



Wait until the engine stops before repeating the starting procedure.

4. The charge control lamp (27) must turn off immediately after the engine has started running and the acoustic alarm has stopped.

Stop the engine immediately in case of eventual irregularities, then locate the fault and repair it.



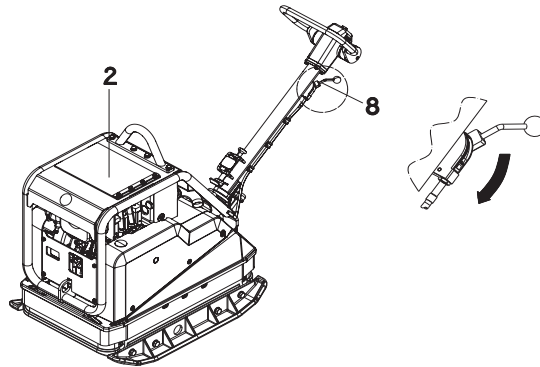
The machine will start vibrating as soon as the engine starts revving up.

**Note: Do not activate automatic decompression lever while the engine is running.**

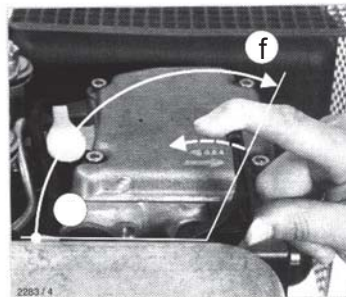
5. Bring the engine up to maximum rpm's and then check the air filter's service indicator (also see chapter on „Maintenance“); clean the dry-type air filter if necessary.

## Operation

### 4.4 Starting the engine with the safety starting crank



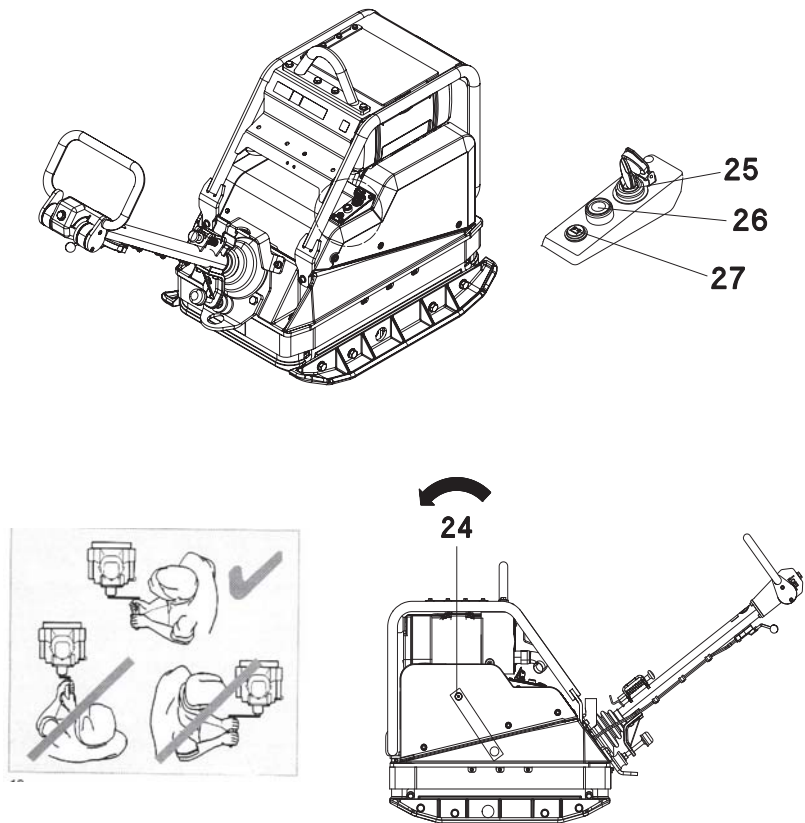
1. Turn the throttle control lever to the load position 1/2 - 3/4.
2. Turn the decompression lever (2) all the way to „f“. At this point automatic decompression lever engages with an audible click, and the engine is ready to start.



