

mateco Tychy – centrala 43-100 Tychy, ul. Murarska 27
tel. 32 32 32 000, serwis: 32 757 05 10, tychy@mateco.pl
mateco Poznań 62-081 Przeźmierowo, ul. Bukowska 11a
tel. 61 89 06 919, serwis: 61 641 70 94, poznan@mateco.pl
mateco Wrocław 55-010 Radwanice, ul. Grafitowa 1b
tel. 71 718 35 51, serwis: 71 718 35 50, wroclaw@mateco.pl
mateco Łódź 92-101 Łódź, ul. Pomorska 270
tel. 42 298 85 51, serwis: 42 298 85 50, lodz@mateco.pl
mateco Białystok 16-070 Choroszcz, ul. Złotoria 237
tel. 85 873 90 61, serwis: 85 873 90 60, bialystok@mateco.pl
mateco Szczecin 70-784 Szczecin, ul. Struga 65
tel. 91 885 16 61, serwis: 91 885 16 60, szczecin@mateco.pl

mateco Warszawa 05-552 Łazy Al. Krakowska 186 A
tel. 22 71 38 156, serwis: 22 300 99 26, warszawa@mateco.pl
mateco Gdańsk 83-031 Rusocin, Dekarska 34
tel. 58 74 21 661, serwis: 58 742 16 60, gdansk@mateco.pl
mateco Rzeszów 36-060 Głogów Młp., ul. Rudna Mała 52
tel. 17 783 75 51, serwis: 17 783 75 50, rzeszow@mateco.pl
mateco Kraków 31-574 Kraków, ul. Ciepłownicza 54
tel. 12 396 46 61, serwis: 12 396 46 60, krakow@mateco.pl
mateco Lublin 20-228 Lublin, ul. Zawieprzyczna 8N
tel. 81 511 20 98, serwis: 81 511 20 99, lublin@mateco.pl

IMPORTANT INFORMATION !!!

Dear Sir or Madam,

Aiming at higher reliability of our equipment, which also means more satisfaction from its operation, we wish to enlist several tips of highest importance concerning exploitation of electrical and combustion work platforms. It is advisable to familiarize direct equipment operators with their content.

To operators of electric drive work platforms:

Mobile work platforms with an electric drive are equipped with lead traction batteries, whose durability substantially depends on the way they are operated, and especially on:

- correct battery charging,
- starting and continuing driving (this should be gentle and smooth),
- loading the machine,
- type of surface,
- steepness of the ground the machine is driven on,
- frequency of start-ups and stoppages.

According to the producer's manual, the supervision of adequate usage of traction batteries lays within the scope of the persons directly operating the machine.

The operator of the machine should particularly:

1. **Check the electrolyte level and, if necessary, top it up with distilled water** (in batteries where the plate is visible through the filler plug the electrolyte level should reach 10 – 15 mm above the top plate surface; in cells where on removing the plug one can see a plastic sieve the electrolyte level should be visible about 5 – 10 mm in the lower part of the sieve);
2. The given quantities must not be exceeded, and especially not to the degree when the battery is filled up to the top and the electrolyte overflows. This decreases permanently the electrolyte density and, consequently, the battery capacity;
3. The battery must not be totally discharged, left in a discharged state or re-charged only partially. In all these cases the plates become sulfated and the batteries gradually permanently damaged by decreasing the battery capacity;
4. While charging the battery, the main switch of the loading circuit (the active material switch) must be in the "off" position;
5. On finishing work, assuming the battery is nearly completely discharged (i.e. after 8-hour-work of the machine) **the charging process must take 12 – 14 hours**. In case of a lesser degree of discharging, re-charging takes an adequately shorter time.
6. Once a week, it is advisable to plug the machine in to a so called top-up charging, which takes over 14 hours;
7. The times of ordinary and top-up charging processes are fully controlled by rectifier automation; once the battery is fully charged, the charging process automatically stops.

ATTENTION!

Each time you plug the rectifier in make sure there is power in the socket (a correct connection and beginning of the charging process is signaled by the movement of the indicator of the rectifier ammeter, lighting up of the controls and a characteristic humming sound of the transformer working).

Following the above tips in every respect will ensure high reliability of the machines!!!

To operators of Diesel drive work platforms:

Our work platforms are equipped with highly reliable Diesel engines, which guarantee easy starting and carefree running in all possible conditions.

However, it is essential to comply with the following rules:

- **Control the level of oil in the engine daily and, if necessary, top it up to the maximum,**
- **After a cold starting leave the engine running on low for 5 minutes in order to let the hydraulic oil in the system warm up,**
- **Should the signaling controls light up or any other worrying symptoms occur, immediately turn off the engine and call the service,**
- **Before starting, warm up the pre-ignition plugs for about 10 seconds,**
- **During breaks and always after finishing work necessarily switch off the engine and take the key with you.**
- **Never allow diesel oil to run out completely in the fuel tank.**

Brief comments to the above list:

1. Check the oil level daily; should it run out to the minimum level or less, immediately top up the fuel, always to the maximum level. **Important: Do not exceed the maximum level.** All engines are filled up with **TITAN SUPERIOR HD 15W40 mineral oil** produced by **Fuchs**, which is available in all major filling stations. Should there be no such oil, **any mineral oil for Diesel engines class 15W40 will be appropriate for a top-up.**
2. Upon cold starting do not commence operation immediately but leave the work platform running for about 5 minutes in order to warm up the hydraulic oil in the system. In winter season the time shall be extended even up to 15 minutes, which significantly prevents hydraulic hoses from cracking.
3. Should any of the following occur: warning controls lighting up, any knocking sounds being heard or any other suspicious signals of incorrect engine operation drawing your attention, the engine must immediately be stopped and the service called. Failure to react promptly may lead to serious culpable damage.
4. For engines with pre-ignition plugs, warm up the plugs before cold starting for about 10 seconds or until an appropriate control switches off. Should the start-up fail, repeat the operation after 1-minute break. Upon three ineffective attempts to start up the engine and ensuring there is enough fuel in the fuel tank – stop further attempts and call the service.
Important: on machines with engines which do not require pre-ignition plugs to be warmed up there are no appropriate controls or buttons.
5. Each time the engine is switched off the power supply on the top panel needs to be cut off by means of an ignition key or pressing the red valve head of the emergency switch. Upon finishing a day's work, it is **essential** to cut off the power supply in the bottom steering up panel in the way described above, otherwise **the battery will always be fully discharged during the stoppage.** In the case of very frequent engine start-ups as well as in winter season, it is advisable to charge up the battery once a week by means of an external 12V rectifier.
6. Running totally out of fuel will always result in the fuel system getting air-locked. Despite filling up the fuel tank, the engine will not start without prior removal of the air from the fuel system. In such case futile attempts to start up the engine will quickly lead to discharging the battery or damaging the starter. The service connected with removing air from the fuel system, replacement of the battery or replacement of the damaged starter is then fully payable.
Important: Estimated average fuel consumption is 5 litres per one hour of continuous operation.

In each case it is absolutely essential to follow all the other instructions placed directly on the work platform.

Following the above rules will substantially increase your satisfaction from unflinching operation of our work platforms.

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Date and legible signature of an authorised person

Further information is available from

Mr. Marek Tekiela - Technical Manager, mobile phone: **+48 664 962 232**