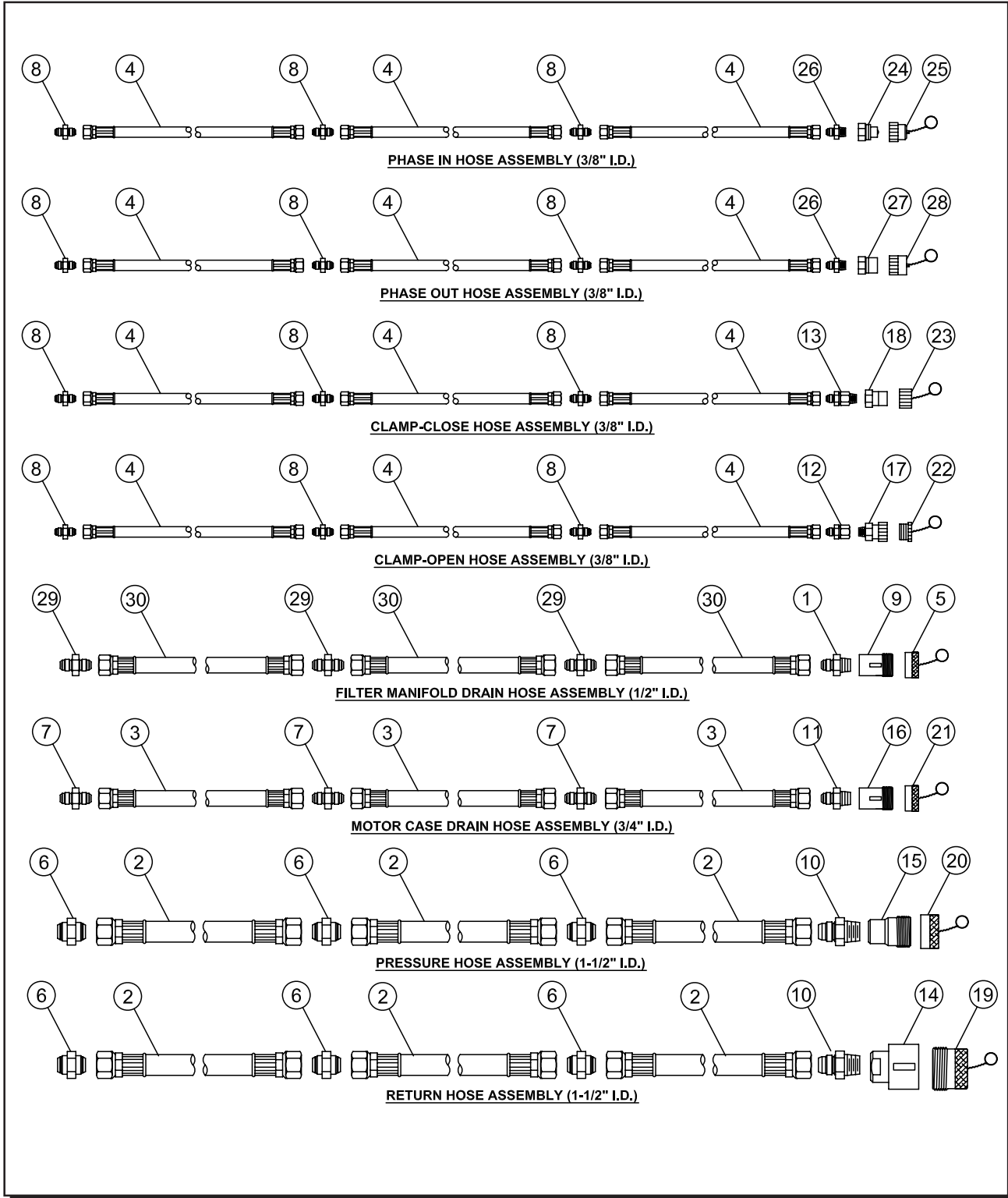
Note: All seals & o-rings are part of kit 222010

**Table 2-C. Model 50 Clamp Spares / Kits**

## II. COMPONENT DEFINITION (Continued...)

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### II-4. Hose Identification.



**Figure 2-D. Hose Bundle Identification - Vibro.**



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## II. COMPONENT DEFINITION (Continued...)

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### II-4. Hose Identification.

The following is a general listing of the standard hoses that are shipped with the Model 120V/170V Vibratory Driver. (Please see Figure 2-B. for component location.)

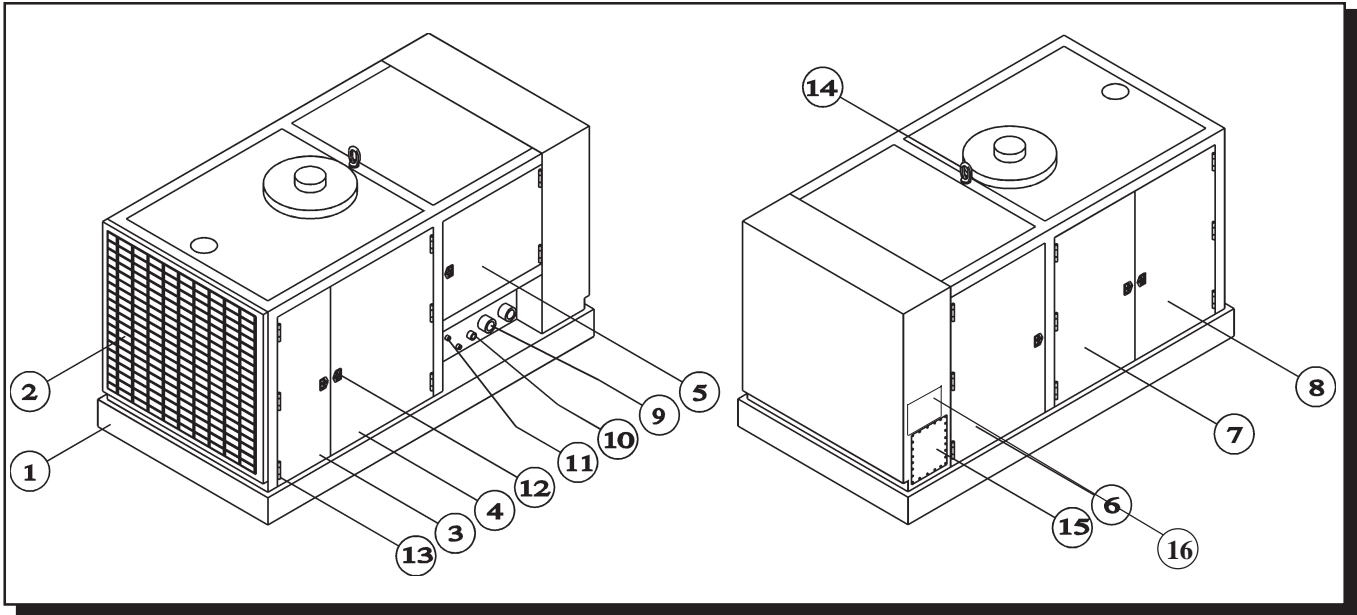
Item	Qty	Description	Part No.
1	1	Fitting #8 MJIC/#12 M. Pipe	#555181
2	6	1-1/2" x 50' c/w 1-1/2"2" FJIC e/e Hose (5000 psi rated)	#421008
3	3	3/4" x 50' c/w 12" FJIC e/e Hose (2000 psi rated)	#421009
4	12	3/8" x 50' c/w 3/8" FJIC e/e Hose (CPB 5500 psi)	#421010
5	1	3/4" Dust Cap	#421021
6	6	Fitting #24 Male JIC Union	#421012
7	3	Fitting #16 Male JIC Union	#421013
8	6	Fitting #6 Male JIC Union	#421014
9	1	3/4" QD. Male Coupling	#421020
10	2	Fitting #24 MJIC/#24 M.Pipe	#421015
11	1	Fitting #12 MJIC/#16 M. Pipe	#555175
12	1	Fitting #6 MJIC/#6 F. Pipe	#421011
13	1	Fitting #6 MJIC/#6 M. Pipe	#421017
14	1	1-1/2" QD Female Coupling	#400301
15	1	1-1/2" QD. Male Coupling	#400303
16	1	1" QD Male Coupling	#421020
17	1	3/8" Safeway Female QD #S35-3	#421024
18	1	3/8" Safeway Male QD #S31-3	#421025
19	1	APE 1-1/2" Dust Plug	#400704
20	1	APE 1-1/2" Dust Cap	#400703
21	2	Aeroquip Dust Cap #5100-S7-12	#421021
22	1	3/8" Safeway Plug #S34-3	#421027
23	1	3/8" Safeway Cap #S39-3	#421026
24	1	1/2" QD. Male Coupling	#555161
25	1	1/2" Dust Cap	#555165
26	2	Fitting #6 MJIC/#8 M. Pipe	#555171
27	1	1/2" QD. Female Coupling	#555159
28	1	1/2" Dust Plug	#555169
29	3	Fitting #8 Male JIC Union	#555179
30	3	1/2" x 50' c/w 8" FJIC e/e Hose (2000 psi rated)	#555183

**Table 2-D. Hose Identification - Vibro.**

### II. COMPONENT DEFINITION (Continued...)

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#### II-5. Model 350VM Power Unit Skid Identification.



**Figure 2-E. Model 350VM Power Unit Skid Identification.**

Item	Qty	Description	Part No.
1	1	Model 350 Power Unit Skid	
2	1	Radiator Grill	
3	1	Door 21 3/8" x 48 1/2"	
4	1	Door 33 7/8" x 48 1/2"	
5	1	Door 33 1/2" x 17"	
6	1	Door 33 1/2" x 48 1/2"	
7	1	Door 27 5/8" x 48 1/2"	
8	1	Door 27 5/8" x 48 1/2"	
9A	1	1-1/2" Hyd. Quick Disconnect Female "REV"	
9B	1	1-1/2" Hyd. Quick Disconnect Male "FWD"	
10A	1	3/4" Hyd. Quick Disconnect Female Filter Man. Drain	421019
10B	1	1" Hyd. Quick Disconnect Female Vibro Case Drain	555151
11A	1	3/8" Hyd. Quick Disconnect Female Clamp ""	421024
11B	1	3/8" Hyd. Quick Disconnect Male Clamp ""	421025
11C	1	3/8" Hyd. Quick Disconnect Male Drill Shift	555155
11D	1	1/2" Hyd. Quick Disconnect Female Phase "OUT"	555159
11E	1	1/2" Hyd. Quick Disconnect Male Phase "IN"	555161
12	6	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"	





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## II. MAJOR COMPONENT DEFINITION (Continued...)

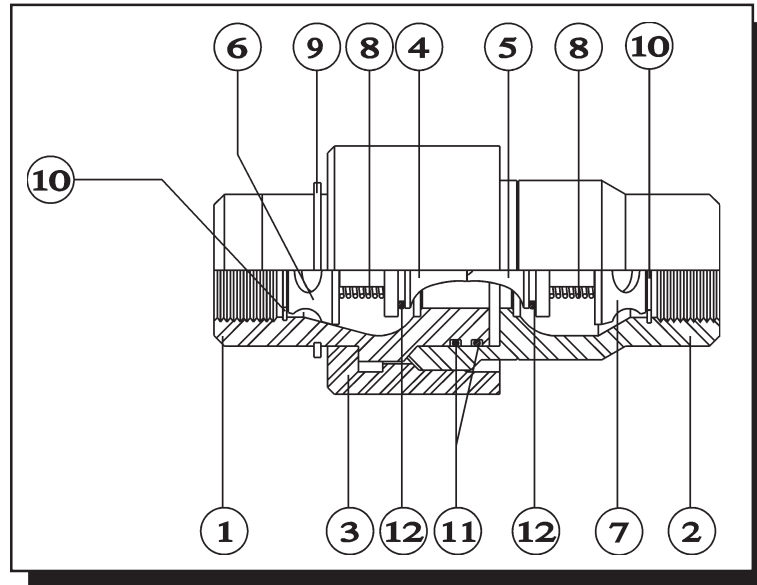
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### II-6. Quick Disconnect Couplings.

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-F. 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" #I-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

**Table 2-F. Quick Disconnect Coupling Identification.**



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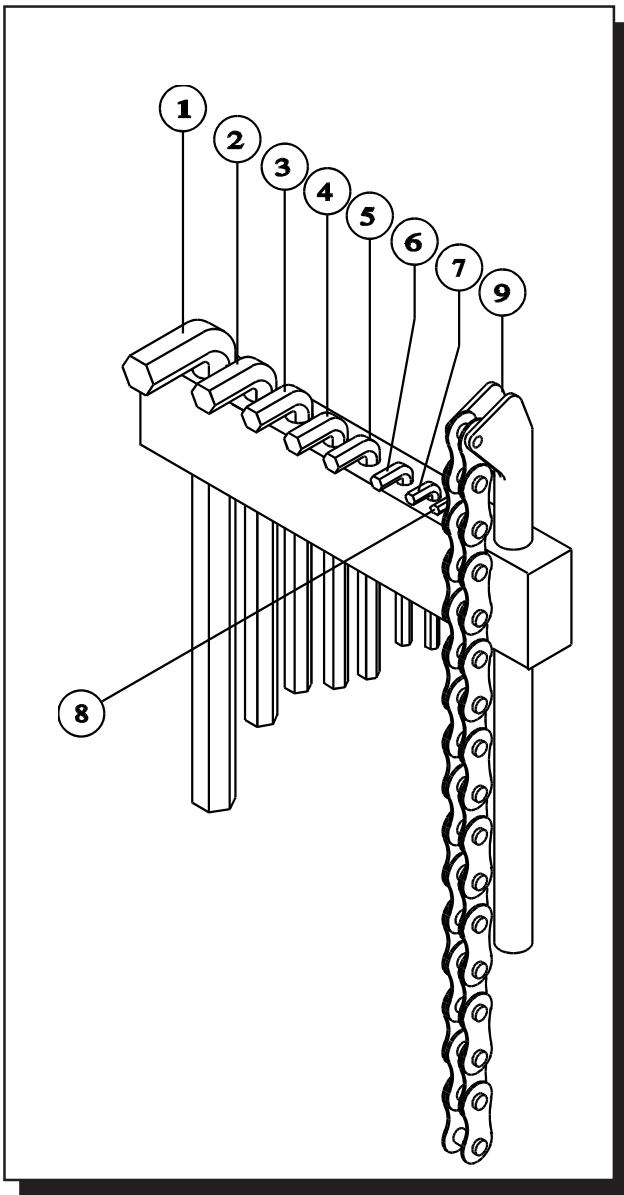
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## II. MAJOR COMPONENT DEFINITION (Continued...)

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### II-7. Tool Set Identification.

Mounted inside the **Model 350VM Power Unit** is a set of tools frequently used for the maintenance of the **APE Model 120V/170V Vibratory Driver**. The following figure and table shows the location and the use for each tool.



