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# McCONNEL

## PA4635-30 & PA5035-30 30HP HEDGE TRIMMER / MOWER



Operator Manual



# IMPORTANT

## VERIFICATION OF WARRANTY REGISTRATION



### Dealer Warranty Information & Registration Verification

It is imperative that the selling dealer registers this machine with McConnel Limited before delivery to the end user – failure to do so may affect the validity of the machine warranty.

To register machines; log onto <https://my.mcconnel.com> and select 'Machine Registration' which can be found in the 'Warranty' section of the site. **Confirm to the customer that the machine has been registered by completing the verification form below.**

<b>Registration Verification</b>	Serial No. <input type="text"/>
Dealer Name: .....	
Dealer Address: .....	
Customer Name: .....	
Date of Warranty Registration: ...../...../..... Dealer Signature: .....	

### Note to Customer / Owner

Please ensure the section above has been completed and signed by the dealer to verify your machine has been registered with McConnel Limited.

**IMPORTANT:** During the initial 'bedding in' period of a new machine it is the customer's responsibility to regularly inspect all nuts, bolts and hose connections for tightness and re-tighten if required. New hydraulic connections occasionally weep small amounts of oil as the seals and joints settle in – where this occurs it can be cured by re-tightening the connection – *refer to torque settings chart below*. The tasks stated above should be performed on an hourly basis during the first day of work and at least daily thereafter as part of the machine's general maintenance procedure.

CAUTION: DO NOT OVER TORQUE HYDRAULIC FITTINGS AND HOSES

### Torque Settings for Hydraulic Fittings

Hydraulic Hose Ends		
BSP	Setting	Metric
1/4"	18 Nm	19 mm
3/8"	31 Nm	22 mm
1/2"	49 Nm	27 mm
5/8"	60 Nm	30 mm
3/4"	80 Nm	32 mm
1"	125 Nm	41 mm
1.1/4"	190 Nm	50 mm
1.1/2"	250 Nm	55 mm
2"	420 Nm	70 mm

Port Adaptors with Bonded Seals		
BSP	Setting	Metric
1/4"	34 Nm	19 mm
3/8"	47 Nm	22 mm
1/2"	102 Nm	27 mm
5/8"	122 Nm	30 mm
3/4"	149 Nm	32 mm
1"	203 Nm	41 mm
1.1/4"	305 Nm	50 mm
1.1/2"	305 Nm	55 mm
2"	400 Nm	70 mm



# WARRANTY POLICY

## WARRANTY REGISTRATION

All machines must be registered, by the selling dealer with McConnel Ltd, before delivery to the end user. On receipt of the goods it is the buyer's responsibility to check that the Verification of Warranty Registration in the Operator's Manual has been completed by the selling dealer.

### 1. LIMITED WARRANTIES

1.01. *All mounted machines supplied by McConnel Ltd are warranted to be free from defects in material and workmanship from the date of sale to the original purchaser for a period of 12 months, unless a different period is specified.*

*All Self Propelled Machines supplied by McConnel Ltd are warranted to be free from defects in material and workmanship from the date of sale to the original purchaser for a period of 12 months or 1500 hours. Engine warranty will be specific to the Manufacturer of that unit.*

1.02. *All spare parts supplied by McConnel Ltd and purchased by the end user are warranted to be free from defects in material and workmanship from the date of sale to the original purchaser for a period of 6 months. All parts warranty claims must be supported by a copy of the failed part invoice to the end user. We cannot consider claims for which sales invoices are not available.*

1.03. *The warranty offered by McConnel Ltd is limited to the making good by repair or replacement for the purchaser any part or parts found, upon examination at its factory, to be defective under normal use and service due to defects in material or workmanship. Returned parts must be complete and unexamined. Pack the component(s) carefully so that any transit damage is avoided. All ports on hydraulic items should be drained of oil and securely plugged to prevent seepage and foreign body ingress. Certain other components, electrical items for example, may require particular care when packing to avoid damage in transit.*

1.04. *This warranty does not extend to any product from which McConnel Ltd's serial number plate has been removed or altered.*

1.05. *The warranty policy is valid for machines registered in line with the terms and conditions detailed and on the basis that the machines do not extend a period of 24 months or greater since their original purchase date, that is the original invoice date from McConnel Limited. Machines that are held in stock for more than 24 months cannot be registered for warranty.*

1.06. *This warranty does not apply to any part of the goods, which has been subjected to improper or abnormal use, negligence, alteration, modification, fitment of non-genuine parts, accident damage, or damage resulting from contact with overhead power lines, damage caused by foreign objects (e.g. stones, iron, material other than vegetation), failure due to lack of maintenance, use of incorrect oil or lubricants, contamination of the oil, or which has served its normal life. This warranty does not apply to any expendable items such as blades, belts, clutch linings, filter elements, flails, flap kits, skids, soil engaging parts, shields, guards, wear pads, pneumatic tyres or tracks.*

1.07. *Temporary repairs and consequential loss - i.e. oil, downtime and associated parts are specifically excluded from the warranty.*

1.08. *Warranty on hoses is limited to 12 months and does not include hoses which have suffered external damage. Only complete hoses may be returned under warranty, any which have been cut or repaired will be rejected.*

1.09. *Machines must be repaired immediately a problem arises. Continued use of the machine after a problem has occurred can result in further component failures, for which McConnel Ltd cannot be held liable, and may have safety implications.*

1.10. *If in exceptional circumstances a non McConnel Ltd part is used to effect a repair, warranty reimbursement will be at no more than McConnel Ltd's standard dealer cost for the genuine part.*

- 1.11. *Except as provided herein, no employee, agent, dealer or other person is authorised to give any warranties of any nature on behalf of McConnell Ltd.*
- 1.12. *For machine warranty periods in excess of 12 months the following additional exclusions shall apply:*
  - 1.12.1. *Hoses, exposed pipes and hydraulic tank breathers.*
  - 1.12.2. *Filters.*
  - 1.12.3. *Rubber mountings.*
  - 1.12.4. *External electric wiring.*
  - 1.12.5. *Bearings and seals*
  - 1.12.6. *External Cables, Linkages*
  - 1.12.7. *Loose/Corroded Connections, Light Units, LED's*
  - 1.12.8. *Comfort items such as Operator Seat, Ventilation, Audio Equipment*
- 1.13. *All service work, particularly filter changes, must be carried out in accordance with the manufacturer's service schedule. Failure to comply will invalidate the warranty. In the event of a claim, proof of the service work being carried out may be required.*
- 1.14. *Repeat or additional repairs resulting from incorrect diagnosis or poor quality previous repair work are excluded from warranty.*

***NB Warranty cover will be invalid if any non-genuine parts have been fitted or used. Use of non-genuine parts may seriously affect the machine's performance and safety. McConnell Ltd cannot be held responsible for any failures or safety implications that arise due to the use of non-genuine parts.***

## **2. REMEDIES AND PROCEDURES**

- 2.01. *The warranty is not effective unless the Selling Dealer registers the machine, via the McConnell web site and confirms the registration to the purchaser by completing the confirmation form in the operator's manual.*
- 2.02. *Any fault must be reported to an authorised McConnell Ltd dealer as soon as it occurs. Continued use of a machine, after a fault has occurred, can result in further component failure for which McConnell Ltd cannot be held liable.*
- 2.03. *Repairs should be undertaken within two days of the failure. Claims submitted for repairs undertaken more than 2 weeks after a failure has occurred, or 2 days after the parts were supplied will be rejected, unless the delay has been authorised by McConnell Ltd. Please note that failure by the customer to release the machine for repair will not be accepted as a reason for delay in repair or submitting warranty claims.*
- 2.04. *All claims must be submitted, by an authorised McConnell Ltd Service Dealer, within 30 days of the date of repair.*
- 2.05. *Following examination of the claim and parts, McConnell Ltd will pay, at their discretion, for any valid claim the invoiced cost of any parts supplied by McConnell Ltd and appropriate labour and mileage allowances if applicable.*
- 2.06. *The submission of a claim is not a guarantee of payment.*
- 2.07. *Any decision reached by McConnell Ltd. is final.*

## **3. LIMITATION OF LIABILITY**

- 3.01. *McConnell Ltd disclaims any express (except as set forth herein) and implied warranties with respect to the goods including, but not limited to, merchantability and fitness for a particular purpose.*
- 3.02. *McConnell Ltd makes no warranty as to the design, capability, capacity or suitability for use of the goods.*
- 3.03. *Except as provided herein, McConnell Ltd shall have no liability or responsibility to the purchaser or any other person or entity with respect to any liability, loss, or damage caused or alleged to be caused directly or indirectly by the goods including, but not limited to, any indirect, special, consequential, or incidental damages resulting from the use or operation of the goods or any breach of this warranty. Notwithstanding the above limitations and warranties, the manufacturer's liability hereunder for damages incurred by the purchaser or others shall not exceed the price of the goods.*
- 3.04. *No action arising out of any claimed breach of this warranty or transactions under this warranty may be brought more than one (1) year after the cause of the action has occurred.*

#### **4. MISCELLANEOUS**

- 4.01. McConnel Ltd may waive compliance with any of the terms of this limited warranty, but no waiver of any terms shall be deemed to be a waiver of any other term.*
- 4.02. If any provision of this limited warranty shall violate any applicable law and is held to be unenforceable, then the invalidity of such provision shall not invalidate any other provisions herein.*
- 4.03. Applicable law may provide rights and benefits to the purchaser in addition to those provided herein.*

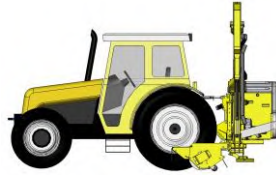
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*McConnel Limited*



## POWER ARM & TRACTOR PRE-OPERATION INSPECTION

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**A daily equipment inspection of machine and tractor should be conducted before the equipment is used.**

Use the inspection sheets on the following pages to assist with these daily inspections. Damaged or missing guards should be repaired or replaced before operating the mower. Failure to repair or replace damaged guards can result in objects being thrown from the mower and possibly hitting the operator and/or bystanders.

### **Inspect the Mower for Safe Operating Condition**

- Make sure the driveline guards and shielding are in place and in good repair.
- Inspect the flexible thrown object shielding to assure that they are in place on the front and rear of the mower head and in good repair. Repair or replace any damaged or missing thrown object shields.
- Ensure the mower cutting height is set high enough to reduce the possibility of the mower blades contacting the ground. Actual height will be dependent on the ground conditions. Increase the height when working in rough or undulating conditions.
- Inspect for broken, chipped, bent, missing, or severely worn blades. Replace damaged blades before operating the mower. Ensure the blade retaining bolts and fasteners are secure and tight.
- Ensure all head bolts and nuts are tight.
- Lubricate the driveline universal joints and telescoping members daily.
- Grease the rotor and roller bearings and inspect their condition.
- Inspect for any oil leaks or damaged hoses.
- Inspect for worn and/or damaged decals and safety instructions. Replace unreadable, damaged or missing safety decals.
- Follow the operator's manual(s) inspection and maintenance instructions for lubricating parts, and keeping thrown object shielding, driveline guards, rotating parts shields, mower blades, and decals in good repair.

### **Inspect the Tractor for Safe Operating Condition**

- Inspect the controls, lights, SMV's (Slow Moving Vehicle sign), seat belts, and ROPS to ensure they are in place and in good working order.
- Ensure tyres, wheels, lug bolts/nuts are in good condition.
- Make sure the tractor brakes and steering are in proper operating condition.
- Follow the operator's manual(s) inspection and maintenance procedures for keeping the tractor in good and safe condition before operating.

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Copies of the inspection sheets on the following pages should be retained in this manual for reference; two sets are included to allow removal of one set for photocopying purposes. Alternatively, these inspection sheets can be download from our website via the QR code or using the link below;  
<https://my.mcconnel.com/service/pre-operation-inspection-documents/>

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# POWER ARM PRE-OPERATION INSPECTION



Power Arm ID ..... Date: ..... Shift: .....



**WARNING:** Before conducting the inspection, make sure the tractor engine is off, the key removed, all rotation has stopped and the tractor is in park with the parking brake engaged. Make sure the mower head is resting on the ground or is securely blocked up and supported and all hydraulic pressure has been relieved.

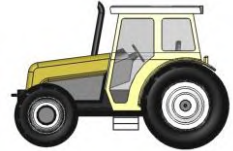
Item	Condition at start of shift	Specific Comments if not O.K.
The operator's manual is in the canister on the mower.		
All warning decals are in place, clean and legible.		
All lights are clean and working.		
The mounting frame bolts are in place and tight.		
The arm pivot pins are tight and correctly secured.		
There are no cracks in the arms.		
Hydraulic cylinder pins are tight and correctly secured.		
Hydraulic cylinder hose connections are tight.		
Hydraulic pump hose connections are tight.		
Hydraulic valve hose connections are tight.		
Hydraulic valve controls function properly.		
There are no damaged hoses.		
The oil level is to the green mark on the tank sight glass.		
There is no evidence of hydraulic oil leaks.		
Flails are not missing, chipped, broken or excessively worn.		
The flail bolts are tight.		
The front and rear flaps are fitted and in good condition.		
The front hood is in place and in good condition.		
The wire trap is in good condition.		
The skid shoes are in good condition and tight.		
There are no cracks or holes in flail casing.		
Hydraulic motor mounting bolts are tight.		
All flail head nuts and bolts are tight.		
The rotor bearings are in good condition and greased.		
The roller bearings are in good condition and greased.		
The drive line shaft guard is in good condition.		
The drive line shaft guard is correctly secured.		
Controls are securely mounted in the cab.		
With engine running check arm operation.		
Have a spare pack of flails, bushes, bolts and nuts.		

Operators Signature: .....

**DO NOT OPERATE AN UNSAFE TRACTOR OR MACHINE**



# TRACTOR PRE-OPERATION INSPECTION



Power Arm ID ..... Date: ..... Shift: .....