3. Put the ignition key into ignition switch (25) and turn it clockwise into operating position (the charge control lamp (27) lights up and the buzzer will be heard).
4. Check to see that the safety starting crank is in good shape and clean! Broken handle pipes, worn cranking bolts, etc. must be replaced! Lightly grease the gliding area located between the safety starting crank and the guide bush (protective casing).



- \* Stand sideways to the engine.
- \* Always grasp the handle pipe (h) with both hands.



- \* Slowly turn the safety starting crank counter-clockwise until the ratchet engages. Then start turning the handle with force and with ever increasing speed. The highest possible turning speed must have been reached when the decompression lever reaches position "e" (compression).

Pull the safety start crank out of the protective hood once the engine has started.



The friction (non-positive) connection between engine and safety starting crank must be guaranteed by a firm grip on the handle pipe and rapid turning of the crank and must not be interrupted under any circumstances during the starting operation.

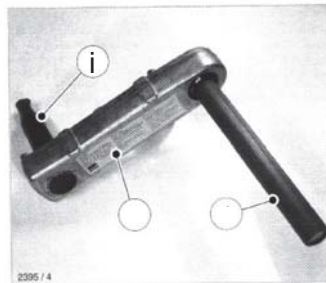
The connection between the crank web (g) and the crank claw will be released if - due to a hesitant turning of the handle - a return kick should take place during the starting operation.

## Operation

- \* Let loose of the safety starting crank immediately and stop the engine if it should start turning in the wrong direction (smoke coming from the air filter) after a back kick.



Wait until the engine stops before repeating the starting procedure.



5. The charge control lamp (27) must turn off immediately after the engine has started running and the acoustic alarm has stopped.

Stop the engine immediately in case of eventual irregularities, then locate the fault and repair it.



The machine will start vibrating as soon as the engine starts revving up.

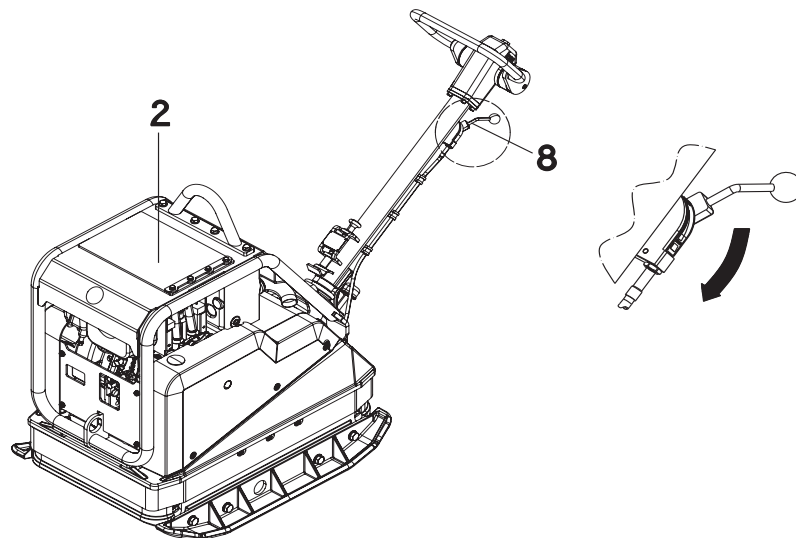
**Note: Do not activate automatic decompression lever while the engine is running.**

6. Bring the engine up to maximum rpm's and then check the air filter's service indicator (also see chapter on „Maintenance“); clean the dry-type air filter if necessary.

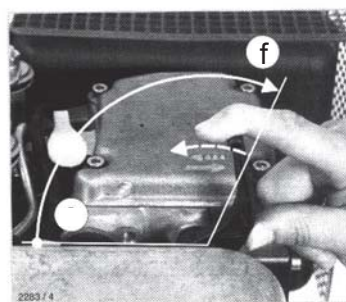
## 4.5 Starting in cold weather

Always free the engine if the temperature is less than  $-5\text{ }^{\circ}\text{C}$  ( $23\text{ }^{\circ}\text{F}$ ).

