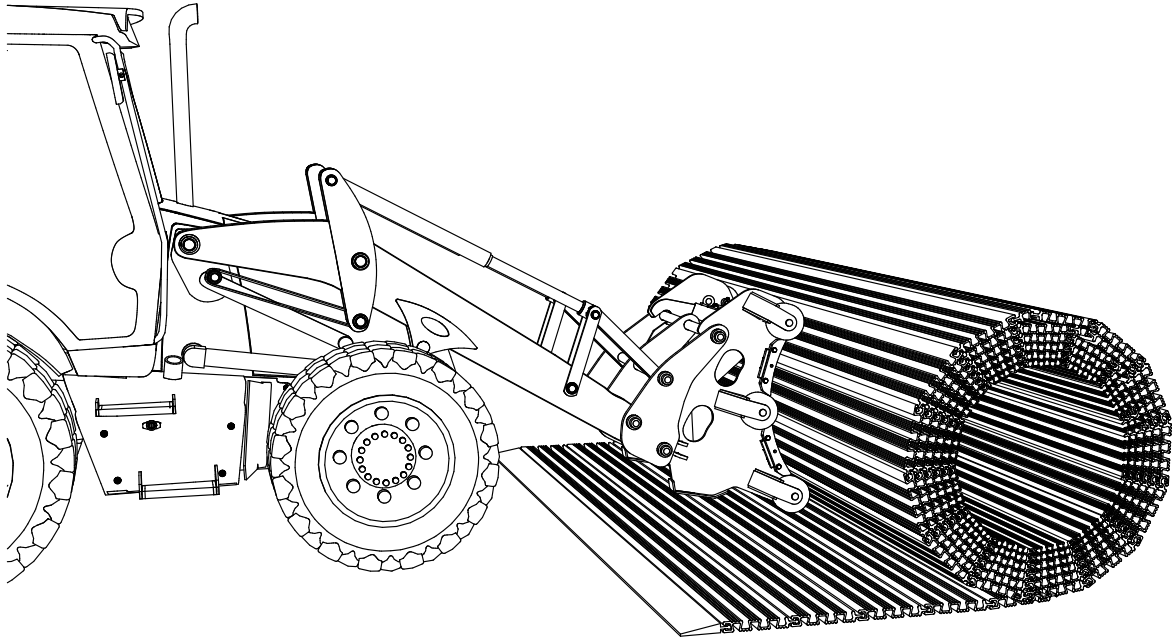


# PUSHFRAME

## OPERATOR MANUAL



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Rev: 2.0  
Date: 22/01/24



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# 1 Introduction and Safety

## 1.1 Introduction

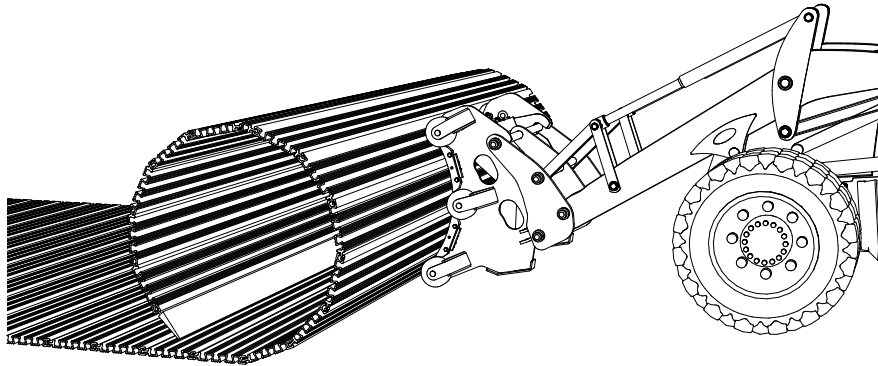
FAUN Trackway Limited designs and manufactures portable ground stabilisation solutions for vehicles and aircraft. With a rich heritage in tailored engineering, we have been in operation for over 75 years.

This manual is an aid to the use and maintenance of the FAUN Trackway® Pushframe, when used for the deployment and recovery of FAUN Trackway® panels.

The information contained in this manual is for guidance only and to be used in

conjunction with official training from qualified engineers.