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			

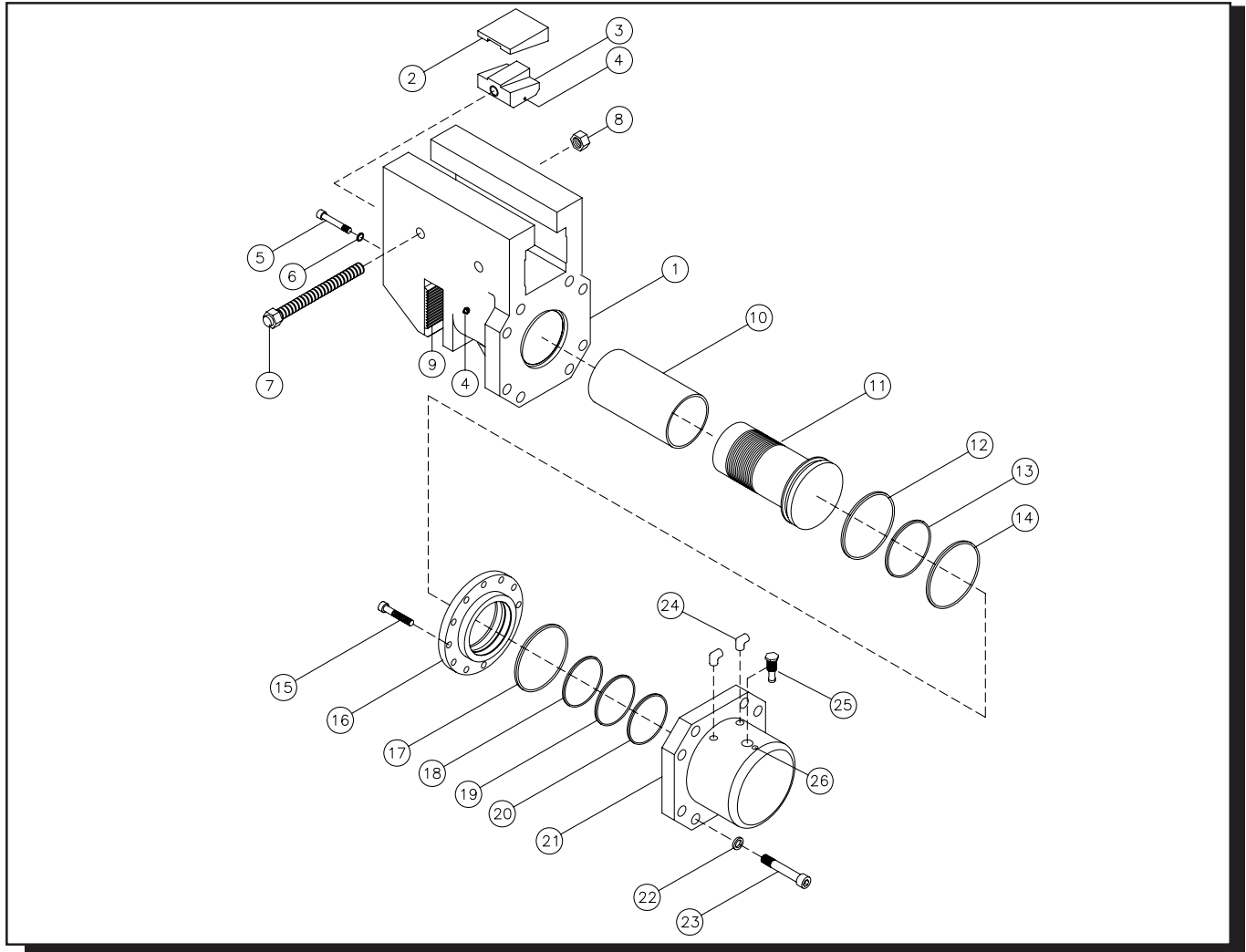
**Table 2-G. Tool Set Identification.**

**Figure 2-G. Tool Set Identification.**

### II. MAJOR COMPONENT DEFINITION (Continued...)

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#### II-6. Caisson Clamp Identification.



**Figure 2-H. Caisson Clamp Identification.**

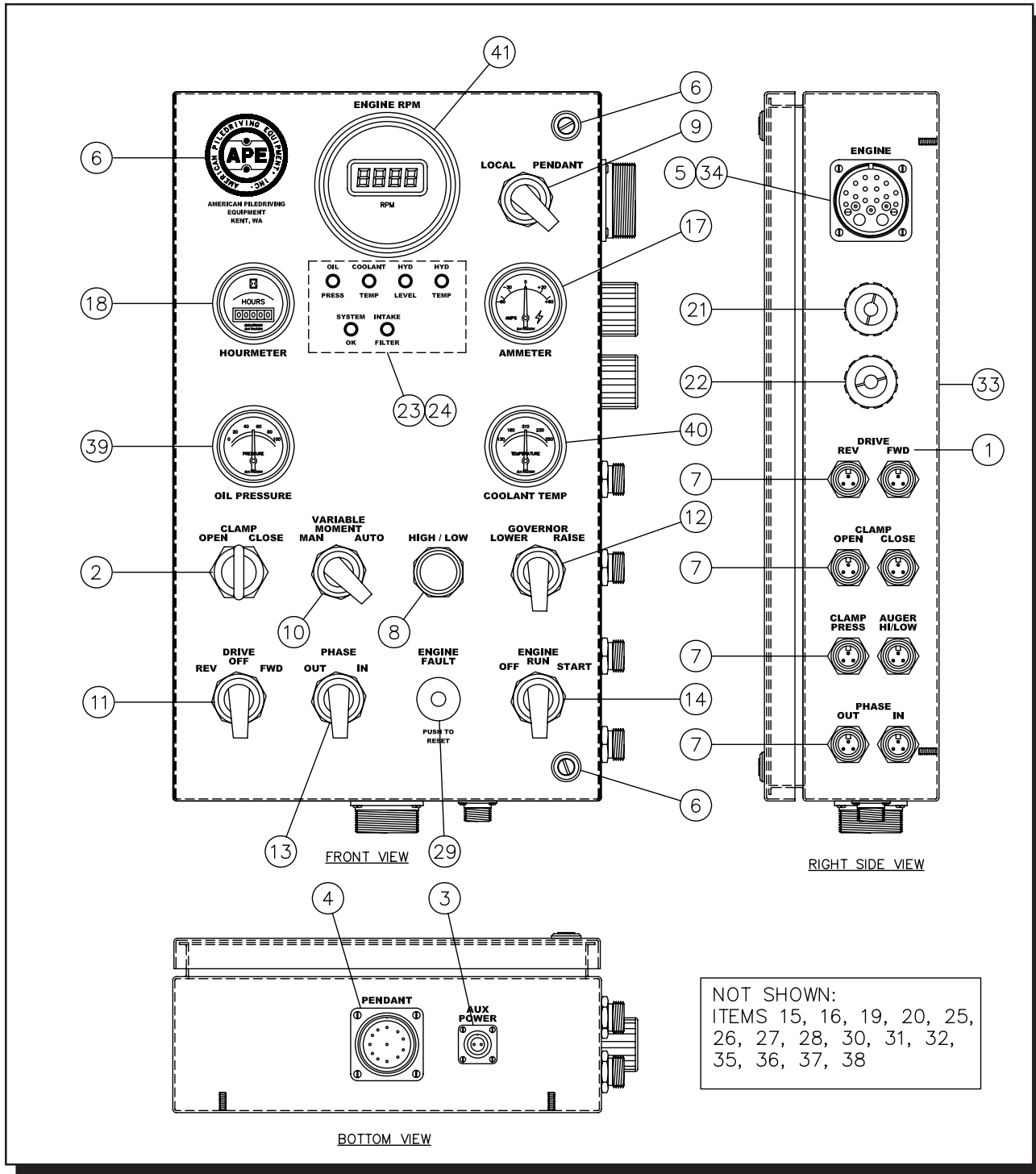
Item	Qty	Description	Part #
1	1	Caisson Clamp Body	#250101
2	2	Male Wedge Half (Bronze)	#243102
3	2	Female Wedge Half (Steel)	#243105
4	6	Grease Zert	#221001
5	2	Bolt - SHCS 5/8" x 4"	#124214
6	2	Lock Washer 5/8" High Collar	#124115
7	2	Wedge Bolt w/Washer	#124211
8	2	Wedge Nut w/Washer	#124212
9	1	Caisson Clamp Fixed Jaw	#250202
10	1	Plastic Sleeve	#250224
11	1	Piston Rod	#250003
12	1	O-Ring R-5100-128	#222010
13	1	Expander #442	#222010

Item	Qty	Description	Part #
14	1	Molygard 8000	#222010
15	12	Bolt SHCS 5/8 NF (Machined)	#124209
16	1	Cylinder Gland	#222302
17	1	O-Ring 2-367	#222010
18	1	Wiper SH959-53	#222010
19	1	Polypak 6000	#222010
20	1	Molygard 6250	#222010
21	1	Clamp Cylinder	#222001
22	8	1-1/4" High Collar Lock Washer	#124205
23	8	Bolt - SHCS 1-1/4" NF x 4.00	#124204
24	2	#6 SAE - #6 JIC 45 deg Fitting	#222002
25	1	Check Valve	#222016
26	1	#6 SAE Allen Plug	#222017

**Table 2-H. Caisson Clamp Identification**

### II. MAJOR COMPONENT DEFINITION (Continued...)

#### II-9. Control Panel and Parts.



**Figure 2-I. Control Panel Front View.**



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## II. MAJOR COMPONENT DEFINITION (Continued...)

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>QTY</u>	<u>PART BREAKDOWN</u>	<u>MFG.</u>	<u>MFG. PART #</u>
1	S.O. Cord Description	1	Side Legend Plates	AAA	
2	Lighted Clmp. Open/Cl. Sw.	1	Illuminated 3-Pos. Spr. Ret. from L	A-B	3700SP11
		1	Diode	VR	606S
3	Auxiliary Pwr. Receptacle	1	PM 2-socket Aux. Receptacle	Amphenol	MS3102A-12S-3-S
		1	PM Aux Receptacle Gasket	Amphenol	10-40450-12
		1	PM Aux Receptacle Cover	Amphenol	MS25043-12D
4	Pendant Receptacle	1	PM 15 Socket Pendant Receptacle	Amphenol	MS3102A28-17S
		1	PM Pen Receptacle Gasket	Amphenol	10-40450-28
		1	PM Pen Receptacle Cover	Amphenol	MS25043-28D
5	Engine Receptacle	1	PM 23-Pin Engine Receptacle	Amphenol	MS3102A32-6P
		1	PM Engine Receptacle Gasket	Amphenol	10-40450-32
6	SS Door Silk Screen	1	VM 350 M11 Door Silk Screen	ASP	VM350DSS
		2	Door Hardware		
7	PM S.O. Cord Hookups	8	Side PM Male Receptacle	Brad Harrison	1R3006A24A120
		8	1/2" Lock Nut	Regal	801
8	High/Low Push Button	1	Push Button	C-H	10250T101
		1	Contact Block	C-H	10250T2
9	Local/Pendant Switch	1	2-Position Operator (Maint.)	C-H	10250T3011
		2	Contact Block, 2 N.O. / 2 N.C.	C-H	10250T44
10	Variable Moment Switch	1	2-Position Operator (Maint.)	C-H	10250T3011
		2	Contact Block, 2 N.O. / 2 N.C.	C-H	10250T44
11	Drive Rev/Fwd Switch	1	3-Position Operator (Maint.)	C-H	10250T3023
		1	Contact Block, 2 N.O.	C-H	10250T2
		1	Contact Block, 2 N.C.	C-H	10250T3
		2	Diode	VR	606S
12	Governor Lower/Raise Sw.	1	3-Position Operator (Mom.)	C-H	10250T3043
		1	Contact Block, 2 N.O.	C-H	10250T2
13	Phase In/Out Switch	1	3-Position Operator (Mom)	C-H	10250T3043
		1	Contact Block, 2 N.O.	C-H	10250T2
14	Engine Control Switch	1	3-Position Operator (Maint/Mom)	C-H	10250T3053
		1	Contact Block	C-H	1 10250T1
15	TD2	1	Timer: Multifunction, 24VDC	Crouzet	ORCR1 88 867 135
		1	Timer Socket	Idec	SR2P-06
16	TD1	1	Timer: Multifunction, 24VDC	Crouzet	ORCR1 88 867 215
		1	Timer Socket	Idec	SR2P-06
17	Ammeter Gauge	1	Ammeter Gauge	Datcon	100161
18	Hourmeter Gauge	1	Hourmeter Gauge	Datcon	100223
19	Speed Switch	1	Speed Switch	ECU	ECU-SS40
20	Drive Rev/Fwd Hourmeter	1	Drive Hourmeter	Hobbs	85094-12
		1	Drive Hourmeter Bracket	Hobbs	23944
21	Cord Connector	1	3/4"-3/8"-1/2" Cord Connector	Hubbell	SHC1035CR
		1	3/4" Lock Nut	Regal	802
		1	3/4" Rubber Gasket	T&B	5303
22	Cord Connector	1	3/4" Cord Connector	Hubbell	SHC1036CR
		1	3/4" Lock Nut	Regal	802
		1	3/4" Rubber Gasket	T&B	5303

Table 2-I. Control Panel Parts.



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## II. MAJOR COMPONENT DEFINITION (Continued...)

### II-9. Control Panel and Parts (Continued...)

Table 2-I. Control Panel Parts (Continued...)

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>QTY</u>	<u>PART BREAKDOWN</u>	<u>MFG.</u>	<u>MFG. PART #</u>
23	Panel Alarm Lights	5	Red L.E.D.	Idec	AP8M222-R
24	System OK Light	1	Green L.E.D.	Idec	AP8M222-G
25	Panel Terminal Blocks	1	Terminal Block End Piece	Idec	BNE15W
		3	Terminal Block	Idec	BNH15LW
		44	Terminal Block	Idec	GNH15MW
		2	Terminal Block End Clips	Idec	BNL5
		14	Diode	I/R	60S6
26	Oil Press. Lockout Relay	1	2-Pole Lighted Relay	Idec	RH2BUL-24VDC
		1	2-Pole Relay Base	Idec	SH2B-05C
27	Governor Lower Relay	1	2-Pole Lighted Relay	Idec	RH2BUL-24VDC
		1	2-Pole Relay Base	Idec	SH2B-05C
28	High/Low Relay	1	2-Pole Lighted Relay	Idec	RH2BUL-24VDC
		1	2-Pole Relay Base	Idec	SH2B-05C
29	Engine Fault Switch	1	Magnetic Switch	Murphy	117PH
30	10 Amp Circuit Breaker	1	Circuit Breaker, 10 Amp	Siemens	5SX2110-8
31	Tachometer Transducer	1	Tachometer Transducer	Red Lion	IFMA0035
32	Rubber Stand Offs	4	Shock Mount Legs (1/4")	Vib. Elim.	40B
33	SS Enclosure Back Pan	1	SS Enclosure Back Pan	Vulcan	Stainless
34	Engine Plug	1	CM 23 Socket Engine Receptacle	Amphenol	MS3106A32-6S
		1	CM Engine Receptacle Clamp	Amphenol	MS3057-20A
35	Eng. Mount Fem. Receptacle	1	Eng. Mount Fem. Receptacle	Brad Harrison	1R3004A20A120
36	4 M Yellow S.O. Cord	7	4 M Yellow S.O. Cord	Brad Harrison	103000A02F120
37	4 M Double-Ended S.O. Cord	1	4 M Double-Ended S.O. Cord	Brad Harrison	113022A01F120
38	Shock Mount Foot	2	Shock Mount Foot	Vib. Elim.	T22-3
39	Oil Pressure Gauge	1	Oil Pressure Gauge	Murphy	20P100
40	Coolant Temperature Gauge	1	Water Temperature Gauge	Murphy	20T25010
41	Engine RPM Gauge	1	Engine RPM Gauge	Caterpillar	197-7348