1. Push the throttle lever (8) to the full throttle position.

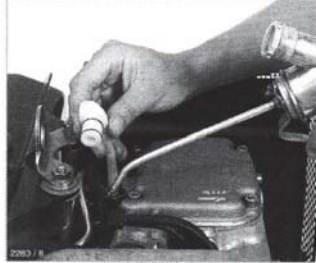


2. Turn decompression lever to any position in front of starting position „f“.
3. Crank the engine counter-clockwise with the safety start crank (24) as long as necessary until cranking becomes easier (10 to 20 crank turns).
4. Press pin „d“ in for approx. 5 seconds.



## Operation

5. Clean the area around the dosing device and then pull off the cover.



6. Fill the housing to the upper edge with low viscosity oil. Replace cover and press down with force. Exactly two successive fillings are required.
7. Turn the decompression lever all the way to „f“.
8. Then start the engine immediately with the electric starter or by using the safety start crank.

## 4.6 Starting with external battery etc.

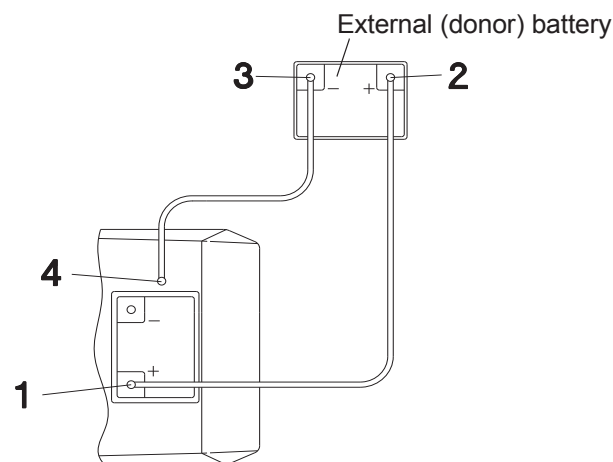
### 4.6.1 Essential requirements for battery jumper cable:

- \* Cable cross-section must be at least 16 mm<sup>2</sup>. (2.5 sq. inches).
- \* Clamps must be completely insulated with plastic.



Only connect 12 Volt batteries. The on-board battery will explode if connected to a 24 Volt truck battery!

The use of starter sprays is absolutely forbidden!



### 4.6.2 Pay close attention to the following connection sequence when jump-starting with an external battery:

1. Connect the red jumper cable with the help of a clamp to the positive pole (1) of the discharged battery.
2. Connect the other clamp of the red jumper cable to the plus pole (2) of the external (donor) battery.
3. Connect the black jumper cable with the help of a clamp to the negative pole (3) of the external battery.
4. Connect the other clamp of the black jumper cable to a grounding point of the machine (4), e.g. to the engine block.

### 4.6.3 Connect the black jumper cable to the negative pole (3) of the external battery.

### 4.6.4 Disconnect the clamps in reverse order; first remove the black jumper cable, then the red one.

## Operation

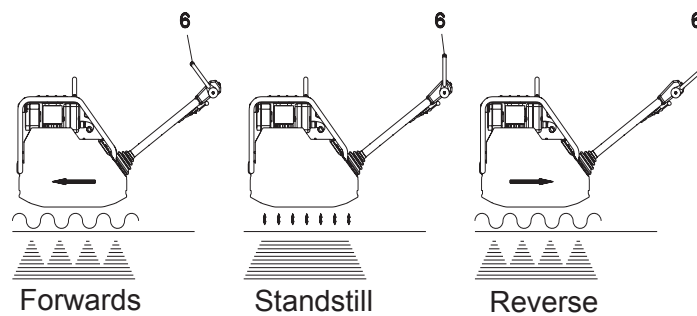
### 4.7 Forward and reverse motion

The engine speed can be infinitely varied on the throttle control lever.

The direction of travel is determined with the shift lever (6).

Depending on the position of the shift lever (6), the vibration plate compacts in forward direction, at standstill or in reverse direction.

The forward and reverse speeds can be varied by selecting intermediate positions of the shift lever (6) or the machine can be employed for particularly intensive compaction at standstill.



