Rhino® PD-55 General Operating Instructions

It is very important to understand that your post driver is a very powerful machine. With proper care and maintenance, your Rhino® PD-55 will give you many years of trouble free service. You must read and understand your post driver operating instructions before using the post driver. This post driver is intended for use by professional installers. Never allow untrained personnel or children to operate this tool.

Visually inspect your post driver before use. The interior of the chuck tube should be checked for obstructions or damage to the chuck tube. The outer surfaces of the driver should also be inspected for any defects. Check airlines for any abnormalities such as bulges, wear spots or tears and replace if necessary. Inspect all couplings are secure and safety clips are in place. Do not use if there is any damage or until the damage is corrected and repaired.

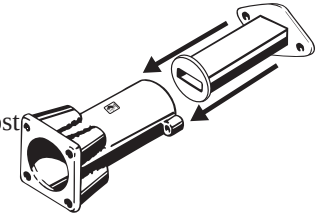
Keep the post driver lubricated per manufacturer's specifications.

1. Blow out air lines before coupling them to your post driver. This precaution will help remove any dirt that may have entered an open hose.

⚠ CAUTION **Do not turn on pressurized air through an unsecured air line; the air line could whip around causing serious injury.**

2. Check your Filter-Regulator-Lubricator. Make sure the regulator is set at no more than 90 PSI (6.2 bar). See **WARNING: AIR PRESSURE** on page 1 for instructions. Make sure the bowl has been drained and the lubricator filled with the proper weight oil. See **LUBRICATION** on page 2.

3. Do not use a chuck or chuck adapter that is too large for the post being driven. See **WARNING: CHUCK SIZING**, on page 2 for instructions. If the fit is too loose it is not safe to operate the driver, damage may occur to the driver and the driver may batter the end of the post.



4. Place the driver on the post to be driven. Position the driver (**Fig. 4**) aligned centered to the post. If not aligned properly, damage could be caused to the driver or the post. Slowly squeeze the air throttle valve lever to start the driver. Opening the throttle valve slowly will prevent a violent start of the driver. Never tape, wire, etc., the throttle valve lever open.

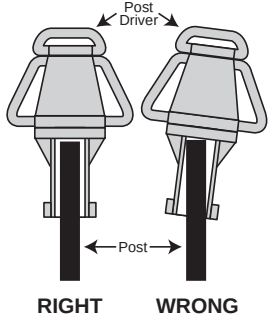


Fig. 4 - Proper alignment of driver and post.

AIR REQUIREMENTS

PD-55: 42 CFM (1.19 m^3/min.) @ 90 PSI (6.2 bar)

5. Keep dirt out of the chuck. It could enter the unit causing damage. If dirt gets into the chuck, disconnect the driver from the air supply, remove the chuck and clean out the dirt. Be careful to keep dirt out of the driver during reassembly and be sure the bolts holding the chuck are tight and properly torqued.

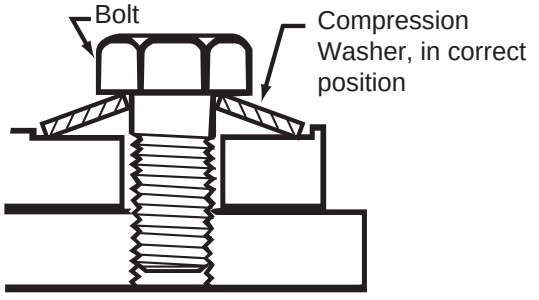


Fig. 5 - Proper installation of compression washer and bolts.

Make certain the surfaces are free of dirt, oil and grease. It is important to install compression washers properly or they will not lock the bolt securely. Place the compression washer with the center of the cone next to the bolt head being tightened (See **Fig. 5**). Then tighten the bolt with a torque wrench until the proper torque for the size of bolt being tightened is reached (See **Fig. 6**). Check bolt tightness daily.

If you are driving the same temporary posts time after time, the posts will tend to fill with dirt after a few drives. The dirt may be pumped out the top of the post into your driver. Rhino Tool Company suggests you pinch the lower end of the post together, which will keep the dirt out.

There are several benefits to doing this. It will decrease the weight of your temporary post stock by hundreds of pounds making it easier to handle the posts, it eliminates the mess of dried dirt falling out of the posts and eliminates hundreds of pounds of extra weight being hauled time and again by your trucks and trailers which saves you fuel.

Bolt Torque Chart		
Thread Size	Maximum Torque Ft. Lbs. (N*m)	
(Grade 5)	Dry	Lubed
7/16-14 UNC	49 (66.43)	37 (50.14)
1/2-13 UNC	75 (101.68)	57 (77.28)
3/8-16 UNC	31 (42.03)	23 (31.18)

Fig. 6 - Proper bolt torque. Refer to the data in the above chart when reconnecting the chuck to the driver after cleaning out dirt or foreign materials from inside the chuck.