# OPERATION / MAINTENANCE MANUAL

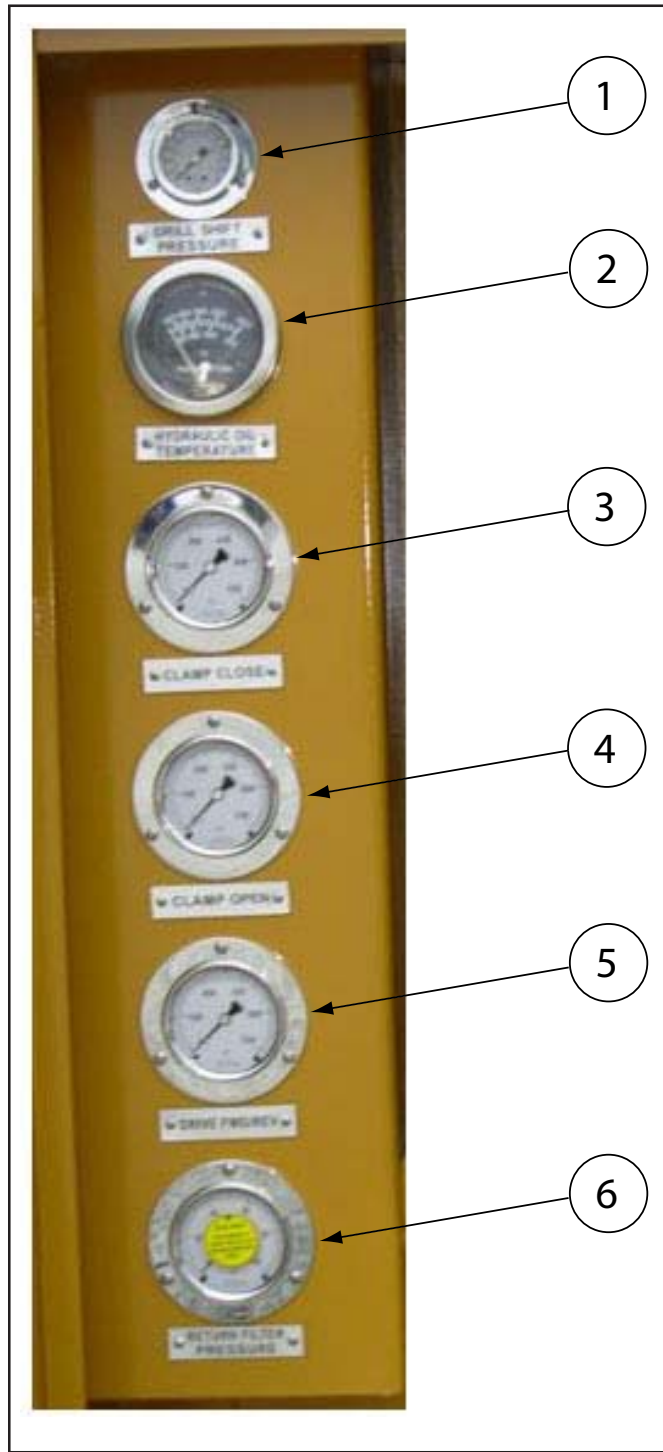
MODEL 120V/170V VIBRATORY DRIVER WITH MODEL 350VM POWER UNIT

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## II. MAJOR COMPONENT DEFINITION (Continued...)

### II-9. Control Panel and Parts (Continued...)



<u>ITEM</u>	<u>APE P/N</u>
1. DRILL SHIFT PRESS.	555051
2. OIL TEMP. GAGE	523016
3. CLAMP CLOSE GAGE	513007
4. CLAMP OPEN GAGE	513007
5. DRIVE GAGE	513007
6. RET. FILTER PRESS.	513007A

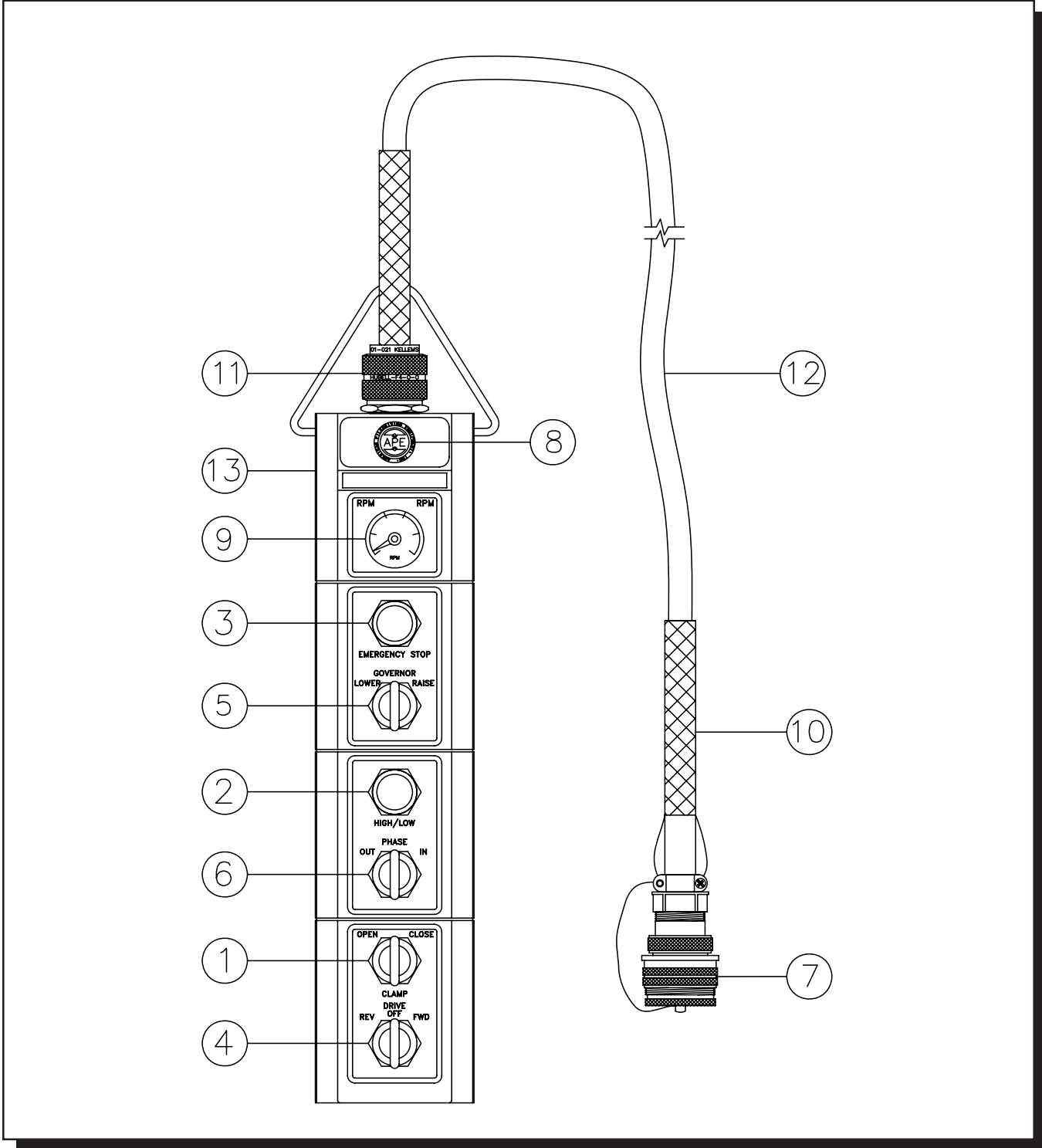
Table 2-J. Control Panel-Gages.

Figure 2-J. Control Panel-Gages.

## II. MAJOR COMPONENT DEFINITION (Continued...)

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### II-10. Remote Pendant and Parts.



**Figure 2-K. Remote Pendant and Parts.**





# **OPERATION / MAINTENANCE MANUAL**

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<b>Item #</b>	<b>QTY.</b>	<b>DESCRIPTION</b>	<b>PART DESCRIPTION</b>	<b>MFG.</b>	<b>MFG. PART #</b>
1	1	Illum. 3 Pos. Spr Ret From L	Clamp Open/Close Sw.	A-B	800T-24JG4KB7AX60S6
	1	Diode	Diode	1/R	60S6
2	1	Flush Head Black PB 1 n.o.	High/Low Push Button	A-B	800T-A2D1
3	1	Flush Head Red PB 1 n.o.	Emergency Stop PB	A-B	800T-A6D1
4	1	3 Pos. Maintained Switch	Drive Rev/Fwd Switch	A-B	800T-J2KC1
	1	Contact Block 1N.O./N.C.	Contact Block, 1N.O./N.C.	A-B	800T-XA
	2	Diode	Diode	1/R	60S6
5	1	3 Pos. Spr. Ret. From Both	Governor Lower/Raise Sw.	A-B	800T-J91A
6	2	3 Pos. Spr. Ret. From Both	Phase In/Out Switch	A-B	800T-J91A
7	1	CM Pen Plug Cover	CM Pen Plug Cover	Amphenol	MS25042-28D
	1	CM Pendant Plug Clamp	CM Pendant Plug Clamp	Amphenol	MS3057-16A
	1	CM 15 Pin Plug	CM 15 Pin Plug	Amphenol	MS3106A28-17P
8	1	Var. Mom. Decal Set of 5	Logo & Switch Descr.	ASP	VMDS5
9	1	Analog Meter 0-2500 rpm	RPM Gauge	Crompton	082-80R2-215256
	1	Diode	Diode	1/R	60S6
10	1	Kellems Grip	Cable Mount Plug Grip	Hubbell	073-10-003
11	1	Deluxe Cord Grip	Pendant Mount Cord Grip	Hubbell	074-01-021
12	50	16 Awg 16 Con. Pend. Cbl.	16 Awg 16 Con. Pend. Cbl.	Perfaflex	F19061616
13	1	6 Unit Pendant Box	6 Unit Pendant Box	Square-D	9001-SKYP-6

**Table 2-K. Remote Pendant and Parts.**



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## **III. LOADING AND UNLOADING**

### **III-1. Model 120V/170V Vibratory Driver.**

The APE 120V/170V 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 350VM 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 vent on the 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.



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## **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.



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## IV. PREPARATION AND OPERATION (Continued...)

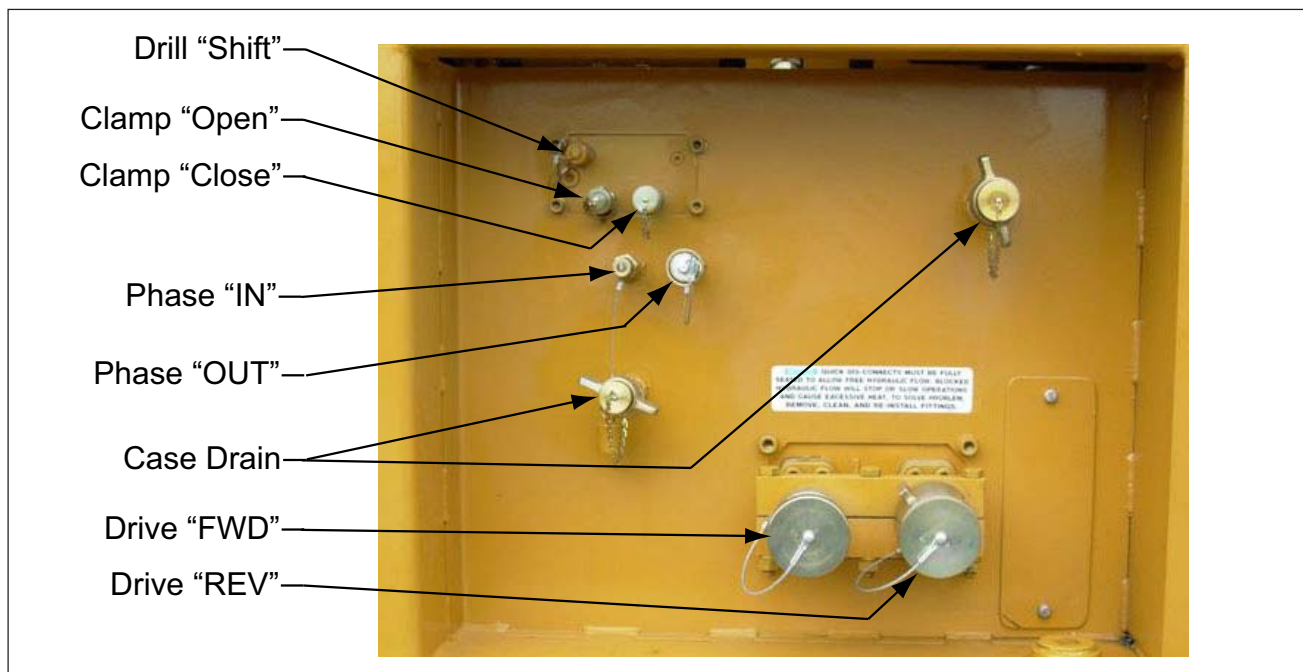
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### IV-3. Plumbing the Vibro Hoses to the Power Unit.

There are eight hoses leading from the vibro that must be connected to the power unit to begin operation (Please see section II-4, "Hose Identification, page 2-5.) 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.



**Figure 4-A. Power Unit Hose Plumbing**

## IV. PREPARATION AND OPERATION (Continued...)

### IV-4. Filling Vibrator Pressure Hose.

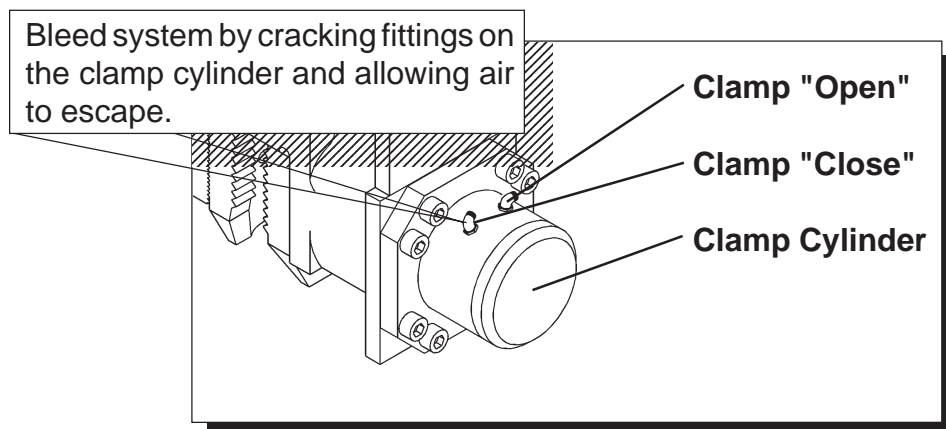
The vibrator is shipped with the hoses filled with oil. However, if the unit has been sitting for a long period of time or if a damaged hose has been replaced with a new one, then the hoses must be filled. Hook up all the hoses to the power unit (see Section IV-3 on [page 4-2] and Figure 4-A.). Start 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**



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## **IV. PREPARATION AND OPERATION (Continued...)**

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### **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.

