

# C90T Gasoline Plate Compactor



## **Introduction to structure and performance:**

This machine adopts foreign advanced tamping theory and successful experience, and has the advantages of simple structure, good tamping effect, high construction efficiency, convenient operation, energy saving and consumption, safety and reliability. The tamping machine can achieve fast and slow forward and backward movement through electrical control, and the operation is very flexible.

This machine is suitable for all kinds of soil and pavement foundations with other fillers. The tamping efficiency can reach 100 m<sup>2</sup>/h. When the thickness of the soil is less than 30cm and the water content is 14%, it can be tamped 4-5 times, and the compactness can be achieved. Up to 90% or more, tamp 7-8 times, and the compactness reaches more than 95%.

The main technical parameters:

Model	EPC150gasoline
Engine Power	6.5HP
Weight	95KG
Centrifugal Force	1800KG
Vibration Frequency	6000vpm
Overall Size	800*500*1000mm
Bottom Size	650*420mm
Speed	25m/min
Gradeability	25°
Work Direction	Forward Backward

Maintenance and precautions before use and during use:

Gasoline engine: If there is too much dust inside the engine, it may cause a short circuit and cause the body to be charged.

Please disassemble and clean the magneto in time.

Check the locking screws and caps of each part before each shift, and tighten them in time if they are loose.

If the surface temperature rise of the exciter exceeds  $60^{\circ}\text{C}$  (environmental temperature plus  $60^{\circ}\text{C}$ ) during work, stop the machine immediately for inspection. If the bearing is damaged, it should be replaced immediately.

Check the height of gasoline engine lubricating oil and gasoline oil level before each shift. The gasoline tank is full (4 liters) and can work continuously for 4 hours. It should be replenished in time. The lubricating oil should be replaced when the engine is used for one month for the first time, and it can be replaced every six months thereafter.

When the engine speed is too low, the clutch will slip, which will affect the service life of the clutch and may cause severe vibration of the fuselage, and even the tamper plate cannot start to vibrate normally. Please put the throttle switch in the upper middle position when working.

When compacting the sand and gravel foundation, the particle size of the stone should be less than 6 cm. It is not allowed to work on dry concrete or asphalt roads to prevent damage to the mechanism. When compacting the asphalt pavement, water should be sprinkled on the pavement at any time to prevent the ramming plate from sticking.

Compact the backfill soil, the moisture content of the soil should be less than 20%, and the thickness of each cushion layer should be carried out according to the requirements of the technical personnel. When the compactness requirement reaches more than 95%, it is recommended not to exceed 20 cm, generally not to exceed 30 cm, in order to achieve Optimum compaction effect.

When ramming dams and other relatively steep working surfaces, please properly reduce the amount of lubricating oil filled in the gasoline engine, so as not to flood the cylinder and cause the engine to fail to work normally.

Please use the hoisting ring on the tamping plate when transporting, and do not pull the handrail or protective frame hard, so as not to damage the vibration damping block on the frame.

## Fault Judgment and Troubleshooting:

Fault	Reason	Approach
<p>End cap heat</p> <p>The temperature at both ends of the exciter exceeds 60°C</p>	<ol style="list-style-type: none"> <li>1. Bearing damage</li> <li>2. Lubricating oil failure</li> <li>3. The grease nozzle is damaged</li> </ol>	<ol style="list-style-type: none"> <li>1. Replace the bearing</li> <li>2. Replace lubricating oil</li> <li>3. Replace the grease nipple</li> </ol>
<p>Body Shakes Violently</p> <p>Tamper plate not working properly</p>	<ol style="list-style-type: none"> <li>1. The clutch is damaged</li> <li>2. Engine or motor speed is too low</li> </ol>	<ol style="list-style-type: none"> <li>1. Replace the clutch</li> <li>2. Increase the throttle</li> <li>3. Check the power supply voltage</li> </ol>
<p>Engine Overheating</p>	<ol style="list-style-type: none"> <li>1. The cable is too thin</li> <li>2. The power supply voltage is too low</li> </ol>	<ol style="list-style-type: none"> <li>1. Replace the appropriate power cord</li> <li>2. If the external line voltage is too low, stop using it until the fault is eliminated</li> </ol>
<p>Gasoline engine exhaust vent white smoke, continuous work for about half an hour to stop</p>	<ol style="list-style-type: none"> <li>1. Mix engine oil into the gasoline tank</li> <li>2. Too much lubricating oil enters the cylinder when working on a slope greater than 30%</li> </ol>	<ol style="list-style-type: none"> <li>1. Drain the mixed oil and replace the gasoline</li> <li>2. Drain at least 1/3 of the lubricating oil, and refill it to the specified position when using it on flat ground</li> </ol>
<p>Rammer noise is too loud</p>	<ol style="list-style-type: none"> <li>1. Loose screws in some parts</li> <li>2. Bearing damage</li> </ol>	<ol style="list-style-type: none"> <li>1. Check and secure</li> <li>2. Replace the bearing</li> </ol>
<p>V-belt loose</p>	<ol style="list-style-type: none"> <li>1. The life of the V-belt has expired</li> <li>2. The damping block is damaged</li> </ol>	<ol style="list-style-type: none"> <li>1. Replace the V-belt</li> <li>2. Replace the damping block</li> </ol>