**WARNING:** Before conducting the inspection, make sure the tractor engine is off, the key removed, all rotation has stopped and the tractor is in park with the parking brake engaged. Ensure any implement attached to the tractor is firmly on the ground.

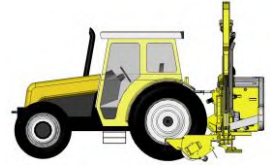
Item	Condition at start of shift	Specific Comments if not O.K.
The flashing lights function properly.		
All lights are clean and working correctly.		
All cab windows are clean and wipers working correctly.		
The SMV sign, where required, is clean and visible.		
The tyres are in good condition with correct pressure.		
The wheel nuts are tight.		
The tractor brakes are in good condition.		
The steering linkage is in good condition.		
There are no visible oil leaks.		
The hydraulic controls function properly.		
The ROPS or ROPS cab is in good condition.		
The seatbelt is in place and in good condition.		
The 3-point hitch is in good condition.		
The drawbar/pick up hook is secure and in good condition.		
The PTO master shield is in place.		
The engine oil level is full.		
The brake fluid level is full.		
The power steering fluid level is full.		
The fuel level is adequate.		
The engine coolant fluid level is full.		
The radiator and oil cooler are free of debris.		
The air filter is in good condition.		

Operators Signature: .....

**DO NOT OPERATE AN UNSAFE TRACTOR OR MACHINE**



# POWER ARM PRE-OPERATION INSPECTION



Power Arm ID ..... Date: ..... Shift: .....



**WARNING:** Before conducting the inspection, make sure the tractor engine is off, the key removed, all rotation has stopped and the tractor is in park with the parking brake engaged. Make sure the mower head is resting on the ground or is securely blocked up and supported and all hydraulic pressure has been relieved.

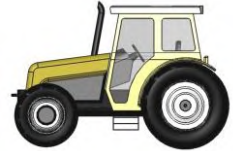
Item	Condition at start of shift	Specific Comments if not O.K.
The operator's manual is in the canister on the mower.		
All warning decals are in place, clean and legible.		
All lights are clean and working.		
The mounting frame bolts are in place and tight.		
The arm pivot pins are tight and correctly secured.		
There are no cracks in the arms.		
Hydraulic cylinder pins are tight and correctly secured.		
Hydraulic cylinder hose connections are tight.		
Hydraulic pump hose connections are tight.		
Hydraulic valve hose connections are tight.		
Hydraulic valve controls function properly.		
There are no damaged hoses.		
The oil level is to the green mark on the tank sight glass.		
There is no evidence of hydraulic oil leaks.		
Flails are not missing, chipped, broken or excessively worn.		
The flail bolts are tight.		
The front and rear flaps are fitted and in good condition.		
The front hood is in place and in good condition.		
The wire trap is in good condition.		
The skid shoes are in good condition and tight.		
There are no cracks or holes in flail casing.		
Hydraulic motor mounting bolts are tight.		
All flail head nuts and bolts are tight.		
The rotor bearings are in good condition and greased.		
The roller bearings are in good condition and greased.		
The drive line shaft guard is in good condition.		
The drive line shaft guard is correctly secured.		
Controls are securely mounted in the cab.		
With engine running check arm operation.		
Have a spare pack of flails, bushes, bolts and nuts.		

Operators Signature: .....

**DO NOT OPERATE AN UNSAFE TRACTOR OR MACHINE**



# TRACTOR PRE-OPERATION INSPECTION



Power Arm ID ..... Date: ..... Shift: .....

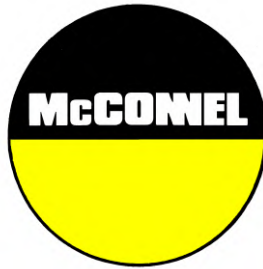


**WARNING:** Before conducting the inspection, make sure the tractor engine is off, the key removed, all rotation has stopped and the tractor is in park with the parking brake engaged. Ensure any implement attached to the tractor is firmly on the ground.

Item	Condition at start of shift	Specific Comments if not O.K.
The flashing lights function properly.		
All lights are clean and working correctly.		
All cab windows are clean and wipers working correctly.		
The SMV sign, where required, is clean and visible.		
The tyres are in good condition with correct pressure.		
The wheel nuts are tight.		
The tractor brakes are in good condition.		
The steering linkage is in good condition.		
There are no visible oil leaks.		
The hydraulic controls function properly.		
The ROPS or ROPS cab is in good condition.		
The seatbelt is in place and in good condition.		
The 3-point hitch is in good condition.		
The drawbar/pick up hook is secure and in good condition.		
The PTO master shield is in place.		
The engine oil level is full.		
The brake fluid level is full.		
The power steering fluid level is full.		
The fuel level is adequate.		
The engine coolant fluid level is full.		
The radiator and oil cooler are free of debris.		
The air filter is in good condition.		

Operators Signature: .....

**DO NOT OPERATE AN UNSAFE TRACTOR OR MACHINE**



*For Safety and Performance ...*

**ALWAYS READ THIS BOOK FIRST**

**McCONEl LIMITED**

Temeside Works  
Ludlow  
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England

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#### **NOISE STATEMENT**

The equivalent daily personal noise exposure from this machine measured at the operators' ear is within the range 78 – 85 dB, these figures apply to a normal distribution of use where the noise fluctuates between zero and maximum. The figures assume that the machine is fitted to a tractor with a 'quiet' cab with the windows closed in a generally open environment. We recommend that the windows are kept closed. With the cab rear window open the equivalent daily personal noise exposure will increase to a figure within the range 82 – 88 dB. At equivalent daily noise exposure levels of between 85 – 90 dB ear protection is recommended – it should be used if any window is left open.



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## GENERAL INFORMATION

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Read this manual before fitting or operating the machine or accessory. Whenever any doubt exists contact your local dealer or the McConnel Service Department for assistance.

**Only use 'Genuine McConnel Parts' on McConnel machinery and equipment.**

DEFINITIONS: *The following definitions apply throughout this manual;*

### **⚠ DANGER**

**DANGER:** Alerts to a hazardous situation which will result in death or serious injury if not observed carefully.

### **⚠ WARNING**

**WARNING:** Alerts to a hazardous situation which could result in death or serious injury if not observed carefully.

### **⚠ CAUTION**

**CAUTION:** Alerts to a hazardous situation which could result in damage to the machine and/or equipment if not observed carefully.

### **NOTICE**

**NOTICE:** Specific or general information considered important or useful to emphasise.

**LEFT HAND (LH) & RIGHT HAND (RH):** *These terms are applicable to the machine when fitted to the tractor and viewed from the rear; these terms also apply to tractor references.*

### SERIAL PLATE

*All machines are equipped with a serial number plate containing important information relating to the machine including a unique serial number used for identification purposes.*

*Note: Images in this manual are provided for instruction and informational purposes only and may not show components in their entirety. In certain instances images may appear different to the actual machine; where this occurs the general procedure will be basically the same. E&OE.*

## MACHINE & DEALER INFORMATION

Record the serial number of your machine on this page and always quote it when ordering parts. Whenever information concerning the machine is requested remember to also state the make and model of tractor to which the machine is fitted.	
Machine Serial Number:	Installation Date:
Machine Model Details:	
Dealer Name & Branch:	
Dealer Address:	
Dealer Telephone No:	
Dealer Email Address:	

## SPECIFICATIONS

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### **PA4635-30 Model**

- 4.6m Reach
- 3 Point Linkage Mounted
- Right Hand Build
- 109° Slew
- 140 Litre Hydraulic Oil Tank
- 30HP Totally Independent Hydraulic System
- Angle Float fitted as standard
- Lift Float fitted as standard
- Choice of Cable or Mini-Motion Controls

### **PA5035-30 Model**

- 5.0m Reach
- 3 Point Linkage Mounted
- Right Hand Build
- 109° Slew
- 140 Litre Hydraulic Oil Tank
- 30HP Totally Independent Hydraulic System
- Angle Float fitted as standard
- Lift Float fitted as standard
- Choice of Cable or Mini-Motion Controls



This machine has the potential to be extremely dangerous, in the wrong hands it can kill or maim. It is therefore imperative that both owner, and operator of this machine, read and understand the following section to ensure that they are fully aware of the dangers that do, or may exist, and their responsibilities surrounding the use and operation of the machine. The operator of this machine is responsible not only for their own safety but equally for the safety of others who may come into the close proximity of the machine, as the owner you are responsible for both.

When the machine is not in use the cutting head should be lowered to rest on the ground. In the event of a fault being detected with the machine's operation it should be stopped immediately and not used again until the fault has been corrected by a qualified technician.

### **POTENTIAL SIGNIFICANT DANGERS ASSOCIATED WITH THE USE OF THIS MACHINE:**

- ▲ *Being hit by debris thrown by rotating components.*
- ▲ *Being hit by machine parts ejected through damage during use.*
- ▲ *Being caught on a rotating power take-off (PTO) shaft.*
- ▲ *Being caught in other moving parts i.e.: belts, pulleys and cutting heads.*
- ▲ *Electrocution from Overhead Power Lines (by contact with or 'flashover' from).*
- ▲ *Being hit by cutting heads or machine arms as they move.*
- ▲ *Becoming trapped between tractor and machine when hitching or unhitching.*
- ▲ *Tractor overbalancing when machine arm is extended.*
- ▲ *Injection of high-pressure oil from hydraulic hoses or couplings.*
- ▲ *Machine overbalancing when freestanding (out of use).*
- ▲ *Road traffic accidents due to collision or debris on the road.*

## **BEFORE USING THIS MACHINE YOU MUST:**

- ▲ *Ensure you read all sections of the operator handbook.*
- ▲ *Ensure the operator is, or has been, properly trained to use the machine.*
- ▲ *Ensure the operator has been issued with and reads the operator handbook.*
- ▲ *Ensure the operator understands and follows the instructions in operator handbook.*
- ▲ *Ensure the tractor front, rear and side(s) are fitted with metal mesh or polycarbonate guards of suitable size and strength to protect the operator against thrown debris or parts.*
- ▲ *Ensure tractor guards are fitted correctly, are undamaged and kept properly maintained.*
- ▲ *Ensure that all machine guards are in position, are undamaged, and are kept maintained in accordance with the manufacturer's recommendations.*
- ▲ *Ensure flails and their fixings are of a type recommended by the manufacturer, are securely attached and that none are missing or damaged.*
- ▲ *Ensure hydraulic pipes are carefully and correctly routed to avoid damage by chaffing, stretching or pinching and that they are held in place with the correct fittings.*
- ▲ *Always follow the manufacturer's instructions for attachment and removal of the machine from the tractor.*
- ▲ *Check that the machine fittings and couplings are in good condition.*
- ▲ *Ensure the tractor meets the minimum weight recommendations of the machine's manufacturer and that ballast is used as necessary.*
- ▲ *Always inspect the work area thoroughly before starting to note obstacles and remove wire, bottles, cans and other debris.*
- ▲ *Use clear suitably sized warning signs to alert others to the nature of the machine working within that area. Signs should be placed at both ends of the work site. (It is recommended that signs used are of a size and type specified by the Department of Transport and positioned in accordance with their, and the Local Highways Authority, guidelines).*
- ▲ *Ensure the operator is protected from noise. Ear defenders should be worn and tractor cab doors and windows must be kept closed. Machine controls should be routed through proprietary openings in the cab to enable all windows to be shut fully.*
- ▲ *Always work at a safe speed taking account of the conditions i.e.: terrain, highway proximity and obstacles around and above the machine. Extra special attention should be applied to Overhead Power Lines. Some of our machines are capable of reach in excess of 8 metres (26 feet) this means they have the potential to well exceed, by possibly 3 metres (9' 9"), the lowest legal minimum height of 5.2 metres from the ground for 11,000 and 33,000 volt power lines. It cannot be stressed enough the dangers that surround this capability, it is therefore vital that the operator is fully aware of the maximum height and reach of the machine, and that they are fully conversant with all aspects regarding the safe minimum distances that apply when working with machines in close proximity to Power Lines. (Further information on this subject can be obtained from the Health & Safety Executive or your Local Power Company).*

- ▲ *Always disengage the machine, kill the tractor engine, remove and pocket the key before dismantling for any reason.*
- ▲ *Always clear up all debris left at the work area, it may cause hazard to others.*
- ▲ *Always ensure when you remove your machine from the tractor that it is left in a safe and stable position using the stands and props provided and secured if necessary.*

#### **WHEN NOT TO USE THIS MACHINE:**

- ▲ *Never attempt to use this machine if you have not been trained to do so.*
- ▲ *Never use a machine until you have read and understood the operator handbook, are familiar with it, and practiced the controls.*
- ▲ *Never use a machine that is poorly maintained.*
- ▲ *Never use a machine if guards are missing or damaged.*
- ▲ *Never use a machine on which the hydraulic system shows signs of wear or damage.*
- ▲ *Never fit, or use, a machine on a tractor that does not meet the manufacturer's minimum specification level.*
- ▲ *Never use a machine fitted to a tractor that does not have suitable front, rear and side(s) cab guarding made of metal mesh or polycarbonate.*
- ▲ *Never use the machine if the tractor cab guarding is damaged, deteriorating or badly fitted.*
- ▲ *Never turn a machine cutting head to an angle that causes debris to be ejected towards the cab.*
- ▲ *Never start or continue to work a machine if people are nearby or approaching - Stop and wait until they are at a safe distance before continuing. WARNING: Some Cutting Heads may continue to 'freewheel' for up to 40 seconds after being stopped.*
- ▲ *Never attempt to use a machine on materials in excess of its capability.*
- ▲ *Never use a machine to perform a task it has not been designed to do.*
- ▲ *Never operate the tractor or machine controls from any position other than from the driving seat, especially whilst hitching or unhitching the machine.*
- ▲ *Never carry out maintenance of a machine or a tractor whilst the engine is running – the engine should be switched off, the key removed and pocketed.*
- ▲ *Never leave a machine unattended in a raised position – it should be lowered to the ground in a safe position on a level firm site.*
- ▲ *Never leave a tractor with the key in or the engine running.*
- ▲ *Never carry out maintenance on any part or component of a machine that is raised unless that part or component has been properly substantially braced or supported.*
- ▲ *Never attempt to detect a hydraulic leak with your hand – use a piece of cardboard.*
- ▲ *Never allow children near to, or play on, a tractor or machine under any circumstances.*

## ADDITIONAL SAFETY ADVICE

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### Training

Operators need to be competent and fully capable of operating this machine in a safe and efficient way prior to attempting to use it in any public place. We advise therefore that the prospective operator make use of relevant training courses available such as those run by the Agricultural Training Board, Agricultural Colleges, Dealers and McConnel.

