

**READ THIS
BEFORE
OPERATING
JACK**



WARNING

Read and understand the *Enerpac Pow'R-LOCK™ Instruction Sheet* before operating the jack. Failure to observe and comply with the safety precautions contained in the *Instruction Sheet* could result in death, serious personal injury and/or property damage.

- Refer to the *Instruction Sheet* (Enerpac document L4075) for detailed safety precautions pertaining to jack operation and lifting safety.
- The safety precautions contained in Sections 1.2 and 6.1 of the *Instruction Sheet* are the most important. However, all safety precautions must be read, understood and completely followed.
- If the *Instruction Sheet* has been lost, a replacement can be downloaded free of charge from the Enerpac website at www.enerpac.com.

USE GUIDELINES SUPPLEMENT

- The *Use Guidelines Supplement* (this document) contains additional information and recommendations to help users operate the jack safely and efficiently. It is provided in addition to the *Instruction Sheet*.
- The *Use Guidelines Supplement* is not intended as a substitute for the *Instruction Sheet*. All personnel must also read the *Instruction Sheet* before operating the jack.

INTRODUCTION

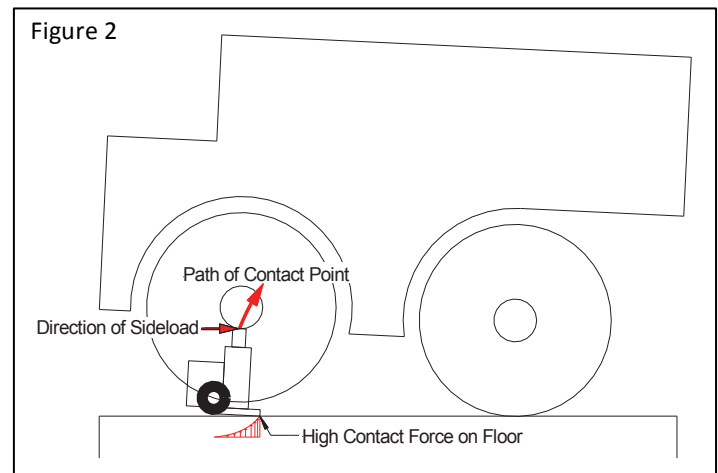
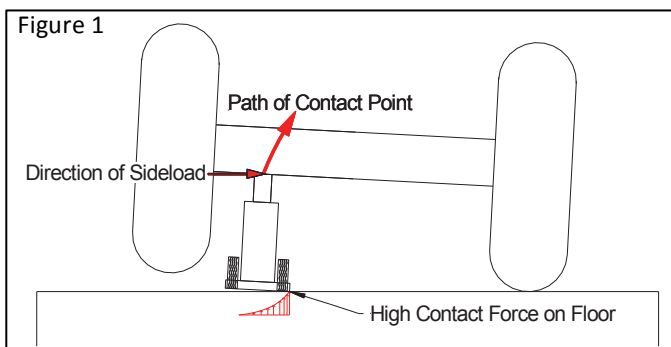
The Pow'R-LOCK™ jack is designed to lift large vehicles, such as mining trucks.

Before the jack is placed into operation, users must have an understanding of the dynamic effects and loading conditions that can occur between a vehicle, the jack, and the maintenance pad (flooring) during a lift.

Single point, two point and multipoint lifts require the jack to accommodate vehicle movement as it is lifted. In most cases, there will be some side loading produced by that movement.

However, excessive side loading should be avoided. Excessive side loading will result in increased friction and high bearing contact pressures. These conditions will make the jack work harder and will also accelerate wear in the lifting cylinder. Permanent damage to the jack could result.

Excessive side loading can also cause the jack to tip excessively, as it follows the movement of the vehicle. This can result in reduced stability during jacking as well as floor loading concentrations that have the potential to damage the maintenance pad (flooring) (See Figure 1 and Figure 2).



LIFTING METHODS AND SIDE LOADING

Single point or corner lifting:

Single point lifting is common for tire changing and for motor replacement on some electric vehicles.

The objective is to raise one wheel and tire off the ground sufficiently to perform the required maintenance.