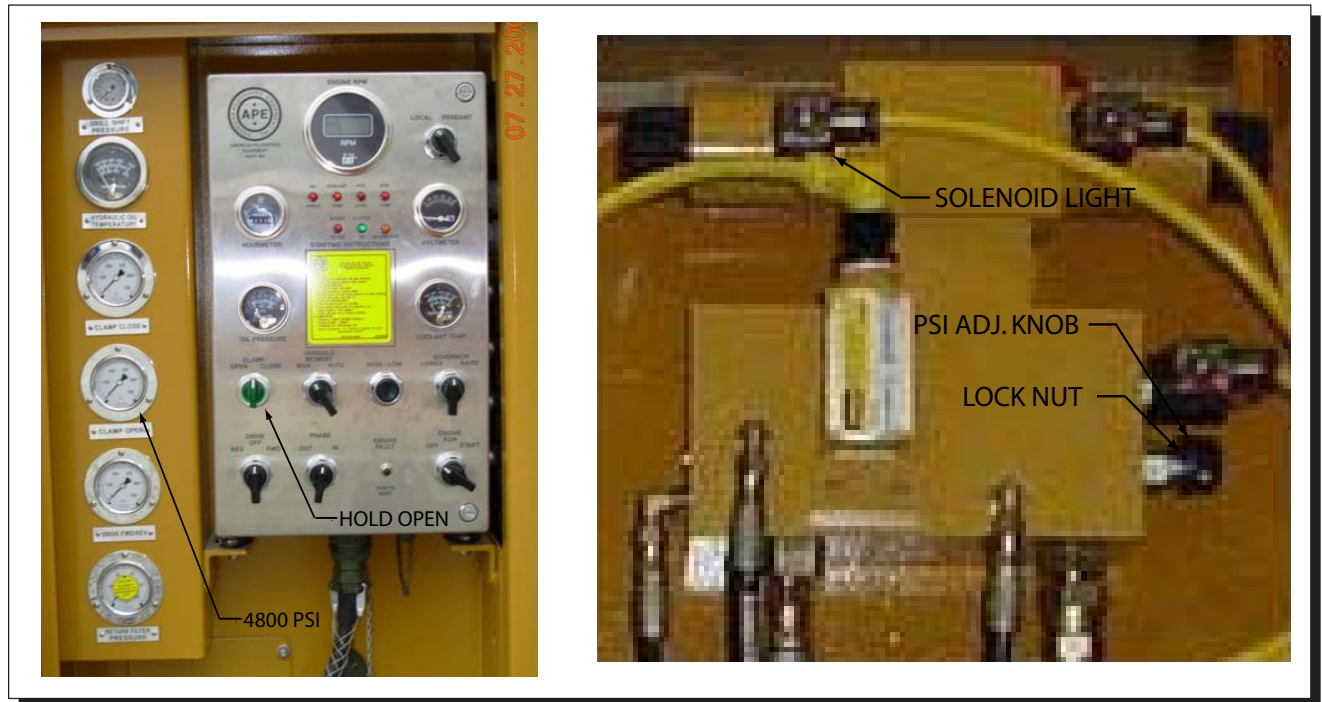
- 1.) Follow the Daily Maintenance Required Prior to Operation, [Section V-1].
- 2.) Read and follow the Safety Precautions, [page iii].
- 3.) Follow the start-up procedures listed in the manual for the power unit being used.
- 4.) Start with piles in good condition.
- 5.) Put all teeth in pile.
- 6.) 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.

## IV. PREPARATION AND OPERATION (Continued...)

### IV-7. Relief Valve Settings Prior to Operation - Model 350VM

The Relief Valve and Pressure Switches are set by the factory. They will need to be re-set if the pressure switch is replaced.

1. Do not hook up quick disconnects. Start and warm engine . Bring to full rpm.
2. Check Clamp relief valve setting. On the Control Panel, turn the clamp switch to "OPEN" and hold it there while you read the CLAMP OPEN GAUGE on the panel. It should read 4800 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 (CW) to increase pressure, and out (CCW) to decrease pressure. Tighten the locknut and recheck the pressure to make sure that the setting did not move during tightening the lock nut. When the clamp switch is turned to "OPEN" and held, a small light on the solenoid is illuminated, showing that there is power to the solenoid. Otherwise, the light on the solenoid should be off.



**Figure 4-C. Setting Relief Valve**

## IV. PREPARATION AND OPERATION (Continued...)

### IV-7. Relief Valve Settings Prior to Operation - Model 350VM (Continued...)

3. Check the clamp pressure switch setting. Turn the clamp to "CLOSE". If there is proper clamp pressure the CLAMP CLOSE GAUGE should read 4500 PSI to 4950 PSI, and the GREEN LIGHT comes on (see figure 4-D.)



**Figure 4-D. Checking Clamp Pressure Switch Setting**

4. Adjust the clamp pressure switch setting. (If necessary). To set the pressure switch, turn the adjustment 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 4800 PSI. If it does not, then go back to the Step 2 and set the clamp relief valve first.

With clamp relief set at 4500 PSI, turn the clamp switch to "CLOSE". Green light should be on and clamp pressure should be very low or not reading at all.

Turn Adjustment Screw in (CW) until the green light goes off. Then, turn adjustment screw out (CCW) until green light comes on. (About 1/4 to 1/2 turn.) The CLAMP CLOSE GAUGE should read 4500 to 4950 PSI.

To check, turn clamp switch to "OPEN". The green light should be on.

Repeat procedure if necessary.





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## **IV. PREPARATION AND OPERATION (Continued...)**

### **IV-8. Shut-down Procedures.**

The following procedures explain what to do with the power unit to correctly shut down the APE Model 120V/170V 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 rpm.
- 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.**



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## IV. PREPARATION AND OPERATION (Continued...)

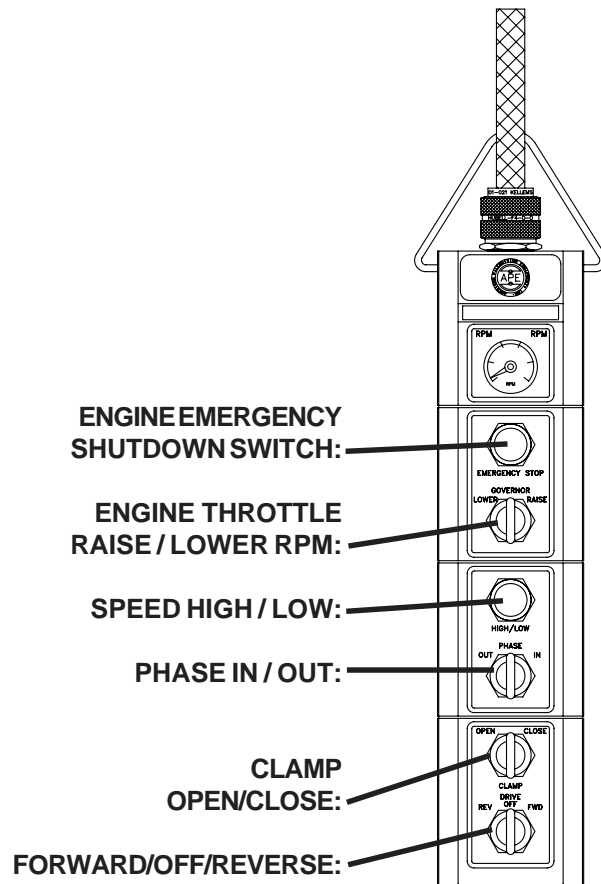
### IV-9. Operation of the Remote Control Pendant.

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 that the crane operator control all functions. Others prefer to give it to one of the ground crew so it can be positioned 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.

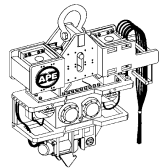
### IV-10. Normal steps to operate vibrator:

(Note: In order to operate power unit, Drive must be "OFF").

1. Position vibro on pile.
2. Set power unit speed to full throttle (factory set 1900- 2200 RPM).
3. Turn Clamp to "CLOSE" the switch will stay in the "CLOSE" position and wait for light to come on.
4. Turn Drive to "FWD" to direct hydraulic oil to Vibro.
5. To drive piles, turn Phase to "IN" as desired, and lower crane line as vibro vibrates pile.
6. Push Speed HIGH / LOW button to "HIGH" if additional driving force/speed is desired.
7. To extract, pull up on vibro while vibrating.
8. See "Precautions and Rules for Operation" in this manual for more detailed operations on driving and extracting piles.
9. To stop the vibro turn Phase to "OUT" until vibration ceases and turn Drive to "OFF".
10. To release clamp, turn clamp switch to "OPEN" clamp light will turn off. Once the jaws are open release the switch.



**Figure 4-E. Pendant Control**



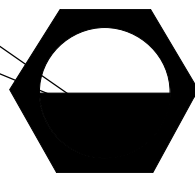
**V. MAINTENANCE**

**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!**

**IF THE OIL LOOKS BLACK OR MILKY THEN DRAIN THE GEARCASE AND ADD NEW OIL.**

*If you cannot read it then do not assume the level is ok.*



**Sight Gauge**

**Oil Level  
 Mobil Gear 629  
 or equivalent.  
 (do not use veg. oil)**

- 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:**

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

**V-2. Checklist After Power Unit Engine Has Started**

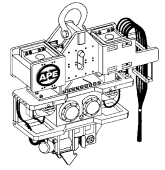
- 1.) Check all hydraulic hoses for leaks. Make sure they hang free with no kinks.
- 2.) Check inside the Power Unit. Look at all hoses and valves, check for leaks.
- 3.) Check return filter gage at control panel with engine running at full rpm and hydraulic oil temperature above 80 degrees F. Replace filter when pressure is above 50 psi.
- 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.



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## **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. Mobil SHC 629.

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

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

**1.) Model 120V/170V** - 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.

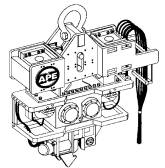
During stand-by or inactive periods, the servicing intervals may be reduced to one-half. The unit should be run every 30 days or less to keep internal parts lubricated.

### **V-6A. Lubrication - Vibratory Gearbox.**

The Gearbox oil should be changed when black or milky. Mobil Gear 629 or equal is the preferred 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 .



**V. MAINTENANCE (Continued...)**

**V-7A. Power Unit - Filters, Fluid Types and Capacities.**

**FILTERS**

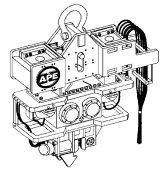
<b>LOCATION</b>	<b>QTY</b>	<b>ENGINE</b>	<b>FILTER TYPE</b>	<b>APE P/N</b>
Engine Oil:	1	Caterpillar C9	Caterpillar #1R-1808	555133
Engine Fuel:	1	Caterpillar C9	Caterpillar #1R-0751	555129
Eng. Fuel Water Sep:	1	Caterpillar C9	Caterpillar #1R-0771	555131
Air Filter Inner:	1	Caterpillar C9	Caterpillar #132-7167	555135
Air Filter Outer:	1	Caterpillar C9	Caterpillar #6I-2510	555137
Hyd. Oil Filter	2		Zinga	555033
Hand Pump Filter:	1		Zinga	555141

**Table 5-A. Power Unit Filters**

**ENGINE OIL TYPES AND CAPACITIES**

<b>LOCATION</b>	<b>ENGINE</b>	<b>OIL TYPE</b>	<b>CAPACITY</b>
Hydraulic Oil-Main:	-----	Mobil 224 Veg.	260 gallons
Hyd Oil-Reserve:	-----	Mobil 224 Veg.	38 gallons
Engine Oil:	Caterpillar C9	SAE 15W40 CH-4	33 quarts
Engine Water:		See note below	27 gallons
Fan Drive:	-----	Multi-Purpose Grease	
Pump Drive:	-----	90W or Syn. Mobil SHC 629	2 gallons

Caterpillar Extended Life Anti-freeze p/n 119-5150 mix with water 50/50.  
 Caterpillar Extended Life Anti-freeze p/n 101-2844 premixed.  
 See page 5-7 for details on lubrication of the pump drive.



## V. MAINTENANCE (Continued...)

### **V7-B. Power Unit - Hydraulic Fluid**

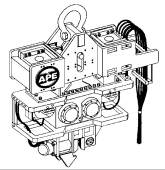
When adding or changing hydraulic fluid APE uses only Terresolve Invirological 146 Hydraulic fluid which is non-toxic and will not harm soil or water and is biodegradable. Consult your local oil supplier for recommendations on mixing hydraulic oils. Change hydraulic oil if it looks milky. This includes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

### **V7-C. Power Unit - Hydraulic Fluid Tank**

The Hydraulic Tank is a two part tank. The main tank which the pumps feed from, cooled and filtered oil returns. The upper tank is an auxiliary tank to store extra or surplus hydraulic oil. Hydraulic oil may be transferred from the auxiliary tank to the main tank. There is a valve on the bottom of the hydraulic tank that should be opened into a bucket periodically before the engine is started. Water that may get into the system will settle to the bottom of the hydraulic tank, opening this valve will allow that water to be removed from the system.

### **V7-D. Power Unit - Draining and Filling Hydraulic Fluid Tank**

1. Remove cap and open drain valve located on bottom of tank
2. Refill using hand pump and filter.
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.



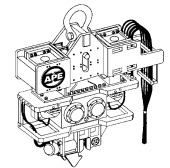
## V. MAINTENANCE (Continued...)

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

The hydraulic return filters are mounted to a dual head adapter on the hydraulic tank inside the power unit. It is mounted high on the tank so that when the filter elements are removed the oil will not drain from the hydraulic tank. The filter has a gage at the control panel to tell to tell you when it is dirty. When the hydraulic oil is above 80 degrees F and the return filter gauge reads 50 PSI it is time to change the filters.

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

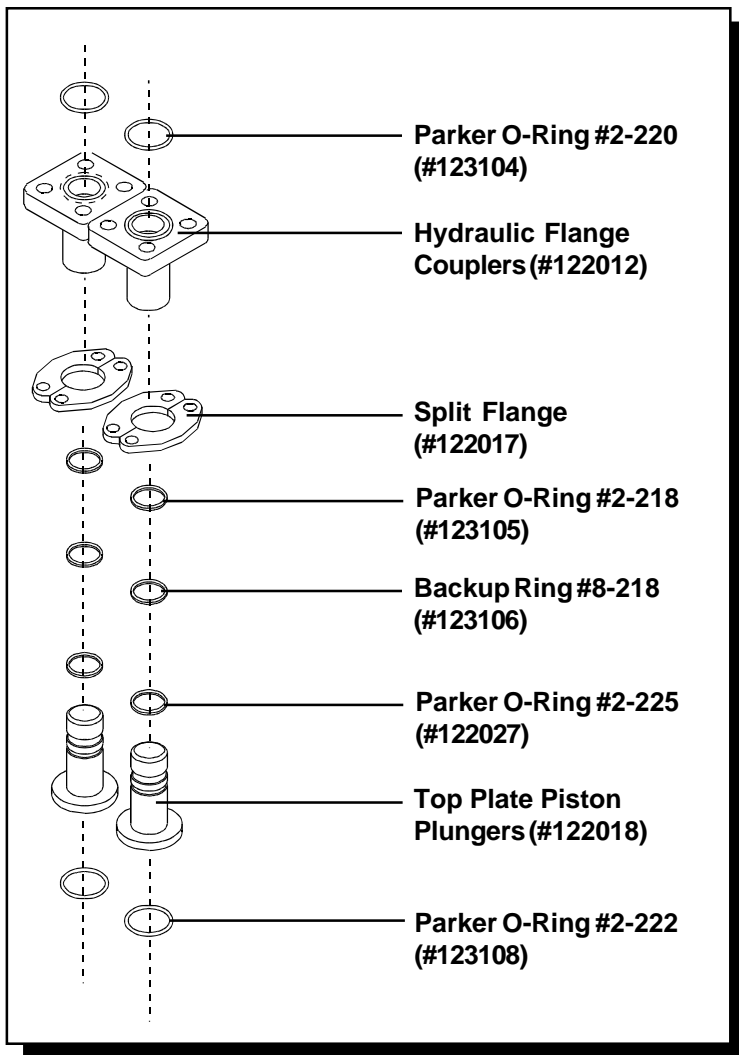
1. Shut down power unit by turning off the diesel engine.
2. Place warning tag on control panel so that no one mistakenly starts the unit while filters are being changed.
3. Clean area around filters so that when they are removed there is no chance of introducing dirt into the hydraulic system.
4. Using 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. Always change both filters at the same time.



**V. MAINTENANCE (Continued...)**

**V-9. Hydraulic Motor Coupling Assembly (Vibro).**

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:

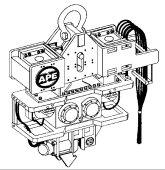


**Coupling Removal and Re-assembly:**

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.