### Working in Public Places

When working in public places such as roadsides, consideration should be paid to others in the vicinity. Stop the machine immediately when pedestrians, cyclists and horse riders etc. pass. Restart only when they are at a distance that causes no risk to their safety.

### Warning Signs

It is advisable that any working area be covered by suitable warning signs and statutory in public places. Signs should be highly visible and well placed in order to give clear advanced warning of the hazard. Contact the Department of Transport or your Local Highways Authority to obtain detailed information on this subject. The latter should be contacted prior to working on the public highway advising them of the time and location of the intended work asking what is required by way of signs and procedure. – ‘*Non-authorized placement of road signs may create offences under the Highways Act*’.

### Suggested Warning Signs Required

**“Road works ahead”** warning sign with a supplementary **“Hedge cutting”** plate. **“For 1 mile”** or appropriate shorter distance may be added to the plate.

**“Road narrows”** warning sign with supplementary **“Single file traffic”** plate.

White on blue **“Keep right”** (\*) arrow sign on rear of machine.

\* Note – this applies to UK Market machines where traffic passes to the right of a machine working in the same direction as the traffic flow. The direction, use and colour of the arrow sign will depend on the country of use and the Local Highway Authorities regulations in the locality.

### Use of Warning Signs

- ▲ On two-way roads one set of signs is needed facing traffic in each direction.
- ▲ Work should be within 1 mile of the signs.
- ▲ Work only when visibility is good and at times of low risk e.g.: NOT during ‘rush-hour’.
- ▲ Vehicles should have an amber-flashing beacon.
- ▲ Ideally, vehicles should be conspicuously coloured.
- ▲ Debris should be removed from the road and path as soon as practicable, and at regular intervals, wearing high visibility clothing and before removing the hazard warning signs.
- ▲ Collect all road signs promptly when the job is completed.

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Although the information given here covers a wide range of safety subjects, it is impossible to predict every eventuality that can occur under differing circumstances whilst operating this machine. No advice given here can replace ‘good common sense’ and ‘total awareness’ at all times, but will go a long way towards the safe use of your McConnel machine.

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## FITTING

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### TRACTOR REQUIREMENTS

#### **Linkage**

Tractors must be equipped with Category 2 linkage

#### **Check Chains / Stabilizers**

Check chains or stabilizers must be fitted and tightened.

#### **PTO Driveshaft**

Tractor must be equipped with a live drive independent PTO shaft in order to allow continued operation of the flailhead when tractor forward motion is halted.

### TRACTOR PREPARATION

#### **Wheel Width**

Set wheel width as wide as possible to increase stability.

#### **Ballast Weight**

Add ballast weight whenever necessary within the tractor manufacturers recommended limits to ensure maximum stability under all working conditions – see *following page*.

#### **Lift Links**

Adjust lift links until they are equal length.

#### **Tractor Cab Guarding**

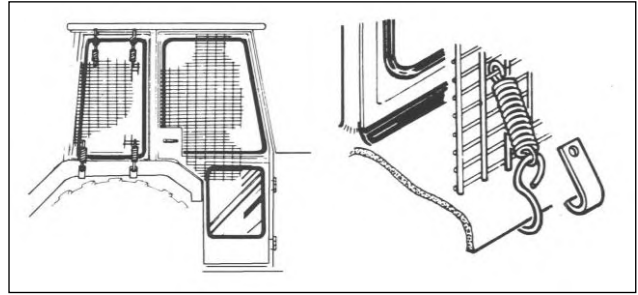
Always fit operator safety guarding when operating machines of this nature – see *following page*.



## VEHICLE / TRACTOR PREPARATION

We recommend vehicles are fitted with cabs using 'safety glass' windows and protective guarding when used with our machines.

**Fit Operator Guard** (Part No. 7313324) using the hooks provided. Shape the mesh to cover all vulnerable areas. **Remember** the driver must be looking through mesh and/or polycarbonate glazing when viewing the flail head in any working position -



unless the vehicle/ cab manufacturer can demonstrate that the penetration resistance is equivalent to, or higher than, that provided by mesh/polycarbonate glazing. If the tractor has a roll bar only, a frame must be made to carry both mesh and polycarbonate glazing. The operator should also use personal protective equipment to reduce the risk of serious injury such as; eye protection (mesh visor to EN1731 or safety glasses to EN166), hearing protection to EN352, safety helmet to EN297, gloves, filter mask and high visibility clothing.

**Vehicle Ballast:** It is imperative when attaching 'third-party' equipment to a vehicle that the maximum possible stability of the machine and vehicle combination is achieved – this can be accomplished by the utilisation of 'ballast' in order to counter-balance the additional equipment added.

**Front weights** may be required for rear mounted machines to place 15% of total outfit weight on the front axle for stable transport on the road and to reduce 'crabbing' due to the drag of the cutting unit when working on the ground.

**Rear weights** may be required to maintain a reasonable amount of rear axle load on the opposite wheel from the arms when in work; for normal off-ground work i.e. hedge cutting this should be 20% of rear axle weight or more for adequate control, and for ground work i.e. verge mowing with experienced operators, this can be reduced to 10%.

All factors must be addressed in order to match the type and nature of the equipment added to the circumstances under which it will be used – in the instance of Power Arm Hedgecutters it must be remembered that the machines centre of gravity during work will be constantly moving and will differ from that during transport mode, therefore balance becomes critical.

### Factors that effect stability:

- *Centre of gravity of the tractor/machine combination.*
- *Geometric conditions, e.g. position of the cutting head and ballast.*
- *Weight, track width and wheelbase of the tractor.*
- *Acceleration, braking, turning and the relative position of the cutting head during these operations.*
- *Ground conditions, e.g. slope, grip, load capability of the soil/surface.*
- *Rigidity of implement mounting.*

### Suggestions to increase stability:

- *Increasing rear wheel track; a vehicle with a wider wheel track is more stable.*
- *Ballasting the wheel; it is preferable to use external weights but liquid can be added to around 75% of the tyre volume – water with anti-freeze or the heavier Calcium Chloride alternative can be used.*
- *Addition of weights – care should be taken in selecting the location of the weights to ensure they are added to a position that offers the greatest advantage.*
- *Front axle locking, check with tractor manufacturer.*

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***The advice above is offered as a guide for stability only and is not a guide to vehicle strength. It is therefore recommended that you consult your vehicle manufacturer or local dealer to obtain specific advice on this subject, additionally advice should be sought from a tyre specialist with regard to tyre pressures and ratings suitable for the type and nature of the machine you intend to fit.***

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## PREPARATION & ATTACHMENT

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In some circumstances for shipping convenience certain machines may be delivered in a partially dismantled condition – where this occurs the machine will need to be ‘made ready’ before it can be attached to the tractor, as follows:

- Select a firm level site on which to place the machine.
- Cut banding straps and remove articles attached.
- Where required, re-assembly loosely shipped components in their correct location on the machine or tractor.
- Fill the hydraulic reservoir to the correct level using recommended oil – *refer to recommended oil chart*.
- Remove and dispose of all transport straps or stops not required for normal operation of the machine.

### ATTACHMENT TO THE TRACTOR

**\*Electric controlled machines only** – remove the base end pin of the angling ram and the rod end pins of the lift and reach rams. With the aid of a crowbar prise the flailhead sideways to allow sufficient clearance for the tractor to be reversed up to the machine.

**Cable controlled models only** – assistance will be needed to simultaneously select ‘Reach Out’ and ‘Angle Down’ to allow the oil to flow whilst the arms are being moved.

#### **WARNING:**

**To prevent the possibility of the flailhead slipping sideways and the arm collapsing on the fitter during the above procedure, it is recommended that a loop of strong rope or wire be attached between the mainframe and dipper with sufficient slack to permit the required flailhead movement - this will act as an arrestor in the event of slippage. Leave in position until attachment is complete.**

Adjust tractor drop arms to enable the draft links to be lowered to within 15” (375mm) of the ground.

Remove stabilisers completely.

Reverse the tractor squarely to the front of the machine, engage and secure draft link pins.

Install machine controls in the tractor cab – *refer to later section for details*.

Attach the tractor’s top link to the machine’s top link bracket selecting the holes nearest the tractor.

\*Raise the machine on its 3-point linkage to the working height; this is with the PTO take off shaft and the gearbox stub shaft, as near as possible, horizontally in line with each other.

*NOTE: On cable-controlled machines it will be necessary to simultaneously select ‘Lift Down’ to keep the flailhead on the ground.*

#### **WARNING:**

**The quadrant lever or machine controls must only be operated from the tractor seat. During this procedure ensure all persons are at a safe distance from the machine.**

Attach stabilisers to the tractor hitch plates and machine mounting rails selecting hole positions that angle the stabilisers as steeply as possible - *the working height may need to be adjusted to facilitate attachment.*

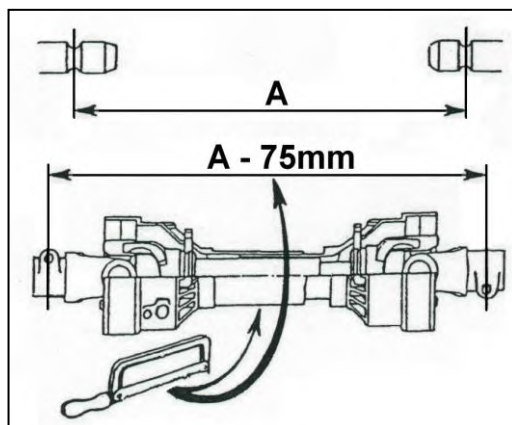
Lower the quadrant lever so the machines weight is supported by the stabilisers.

Adjust the top link to bring the pillar of the machine into the vertical position.

\*Measure the PTO driveshaft length and subtract 3" (75mm) – see diagram opposite.

*This measurement is the 'fully closed' final length of the PTO driveshaft measured button to button and should be measured carefully before the PTO drive shaft and guards are shortened to suit by cutting off both the driving and driven members of the tube by equal amounts.*

*Accurate measurement is vital on some 'close coupled' tractors to ensure maximum engagement during operation.*



Fit PTO shaft ensuring the collar locking devices are fully engaged; attach a torque chain from the PTO Guard to a convenient location to prevent the guard from rotating.

Check that the rotor control valve is in the 'Stop' position.

\***On electric controlled machines only** – engage the PTO and operate 'Lift Down' until the lift ram rod together with its pin can be re-fitted. Similarly selecting 'Reach Out' and 'Angle Down' will enable the Reach and Angle ram rods and pins to be replaced.

Carry out final adjustments of the tractor lift arm levelling box to bring the mainframe into the horizontal position – *this should be checked with the machine arms at approximately half reach with the flail head clear of the ground.*

Tighten the tractor's check chains and/or stabiliser bars.

\*Remove rope arrestor loop – *where previously fitted.*

Raise the machine's stand legs and secure in their work position.

The machine should now be carefully operated through its entire range of movements whilst checking that the hydraulic hoses are not strained, pinched, chafed or kinked and that all the machines movements are functioning correctly.

The machine can now be folded into the transport position ready to proceed to the work site.