### 4.8 Compaction without extension plates

If the vibration plate is used without extension plates, screw set of protective screws (8 pcs) into the threaded boreholes situated in the lower mass, in order to avoid threads from being damaged.

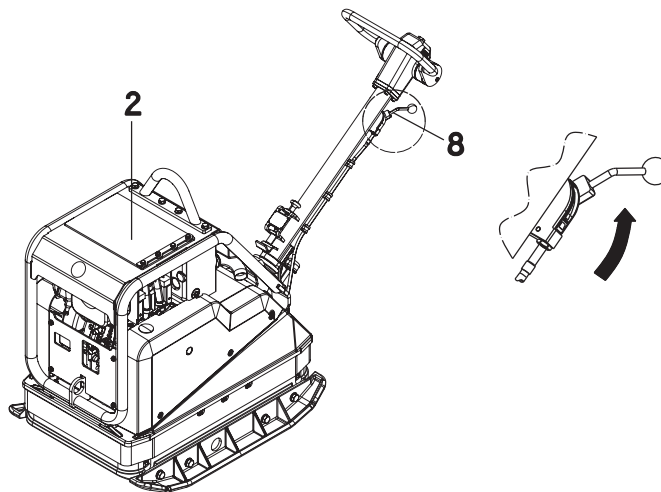


## 4.9 Stopping the engine

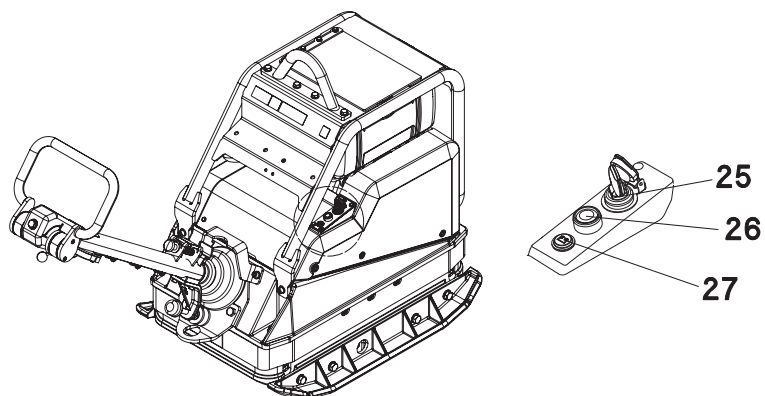


Never switch off the engine with the automatic decompression (2) as this inevitably results in damage to the valve drive and decompression mechanism.

1. Move the throttle control lever (8) to the stop.



2. Turn the ignition key to the stop position and then pull it out once the engine has stopped. The control lamp will extinguish and the acoustic alarm will turn off.



## Maintenance

### 5. Maintenance



#### Warning\*

Danger of poisoning by exhaust fumes!  
Exhaust fumes contain toxic carbon monoxide that can lead to unconsciousness or death.

\* Always switch off the engine during maintenance work!

#### 5.1 Maintenance schedule

Component	Maintenance work	Maintenance interval
Drive engine	First oil change and filter.	approx. 8 hours after initial start-up
Machine cpl.	Run a visual check to see that everything is complete and undamaged.	daily
Air filter	Check area around combustion air intake and also air filter service indicator.	
Drive engine	Check oil level, if nec. top up oil.	
Centre pole height setting, transport lock	Regrease.	weekly
Fuel tank	Check water separator.	
V-belt	Check V-belt, if. nec. replace.	monthly
Protective frame	Check attachment screws for tight fit.	
Central lifting point		
Tow-bar head	Check oil level, top up if necessary.	
Exciter	Oil change.	every 250 h, or latest every 6 months
Drive engine	Oil change, change oil filter. Keep cooling fins free of dirt, clean dry. Retighten all accessible screw connections.	every 250 h
Battery	Check acid level, if nec. top up with distilled water.	
Fuel filter	Change filter.	every 500 h
Air filter	Replace filter insert.	
Fuel injector	Clean, adjust if necessary, repair or replace.	every 1500 h
Injector valve	Clean, adjust or replace if necessary.	every 3000 h

## 5.2 Engine oil and oil filter

### 5.2.1 Check oil level:

- \* Remove dirt from the oil dip stick area. Check oil level on oil dipstick (19).