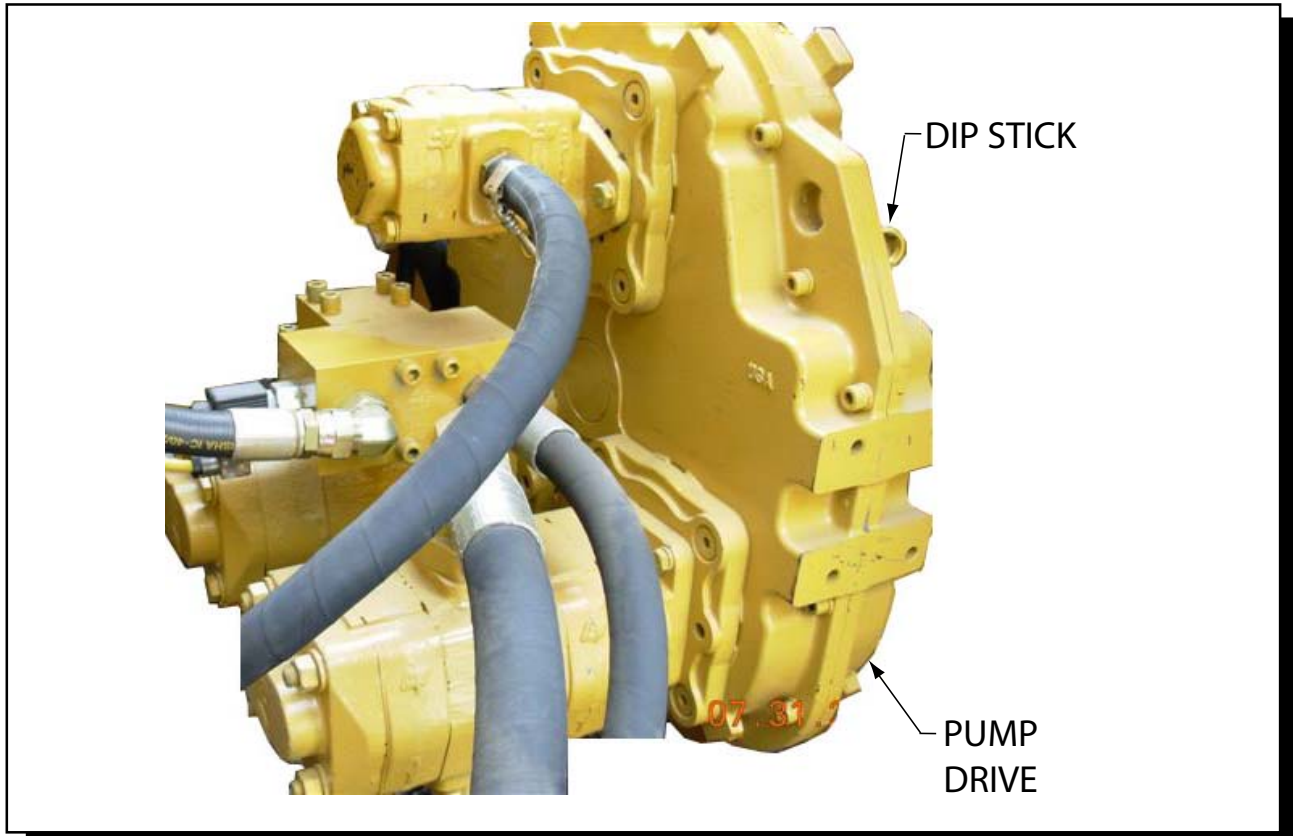
**Figure 5-A. Hydraulic Motor Coupling Assembly.**





# PUMP DRIVE LUBRICATION

## for APE Model 350VM Power Unit



**Figure 5-B. Pump Drive - Durst PD802F**

The pump drive used on the APE 350VM power unit is a gear box that requires lubrication. The main gearbox takes about 2 gallons of oil. Check the level using the dip stick.

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

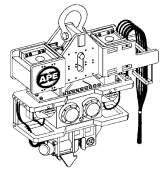
Fill with Mobil SHC 629. Before operating the unit, check the oil level dip stick.



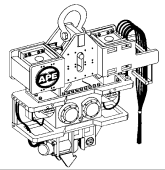
# **OPERATION / MAINTENANCE MANUAL**

**MODEL 120V/170VT VIBRATORY DRIVER WITH MODEL 350VM POWER UNIT**

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



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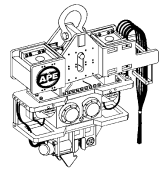
## VI. VIBRO TROUBLE-SHOOTING

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

ITEM	PROBLEM	ITEM	PROBLEM
1.	<b>Oil Blowing Out Between Gear box and Hydraulic Motor.</b>	6.	<b>Vibrator Won't Start When Start Button is Engaged.</b>
2.	<b>Vibro Gearbox is Too Hot.</b>	7.	<b>Clamp Won't Open When Clamp Open Switch is Engaged.</b>
3.	<b>Excess Oil in the Gearbox.</b>	8.	<b>Vibro Won't Come Up to Normal Operating Speed.</b>
4.	<b>Oil Blowing Out From Pop-Off Valve.</b>	9.	<b>Vibro Won't Stop When Stop Button is Engaged.</b>
5.	<b>Opening and Closing Clamp Jaws Seems Spongy or Slow.</b>		

**Table 6-A. Vibro Trouble-Shooting Index**

Possible Cause	Remedy
<b><u>1. Oil Blowing Out Between Gearbox and Hydraulic Motor.</u></b>	
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.
<b><u>2. Vibro Gearbox is Too Hot.</u></b>	
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 gear box drain plug and check the oil.
<b><u>3. Excess Oil in the Gearbox.</u></b>	
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.
<b><u>4. Oil Blowing out Pop-Off Valve.</u></b>	
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 may 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 Won't 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 Won't 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.

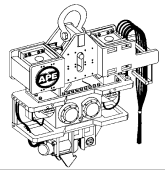
There may be an electrical failure.

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.



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

**Possible Cause**

**Remedy**

**8. Vibro Won't 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 Won't Stop When Stop Button is Engaged.**

There may be an electrical failure.

Check for the following:

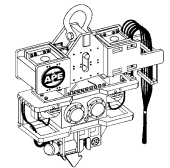
- Defective STOP button.
- Broken or loose wire in the pendant or pendant cable.
- Defective START relay.
- Defective motor START valve.



# **OPERATION / MAINTENANCE MANUAL**

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## **VII. MODEL 350VM POWER UNIT**

### **VII-1. Hydraulic Circuitry.**

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

Oil for the clamp circuit is provided by one half of a dual pump "G1". All oil to the inlet of this pump flows from the reservoir through a shut-off valve, which must be open at all times. Oil is then directed from the pump to the Clamp/Drill manifold "F" which contains the clamp directional control valve. When the clamp switch is in the neutral position, the oil flows through the clamp directional control valve and back to the oil tank. When clamp switch is moved to OPEN, solenoid "B" (on the clamp directional control valve) is energized the oil will flow out to the clamp cylinder and retract (open) the jaws. The clamp open pressure can be seen on the clamp pressure gage. When the clamp switch is moved to CLOSE, solenoid "A" (on the clamp directional control valve) will be energized and oil flow will be directed to the clamp cylinder. The clamp cylinder will then extend (close) the jaws. When clamp comes up to pressure 4800 psi, solenoid "A" will be de-energized, directing pump oil flow back to oil tank. Clamp pressure is maintained in clamp cylinder by a pilot operated check valve. At any time should the clamp pressure fall below 4500 psi. the clamp pressure switch will re-energize solenoid "A" and direct pump flow to the clamp cylinder. Maximum clamp pressure is limited by the clamp pressure relief valve set at 4800 psi. The quick disconnect couplers permit decoupling of clamp hoses.

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

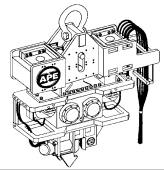
There are two pumps (one dual pump and one half of another) that direct oil to the drive circuit (Vibro Motors). The maximum drive pressure is controlled by the drive pressure relief valve, to 5000 psi. max. When the drive switch is moved to the FWD position, solenoid "A" of the drive directional control valve is energized. 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. Small internal components located in the drive manifold provide a soft shift feature for the drive directional control valve.)

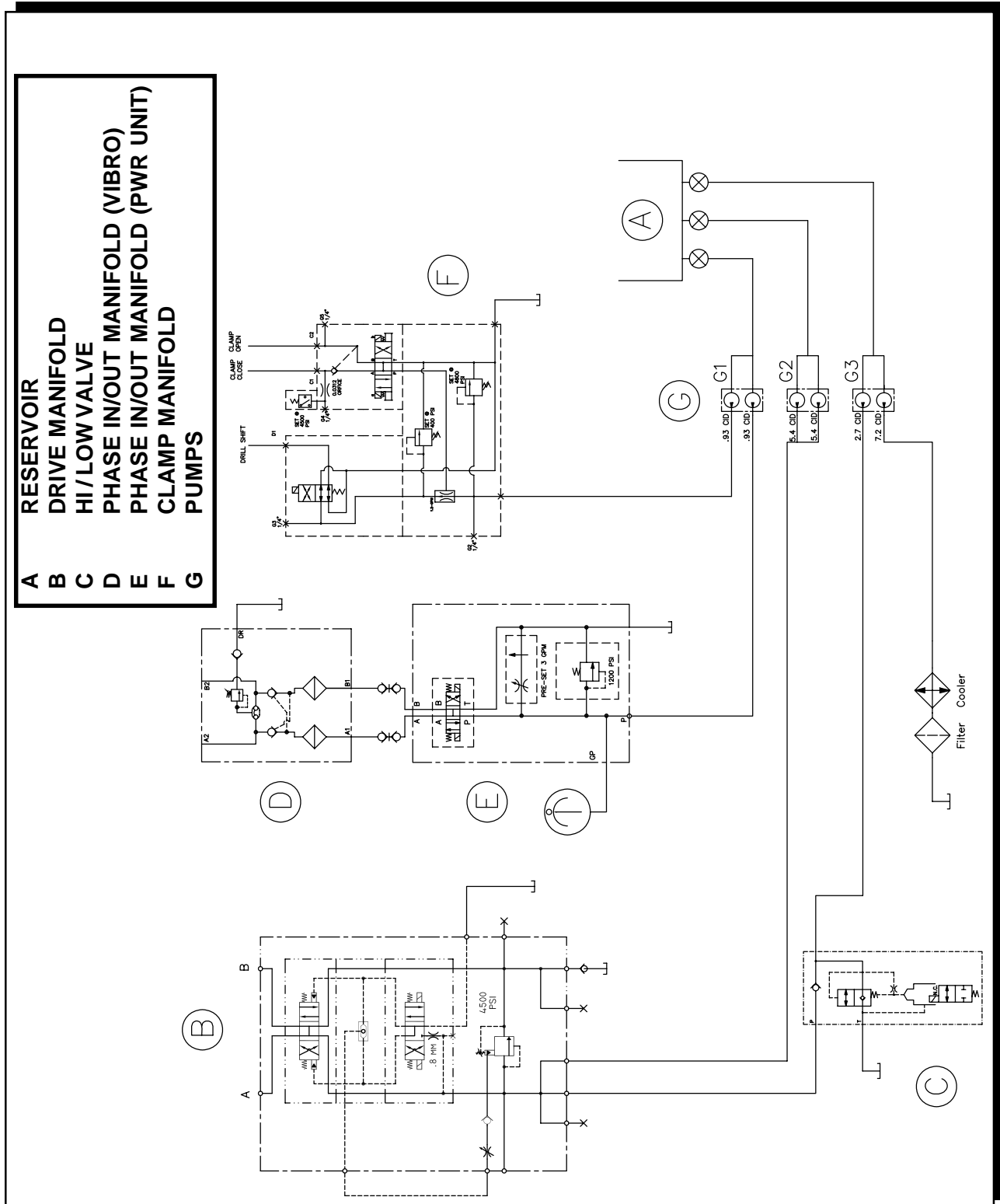
The quick-disconnect couplings permit de-coupling of the drive and case drain hoses at the power unit.

#### **VII-1C. Phase In/Out Circuit.** (Used for phasing the eccentrics, to provide or eliminate vibration, Item "E".) Oil for the phase in/out circuit is provided by one half of the dual pump "G1" When the phase in/out switch is in the neutral position, the oil flows through the phase in/out directional control valve and back to the oil tank. When phase in/out switch is held "IN", the solenoid is energized, and oil will flow to the manifold "D" (located on the vibro) and synchronize the vibro counterweights, creating increased mechanical vibration. Alternatively, when the phase in/out switch is held "OUT", the opposite solenoid is energized, and oil will flow to manifold "D", reversing synchronization, which will reduce mechanical vibration.

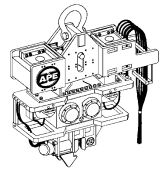
#### **VII-1D. Vibro High / Low Circuit.** (Used for increasing or decreasing vibration speed/force.)