*NOTE: The above procedure is for initial attachment only – for subsequent attachment of the machine to the same tractor the paragraphs marked \* do not apply.*

## PTO DRIVESHAFT INSTALLATION

The PTO driveshaft attaches between the tractor and the machine gearbox to transfer the power required to run and operate the machine – it is important to achieve the correct shaft length to avoid risk of it ‘bottoming out’ when raising or lowering the machine. The procedure for measuring and cutting the shaft is as follows:

### Measuring the PTO Shaft

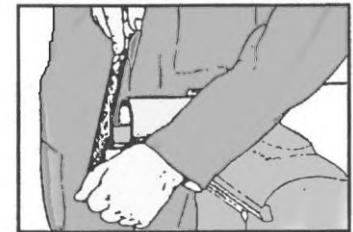
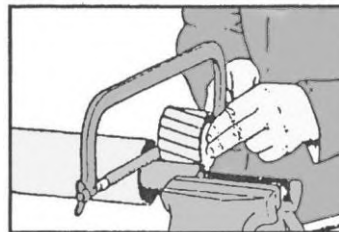
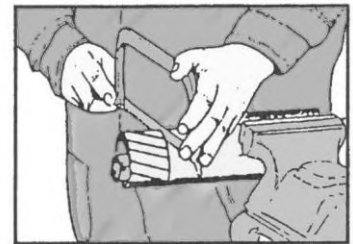
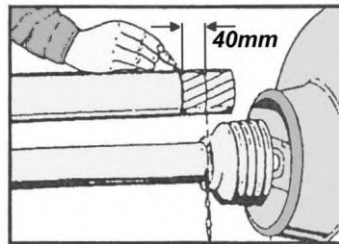
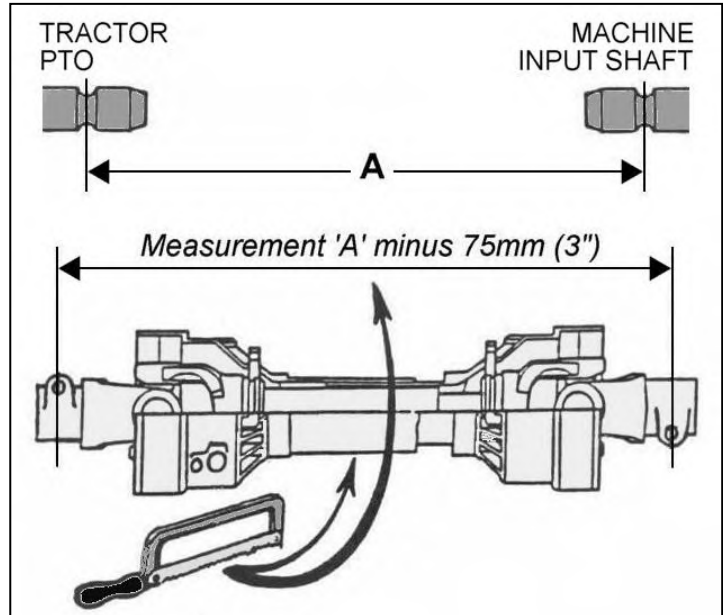
With the machine attached to the tractor in the working position measure the horizontal distance ‘A’ from the tractor’s PTO to the input shaft on the machine’s gearbox and subtract 75mm (3”) – *this figure is the required shaft length.*

Place the fully closed PTO shaft on the ground and measure its overall length, if the shaft is shorter than the required length you can use it without the need to shorten - *providing it allows for a minimum 150mm (6”) overlap when fitted.*

If the shaft is longer subtract the required shaft length plus an additional 75mm (3”) - *the resulting figure is the excess length that will need to be removed from each half of the shaft.*

### Cutting the PTO Shaft

Separate the two halves and using the measurement obtained above shorten both the plastic guarding and the inner steel profile tubes of each shaft by this same amount. De-burr the cut tubes with a file to remove rough or sharp edges and thoroughly clean to remove swarf before greasing, assembling and fitting the shaft.



**NOTE:** For subsequent use with different tractors the shaft should be measured again to check suitability – *there must be a minimum shaft overlap of 150mm (6”).*

### Maintenance

To increase the working life of the PTO shaft it should be periodically checked, cleaned and lubricated – *refer to the PTO maintenance section for further details on this subject.*

## OIL REQUIREMENTS

### Hydraulic Reservoir

Fill the reservoir to a level of approximately 2" (50mm) below the top of the tank using one of the recommended oils selected from the chart below (or equivalent) – *do not overfill the tank.*

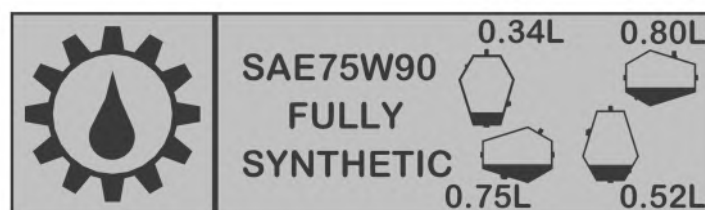
### Tank capacities:

140 Litres

Manufacturer / Supplier	Cold or Temperate Climate	Hot Climate
BP	Bartran 46 Energol HLP-HM 46	Bartran 68 Energol HLP-HM 68
CASTROL	Hyspin AWH-M 46	Hyspin AWH-M 68
COMMA	Hydraulic Oil LIC 15	Hydraulic Oil LIC 20
ELF	Hydrelf HV 46 Hydrelf XV 46	Hydrelf HV 68
ESSO	Univis N 46	Univis N 68
FUCHS (UK/Non UK Markets*)	Renolin 46 Renolin HVZ 46 Renolin CL46/B15* Renolin AF46/ZAF46B*	Renolin 68 Renolin HVZ 68 Renolin CL68/B20* Renolin AF68/ZAF68B*
GREENWAY	Excelpower HY 68	Excelpower HY 68
MILLERS	Millmax 46 Millmax HV 46	Millmax 68 Millmax HV 68
MORRIS	Liquimatic 5 Liquimatic HV 46 Triad 46	Liquimatic 6 Liquimatic HV 68 Triad 68
SHELL	Tellus 46 Tellus T46	Tellus 68 Tellus T68
TEXACO	Rando HD 46 Rando HDZ 46	Rando HD 68 Rando HDZ 68
TOTAL	Equivis ZS 46	Equivis ZS 68

### Gearbox Lubrication

Check the gearbox oil level; on level ground the gearbox should be filled to a point where oil 'dribbles out' of the level plug. Top up if required using **SAE75W90 Fully Synthetic Oil**. The oil capacity of the gearbox will depend on the installed orientation of the gearbox, *refer to gearbox decal for details.*



## CONTROL UNIT FITTING

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### **Electric controlled models.**

Controls should be fitted in a suitable cab location that allows for ease of use by the operator. Controls must not be fitted in a location or position that restricts the normal use of tractor controls.

The supply cable must be connected directly to the tractor's battery; do not use cigarette lighter type connections as these prove to be sporadic and unreliable for control applications. The control is 12volt D.C. operated; the brown lead is positive (+) and the blue is negative (-).

### **Cable controlled models.**

The control unit is bolted to a mounting bracket

This bracket may be bolted to the mud wing or cab cladding in a convenient location ensuring that no structural member of the cab or roll bar is drilled.

In deciding the final position of the control box remember not to exceed the minimum acceptable bend -radii of 8" for the cables.

The control lever for the cable operated rotor control valve is mounted in a similar fashion adopting the same precautions pertaining to drilling and cable runs.

## RUNNING UP PROCEDURE

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**CAUTION!** Before initial use of a new machine, all lubrication points must be greased, and the gearbox and oil tank levels checked; where required 'top up' before attempting to use the machine. See *maintenance section for details*.

Ensure that the rotor control valve is in 'STOP' position, start tractor, engage PTO allow the oil to circulate through the return line filter for about 5 minutes without operation of the armhead control lever.

Operate the armhead levers through their complete range ensuring that all movements are functioning correctly.

Place the flail head at a safe attitude and move the rotor control to 'START' position. After initial fluctuation, the rotor should settle to a steady speed. Increase PTO speed to approximately 360 rpm and run for a further five minutes before disengaging and stopping the tractor.

Check the hose runs and observe that they are free from any pinching, chaffing, straining or kinks. Re-check the oil level in the tank-and top up as necessary.

## EMERGENCY STOPPING

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In all emergency situations machine operation and functions must be stopped immediately; **Stop PTO operation** using the tractor controls then immediately kill electrical power to the machine using the **Off (Emergency Stop)** switch on the machine's control unit.

### **WARNING: Auto-Reset Machines**



When the Auto-Reset feature is active the machines arm set is capable of unintentional movement even when the PTO is switched off and stationary. Always ensure that electrical power to the machine is switched off using the **Off (Emergency Stop)** switch on the machine's control unit in emergency situations and/or when the machine is not being operated.

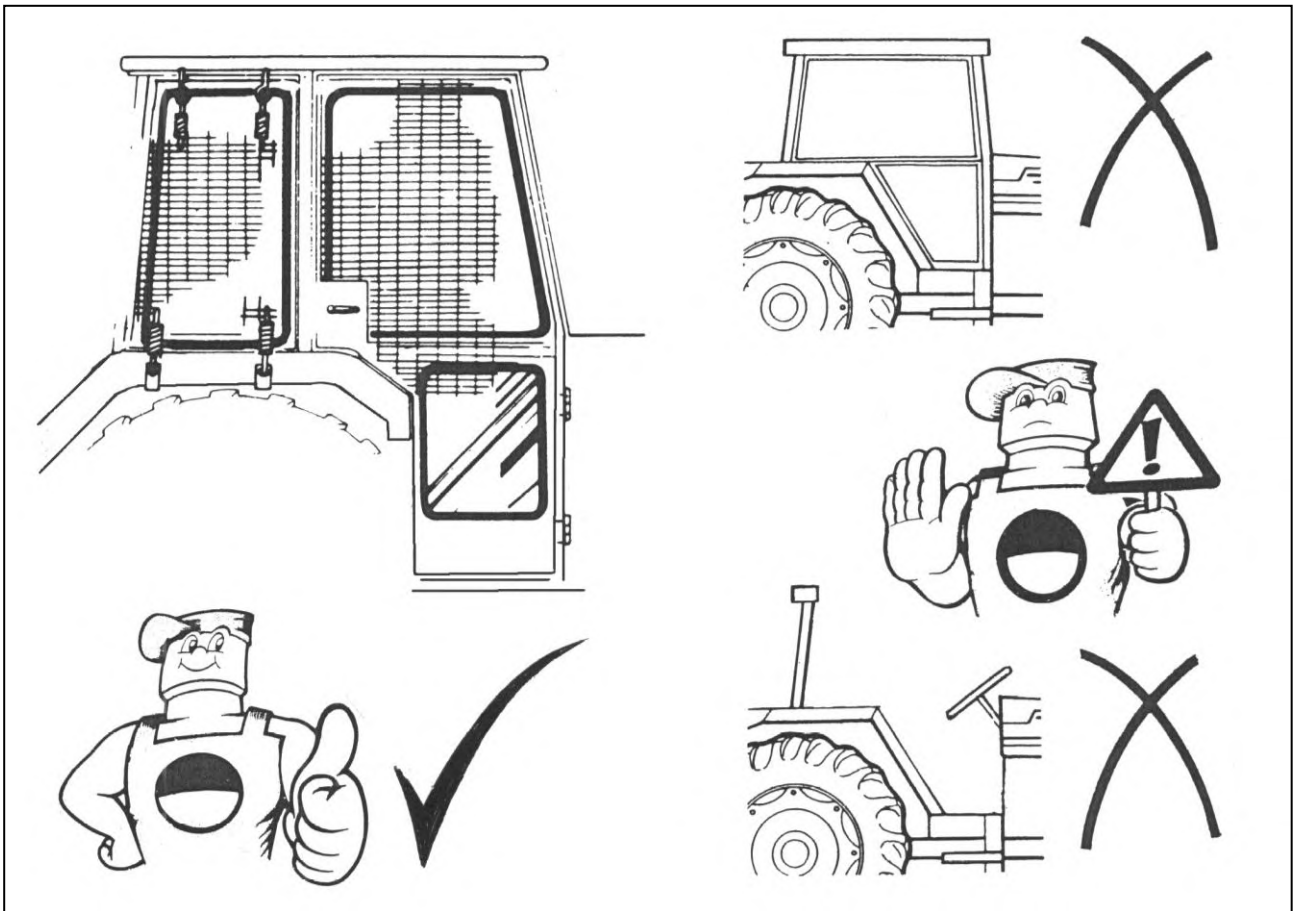
### **WARNING: Cable Operated Machines**



In certain conditions, and/or if the Auto-Reset feature is active, the arm sets on cable operated machines possess the potential to move unintentionally, even when the PTO is switched off and stationary, if the levers were to be accidentally operated. Care must be adopted to avoid any movement of the levers when the machine is not being operated. Ensure arm sets are lowered fully to the ground when the machine is parked up or not in use.

## OPERATOR SAFETY GUARD

Fit operator safety guarding – refer to *Vehicle/Tractor Preparation* page.



### PRE WORK PREPARATION

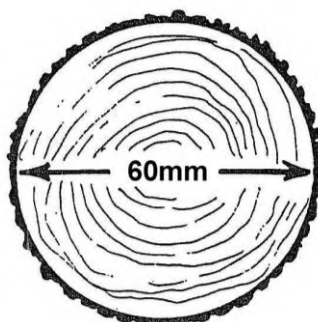
**Always read the book first.**

Practice operating the machine in an open space without the rotor running until you are familiar with the controls and movements of the arms – keep onlookers at a clear distance from the machine at all times.

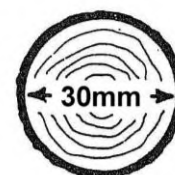
**CAUTION:** Take care when operating the machine with the flail head close in as it can hit the tractor.

### Material Thickness Cutting Limitations

The diagrams below show the recommended maximum thickness for soft and hard material that this machine is suitable for cutting



Soft



Hard



## REMOVAL FROM TRACTOR

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**DANGER**  
**READ CAREFULLY BEFORE COMMENCING TO**  
**REMOVE THE MACHINE FROM THE TRACTOR.**

THE ORDER OF THE FOLLOWING STEPS MUST BE FOLLOWED EXACTLY  
DISCONNECTING THE TOP LINK MUST BE THE LAST OPERATION PRIOR TO  
DRIVING THE TRACTOR AWAY FROM THE MACHINE.

**WARNING**

**Do not operate quadrant lever or machine controls through the rear cab window  
whilst standing on or amongst linkage components - Always seek assistance.  
Keep onlookers at a safe distance from the machine.**

Select a firm level site for parking the machine.

Position stand legs in their lowest position – secure with leg pins and lynch pins.

Extend the arms and place the flail head on the ground at half reach.

Disengage tractor PTO and remove.

Disconnect tractor stabiliser bars and/or loosen check chains as applicable.

Unbolt the control unit from the mounting pillar, remove from tractor cab and stow the levers or switchbox clear of the ground.

Raise the machine slightly on the tractor's linkage to take the weight off the stabiliser - remove the stabiliser.

Lower the tractor draft links and place the machine firmly on the ground

Remove draft link pins and carefully drive the tractor away from machine.