Further information about our product range can be found on our website – [www.fاونtrackway.co.uk](http://www.fاونtrackway.co.uk)



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## 1.2 Safety

This section covers the main health and safety aspects of the Trackway® Pushframe, with which all users must be familiar. For more in depth information, consult with local documentation.

The pushframe weighs 245kg, inclusive of all detachable auxiliaries. Handling of the Pushframe when manoeuvring during transportation, integration and storage should be carried out with care and using safe manual handling practices.

Suitable PPE (gloves and safety boots) should be worn. Areas of the Pushframe may have burrs from integration with host vehicle and traces of lubricants. Any spilled lubricants should be immediately cleaned up from the local area, to prevent contamination.

Should the Pushframe be laid down on the rollers, suitable chocks are required, to prevent uncontrolled movements and possible entrapment.

Personnel must be a minimum of 2 metres away from the Pushframe and host vehicle during integration operations. Do not stand between the Pushframe and host vehicle.

If in doubt, consult with your Local Safety Representative.

## 2 Product Description and Capability

### 2.1 Capability

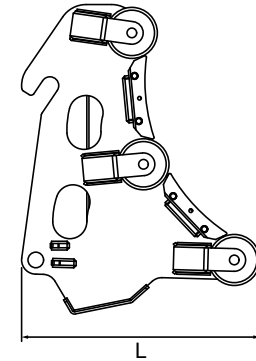
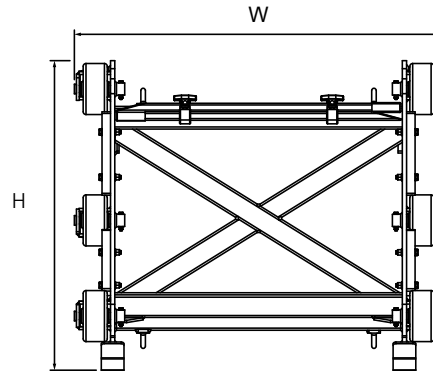
Developed and designed by FAUN Trackway®, the Pushframe provides a safe and timely method of deployment for Trackway®, when used in workmat and roadway solutions, with a minimal logistic burden. It can also be used to recover the Trackway® within certain environments.

It has not been designed for Trackway® lifting operations.

### 2.2 Construction

The Pushframe is a fabricated steel frame with integrated mounting hooks for current JCB 436/437 Wheeled loaders and 4CX Backhoe. The front aspect is curved to receive the contour of the rolled Trackway®. Both of the curvatures carry three composite rollers on steel axles, to promote the rolling motion of the Trackway®. Between the rollers, are sacrificial wear strips, to protect the structure of the Pushframe. The upper crossmember has location fixings for two Trackway® Prybars.

## 2.3 Equipment Weights and Dimensions



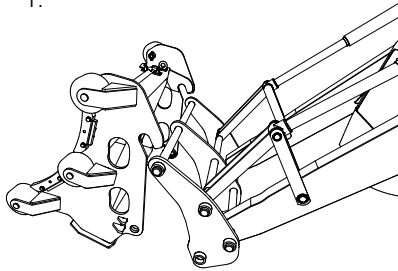
	L mm	W mm	H mm	Weight Kg
<b>JCB</b>	840	1300	1095	245
<b>VOLVO</b>	980	1365	1155	347
<b>CATERPILLAR</b>	945	1365	1155	349

### 3 Integration

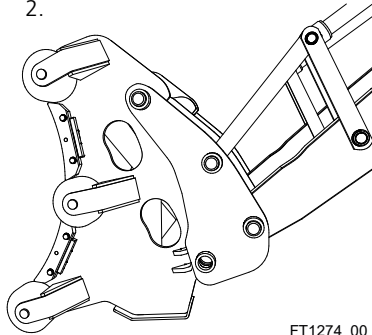
The Pushframe should be positioned on flat/level ground, with the coupling faces presented toward the host vehicle.

1. Drive the host vehicle forward and pick up the Pushframe on the upper hooks.
2. Crowd backwards (towards the host vehicle).
3. When the Pushframe is sitting fully against the carriage frame, engage the horizontal locks.