## VII-1E. Hydraulic Schematic.

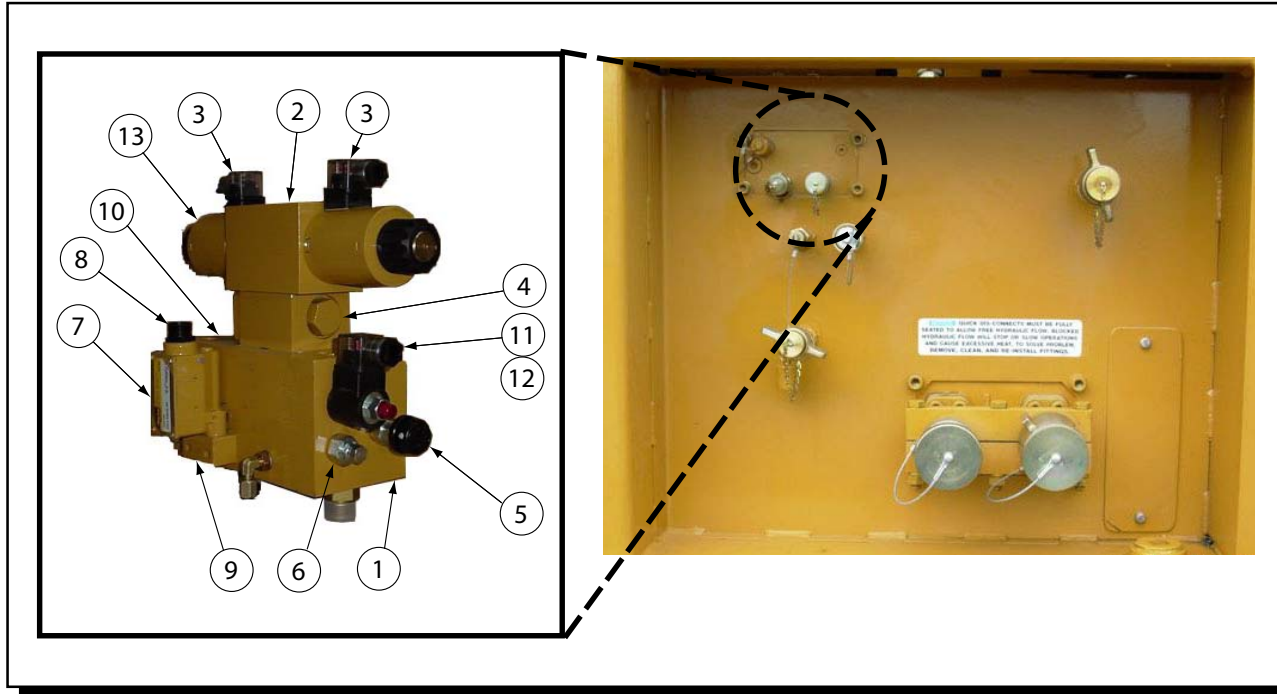


**Figure 7-A. Hydraulic System Schematic**



**VII. MODEL 350VM POWER UNIT (Continued...)**

**VII-1F. Hydraulic Components - Clamp Drill Manifold 523003B**

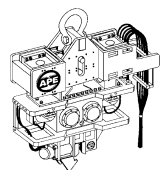


**Figure 7-B. Hydraulic Installation - Clamp Drill Manifold**

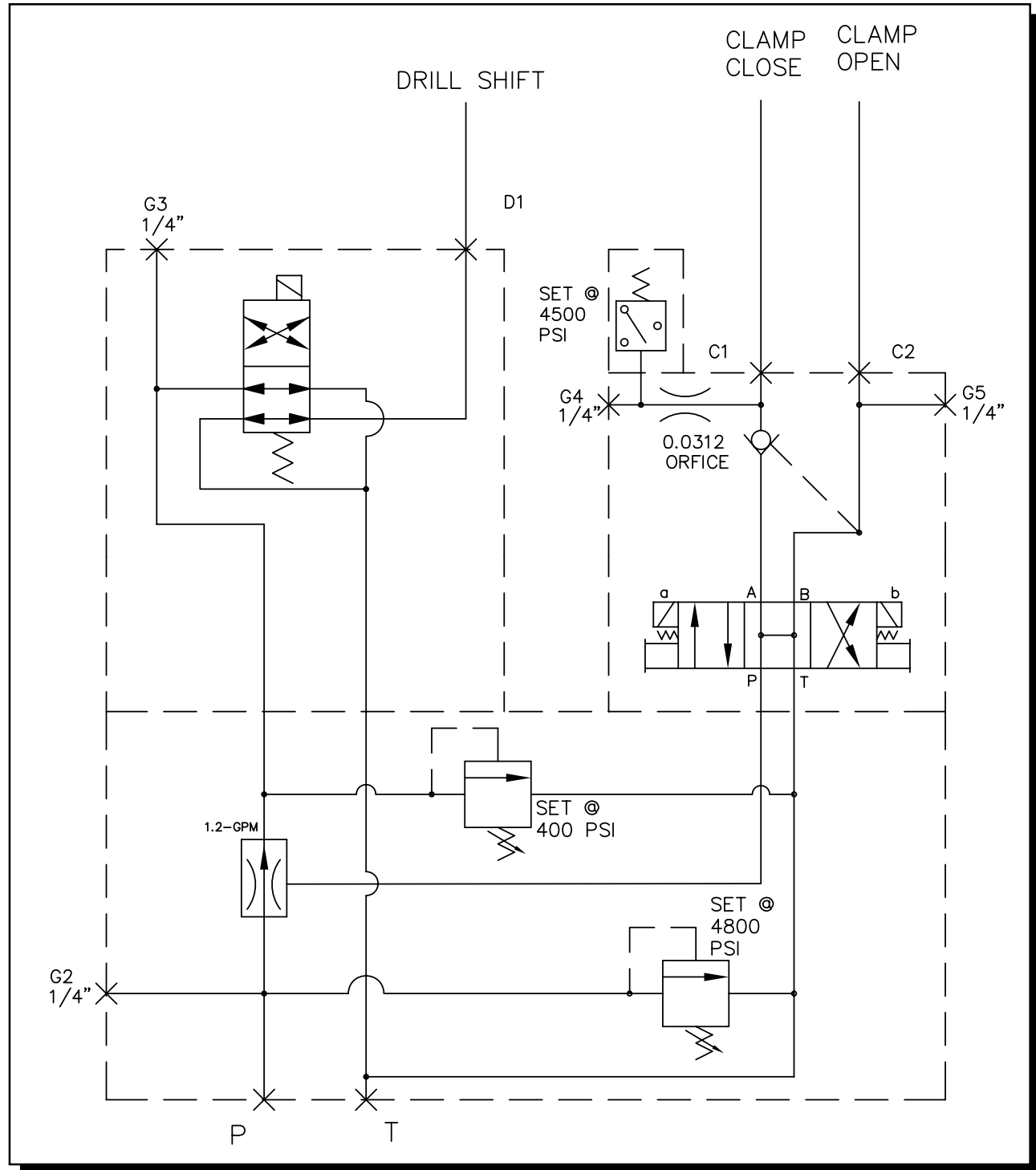
<u>ITEM</u>	<u>APE PART NO.</u>
1. MANIFOLD MACHINED	555073
2. CONTROL VALVE	555075
3. LIGHTED CONNECTOR	555077
4. PO CHECK VALVE	555079
5. CLAMP RELIEF VALVE	555081
6. DRILL RELIEF VALVE	555083
7. PRESSURE SWITCH	555085
8. STR SO COR CONNECTOR	555087
9. 90 DEG. TURN BLOCK	555089
10. PRIORITY FLOW CONTROL	555091
11. DRILL SOLENOID VALVE	555093
12. DRILL COIL	555095
13. CONTROL VALVE COIL	555101

**Table 7-A. Model 350VM Clamp Drill Manifold 523003B**

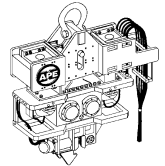




## VII. MODEL 350VM POWER UNIT (Continued...)

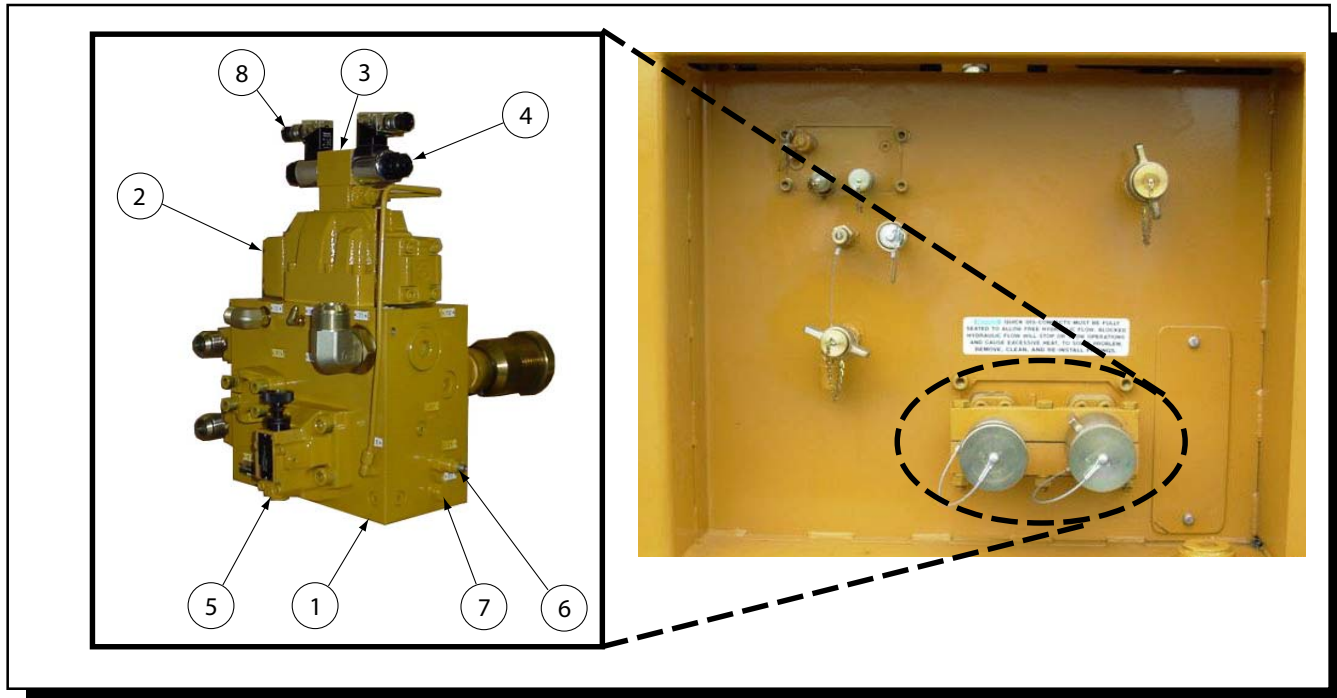


**Figure 7-C. Hydraulic Components/Schematic - Clamp Drill Manifold**



**VII. MODEL 350VM POWER UNIT (Continued...)**

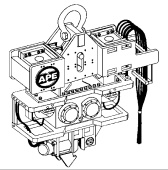
**VII-1G. Hydraulic Components - Drive Manifold 513028A**



**Figure 7-D. Hydraulic Installation - Drive Manifold**

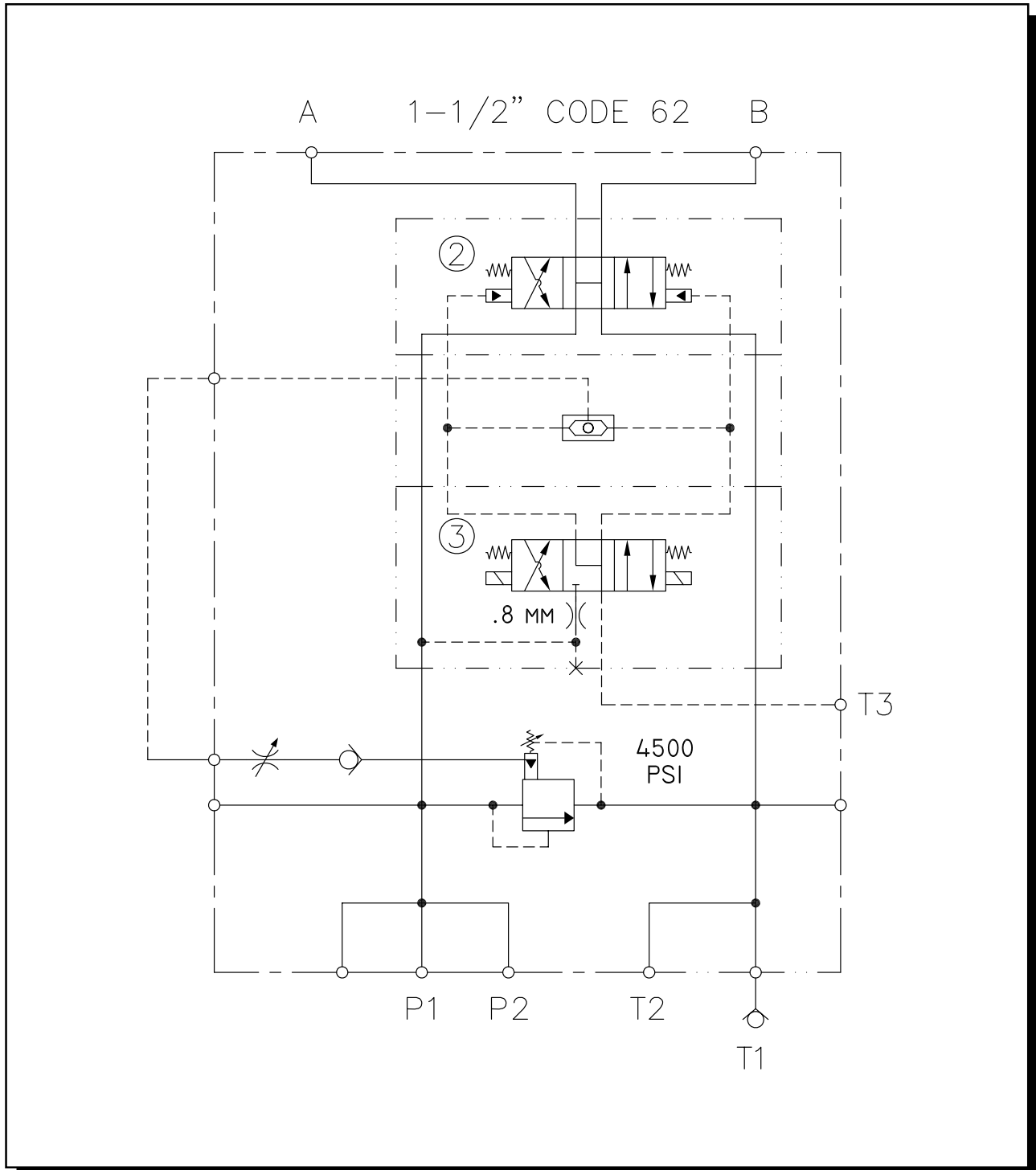
<u>ITEM</u>	<u>APE PART NO.</u>
1. MANIFOLD MACHINED	555065
2. MAIN CONTROL VALVE	555067
3. SOL CONTROL VALVE	543041
4. COIL	543043
5. RELIEF VALVE	513018B
6. NEEDLE VALVE	555069
7. CHECK VALVE	555071
8. LIGHTED CONNECTOR	513048

**Table 7-B. Model 350VM Drive Manifold 513028A**

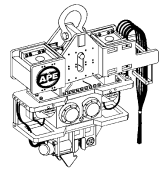


**VII. MODEL 350VM POWER UNIT (Continued...)**

**VII-1G. Hydraulic Components - Drive Manifold 513028A**

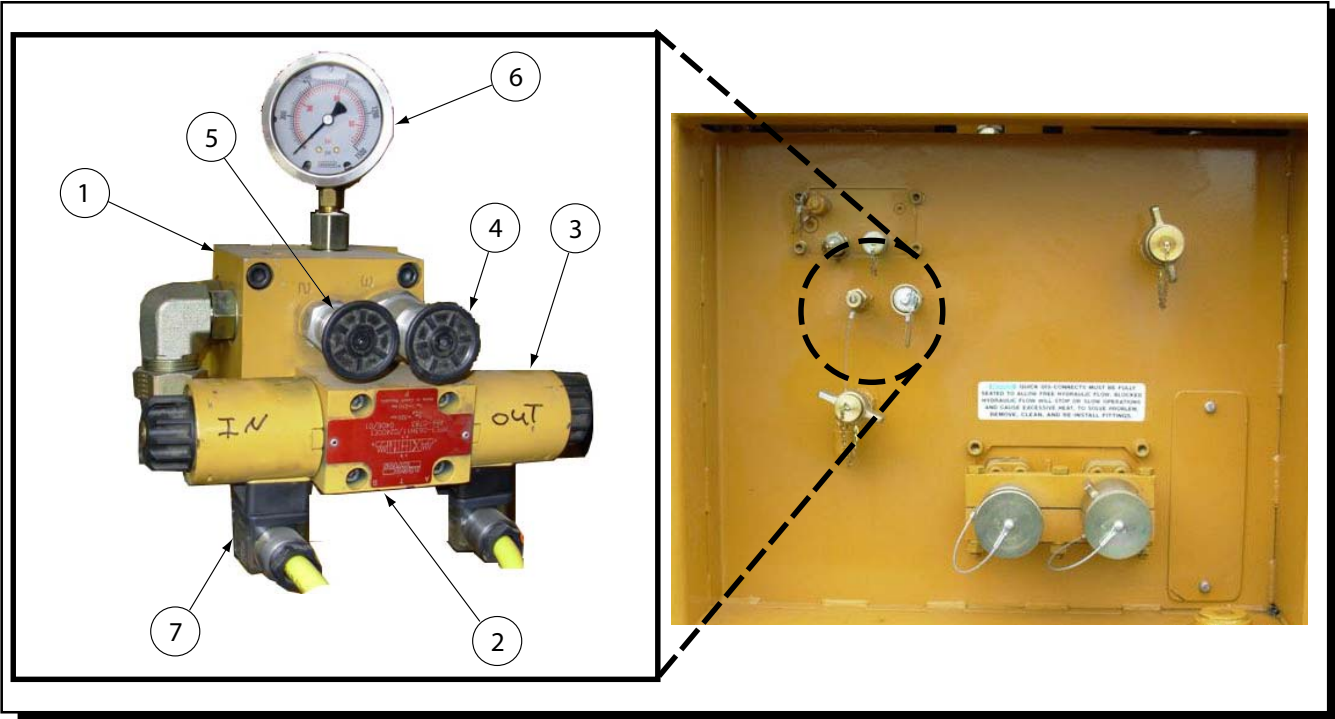


**Figure 7-E. Hydraulic Components/Schematic - Drive Manifold**



**VII. MODEL 350 POWER UNIT (Continued...)**

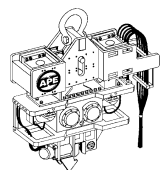
**VII-1H. Hydraulic Components - Phase In / Phase Out Manifold 555013**