Single point lifts are most likely to induce significant side loading conditions because the vehicle is not free to roll forward or backward to follow the vertical movement of the jack and the jack is not free to follow the tilting action of the vehicle side to side.

Two point lifts – Lifting one end of the vehicle with two jacks while the other end of the vehicle remains on the ground:

Two point lifts are commonly performed at the *horse collar* of a vehicle and when it is necessary to lift one end of the vehicle. The *horse collar* is typically a main frame cross member or other structural member that is designated as a lifting point by the vehicle manufacturer.

Two point lifts can create side load because the vehicle is not free to roll to follow the vertical movement of the jack as it lifts.

Multipoint Lifts – Lifting the entire vehicle or frame off the ground such that it is completely supported with the jacks:

Multipoint lifts require more communication between users during the lift.

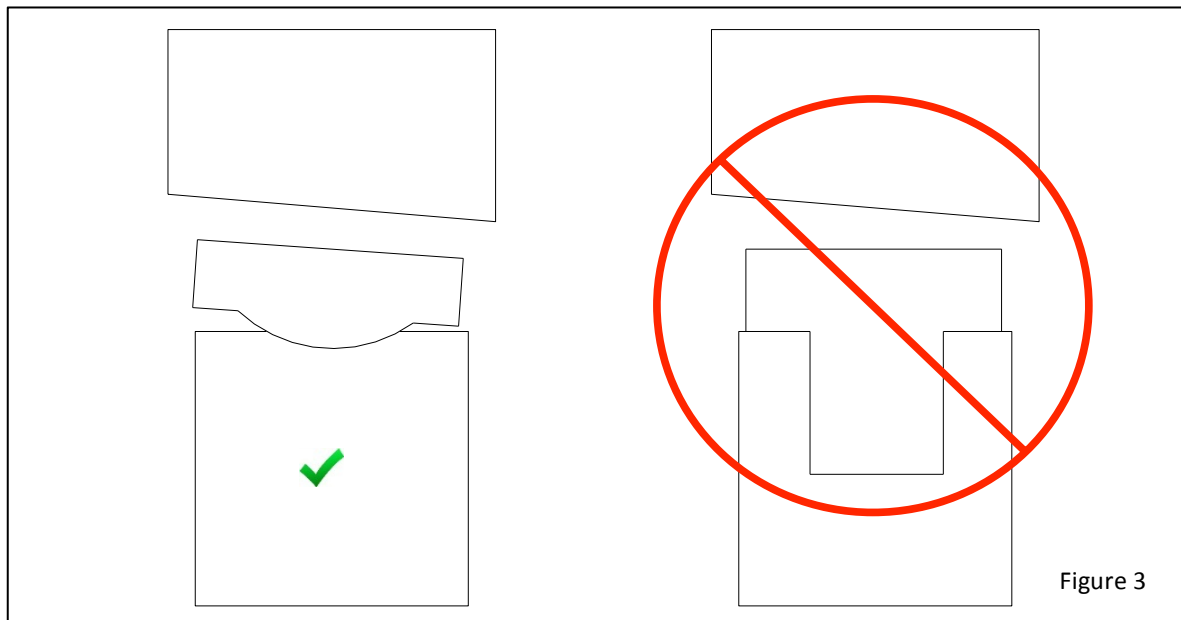
Multipoint lifts can create side load if the vehicle is not lifted level.

REDUCING SIDE LOADING

To reduce the amount of side loading, observe the following guidelines when performing lifts with Pow'R-LOCK™ jacks (refer to items 1 through 5):

1. Use of the swivel cap when performing lifts. (See Figure 3)

- The swivel cap minimizes the effects of side load that can occur from misalignment between the top of the jack and the vehicle lifting point.
- Always perform single and two point lifts with a swivel cap.
- Swivel caps are preferred for multipoint lifts. However, A non-swivel cap may be used, provided that the vehicle lifting points contact the cap evenly across the lifting face and do not concentrate the load on the edges of the cap (due to misalignment between the cap and the lifting point under the load).



2. Do not use the jack on maintenance pads (floors) that are not level. (See Figure 4)

- The swivel cap may not have enough tilt to accommodate uneven and out of level pads and misaligned lifting points.