Place the machine in an horizontal (level) position and stop the engine before checking the oil level.

- \* If the oil (see *Technical Data*) level is too low, top up with Fuchs oil through the filler nozzle.
- \* Pay attention to the max. level mark on the dip stick!



### 5.2.2 Replacing oil and oil filter:

#### **Note**

The work area should be covered with a waterproof sheet to protect the floor (protection of the environment).

1. Let engine warm up.
2. Take off the front cover plate.
3. Remove the oil hose from the support (spanner opening 19) and then hang the hose into an appropriate container.



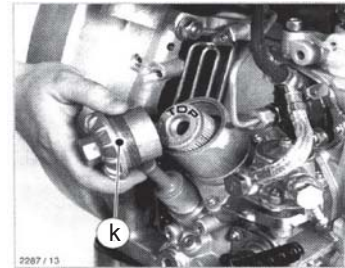
#### **Danger of scalding by hot oil!**

Collect the used oil and dispose of it according to local regulations.

4. Let the oil drain completely. Lift the back end of the machine if necessary.

## Maintenance

5. Replace oil filter.



6. Clean filter insert carefully to avoid bending the screen netting.

Wipe off screw plug or blow out with compressed air.

Watch out for the "TOP" marking on the oil filter!



7. Check and, if necessary, replace O-ring „k“.

8. Moisten thread and O-ring of the screwed sealing plug with a lubricant.

9. Fasten the oil hose to the support.

10. Fill up with engine oil until the max. marking of the dip stick is reached.

11. Check the oil level again after a short engine test run and top up if necessary.

12. Be sure to check that the screwed sealing plug does not leak.

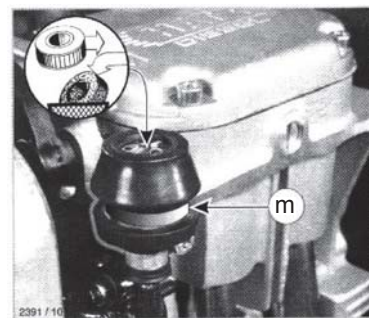
13. Fasten the front cover plate.

## 5.3 Air filter

### 5.3.1 Air filter inspection:

- \* Check and, if necessary, remove coarse dirt accumulation such as leaves, dust deposits etc. from air admission holes.
- \* Examine and, if necessary, clean dust outlet (l) openings of cyclone prefilter.
- \* Air filter service indicator: Start engine and push throttle to full rpm's for a few seconds.

The filter system must be cleaned if the bellows contracts and covers the green ring (m). Check the bellows often per day when working in extremely dusty conditions.



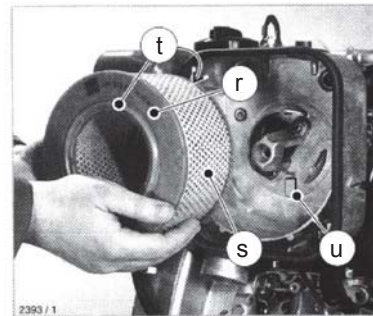
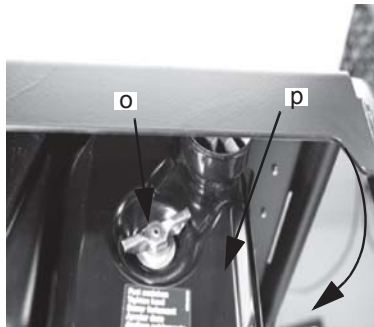
### Note

The air cleaner must be cleaned every day if conditions are adverse, dry, and dusty.  
Do not clean with compressed air.

### 5.3.2 Air filter maintenance:

1. Loosen wing (thumb) screw (o) and carefully remove with cover (p). One turn of the cover (p) by 90° towards the right makes removing easier.
2. Carefully remove filter element (r).
3. Check conditions and cleanliness of valve plate (u).

## Maintenance



4. Knock the dry dirt out of the filter element.



Do not clean the filter element with compressed air to avoid causing damages.