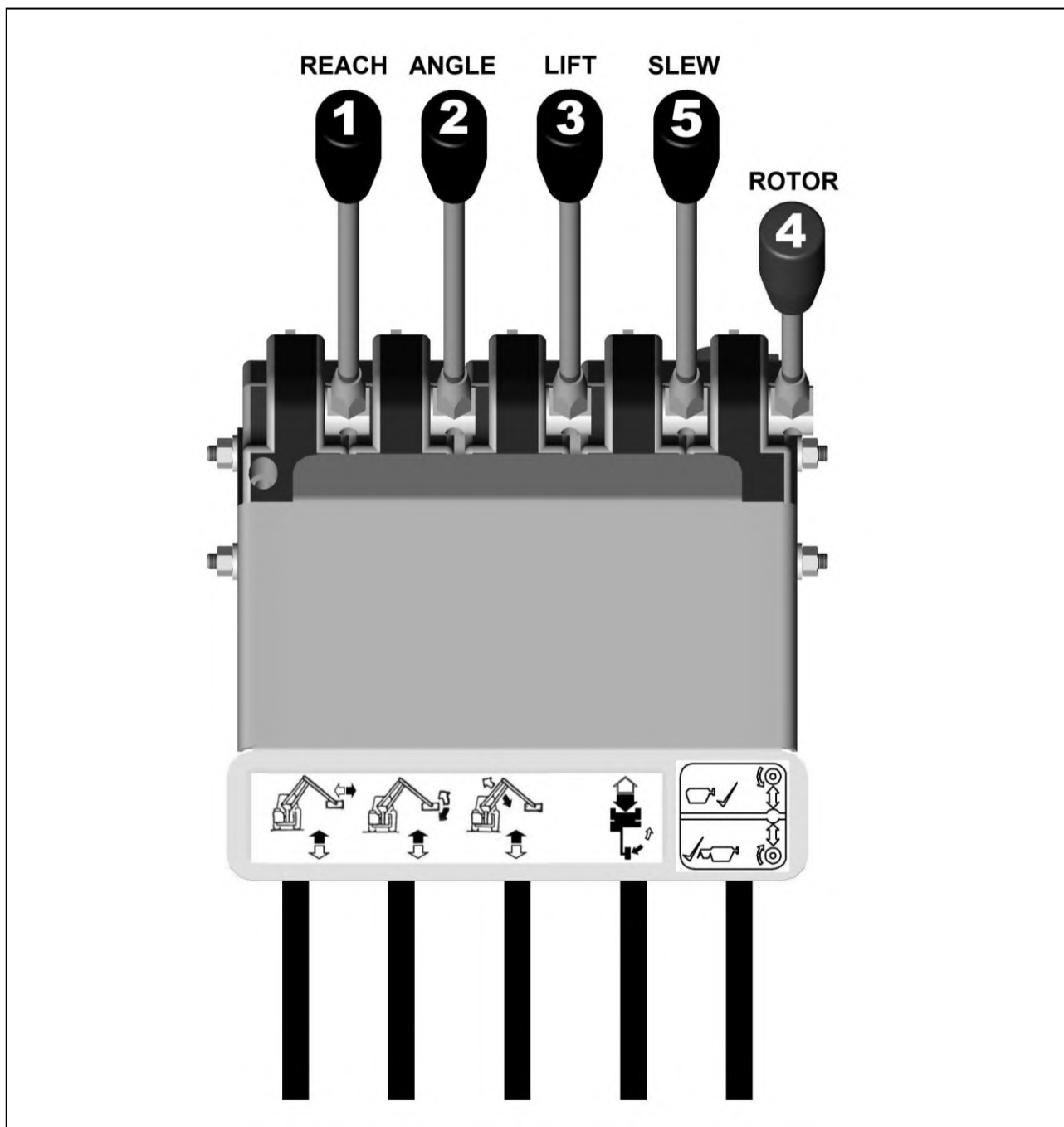
Before leaving the machine ensure it is parked in a stable condition without risk of falling.

### **STORAGE**

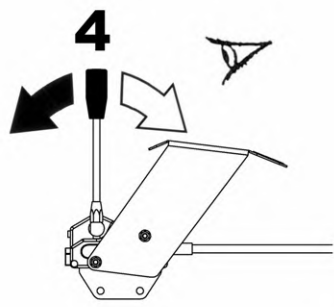
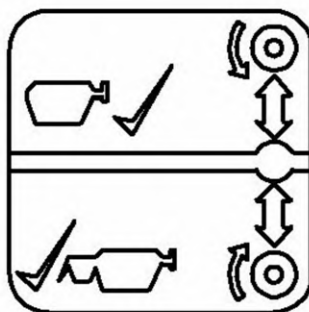
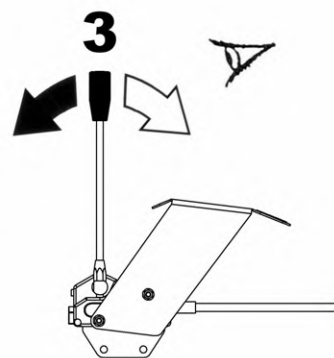
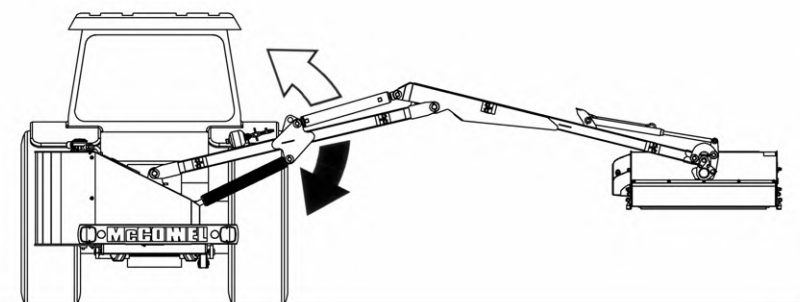
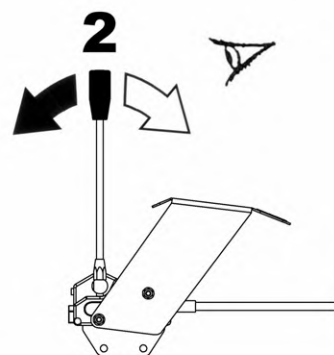
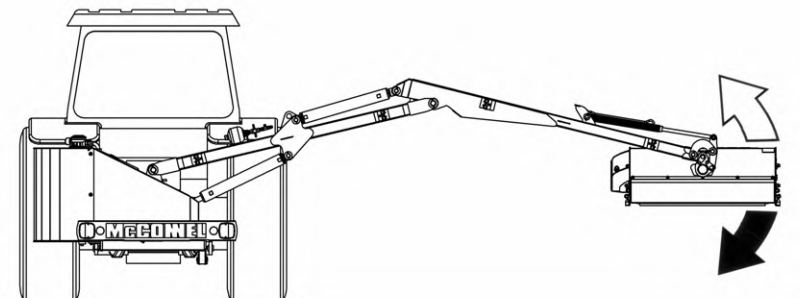
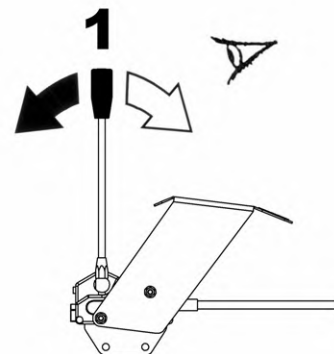
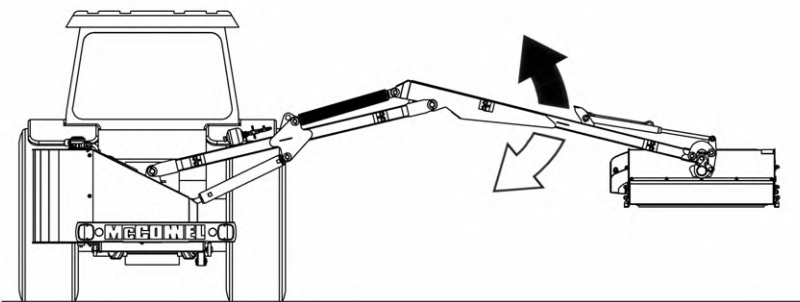
If machine is to be left standing for an extended period of time, lightly coat the exposed portions of the ram rods with grease. Subsequently this grease should be wiped off before the rams are next moved.

If the machine has to be stored outside tie a piece of tarpaulin or canvas over the control assembly, do not use a plastic fertilizer bag which could lead to rapid corrosion.

# CABLE CONTROLS



# ARM FUNCTIONS

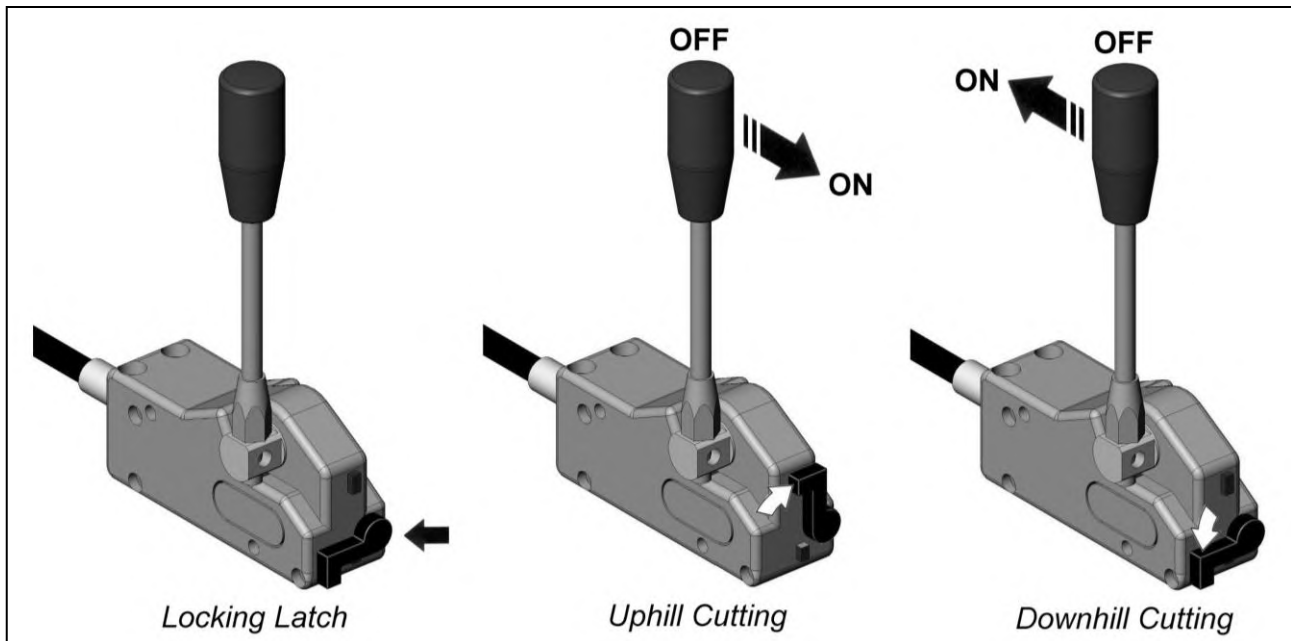


## CABLE ROTOR CONTROL

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The rotor control lever on machines equipped with cable rotor control operates the rotor on and off function for both uphill and downhill cutting - the specific cutting direction is dictated by the position of the locking latch on the front of the cable control head unit, with the latch in the vertical position the lever can be moved from its centre 'off' position to the forwards 'on' position for uphill cutting direction. With the latch in the horizontal position the lever can be moved from its centre 'off' position to the backwards 'on' position for downhill cutting direction. The rotor is off when the lever is in the central position.

**WARNING:** When switching off a rotor it will continue to 'freewheel' before stopping - in some cases this can be up to 40 seconds or more. Never approach a machine whilst the rotor is running.



## ELECTRIC ROTOR CONTROL

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On machines equipped with electric rotor control, operation is via the rotor switches on the control box – refer to the specific electric controls manual supplied with the machine for operation of that particular control unit.

**WARNING:** When switching off a rotor it will continue to 'freewheel' before stopping - in some cases this can be up to 40 seconds or more. Never approach a machine whilst the rotor is running.

## HEAD ANGLE FLOAT

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Head angle float is fitted as standard to these machines – when the feature is selected it allows the flail head to automatically adjust itself to follow the contours of the ground during grass cutting operations, it is selected as follows:

**Cable Controlled Machines:** Select 'Angle Down' and push the lever beyond its normal position until it locks in the detent position.

**Electric Controlled Machines:** Selection is via head angle float switch on the control unit. To return to normal operation the float feature must be manually deselected.

## TRANSPORTING THE MACHINE

When transporting the machine on the public highway it must be compactly folded; wherever possible this should preferably be within the confines of the tractor's width. Ensure sufficient clearance between the tractor wheel and flail head to prevent contact during transport.

During transport the PTO must be disengaged and where applicable power to the machine controls switched off. The acceptable speed for transporting the machine will vary greatly depending on ground conditions. In all conditions avoid driving at speeds that cause exaggerated bouncing as this will put unnecessary strain on the tractor's top hitch.