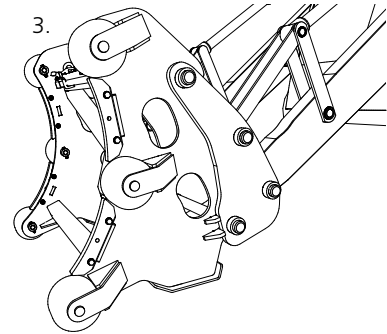
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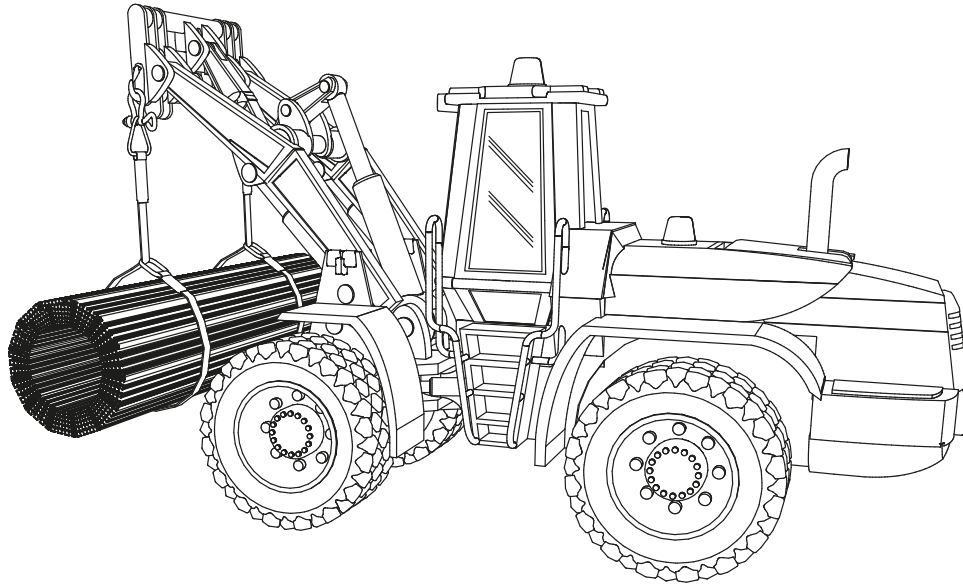
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3.

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## 4 Preparation for Deployment

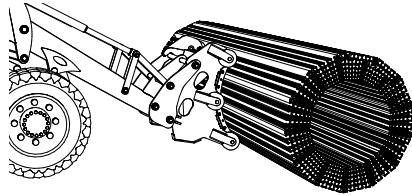
The Trackway® should be placed in the correct position for deployment with safety chocks in place.



Ensure any transit/restraining straps are removed.

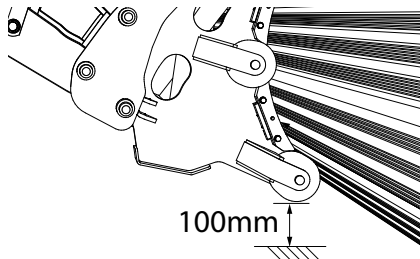
## 5 Deployment of Trackway®

1. To align, squarely present the Pushframe to the centre of the Trackway®, on the side from which to commence deployment.



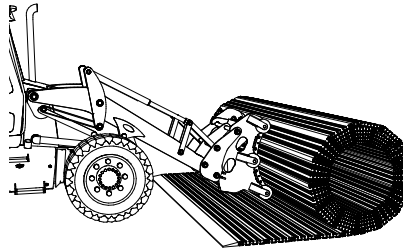
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2. The lower rollers of the Pushframe should be approximately 100mm from the ground.



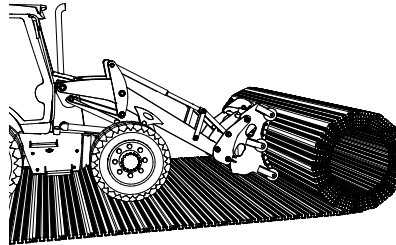
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3. When all chocks have been removed, slowly drive forward under control, pushing out the Trackway®.