**Note:** Check the filter insert for cracks or other damages while holding it against a light or when illuminating it with a lamp.

Do not reuse the filter element if you have determine any kind of damages in the area of the filtering paper (s) or, as the case may be, in the area of the sealing lip (t).

5. Replace the filter element if the maintenance plan requires it.

6. Follow the disassembly procedure in reverse order to refit the filter.

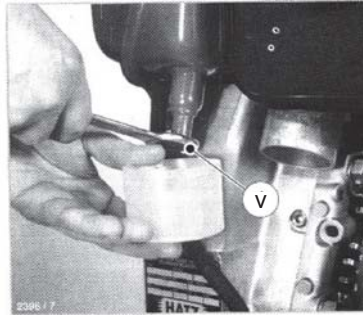


### Caution

Operating the engine without air cleaner can cause rapid engine wear.

\* Do not run the engine without an air cleaner.

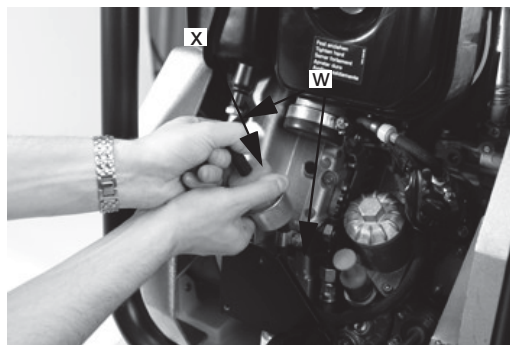
## 5.4 Fuel system



Do not work close to an open fire and do not smoke when working on the fuel system.

### 5.4.1 Water separator inspection:

- \* Turn hex screw „v“ 2 - 3 turns to detach.
- \* Collect the emerging drops in a transparent container. First water and then fuel drops will emerge, as water is specifically heavier than diesel fuel. A clear separating line will make this easily recognizable.
- \* Turn the hex screw „v“ back in once only clear fuel emerges.



### 5.4.2 Fuel filter replacement:

- \* Place an appropriate container under the filter to catch any emerging

## Maintenance

fuel.

- \* Close fuel supply line.
- \* Pull fuel line „w“ off from both sides of the fuel filter „x“ and then put in a new filter.

Important:

Pay attention to cleanliness and avoid letting any dirt into the fuel line.

- \* Always replace fuel filter. Pay attention to the flow direction - look for the arrows.
- \* Allow fuel to flow.
- \* After a short test run make sure that fuel filter and line do not leak.

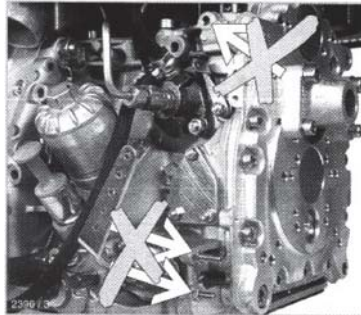
### 5.4.3 Screwed connections control:

Make sure all accessible screwed connections are correctly tightened and in good shape.



Do not retighten cylinder head screws!

The adjusting screws for the speed governor and at the injection system have been provided with a safety lacquer; do not retighten nor reset them.





### 5.5 Battery

#### 5.5.1 Check acid level:

1. Remove battery cover.
2. Check acid level, if necessary top up with distilled water.
3. Secure battery cover.



Make sure the positive battery terminal cover is correctly in place before proceeding to install the battery cover. Check to see that the gas venting hose does not have any kinks!



Protect hands and eyes against the acid!

**Note: Only replace defective batteries with original Wacker batteries. Standard batteries are not suitable for the high vibration loads.**

#### 4. When changing the battery:

- \* Removal: First disconnect negative, then positive terminal of battery.
- \* Assembly: First connect positive, then negative terminal of battery.

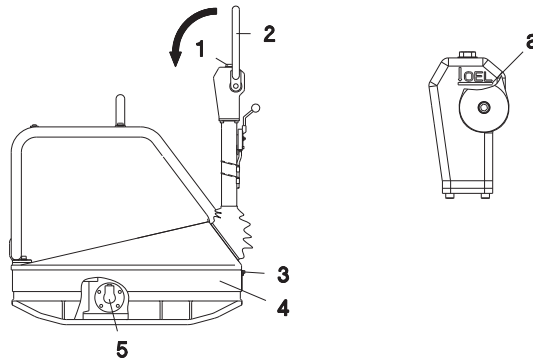
When using starting sprays etc., see chapter operation.