**Figure 7-F. Hydraulic Installation - Phase In/Phase Out Manifold**

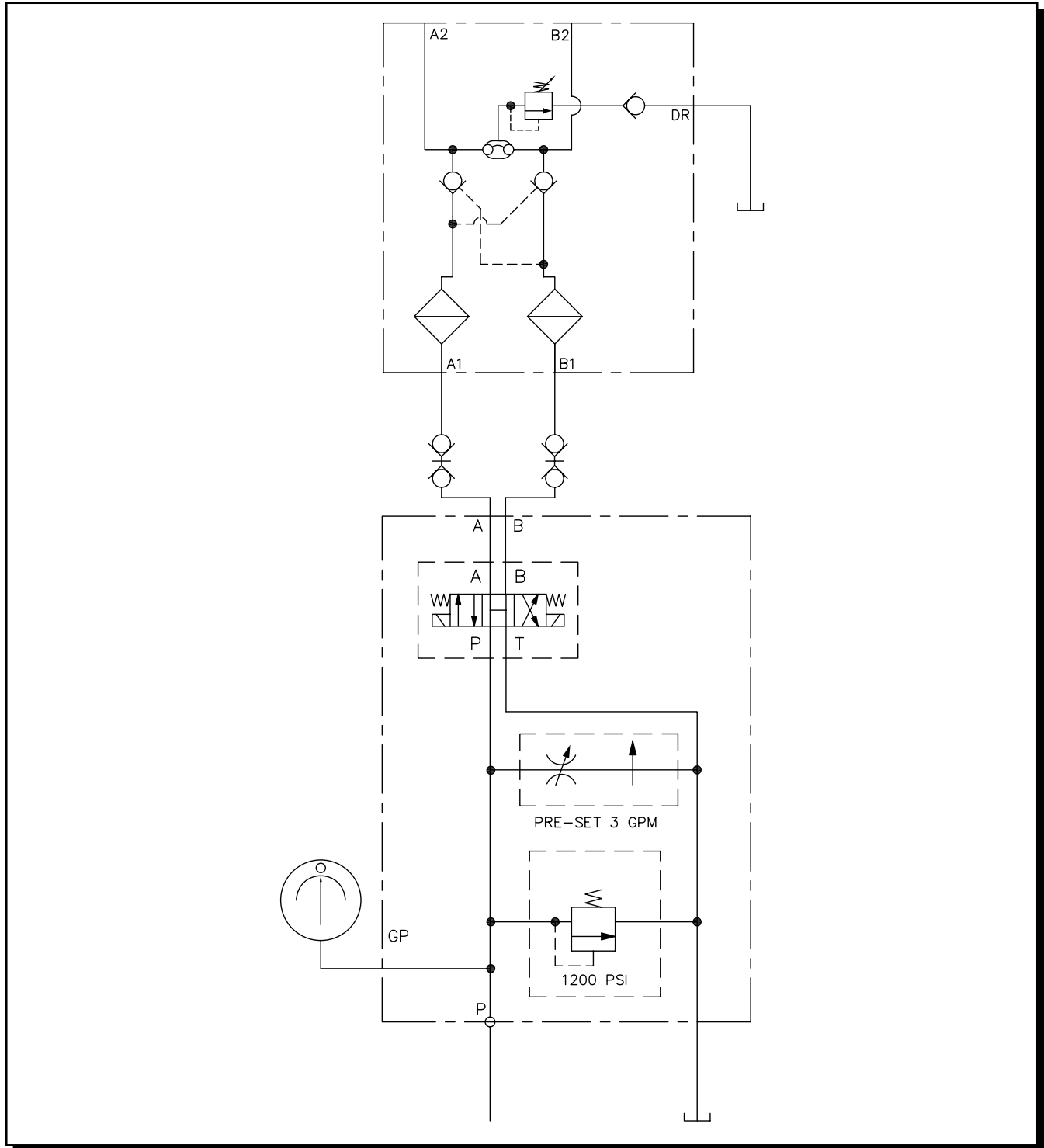
<u>ITEM</u>	<u>APE PART NO.</u>
1. MANIFOLD MACHINED	555097
2. DIRECTIONAL VALVE	555099
3. COIL	555101
4. FLOW CONTROL	555103
5. RELIEF VALVE	555105
6. GAGE	555171
7. LIGHTED CONNECTOR	555077

**Table 7-C. Phase In/Phase Out Mannifold 513028A**



**VII. MODEL 350 POWER UNIT (Continued...)**

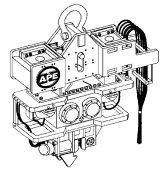
**VII-1H. Hydraulic Components (Continued...)**



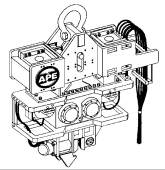
**Figure 7-G. Phase In/Phase Out Hydraulic Schematic**



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**VII. MODEL 350VM POWER UNIT (Continued...)**

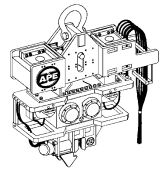


**VII. MODEL 350VM POWER UNIT (Continued...)**

**VII-1I. Hydraulic Components (Continued...)**

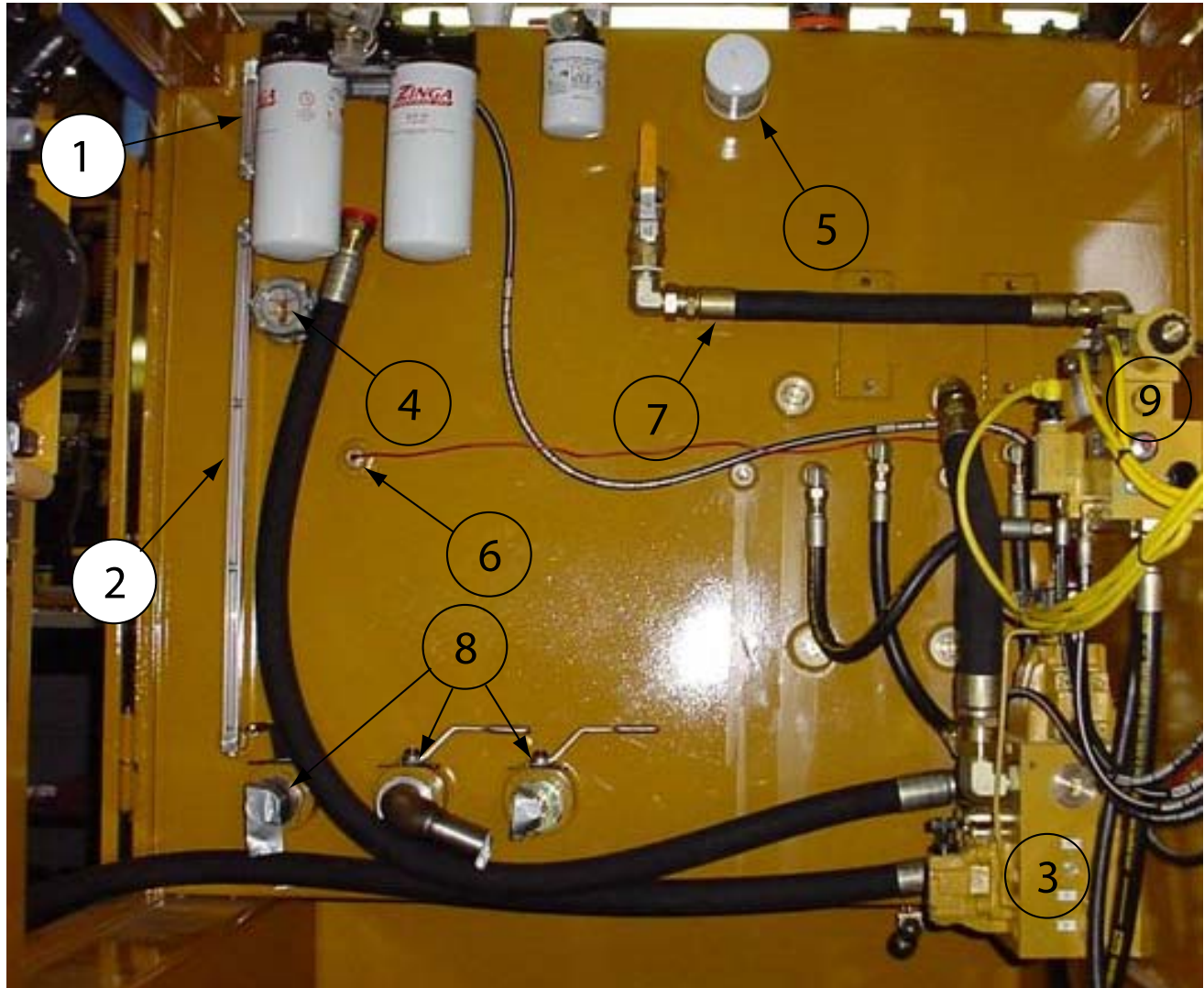
<u>QTY</u>	<u>DESCRIPTION</u>	<u>PARKER HOSE</u>
1	Vibro Case Drain	F451TC0606-12-12-12-26"
2	Clamp Open & Close Gauge	F3010606-4-4-4-121"
1	Clamp Manifold Return	F451TC0606-12-12-12-68"
1	Tank Reservoir (Transfer)	F8110606-20-20-20-25.5"
1	Variable Moment Manifold (Return)	451TC0606-12-12-12-86"
2	Variable Moment Manifold (Q.D.)	721TC0606-8-8-8-29.5"
1	Drive Manifold (Drain)	F451TC0606-12-12-12-21"
1	Drive Manifold (Return)	F4210606-32-32-32-16"
1	Clamp Pump (Press. to Clamp Manifold)	F772TC0606-8-8-8-52"
1	Clamp Pump (Suction)	F8110606-16-16-16-73"
1	Clamp Pump (Pressure to VM Manifold)	7210606-8-8-8-46"
1	Fuel (Tank to Filter)	F451TC0606-10-10-10-19"
1	Fuel (Filter to Pump)	F451TC0606-10-10-10-67"
1	Fuel (Return)	F451TC0606-8-8-8-46"
1	Hand Pump (Suction)	F8110606-20-20-20-91"
1	Hand Pump (Pressure)	F451TC0606-16-16-16-39"
1	Drive Forward & Reverse Gauge	F3010606-4-4-4-130"
1	Return Filter (Gauge)	F3010606-4-4-4-206"
1	Recirculation Pump (Press. to Cooler)	F3010606-20-20-20-127"
1	Cooler to Filter	F3010606-20-20-20-115"
1	Engine Oil Pressure Gauge	9190606-4-4-4-96"
1	Hi / Lo Manifold Return	F3010606-20-20-20-19"

**Table 7-D. Hose Identification and Routing (including fuel hoses)**



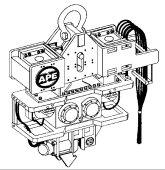
**VII. MODEL 350VM POWER UNIT (Continued...)**

**VII-1J. Hydraulic Components - Hydraulic Tank Connections**



**Figure 7-H. Hydraulic Component Identification - Tank Detail**



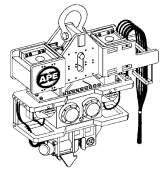


**VII. MODEL 350VM POWER UNIT (Continued...)**

**VII-1J. Hydraulic Components - Hydraulic Tank Connections (Continued...)**

<b><u>ITEM</u></b>	<b><u>DESCRIPTION</u></b>	<b><u>APE PART NO.</u></b>
1	6" SITE GAGE	513003
2	30" SITE GAGE	513005
3	DRIVE MANIFOLD	513028A
4	LEVEL SWITCH	513033
5	AIR BREATHER	555141
6	TEMP. SWITCH	523016
7	HYD. TANK TRANSFER ASSY.	
8	SUCTION VALVE (TO PUMPS)	555001
9	CLAMP/DRILL MANIFOLD	523002B

**Table 7-E. Hydraulic Component Identification - Tank Detail**



## VII. MODEL 350VM POWER UNIT (Continued...)

### **VII-1K. Return Filter.**

Returning fluid is filtered by the return filter.

### **VII-1L. Oil Cooler.**

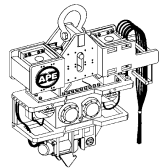
The oil cooler cools the hydraulic fluid is continuously pumped thru cooler while the engine is running. This cooler is protected by a check valve that will bypass oil back to hydraulic tank.

### **VII-1M. Manual Pump.**

A manual pump is provided to fill the hydraulic reservoir. A check valve prevents loss of fluid from the reservoir back through the manual pump.

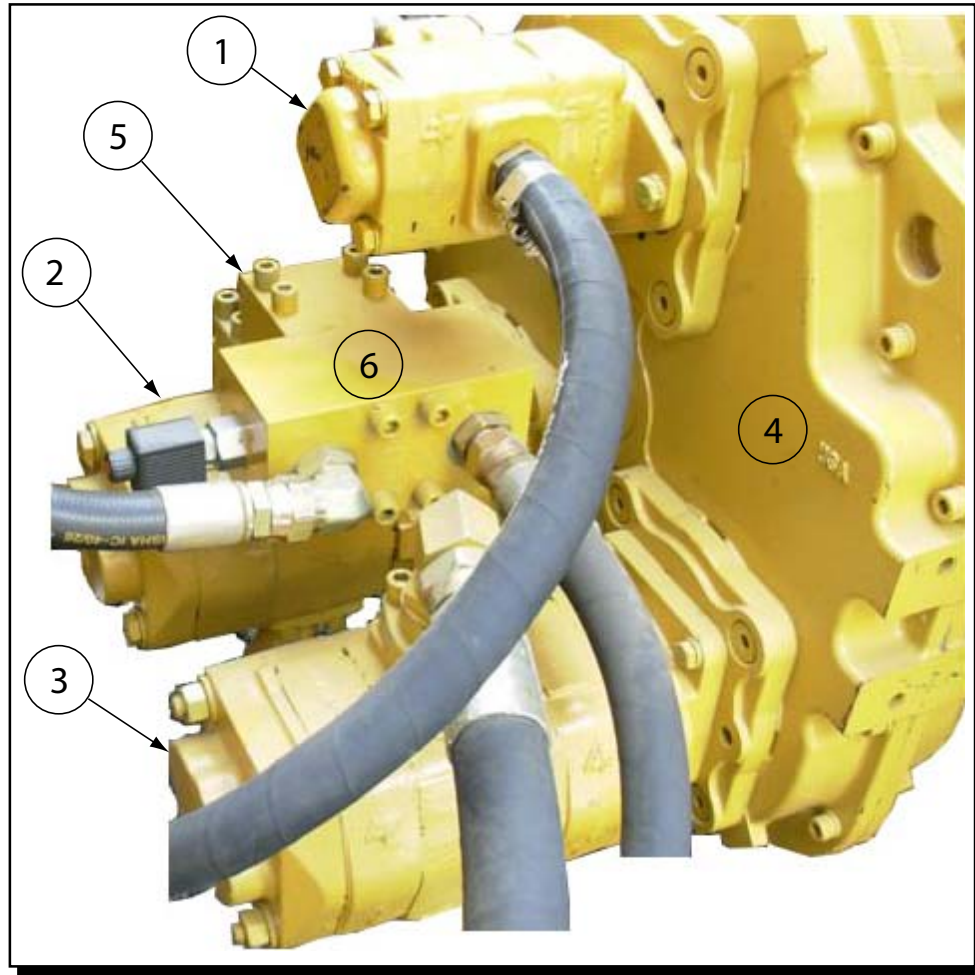
### **VII-1N. Hydraulic Oil Temperature.**

A temperature gauge indicates hydraulic oil temperature. The sending unit is mounted on the main tank.