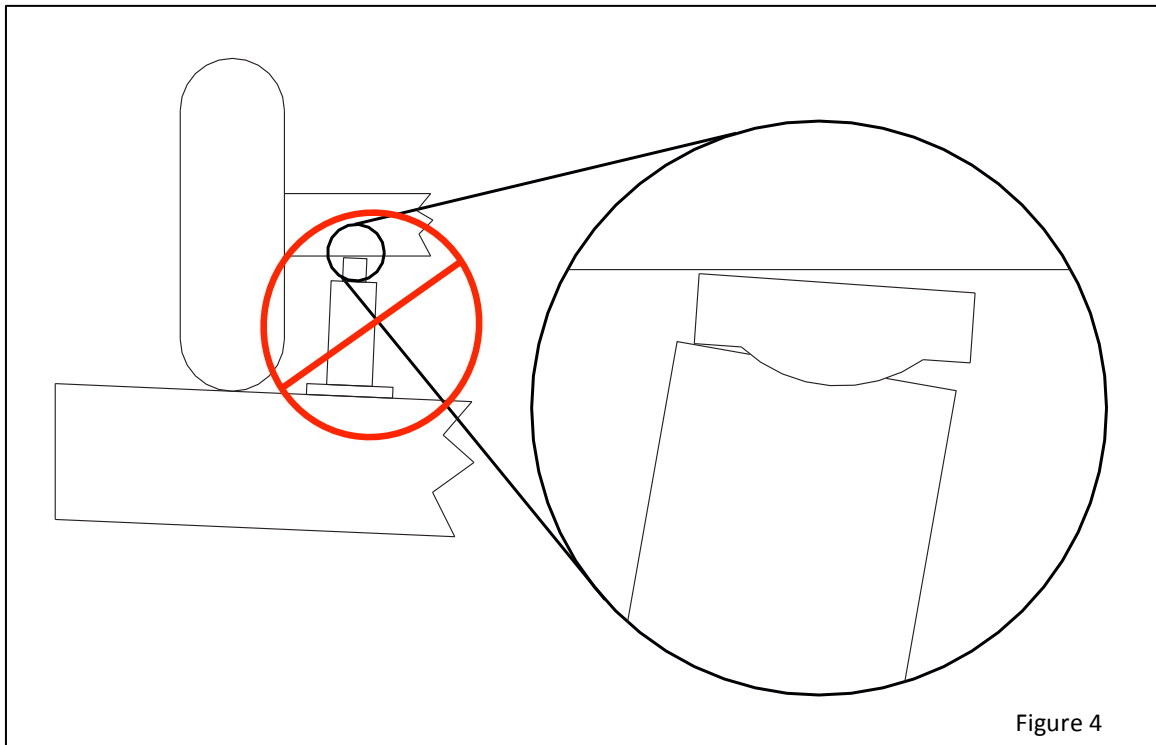


Figure 4

3. Do not raise the vehicle higher than is necessary. The probability of the jack tipping increases as lifting height increases.

On single point lifts:

- As the lifted height of the vehicle increases, the sideways movement of the vehicle increases the side load on the jack. This side loading typically also causes the jack to tip on its base at the floor.
- Jacking past the point where the tire is off the ground more than 2-3 inches (50-75 mm) dramatically increases the side loading exerted on the jack and the maximum surface pressure on the floor.
- Jacking operations that require additional lift height should be performed using multiple jacks.