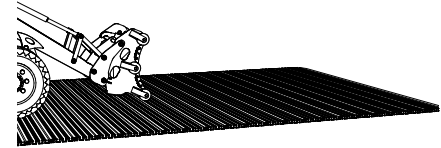
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4. Maintain the Pushframe at the correct height so as to follow the curvature of the Trackway® roll.



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5. Maintain the momentum until the Trackway® is deployed; stopping before the end of the Trackway® reaches the ground, as this may cause the Trackway® to 'whip'.



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6. The Trackway® can now be tensioned and anchored.



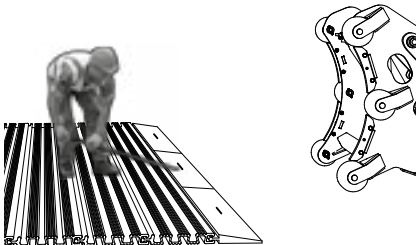
## 6 Recovery of Trackway®

Position the Pushframe and vehicle on the centre line of the Trackway®, facing the intended direction for rolling. The Pushframe should be approximately 1 metre away from the first panel.

Remove the Trackway® Prybars from the Pushframe and lift the first panel, in order to present a raised edge to the Pushframe. This is done by inserting the Prybars under the first Trackway® panel and levering up the edge sufficiently, for the Pushframe lower rollers to ride under the panel.

If the first panel is a tapered fairing version, please use the instruction below:

1. The first Prybar makes initial lift by acting as a lever inside the lifting slot.



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2. The second Prybar is inserted under the leading edge of the fairing panel.



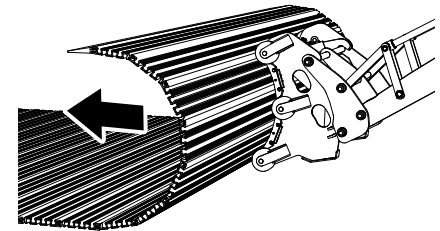
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3. The first Prybar can now be removed from the fairing panel lifting slot and also placed under the leading edge of the fairing panel.
4. Both Prybars can lift the fairing panel simultaneously, for presentation of the Pushframe.



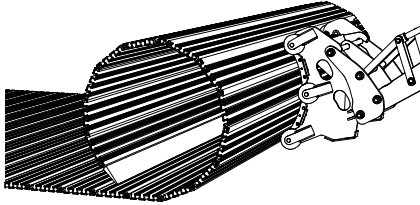
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5. Slowly drive the vehicle forwards, to create the first roll within the Trackway®. Ensure the fairing panel leading edge is in the same panel groove, for the full width of the Trackway®. Failure to do so, will result in uneven roll of the Trackway® ('cone out').

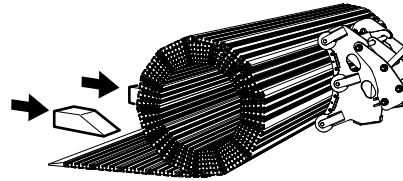


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6. Continue to roll the Trackway® in a controlled manner. Should the Trackway® start to roll in a particular direction, a small steering input can be applied, to correct the direction of roll.

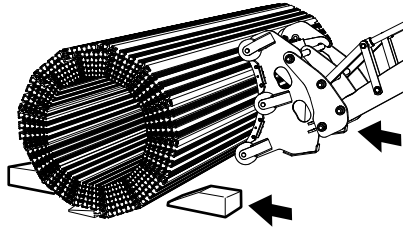


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7. Stop rolling the Trackway® when the end fairing panel is about to go under the roll. Place chocks in front of the Trackway®, to prevent 'runaway' and behind the Trackway® when rolling is complete.



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**Note:** If uneven rolling is encountered, stop recovering the Trackway®. The roll should be re-deployed and the recovery process re-attempted. It is much easier to correct a coning roll right at the start of recovery than later on.