**VII. MODEL 350VM POWER UNIT (Continued...)**

**VII-1 O. Hydraulic Components - Hydraulic Pumps**



**Figure 7-I. Hydraulic Pumps w/ Dump Valve**

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>PART NUMBER</u>	<u>FUNCTION</u>
1	Dual Pump	555061	Clamp and Phase In / Phase Out
2	Drive Pump	555059	Vibro and Cooler
3	Drive Pump	555057	Vibro
4	Pump Drive	555021	Connect Engine to Pumps
5	90 Deg Turn Block	555055	Connect Pump to Dump Valve
6	Dump Valve	555015	Revert flow back to tank

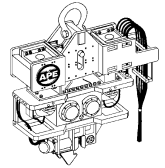
**Table 7-F. Hydraulic Pumps**

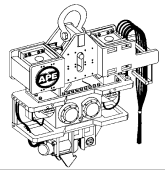


# **OPERATION / MAINTENANCE MANUAL**

**MODEL 120V/170VT VIBRATORY DRIVER WITH MODEL 350VM POWER UNIT**

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





## VII. MODEL 350VM 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

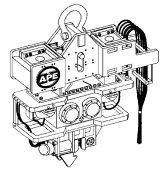
The Engine Oil Pressure Gage is located on the door of the Main Control Panel. A low cutoff switch is located inside the Murphy "Engine Oil Press" gage. When the engine oil pressure is too low, the switch will close to energize the coil in the Murphy Mag Switch. The cutoff pressure has been set at the 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.)



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## **VII. MODEL 350VM 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**

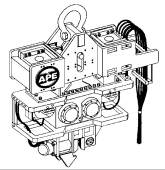
To stop the engine in an emergency, press the “Emergency Stop” button on the hand held Pendant Switch. This “Emergency Stop” switch will work, regardless of the position of the “Local-Pendant” selector Switch.

### **VII-2J. 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.



## VII. MODEL 350VM POWER UNIT (Continued...)

### VII-2K. 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-2L. “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-2M. Governor Control Switches “RAISE-off-LOWER”

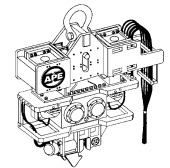
Governor Control switches can be found on the Main Control Panel, and the Held Pendant. The “Local-Pendant” switch determines which one is operable. To increase the engine rpm, turn the appropriate governor control switch to the “Raise” position. To decrease the engine rpm, turn the switch to the “Lower” 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-2N. 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.



## VII. MODEL 350VM POWER UNIT (Continued...)

### VII-2N. 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 (4800psi) 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(4500psi), 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 4800psi again. This cycle will continue until the Clamp switch is turned to the "off" position.

### VII-2O. Drive Control Switches ("FORWARD/off/REVERSE")

Drive Control Switches can be found on the Main Control Panel and the Hand Held Pendant. 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.

Turning the switch to FORWARD will start the vibro eccentrics spinning. To stop vibro turn the switch to off. 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.

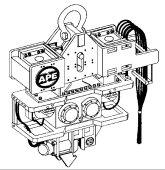
**NEVER SWITCH FROM "FORWARD" TO "REVERSE" WHILE VIBRO IS OPERATING.**

### VII-2P. Phase Control Switches ("OUT/IN")

Phase Control Switches can be found on the Main Control Panel and the Hand-Held Pendant. The "Local-Pendant" Selector Switch determines which one is operable. The purpose of the phase In/Out feature is to provide infinitely variable control of vibration. The Phase Control Switches on the Control Panel and the Hand Held Pendant are detented in the neutral position.

Holding the Phase Control switch to "IN" allows the spinning counterweights to start to synchronize, thereby creating useful vibration. Only after the Drive Control Switch has been put in the FORWARD position should the vibro Phase Control Switch positioned to "IN". Holding the Phase Control switch to "OUT" de-synchronizes the counterweights, reducing vibration.





## VII. MODEL 350VM POWER UNIT (Continued...)

### **VII-2Q. Phase Control Switches (AUTO / MANUAL)**

Phase Control Switches AUTO / MANUAL can be found on the Main Control Panel. The purpose of the AUTO feature is to provide simplified operation control of vibration. The Auto / Manual Switches on the Control Panel is detented in either position.

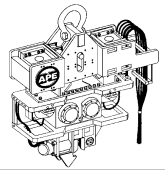
Turning the Phase Control switch to "AUTO" uses the timers that are in the control panel. By this process when the FORWARD/off/REVERSE switch is turned to "FOR" the vibro spins to full speed out of phase and phases in automatically. To stop vibration turn the FORWARD/off/REVERSE switch to "off" the eccentrics will phase out automatically and stop spinning. The timers can be set to different times to allow the operator to determine amount of amplitude. The less phase in time equals less amplitude. Five seconds is enough time to deliver full amplitude.

### **VII-2R. Preparing the Electrical System for Engine Startup.**

The following procedure should be followed at Engine Startup:

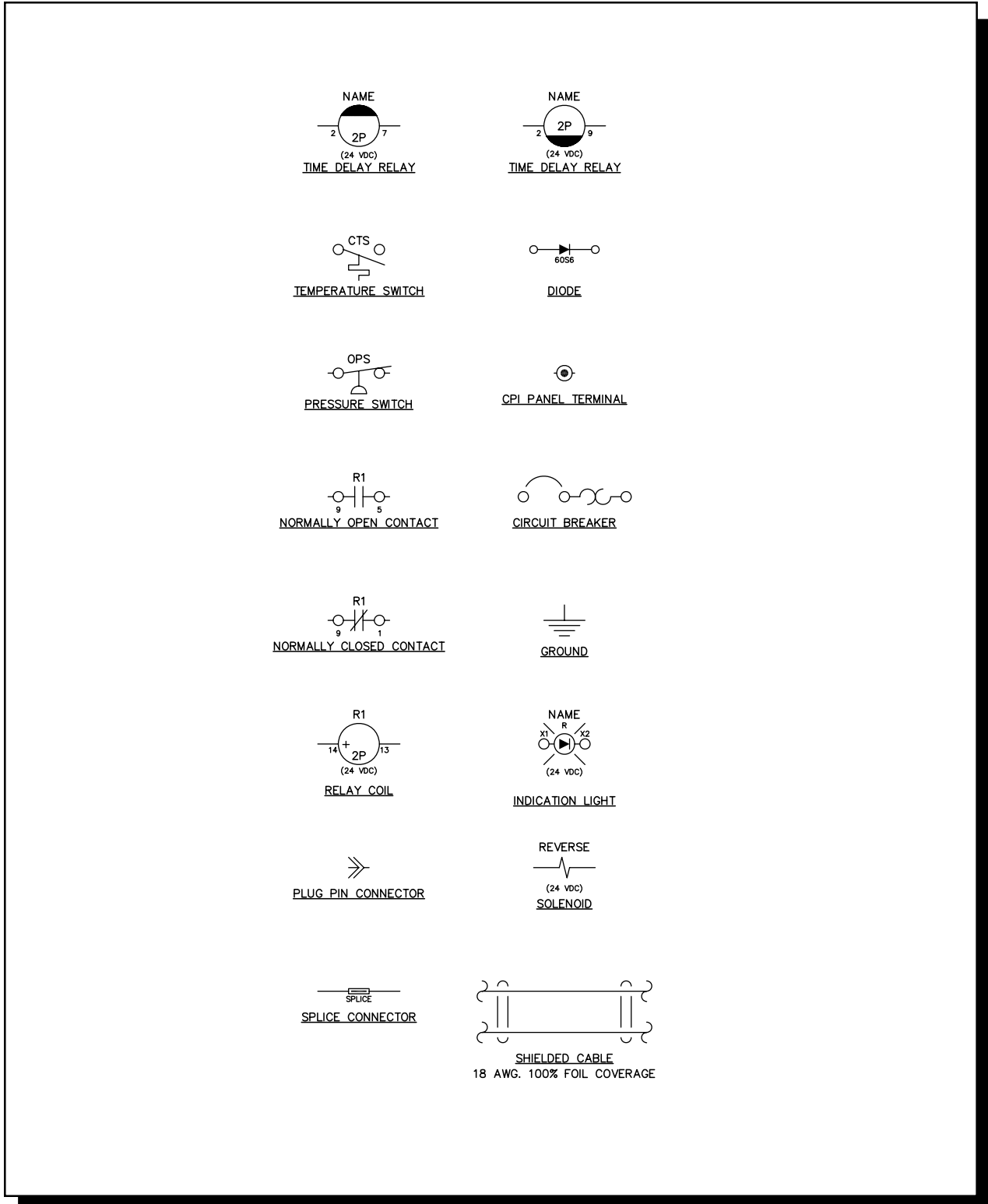
1. The Circuit Breaker must be closed (Pushed in and locked).
2. Turn the Clamp Switches on both the Control Panel and the Pendant to the 'Off' position.
3. Turn the Drive Switch on both the control panel and the Pendant to the 'Off' position.
4. If neither a Hand Held Pendant, nor a Radio is plugged 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 Engine Safety Shutdown Switch.



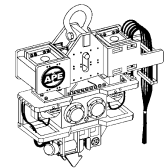


### VII. MODEL 350 POWER UNIT (Continued...)

#### VII-2S. Electrical Schematic - Symbol Legend



**Figure 7-K. Electrical Symbol Legend**

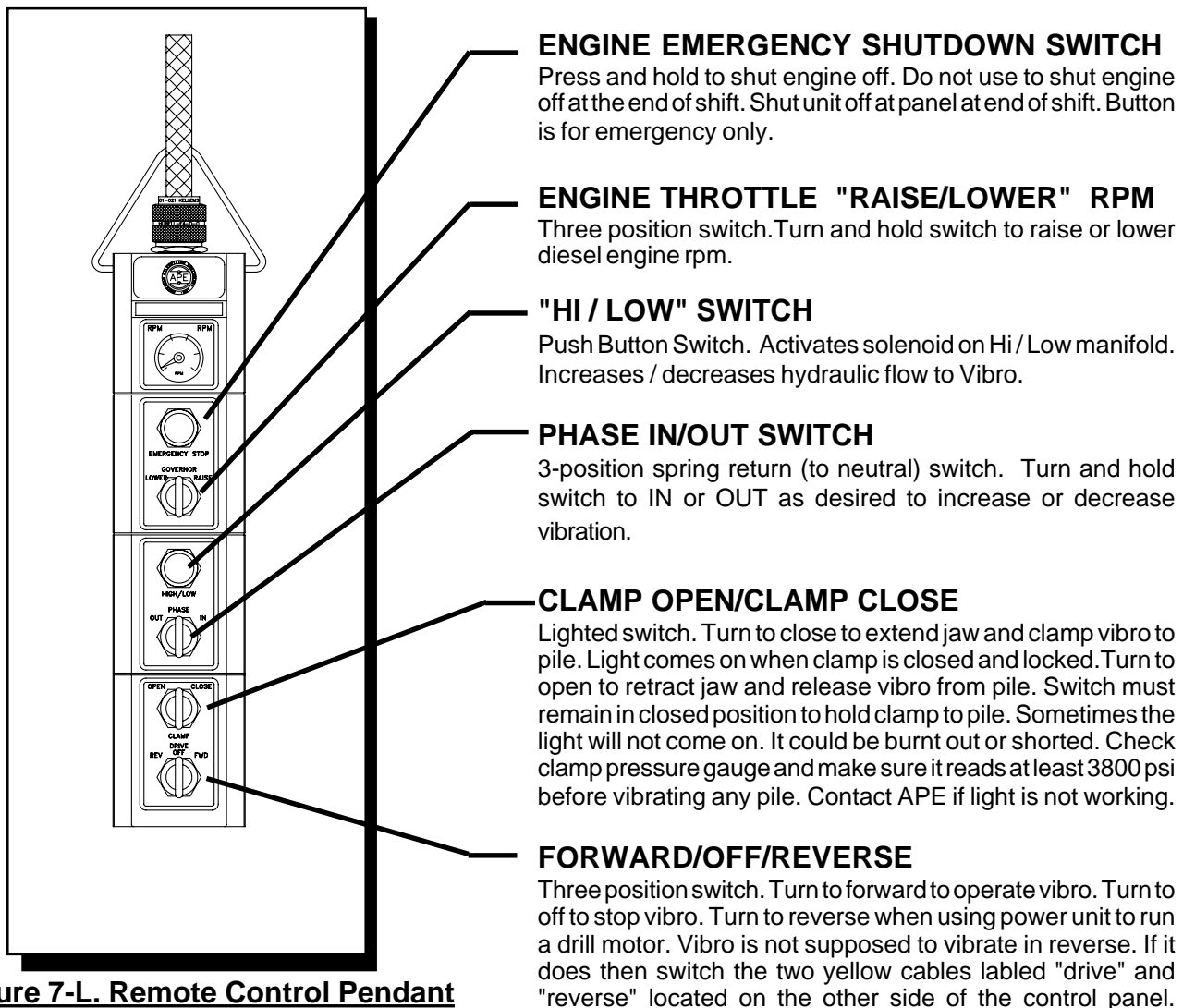


**VII. MODEL 350 POWER UNIT (Continued...)**

**VII-3. Remote Control Pendant**

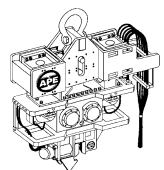
A "REMOTE HAND HELD CONTROL PENDANT" is provided to allow operation of the power unit at a distance of up to 50 feet (15 meters) and can be extended using 50 foot extension cables. The "REMOTE HAND HELD CONTROL PENDANT" is connected to the control panel via a multiconnector plug.

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.



**Figure 7-L. Remote Control Pendant**

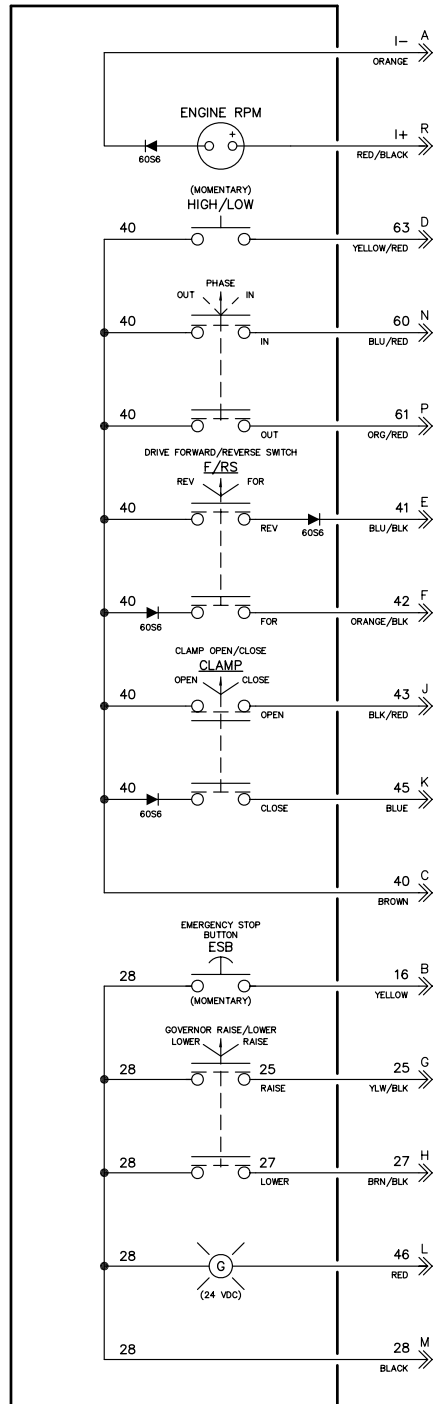
**WARNING:** Never leave vibro clamped to a pile without the crane line attached. The clamp cylinder could bleed off causing the vibro to drop. Never hoist a pile in the air without a safety line attached to the pile. Should the clamp close line become damaged and leak, the clamp cylinder could lose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



### VII. MODEL 350 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**