

SECTION ONE - STANDARD OPERATING PROCEDURES

SITING

To use the equipment safely, one other person should be present to assist the qualified operator when procedures are being carried out.

Check the operating area:

- Make sure there is no one in the vicinity of the vehicle, especially at the rear
- Check the free space above taking care to identify electric power lines.

NOTE!

The minimum distance between any part of the vehicle when operating and high voltage power lines must be 5 metres, if in doubt move elsewhere.

- Check ground for firmness
- Ground should be as level as possible
- Narrow lanes and slippery ground should be avoided
- Avoid areas with inspection covers and drains

DEMOUNTING

Select a site which is appropriate for the needs of the incident and which satisfies the necessary safety requirements.

Safety interlocks prevent the operation of more than one system function at a time.

NOTE!

Normal operation is recommended to be carried out with 1000 1400 rpm. Unnecessary driving against main relief valve should be avoided because of warming of oil.

- Switch on the power take-off. Apply the handbrake.
- Release the container locks.
- Operate the hook arm away from the cab until the hook is moved to its rearmost position.
- Operate the main rams until the container reaches the ground.
- Just before the container is completely on the ground release the handbrake and let the vehicle roll forward and lower the container to the ground.
- When the container is on the ground, allow the hook to disengage and drive the vehicle forward and apply the handbrake.
- The hook should disengage automatically.
- Continue operating the arm until the hook is 300mm (12 inches) below the container eye, then move the vehicle forward.

NOTE!

At this point in the unloading sequence, if the brakes are applied (hand or foot), the hook thumb can become trapped behind the hook bar. The operator will know this has happened if the rear of the vehicle lifts instead of moving away smoothly. If this happens '**STOP**' Reload the equipment until the thumb of the hook is level with the top of the hookbar, draw forward approximately 75mm, apply the vehicle handbrake, and unload the equipment again at which time the hook should disengage if not, repeat the last paragraph.

- Operate the main rams in until the middle frame is completely down on chassis. Close the container locks.

NOTE!

When driving, the middle frame must always be in its lowest position.

REMOUNTING

- Reverse vehicle up to the container stopping about 5 metres from hook bar and check the operation area for obstructions or hazards.
- Switch on Power take-off.
- Open the container locks. (Unload position).
- Operate the hook arm backwards until the hook is moved to its rearmost position.
- Operate the main rams out until the hook opening is in line with the container hook bar.
- Reverse the vehicle to engage the hook to the hook bar.

NOTE!

A slight adjustment of main rams may be necessary. See also paragraph 4 on (auto safety hook).

- Operate main rams to load position remembering to release hand brake and foot brake so that the vehicle is drawn under the container. Remember at this stage it may be necessary to adjust steering slightly to keep vehicle in line under the container.
- Once the container is off the ground, re-apply hand brake or foot brake and allow the main ram to fully house pulling the container fully on.
- Operate the hook arm to loaded position until it is fully housed.
- Operate the container locks to the closed position. Hold the switch until the warning light goes out.
- **SWITCH OFF THE POWER TAKE OFF**

NOTE!

PHYSICALLY check that the container locks have closed onto container before moving off

AUTO SAFETY HOOK

With this particular type of hook and lift system, the hook is attached to a hydrostatic piston which allows the hook to pivot in the vertical plane.

This in turn allows the container unit to be manoeuvred at up to a 15° angle either side of the 180° straight line approach, which enables the container units to be manoeuvred like a trailer with limited movement from the in-line conditions.

SAFETY PRECAUTIONS

If the container is moved at a greater angle than 15° there is a possibility of the container unit being pushed off the hook and dropping to the ground. As the sled with the containers attached weighs approximately 8 tonnes there is a strong possibility of severe damage to the container/pods themselves and to the underlying ground, i.e. sewer, drain, services, etc. which may be sited there.

High mode operation: i.e. the use of the main rams only to load and unload. **UNDER NO CIRCUMSTANCES** must the container be loaded/unloaded in high mode as this condition places the vehicle in a very unstable condition and should be avoided at all times.