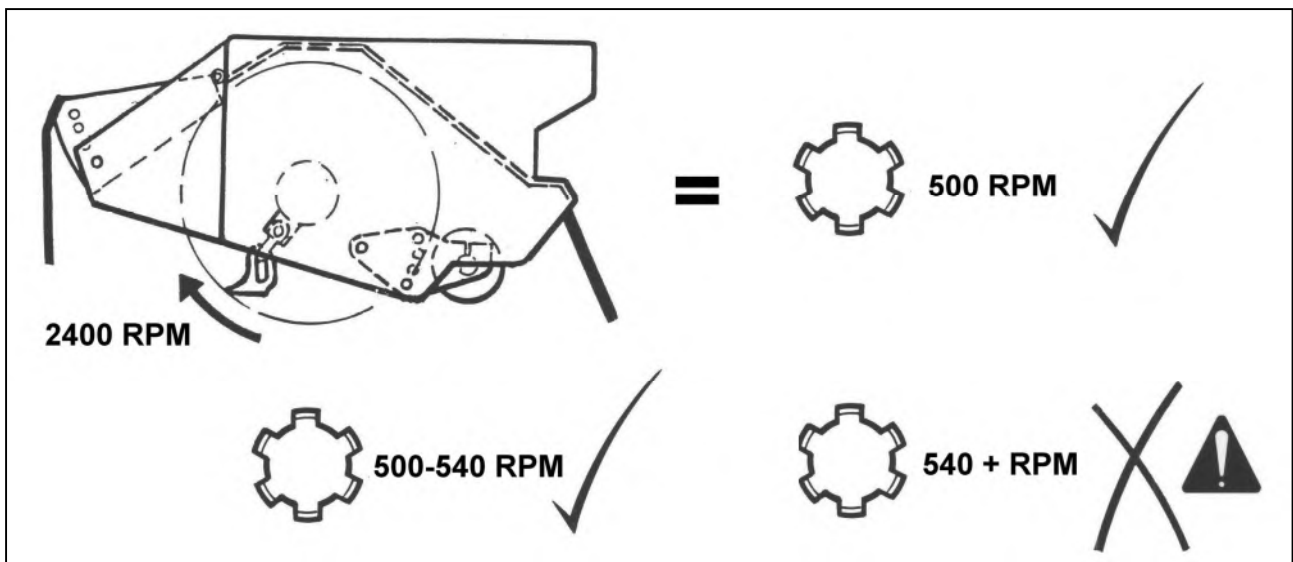
## ENGAGING DRIVE

Ensure the rotor control lever is in the 'STOP' position before engaging the PTO shaft. Allow the oil to circulate for a minute or so before operating the armhead levers. Position the flail head in a safe position, increase the engine speed to a high idle and move the rotor control lever to the 'START' position. After an initial surging the rotor will run at an even speed.

## BREAKAWAY

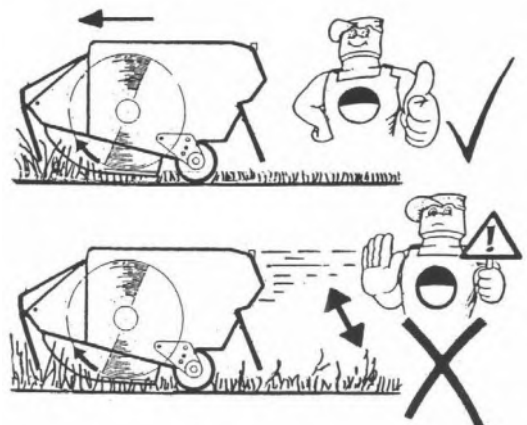
A breakaway system is fitted to safeguard the machine from damage when the flail head meets an obstruction during work – depending on the particular specification the breakaway system will be either mechanical or hydraulic. When an obstruction is met the arm will break backwards whilst the tractor continues moving forwards, once the obstruction has been passed the arm will return to its original working position.

## ROTOR OPERATING SPEED



### Tractor Forward Speed

The material being cut determines tractor forward speed. Forward speed can be as fast as that which allows the flail head sufficient time to cut the vegetation properly. Too fast a speed will be indicated by over frequent operation of the breakaway system, a fall off in tractor engine revs and a poor finish to the work leaving ragged uncut tufts and poorly mulched cuttings.



## HIGHWAY WORKING

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Local highway working regulations must be observed at all times.

**WARNING:**

**It is the operator's responsibility to be aware of and observe all local regulations. Keep bystanders at a safe distance at all times when this machine is operating.**

### Overhead Obstructions

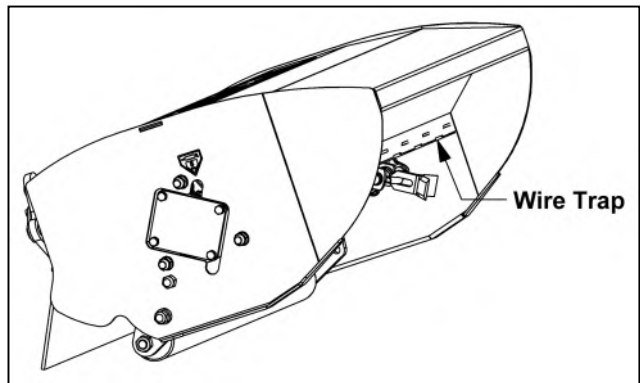
Always be aware of the height of the machine whilst working or transporting the machine in the folded position - take care especially when maneuvering near or under bridges, buildings, power cables or any other obstacles you may encounter whilst moving your machine.

### Flailhead Wire Trap

Flail heads are equipped with a cutting edge welded into the underside. This plate should not be altered or interfered with in any way.

### Wire Removal

Any wire caught in the rotor should be removed immediately – always stop the tractor's engine before attempting to approach the cutting head. Never attempt to remove wire or any other material whilst the machine is running.



## OVERHEAD POWER LINES (OHPLs)

It cannot be stressed enough the dangers involved when working in the vicinity of Overhead Power Lines (OHPLs). Some of our machines are capable of reach in excess of 8 metres (26'); they have the potential to well exceed, by possibly 3 metres (9' 9"), the lowest legal minimum height of 5.2 metres from the ground for 11,000 and 33,000 volt power lines.

Remember electrocution can occur without actually coming into contact with a power line as electricity can 'flashover' when machinery gets close to it.

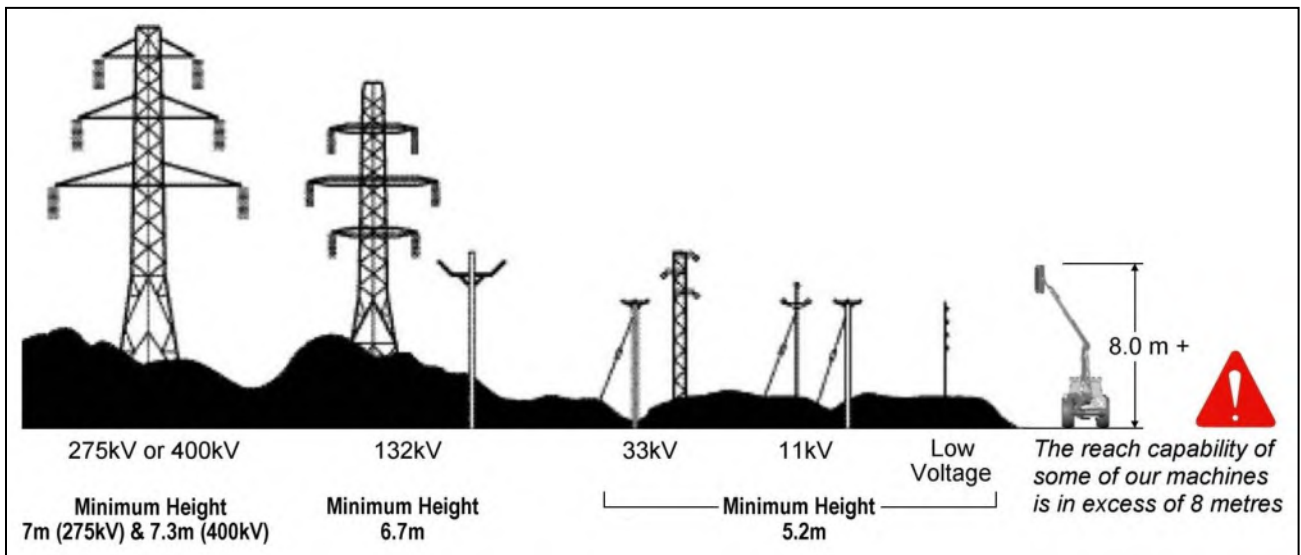


**WARNING: All operators must read the following information and be aware of the risks and dangers involved when working in the vicinity of Overhead Power Lines (OHPLs).**

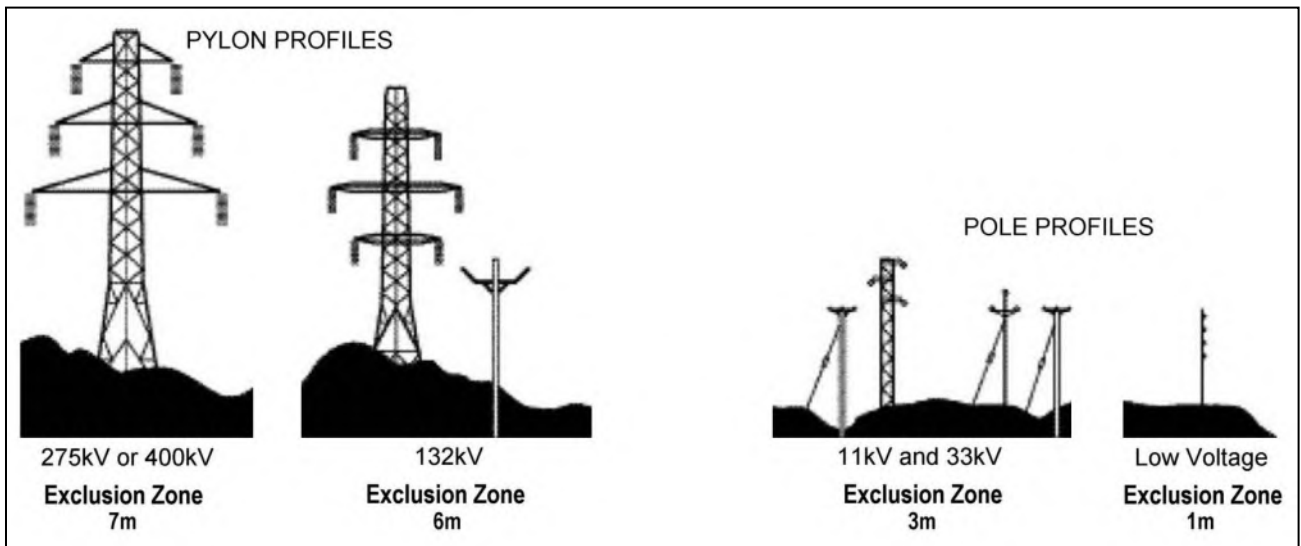
Wherever possible the safest option is always to avoid working in areas close to OHPLs. Where unavoidable, all operators must perform a risk assessment and implement a safe procedure and system of work – see *following page for details*.

All operators should perform a risk assessment before operating the machine within 10m horizontal distance of any OHPLs.

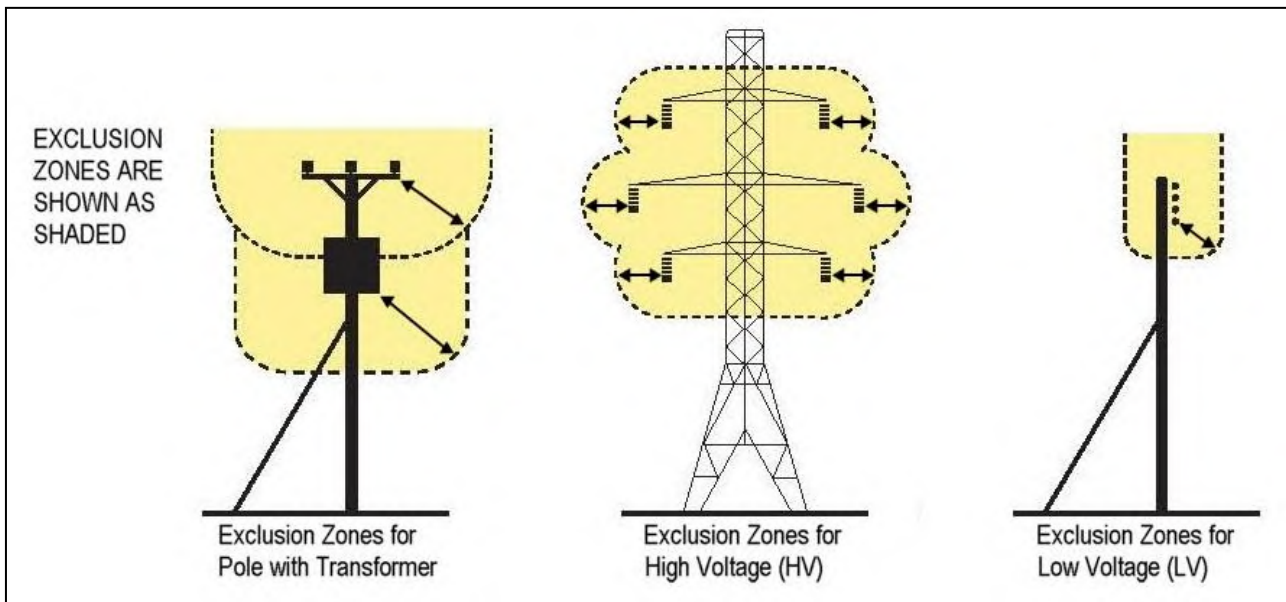
### Minimum Heights for Overhead Power Lines



### Absolute Minimum Exclusion Zones for Specific Overhead Power Lines



## Definitions of Exclusion Zones



### Risk Assessment

Before starting to work near OHPLs you should always assess the risks. The following points should be observed;

- **Know** the risks of contacting OHPLs and the risk of flashover.
- **Find out** the maximum height and maximum vertical reach of your machine.
- **Find out** the location and route of all Power Lines within the work area.
- **Find out** the operating voltage of all Power Lines within the work area.
- **Contact** the local Distribution Network Operator (DNO) who will be able to advise you on the operating voltage, safe minimum clearance distance for working, and additional precautions required.
- **Never** attempt to operate the machine in exclusion zones.
- **Always** work with extreme caution and plan your work ahead to avoid high risk areas.
- **If doubt exists** do not work in the area – never risk the safety of yourself or others.