## 7 Pushframe Maintenance

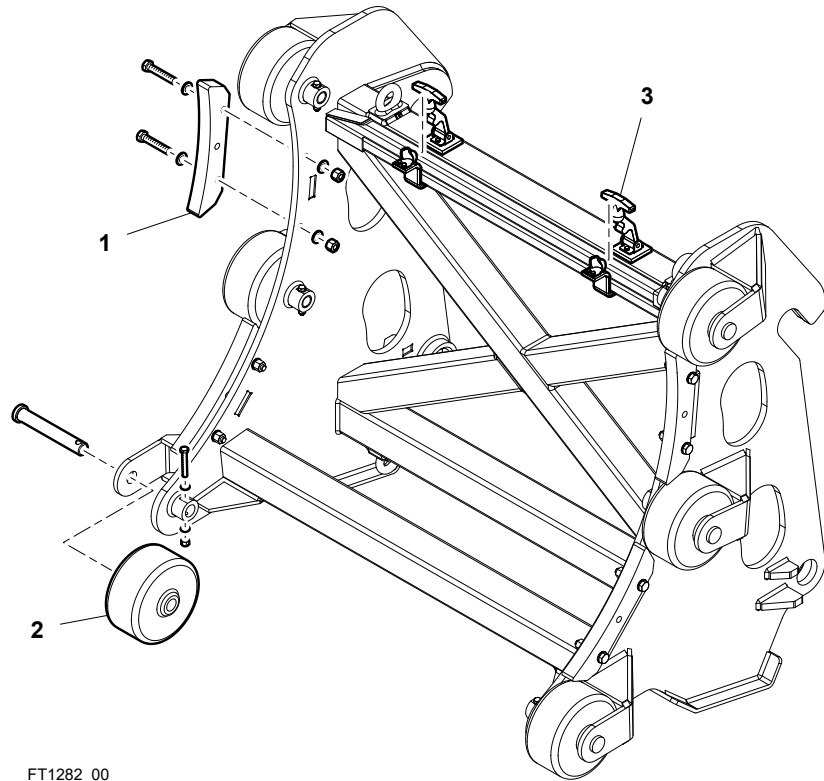
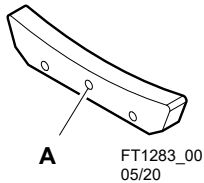
The Trackway® Pushframe has been designed to have a minimal maintenance requirement .

It should be inspected before and after use.

There are three service items on the Pushframe;

Item	Description
1	Wear Strip
2	Roller
3	Bonnet latch for Prybar

The function of the central hole (A) in the Wear Strip, is to be a wear indicator. When this hole is exposed to the working area, the Wear Strip must be replaced.



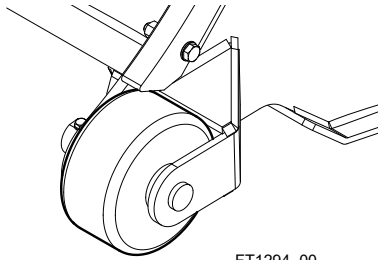
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**Roller** should 'run free' on the axle pin. The Roller material is oil impregnated and does not require service lubrication.

The Roller must be replaced when the roller has excessive play on the axle pin, or insufficient running surface to support the Trackway® being deployed.

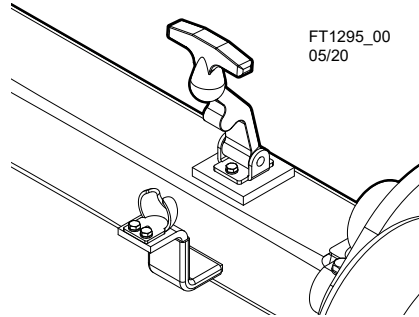
Insufficient running surface will result in damage to the Pushframe. The Trackway® should not be able to make contact with the Pushframe fabrication assembly.

The Roller should also be replaced if there is external damage, preventing smooth rotation on the Trackway®.



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**Bonnet Latch** must be replaced if material becomes perished, or elongated.



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## 8 Transportation and Storage

### 8.1 Transportation

The Trackway® Pushframe can be transported directly integrated on the host vehicle, or on a separate suitable pallet.

When transporting on a pallet, the Pushframe can be 'stood up' in the normal operating position, or laid onto the back (integration hooks). It is not recommended to lay the Pushframe onto the front rollers, unless adequate chocks can be provided.