## Maintenance

### 5.6 Hydraulic control

#### 5.6.1 Check oil level

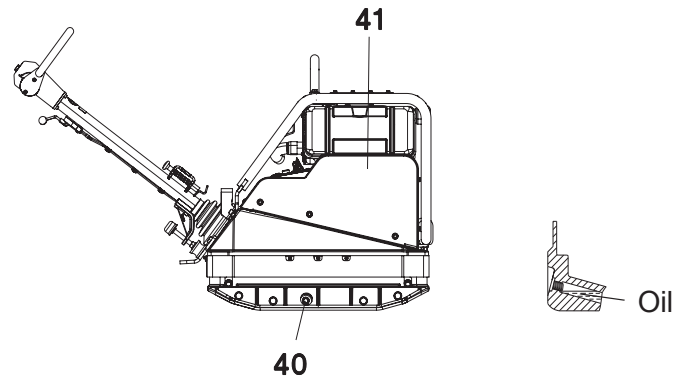
1. Move centre pole into vertical position.
2. Open filler bore (1).
3. Oil level must coincide with marking (a), top up with hydraulic fluid if necessary (see Technical Data).
4. Close filler bore..



#### 5.6.2 Venting hydraulic control

1. Remove apron (4) by undoing the screws (3).
2. Move centre pole into vertical position, move shift lever (2) right into the reverse position, open filler bore.
3. Loosen connecting screw (5).
4. Slowly push the shift lever into forward motion direction until hydraulic oil emerges bubblefree at the connection screw.
5. Tighten connecting screw, mount apron.
6. If necessary, top up with, seal filler bore.

## 5.7 Exciter



## 5.7.1 Check oil level:

1. Position vibration plate horizontally.
2. Open filler bore (40).
3. The oil level must reach the start of the thread of the filler bore (40).
4. If necessary, pour in oil (see *Technical Data*) through filler bore (40) (use funnel 0,75 l).
5. Close filler bore (40). (torque setting = 100 Nm)

## Maintenance

### 5.7.2 Changing the oil:

1. Remove extension plates if necessary.
2. Open filler bore (40).



#### **Warning**

Danger through overturning.

If the machine overturns, it can cause severe injury such as crushing. Only use suitable and tested hoisting gear and lifting tackle of sufficient lifting capacity.

Place the machine in a stable position.

3. Tilt vibration plate and keep it tilted until the oil has run out.
4. Place vibration plate in horizontal position.

#### **Note**

Avoid spilling oil. Remove any spilled oil immediately.

5. Pour in oil (see *Technical Data*) through the filler bore (40).
6. Close filler bore (40). (torque setting = 100 Nm)
7. Mount extension plates if necessary.



Do not pour in too much oil!

**5.8 Exciter V-belt**

It is not necessary to retighten the V-belt owing to the use of the automatic centrifugal clutch.

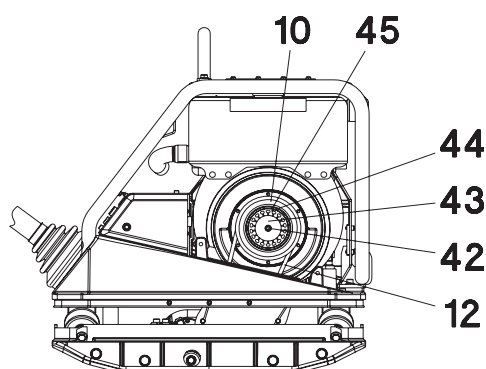
Should the V-belt width fall below 15,5 mm the V-belt must be replaced.

**5.8.1 Changing the exciter V-belt:**

1. Remove belt guard (41).
2. Undo screw (42).
3. Remove button (43), belleville spring (44), seal (45) and front segment of the V-belt pulley (10).
4. Change exciter V-belt (12).
5. Assemble the components in reverse order; make sure that the coloured marking on the pin coincides with the marking on the V-belt pulley (10).