### Emergency Action for Accidents Involving Electricity

- Never touch an overhead line - even if it has been brought down by machinery, or has fallen. Never assume lines are dead.
- When a machine is in contact with an overhead line, electrocution is possible if anyone touches both the machine and the ground. Stay in the machine and lower any raised parts in contact or drive the machine out of the lines if you can.
- If you need to get out to summon help or because of fire, jump out as far as you can without touching any wires or the machine - keep upright and away.
- Get the electricity company to disconnect the supply. Even if the line appears dead, do not touch it - automatic switching may reconnect the power.

Further information and leaflets on this and other agricultural safety subjects are available on the 'Health & Safety Executive' website at the following address: [www.hse.gov.uk/pubns/agindex.htm](http://www.hse.gov.uk/pubns/agindex.htm)



## GENERAL WORKING PRACTICE

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It is the operator's responsibility to develop safe working procedures when operating this machine.

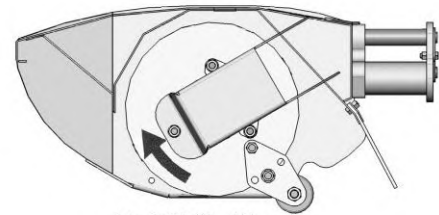
### Always:

- Inspect the work site prior to operation and remove potential hazards such as rocks, glass, sacks, wire etc.
- Note or place markers on immovable hazards in the work site – exercise care when working around them.
- Always disengage the PTO before stopping the engine.
- Wait until the rotor has stopped rotating before leaving the tractor seat.
- Disengage the PTO, kill the tractors engine and pocket the key before making any adjustments or performing checks on the machine.
- Perform frequent checks on the machine to ensure all nuts and bolts are tight.
- Keep bystanders at a safe distance from the machine at all times – should they enter the 'danger area' stop the machine immediately, do not restart work until they are clear.

### Hedge Cutting – Rotor Direction

#### Uphill Cutting - *for normal trimming work:*

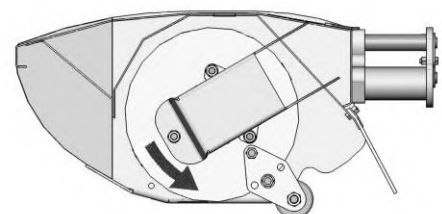
- Better finish
- Lower power requirement



*Uphill Cutting*

#### Downhill Cutting – *for cutting larger material:*

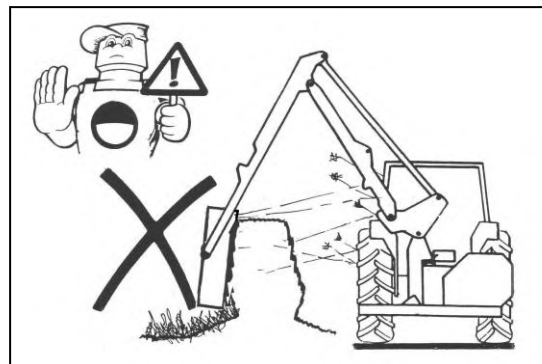
- Poor finish
- Higher power requirement
- Greater machine wear



*Downhill Cutting*

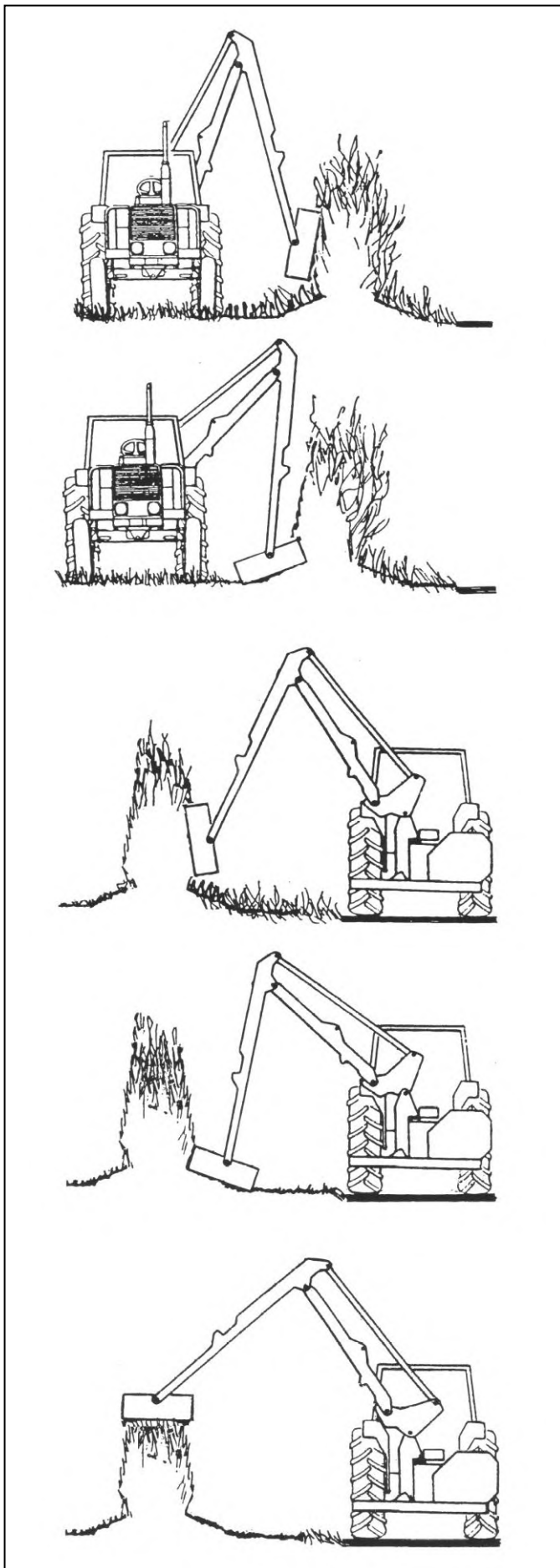
### **WARNING: Never cut on the blind side of the hedge**

It is impossible to see potential hazards or dangers and the position of the flail head may allow debris to be propelled through the hedge towards the tractor and the operator.



## HEDGECUTTING PROCEDURE

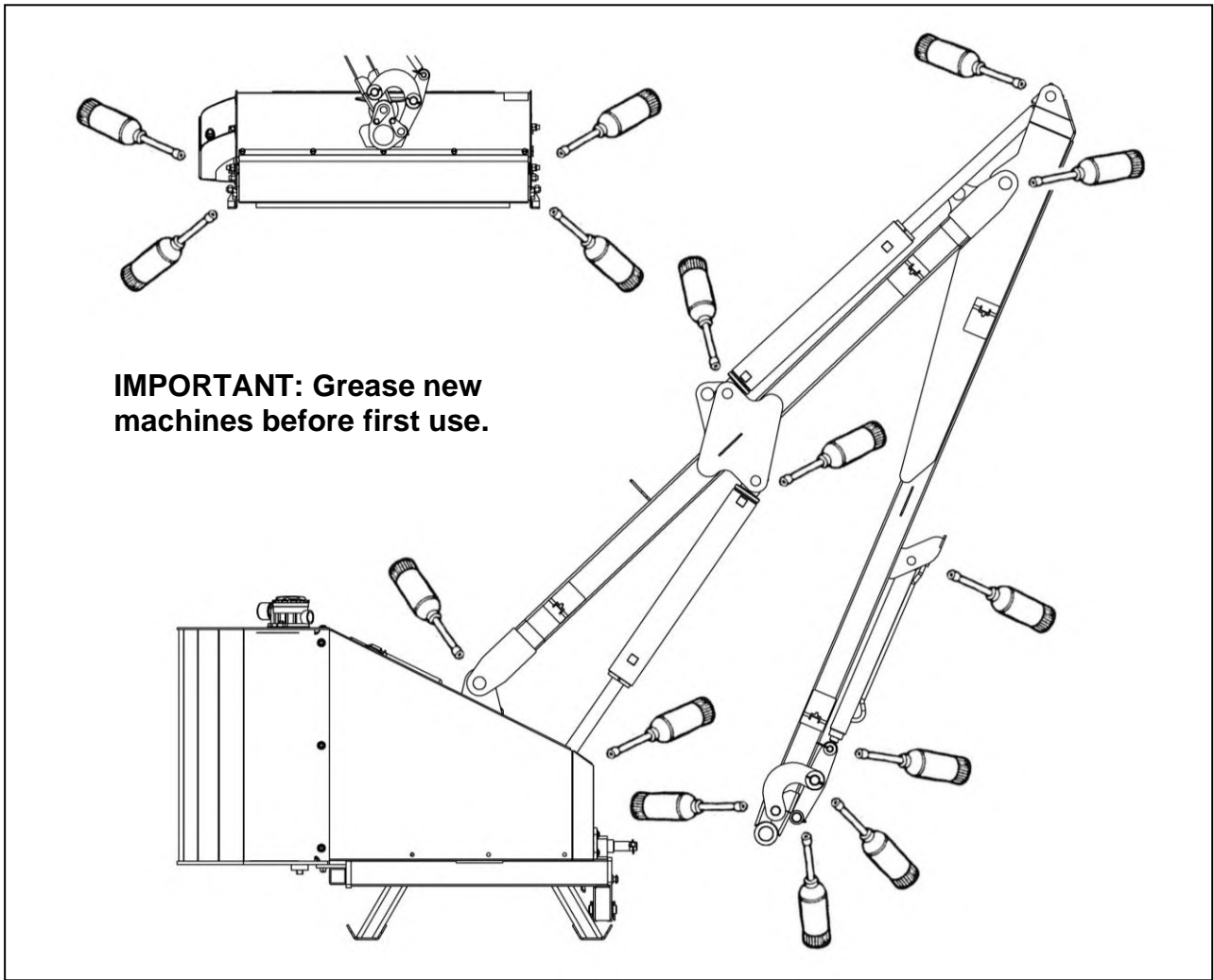
Cut the side and bottom of the field side first. This leaves the maximum thickness of hedge on the roadside to prevent the possibility of debris being thrown through the hedge into the path of oncoming vehicles.



Cut the side and bottom of the roadside.

Top cut the hedge to the height required.

# MAINTENANCE



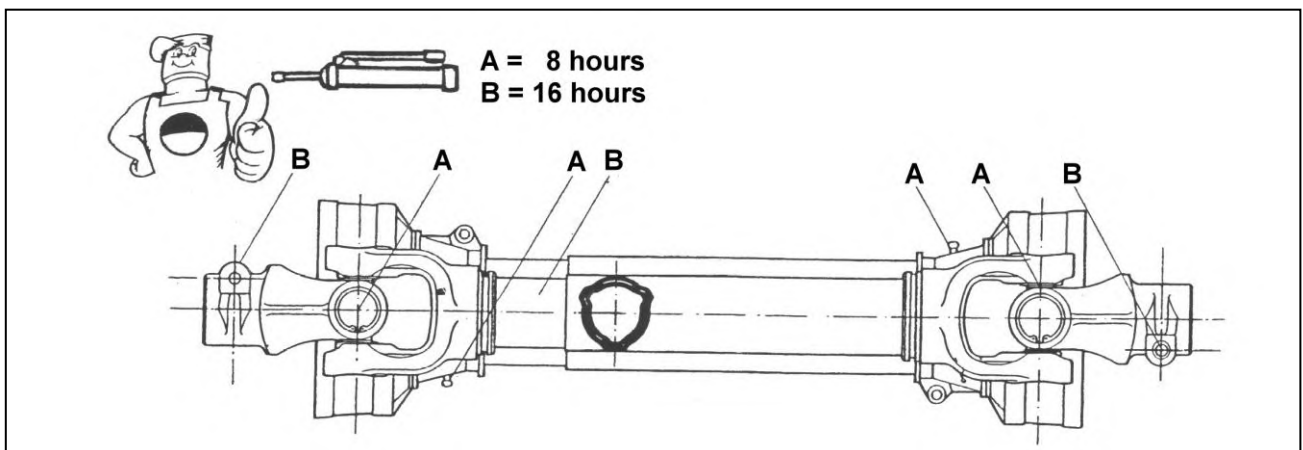
## Machine Grease Points

Lubricate the greasing points indicated above on a daily basis.

## PTO Shaft


Regularly check the PTO guards for damage and ensure the anti rotation chains are in place and that their anchor points are in good condition.

Lubricate the points shown on the diagram below at the intervals indicated using general purpose lithium based grease.



**WARNING: Never operate the machine with damaged guards – replace immediately.**

## SERVICE SCHEDULE

Every Day	
<ul style="list-style-type: none"><li>• Grease machine fully prior to work (and prior to storage). <b>NOTE: New machines must be fully greased before initial use.</b></li><li>• Check for broken or damaged flails.</li><li>• Check tightness of flail nuts and bolts.</li><li>• Visually check for oil leaks and damaged hoses.</li><li>• Check all guards and safety shields are correctly fitted and undamaged.</li><li>• Ensure all lights are working and clean.</li><li>• Check oil level.</li><li>• Clean cooler matrix; in dusty conditions more frequent cleaning is required.</li></ul>	
After initial 50-hours	
<ul style="list-style-type: none"><li>• Change gearbox oil.</li></ul>	
Every 25-hours	
<ul style="list-style-type: none"><li>• Grease PTO Shaft universal joints and tubes.</li></ul>	
Every Week	
<ul style="list-style-type: none"><li>• Check tightness of all nuts and bolts.</li><li>• Check gearbox oil level.</li><li>• Check for wear on telescopic arm pads – <i>where applicable</i>.</li></ul>	
Every 100-hours	
<ul style="list-style-type: none"><li>• Grease PTO shaft shield lubrication points.</li><li>• Check bushes for wear; <i>wherever possible, remove end caps to allow inspection</i>.</li></ul>	
Every 500-hours	
<ul style="list-style-type: none"><li>• Change return line filter element (<i>500-hours or annually, whichever occurs first</i>).</li><li>• Change tank breather.</li><li>• Change gearbox oil.</li><li>• Check condition of hydraulic oil and change if required; <i>when changing the oil, new return line filter and suction strainer elements should be fitted and the return line filter changed again after 100 hours of work</i>.</li></ul>	
Annually	
<ul style="list-style-type: none"><li>• Change tank breather.</li></ul>	

### Cooler Matrix

To ensure maximum cooler efficiency, the cooler matrix must be kept as clean as possible to allow free air flow through the unit; this is especially important in dry hot arduous conditions where the matrix can rapidly become blocked by dust causing overheating. Cooler units are best cleaned using a high-pressure air line that will clear blocked areas without risking damage to the matrix.