Once placed onto the suitable shipping pallet, the Pushframe will require suitable strapping/banding for security.

The pallet will need to be handled with local Mechanical Handling Equipment (MHE).

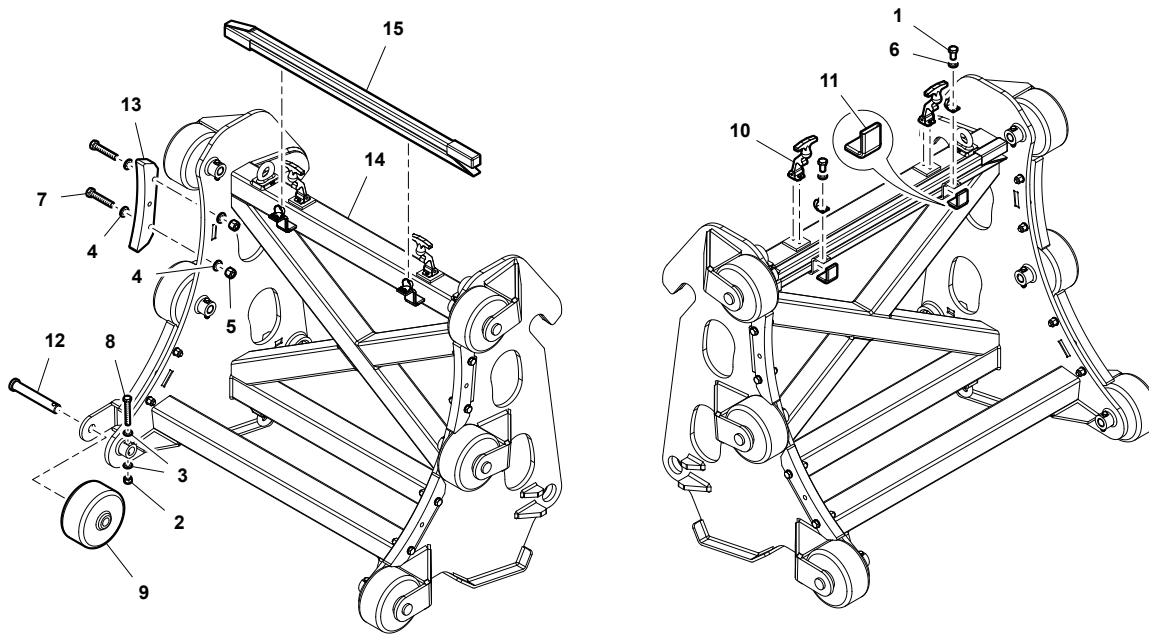
### 8.2 Storage

The Trackway® Pushframe can be stored on a suitable transportation pallet, or in an upright position on level ground.

If being stored outside for long periods, a cover may be used, to protect the equipment from environmental impact.

## 9 Pushframe Spare Parts List

5865950	PUSHFRAME JCB
5814286	PUSHFRAME CATERPILLAR
5814685	PUSHFRAME VOLVO



ITEM	PART No.	DESCRIPTION	QUANTITY
1	5248559	SCREW, M5 x 10 HEX HD	8
2	5248616	NUT, M8 NYLOC	6
3	5248617	WASHER, M8	12
4	5248669	WASHER, M12	16
5	5248683	NUT, M12 NYLOC	8
6	5248770	WASHER, M5 SPRING	8
7	5249869	BOLT, M12 x 70 HEX HD	8
8	5249918	SCREW, M8 x 60 HEX HD	6
9	5269997	ROLLER, PLASTIC	6
10	5670652	LATCH, BONNET (SOUTHCO R STYLE CATCH)	2
11	5670655	TUBE, HEAT SHRINK	2
12	5812701	SHAFT, PUSH FRAME ROLLER	6
13	5865945	STRIP, RUBBING	4
14a	5865949	WELDED STRUCTURE, JCB	1
14b	5814708	WELDED STRUCTURE, CATERPILLAR	1
14C	5814707	WELDED STRUCTURE, VOLVO	1
15	5865955	LEVER, PANEL	2



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