

## **Controls**

The paving breaker is controlled by a self closing, lever operated, throttle valve that is built into the handle. When air pressure is directed to the paving breaker, the throttle lever will be in the raised, or off, position. The paving breaker will not start until the lever is depressed. The lever will return to the off position when it is released.

## **Operation**

Know what is underneath the material you are about to break. Be alert for any existing water, gas, electricity, sewer, or telephone lines. Always keep both hands on the handle while operating the paving breaker. The operator must keep his legs and feet clear of the paving breaker tool to prevent injury if the tool breaks. When a tool breaks, the paving breaker (with a piece of broken tool projecting from the fronthead) will suddenly drop to the ground. The operator will be seriously injured if the tool breaks **while he is riding the paving breaker with one leg over the Handle.**

## **CAUTION**

Do not operate the paving breaker without a paving breaker tool in the anvil bushing. Hold the tool firmly against the work.

1. Grip the paving breaker handle with both hands. Depress the throttle lever with the palm of the hand, and apply firm steady pressure to the handles. The correct amount of pressure for maximum efficiency can be gained only by experience, but generally the correct pressure is usually recognizable by the rhythmic sound of the exhaust and maximum breaking action. Insufficient pressure will slow down the paving breaker action. Do not "ride" the paving breaker with one leg over the handle.

## **DANGER**

The operator will be seriously injured if the tool breaks while he is riding the paving breaker with one leg over the Handle.

## **CAUTION**

Riding the paving breaker handle creates excessive pressure on one side of the paving breaker, throwing it out of Alignment and causing unnecessary wear on internal parts.

2. Immediately after starting the paving breaker, check for the presence of oil mist at the exhaust port and on the paving breaker tool. This is the only assurance that oil is traveling all the way through the breaker. When checking the paving breaker for proper lubrication, always put the tool against the work.

3. Release the throttle lever to shut the paving breaker off.

4. If exhaust freeze-up occurs, add anti freeze lubricant directly through the air inlet connection. Use an anti freeze lubricant recommended for air tools.

## Operational Tips

For maximum operating efficiency, observe the following suggestions:

- a. Never strike the paving breaker with a blunt object; the housing may be broken or damaged.
- b. Never attempt major maintenance of the paving breaker on the job; take it to a repair shop.
- c. Never drag the paving breaker along the ground; the air ports in the exhaust may fill with dirt.
- d. Always blow out the air supply hose before connecting it to the paving breaker to remove any dirt inside the hose.
- e. Always be sure the paving breaker is well lubricated. Adjust the air line lubricator so that the paving breaker tool always shows an oil film.

There should be a fine mist of oil coming out of the exhaust port during operation.

- f. Always keep rock drill oil in a sealed container so it doesn't get contaminated with dust or dirt.
- g. Do not operate the paving breaker when the tool is not against the work.
- h. In extremely cold weather, keep paving breaker tools wrapped in burlap or cloth until just before you use them. At 0 ° F (-17.8° C) a hardened steel tool loses about 80% of its normal shock resistance.
- i. Always keep plastic caps or plugs in all ports when the paving breaker is not in service.
- j. Work to the predetermined line (boundary) and grade (depth). Cut straight and cut neatly. To get the exact grade, use a tape measure or ruler.
- k. In certain applications, such as a pipe job where the grade is critical, it pays to over-excavate. If you try to excavate exactly to grade, even a small piece of rock sticking up will throw the pipe off grade. To avoid this problem, excavate a little deeper than grade, then fill and compact to the correct grade. This is easier than having to come back and break out more rock.
- l. Always make a slight cut in a sidewalk or portion of a slab before breaking it. This is usually done with a masonry saw, but if it has not been, use the paving breaker to cut along the designated line to ensure a clean break. When cutting asphalt, cut all the way through the asphalt with each cut, as well as all the way around the perimeter of the area, before you break the asphalt out.m. When excavating to a critical line for installation of a service, square the sides o the excavation as you work down. Other-wise, you'll either under-cut or over-cut.
- n. When making an excavation to work in, it's better to make a larger opening than required to provide ample working room. Observe all safety precautions, procedures and regulations.

o. Always break any material to the point of “give”. This is accomplished by making sure you’re breaking the concrete or rock, not just cracking it; otherwise, you’re not working to the point of give. Always clear away the rubble as you’re breaking the concrete, rock, or asphalt. Uncleared rubble blocks your point of give.

p. Always take the right sized “bite” with the paving breaker. When starting to work the paving breaker in a material, experiment to find the right sized bite for breaking that material efficiently. If you take bites that are too big, it will be necessary to pry with the paving breaker tool. This could break the tool or damage the paving breaker. The paving breaker is not designed for prying; it’s designed for breaking. Always use a pick to pry material free. If you take bites that are too small, you’ll be working too slowly, and you’ll have to pick up and move the paving breaker more than necessary.

q. Do not lift or transport the breaker by the throttle lever. Damage can occur to the breaker.