# HYDRAULIC SYSTEM

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## Oil Supply

Check the oil level in the reservoir daily.

## Oil Condition & Replacement

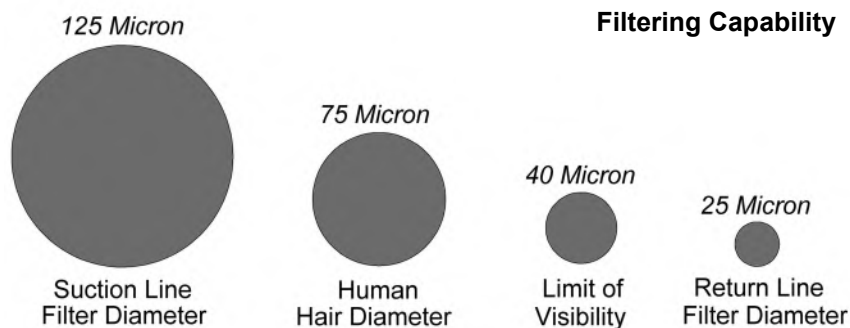
No fixed time period can be quoted for oil changes as operating conditions can vary widely but a visually inspection of the oil will often indicate its current overall state. Signs of a reduction in its condition will be apparent by changes in colour and appearance when compared to new oil. Oil in poor condition can be dark, smell rancid or burnt, or in some cases be yellow, unclear or milky in appearance indicating the presence of air or emulsified water. Moisture resulting from condensation can become entrapped in the oil causing emulsification that can block the return line filter, consequentially the filter system will be by-passed and the oil and any possible contaminants present will continue to circulate without filtration risking damage to hydraulic components. All are indications or conditions that will require replacement of the oil.

Hydraulic oil is a vital component of the machine; contaminated oil is the root cause of 70% of all hydraulic system failures. Contamination can be reduced by the following:

- Cleaning around the reservoir cap before removal, and keeping the tank area clean.
- Use of clean containers when replenishing the system.
- Regular servicing of the filtration system.

## Filtration System

Machines are protected by both replaceable 125 micron suction strainers and low pressure 25 micron full flow return line filters – the diagram below is a 'scaled up' view illustrating the filtering capability built into the hydraulic system of the machine:



## Suction strainers

Replaceable 125 micron suction strainer is fitted within the hydraulic tank, this is screw fitted for ease of removal and replacement.

## Return Line Filter

The 25-micron absolute filter elements should be changed after the first 100 hours or 12 months (whichever occurs first), and thereafter at 500-hour intervals. It is important to note hours worked as if the filter becomes blocked an internal by-pass within the canister will operate and no symptoms of filter malfunction will occur to jog your memory.

## Tank Breather

To reduce the risk of pump cavitation it is advisable to replace the 25-micron absolute tank breather on an annual basis under normal working conditions – for machines operating in dry dusty environments it is recommended that replacement be increased to 6 monthly.

## HYDRAULIC HOSES

The condition of all hoses should be carefully checked during routine service of the machine. Hoses that have been chaffed or damaged on their outer casing should be securely wrapped with waterproof adhesive tape to stop the metal braid from rusting. Hoses that have suffered damage to the metal braid should be changed at the earliest opportunity.


### Hose Replacement

- Replace one hose at a time to avoid the risk of wrong connections.
- When the hose is screwed to an additional fitting or union, use a second spanner on the union to avoid breaking both seals.
- Do not use jointing compound on the threads.
- Avoid twisting the hose. Adjust the hose line to ensure freedom from rubbing or trapping before tightening hose end connections.


Before changing hoses study the installation these are carefully calculated to prevent hose damage during operation. Always replace hoses in exactly the same manner. This is especially important for the flail hoses where they must be crossed, upper to lower, at the dipper and head pivots.

All BSP Hydraulic Hoses fitted to McConnel Power Arms have 'Soft Seal' connections on the flail circuit and ram circuit.

### Recommended torque settings for nut security:

	Nut Size	Nm	Ft-lbs	O-Ring
	1/4" BSP	24	18	P/No. 10.000.01
	3/8" BSP	33	24	P/No. 10.000.02
	1/2" BSP	44	35	P/No. 10.000.03
	5/8" BSP	58	43	P/No. 10.000.04
	3/4" BSP	84	62	P/No. 10.000.05
1" BSP	115	85	P/No. 10.000.06	

### Recommended torque settings for BSP hose unions fitted in conjunction with bonded seals:

	Union Size	Nm	Ft-lbs	Bonded Seal
	1/4" BSP	34	25	P/No. 8650102
	3/8" BSP	75	55	P/No. 8650103
	1/2" BSP	102	75	P/No. 8650104
	5/8" BSP	122	90	P/No. 8650105
	3/4" BSP	183	135	P/No. 8650106
1" BSP	203	150	P/No. 8650108	

### Safety Note

The soft seal hose connections are capable of holding pressure when the nut is only finger tight, it is therefore recommended when dismantling that the hose be manually flexed with the retaining nut slackened to relieve any residual pressure prior to complete disassembly.

## CABLES

The cables operate on a push/pull system with the spool centring springs always returning the spool to the neutral position when the handle is released.

Care should be taken during installation and operation to ensure that the cables are not trapped or kinked. Any abrasion or damage to the outer casing should be sealed with plastic insulation tape to avoid moisture penetrating.

No routine adjustments of the cables are necessary, as they do not stretch. The threaded collar is correctly adjusted when the lever is in a vertical position in its housing allowing an equal amount of travel in either direction.

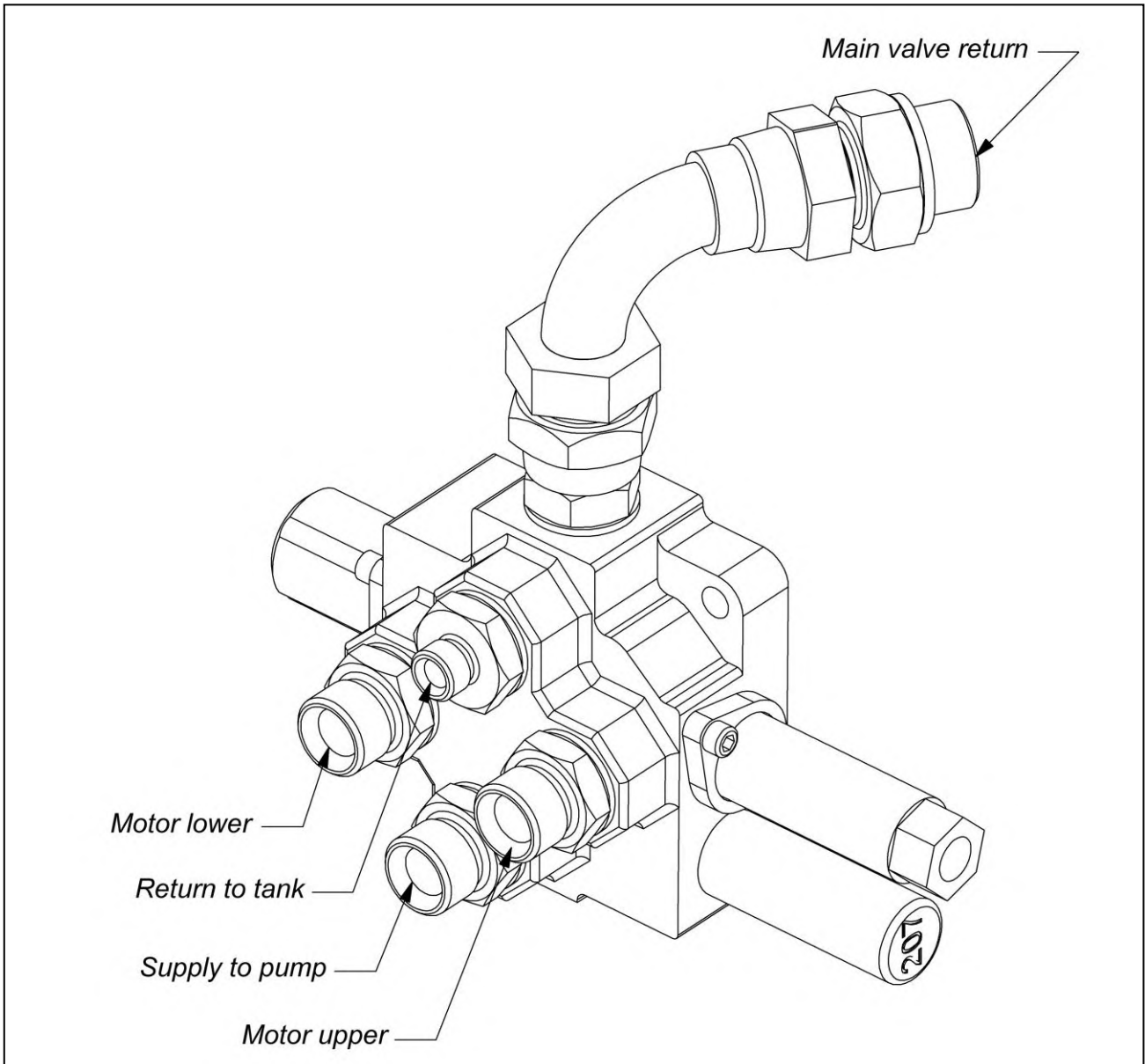
### CAUTION

**On no account should any attempt be made to lubricate the cables, which are assembled with a special lubricant during manufacture.**

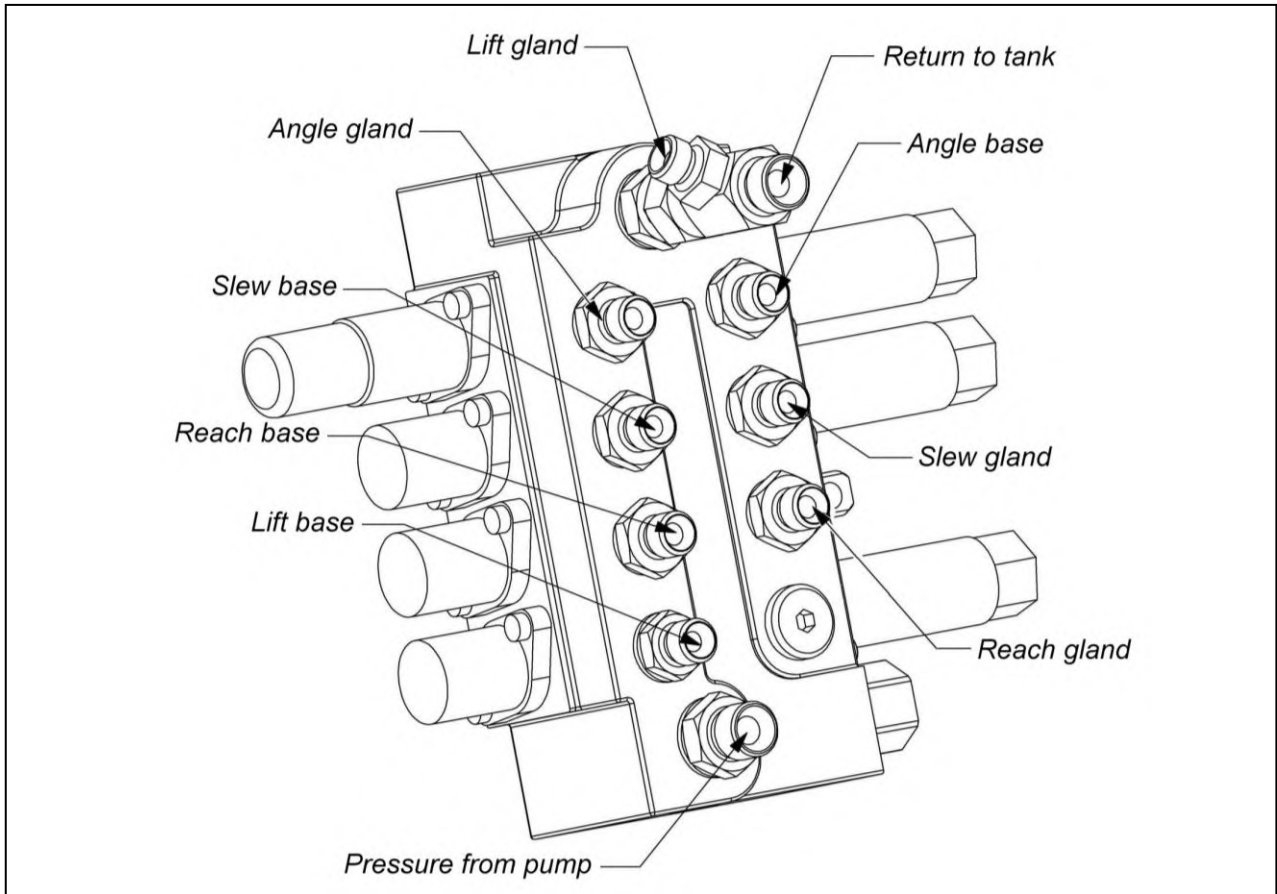
### NOTE

Take care to ascertain the correct cable connections on both the control unit and the valve in the event of cable replacement.

### Rotor Control Valve Hose Connections



## Cable Control Valve Hose Connections









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