4. Do not completely fill the space between the vehicle lift point and the jack load cap with extensions. (See Figure 5)

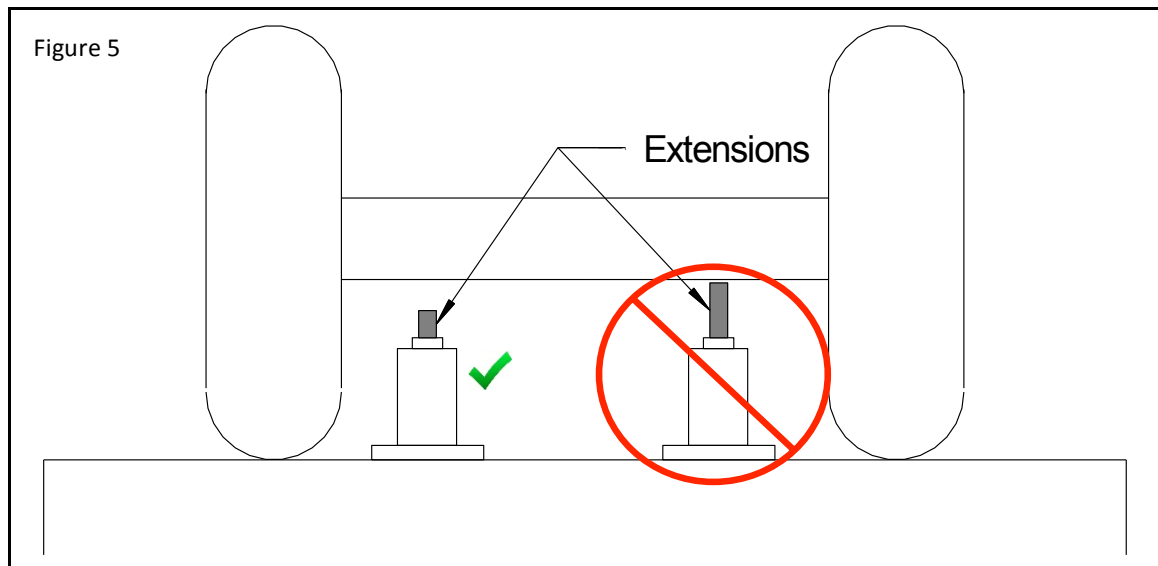
- Allow the jack as much free travel before contacting the vehicle as possible based on the final lifted height required. Add extensions only if the final lifted height cannot be achieved with the available stroke of the jack. Use the shortest possible extension/spacer combination that achieves the required lift height.
- The maximum recommended lifted height of the PL20014-ASA jack is 47 inches (1190 mm) without extensions.
- The maximum recommended lifted height of the PL20025-ASA jack is 69 inches (1750 mm) without extensions.

On single point lifts:

- Most single point lifts on struts and rear axles only need about 10-12 inches (250-300 mm) of lift after the jack has made contact.

On two point lifts:

- Many two point lifts require increased jack travel to unload the struts. Those lifts may require the use of the PL20025-ASA jack.
- Use extension stack lengths that allow the jack to extend as far as possible before contact with the load.
- Consider a multiple point lift when maximum possible jack lifting heights are required.



5. Keep the vehicle level throughout a lift (multiple point lifts only)

- Maintain the center of gravity of the vehicle and the balance of the load distribution between the lifting points.
- Lift and lower slowly enough to control the lifting and lowering operations.
- The shutoff valve on the jack can be partially closed to restrict the air supply and vary the speed of the jack to allow better control of the lifting operation.

NOTES:

Lined area for notes, consisting of a large rectangular box with horizontal lines.

Enerpac Worldwide Locations

◆ e-mail: info@enerpac.com

◆ internet: www.enerpac.com

Australia and New Zealand

Actuant Australia Ltd.
Block V Unit 3
Regents Park Estate
391 Park Road
Regents Park NSW 2143
(P.O. Box 261) Australia
T +61 (0)2 9743 8988
F +61 (0)2 9743 8648
sales-au@enerpac.com

Brazil

Power Packer do Brasil Ltda.
Rua Luiz Lawrie Reid, 548
09930-760 - Diadema (SP) - Brazil
T +55 11 5687 2211
Toll Free: 0800 891 5770
ventasbrasil@enerpac.com

China (Taicang)

Actuant (China) Industries Co. Ltd.
No.6 Nanjing East Road,
Taicang Economic Dep Zone
Jiangsu, China
T +86 0512 5328 7500
F +86 0512 5335 9690
Toll Free: +86 400 885 0369
sales-cn@enerpac.com

France, Switzerland, North Africa and French speaking African countries

ENERPAC
Une division d'ACTUANT France S.A.S.
ZA de Courtaboeuf
32, avenue de la Baltique
91140 VILLEBON /YVETTE
France
T +33 1 60 13 68 68
F +33 1 69 20 37 50
sales-fr@enerpac.com