Do not oil or grease clutch components (will damage the graphite bushes).



## Faults

### 6. Faults

#### 6.1 Forward speed too low

Cause	Remedy
To little hydraulic oil in the centre pole head.	Top up hydraulic oil.
Air in hydraulic control.	Bleed system.

#### 6.2 Reverse speed too low

Cause	Remedy
Too much hydraulic oil in centre pole head.	Correct oil level in accordance with mark.

#### 6.3 No reverse motion

Cause	Remedy
Mechanical fault.	Contact Wacker Neuson service dept.

#### 6.4 Loss of hydraulic oil

Cause	Remedy
Leaks, hydraulic hose defective.	Contact Wacker Neuson service dept.

**6.5 The charge control lamp will not extinguish and/or the buzzer will not stop buzzing**

Cause	Remedy
Dynamo defective.	Contact Wacker Neuson service dept.
Control unit defective.	Replace control unit (on rear of the dynamo).

**6.6 Engine does not start**

Cause	Remedy
Ignition lock defective.	Change defective parts.
Starter defective.	
Start knob defective.	
Battery flat.	Charge battery.
Lack of lubricating oil.	Fill up with oil and actuate valve lever at oil filter housing once.

## Faults



## 3 Disposal

### 3.1 Disposal of batteries

#### For customers in EU countries

This device contains one or more batteries or rechargeable batteries (hereafter referred to as "batteries"). This battery is subject to the European Directive 2006/66/EC on (waste) batteries, as well as the corresponding national legislation. The battery directive outlines the procedure for handling batteries across the EU.



The battery is labelled with the symbol of a crossed out dustbin shown here. Below this symbol is a list of all the harmful substances it contains, namely "Pb" for lead, "Cd" for cadmium and "Hg" for mercury.

Batteries may not be disposed of with normal household waste. As the end user, only dispose of waste batteries via the manufacturer, the dealer or special collection points for this purpose (legal obligation to return), which is free of charge. Dealers and manufacturers are obliged to accept the return of the batteries and to use them properly or to dispose of them as hazardous waste (legal obligation to accept). You can also return any used batteries you obtained from us free of charge. If you do not return the batteries to one of our branches personally, make sure you have paid sufficient postage for its return. Please also note any information in the sales contract and the general terms and conditions from the point of sales.

The proper disposal of the battery prevents the occurrence of any negative effects on people or the environment, follows the specific procedures for handling harmful substances and enables valuable raw materials to be recycled.

#### For customers in non-EU countries

This device contains one or more batteries or rechargeable batteries (hereafter referred to as "batteries"). The proper disposal of the battery prevents the occurrence of any negative effects on people or the environment, follows the specific procedures for handling harmful substances and enables valuable raw materials to be recycled. Therefore, we recommend that this battery is disposed of in a separate, environmentally-friendly waste collection and not with normal household waste. In some cases, national legislation stipulates the separate disposal of batteries. Please ensure you dispose of this battery in accordance with the valid regulations in your country.





**WACKER  
NEUSON**

## EC Declaration of Conformity

### Manufacturer

Wacker Neuson SE  
Preußenstraße 41, 80809 München

### Product

Type		DPU 6555
Product type		<b>Vibrating plate</b>
Item no.		0610354, 0610355, 0610356
Installed power output	kW	9,9
Measured sound power level	dB(A)	108
Guaranteed sound power level	dB(A)	109

**Conformity assessment procedure** acc. to 2000/14/EC, Appendix VIII, 2005/88/EC at following test center:

VDE Prüf- und Zertifizierungsinstitut, Merianstraße 28, 63069 Offenbach/Main

### Guidelines and standards

This is to certify that this product meets and complies with the relevant regulations and requirements of the following guidelines and standards:

2006/42/EC,

2000/14/EC, 2005/88/EC

**Authorized person for technical documents:** Axel Häret

Munich, 08.03.2010

Franz Beierlein  
Head of product management

Dr. Michael Fischer  
Head of Research and Development