Germany and Austria

ENERPAC GmbH
P.O. Box 300113
D-40401 Düsseldorf
Willstätterstrasse 13
D-40549 Düsseldorf, Germany
T +49 211 471 490
F +49 211 471 49 28
sales-de@enerpac.com

India

ENERPAC Hydraulics (India) Pvt. Ltd.
No. 10, Bellary Road, Sadashivanagar,
Bangalore, Karnataka 560 080
India
T +91 80 3928 9000
info@enerpac.co.in
www.enerpac.com

Italy

ENERPAC S.p.A.
Via Canova 4
20094 Corsico (Milano)
T +39 02 4861 111
F +39 02 4860 1288
sales-it@enerpac.com

Japan

Applied Power Japan LTD KK
Besshocho 85-7
Kita-ku, Saitama-shi 331-0821, Japan
T +81 48 662 4911
F +81 48 662 4955
sales-jp@enerpac.com

Middle East, Egypt and Libya

ENERPAC Middle East FZE
Office 423, LOB 15
P.O. Box 18004, Jebel Ali, Dubai
United Arab Emirates
T +971 (0)4 8872686
F +971 (0)4 8872687
sales-ua@enerpac.com

Russia

Rep. office Enerpac
Russian Federation
Admirala Makarova Street 8
125212 Moscow, Russia
T +7 495 98090 91
F +7 495 98090 92
sales-ru@enerpac.com

Southeast Asia, Hong Kong and Taiwan

Actuant Asia Pte Ltd.
83 Joo Koon Circle
Singapore 629109
T +65 68 63 0611
F +65 64 84 5669
Toll Free: +1800 363 7722
sales-sg@enerpac.com

South Korea

Actuant Korea Ltd.
3Ba 717, Shihwa Industrial Complex
Jungwang-Dong, Shihung-Shi,
Kyunggi-Do
Republic of Korea 429-450
T +82 31 434 4506
F +82 31 434 4507
sales-kr@enerpac.com

Spain and Portugal

ENERPAC SPAIN, S.L.
Avda. Los Frailes, 40 – Nave C & D
Pol. Ind. Los Frailes
28814 Daganzo de Arriba
(Madrid) Spain
T +34 91 884 86 06
F +34 91 884 86 11
sales-es@enerpac.com

Sweden, Denmark, Norway, Finland and Iceland

Enerpac Scandinavia AB
Kopparlundsvägen 14,
721 30 Västerås
Sweden
T +46 (0) 771 41 50 00
scandinavianinquiries@enerpac.com

The Netherlands, Belgium, Luxembourg, Central and Eastern Europe, Baltic States, Greece, Turkey and CIS countries

ENERPAC B.V.
Galvanistraat 115, 6716 AE Ede
P.O. Box 8097, 6710 AB Ede
The Netherlands
T +31 318 535 911
F +31 318 535 848
sales-nl@enerpac.com

Enerpac Integrated Solutions B.V.

Spinelstraat 15, 7554 TS Hengelo
P.O. Box 421, 7550 AK Hengelo
The Netherlands
T +31 74 242 20 45
F +31 74 243 03 38
integratedsolutions@enerpac.com

South Africa and other English speaking African countries

Enerpac Africa Pty Ltd.
No. 5 Bauhinia Avenue
Cambridge Office Park
Block E
Highveld Techno Park
Centurion 0157
Republic of South Africa
T: +27 12 940 0656
sales-za@enerpac.com

United Kingdom and Ireland

ENERPAC UK Ltd.
5 Coopies Field
Morpeth, Northumberland
NE61 6JR, England
T +44 (0) 1670 5016 50
F +44 (0) 1670 5016 51
sales-uk@enerpac.com

USA, Latin America and Caribbean

ENERPAC World Headquarters
P.O. Box 3241
Milwaukee WI 53201-3241 USA
N86 W12500 Westbrook Crossing
Menomonee Falls, Wisconsin 53051
T +1 262 293 1600
F +1 262 293 7036
User inquiries:
T +1 800 433 2766
Distributor inquiries/orders:
T +1 800 558 0530
F +1 800 628 0490
Technical inquiries:
techservices@enerpac.com
sales-us@enerpac.com

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